

NORTHWEST ARKANSAS FORWARD 2050 REGIONAL TRANSPORTATION PLAN

TECHNICAL APPENDICES

APPENDIX A: Glossary of Terms

APPENDIX B: Public & Stakeholder Engagement

APPENDIX C: Population Projection Methodology

APPENDIX D: Project Summaries

APPENDIX E: System Performance Report

APPENDIX F: Travel Demand Model Validation Report

NWARPC
Northwest Arkansas
Regional Planning Commission

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

APPENDIX A:
Glossary of Terms

Northwest Arkansas Regional Planning Commission

Glossary of Terms, Acronyms, and Abbreviations

January 20, 2026

INFORMATION ON FEDERAL FUNDING

Federal funding for projects includes:

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

In general, the NHPP provides support for the condition and performance of the National Highway System (NHS), and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan. Restoration work on all State Highway System bridges is also an eligible use of these funds.

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

The NHFP is for projects that will improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including the following:

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improving the state of good repair of the NHFN.
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.
- Improving the efficiency and productivity of the NHFN.
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.
- Reducing the environmental impacts of freight movement on the NHFN.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

The STBGP provides flexible funding that may be used by States for projects to preserve and improve the conditions and performance on any State highway or bridge. A portion of these funds are set aside and sub-allocated as follows:

- Set-asides:
  - Transportation Alternatives and Recreational Trails Projects (TAP or RTP), which provides funding for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.
  - Bridges not on Federal-aid highways (Off System Bridge)
- Sub-allocation:
  - A percentage of a State's STBG apportionment (after set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population:
    - Urbanized areas with population greater than 200,000 (STBGP>200K)
    - Areas with population greater than 5,000 but no more than 200,000 (STBGP)
    - Areas with population of 5,000 or less (STBGP)

BRIDGE FORMULA PROGRAM (BFP)

The BFP provides funding for projects such as bridge replacement, rehabilitation, preservation, protection, and construction of new bridges on public roads. Funding is distributed based on a formula that compares replacing all poor bridges in a State and rehabilitating all fair bridges in a State. A portion of these funds are set aside as follows:

- Set-aside:
  - A percentage of a State's BFP is required to be set-aside to address off-system bridge needs.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The HSIP funds are eligible for projects that will achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. A portion of these funds are set aside as follows:

- Set-aside:
  - Railway-Highway Crossings Program (Rail Hwy) which provides funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

- Sub-allocation:
  - CMAQ Program funds dedicated to West Memphis, AR (CMAQ AQ) for projects to the attainment or maintenance of a national ambient air quality standard.
  - CMAQ Program flexible funds (CMAQ Flex) that may be used by States for projects to preserve and improve the conditions and performance on any State highway or bridge.

CARBON REDUCTION PROGRAM (CRP)

The CRP funds are eligible for projects that address traffic management, bicycle and pedestrian facilities, congestion management technologies, public transportation, and alternative fuel vehicle deployment support. As part of this program, the state must develop a carbon reduction strategy within two years and update it every four years. A portion of these funds are sub-allocated as follows:

- Sub-allocation:
  - A percentage of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population:
    - Urbanized areas with population greater than 200,000 (CRP>200K)
    - Areas with population greater than 5,000 but no more than 200,000 (CRP 5K<200K)
    - Areas with population of 5,000 or less (CRP<5K)

FEDERAL LANDS ACCESS PROGRAM (FLAP)

The FLAP provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to, Federal lands. This is a competitive grant program overseen by EFLHD for Arkansas.

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION GRANT PROGRAM (PROTECT)

The PROTECT Grant Program provides funds for improvements to system resiliency. Funds will be distributed by formula and through competitive grants.

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM (NEVI)

The NEVI Program provides funds for projects that are directly related to the charging of a vehicle and only for electric vehicle (EV) charging infrastructure.

DISADVANTAGED BUSINESS ENTERPRISE SUPPORTIVE SERVICES PROGRAM (DBE)

The DBE Program's primary purpose is to provide training, assistance, and services to minority, disadvantaged, and women-owned business enterprises to increase their activity in the program, and to facilitate the firms' development into viable, self-sufficient organizations capable of competing for, and performing on federally assisted highway projects.

ON-THE-JOB TRAINING PROGRAM (OJT)

The OJT Program is funded by the Workforce Innovation and Opportunity Act and allows States to hire and train skilled workers and get reimbursed for these efforts.

INFORMATION ON GENERIC PROJECTS

IRP DEBT SERVICE

Conversion of Advanced Construction NHPP funds to repay the bonds issued for the 2011 Interstate Rehabilitation Program. The 2011 Interstate Rehabilitation Program was approved by Arkansas voters in November 2011. Under this program, the Arkansas State Highway Commission had the authority to issue up to $575 million in bonds for Interstate rehabilitation to be partially repaid using NHPP funds.

VARIOUS BRIDGE PRESERVATION

Painting structural steel, adding or replacing guard rail at bridges and improvements to columns to control scour, and bridge deck restoration.

BRIDGE INSPECTION / INSPECTION EQUIPMENT

Routine inspection of bridges and purchase of bridge inspection equipment.

RAILROAD CROSSING PROTECTIVE DEVICES / SURFACING / HAZARD ELIMINATION

Safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

VARIOUS TRANSPORTATION ALTERNATIVE PROJECTS

Funded with a set-aside of STBGP program funding for transportation alternatives (TAP). Projects in this category will be approved through a competitive selection process with the solicitation of applications. These set- aside funds include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.

VARIOUS TRAIL PROJECTS
Projects in this category will be approved through a competitive selection process with the solicitation of applications. Eligible projects include motorized and nonmotorized trails and trail facilities.

VARIOUS RESURFACING / RESTORATION / REHABILITATION / RECONSTRUCTION / BRIDGE REPLACEMENT/ BRIDGE REHABILITATION ON COUNTY ROADS
Federal funds dedicated for pavement and bridge improvement projects on the County Road System.

VARIOUS OFF-SYSTEM BRIDGE REPLACEMENT / BRIDGE REHABILITATION ON CITY STREETS/COUNTY ROADS
Federal funds dedicated for bridge improvement projects for Off System Bridges on the City Street or County Road System.

PE / RIGHT-OF-WAY / UTILITIES / CONSTRUCTION ENGINEERING
Project development and construction management activities including surveys, environmental analysis, design, right-of-way acquisition, relocating utilities and providing construction inspection once a project is let to contract.

VARIOUS WILDFLOWER PROGRAMS
Funds to support ARDOT's beautification program of planting wildflowers along the State Highway System.

MOTOR FUEL ENFORCEMENT ACTIVITIES
Funding for ARDOT's Internal Audit Motor Fuel Tax Section to offset the cost of International Fuel Tax Agreement audits and Motor Fuel Tax audits.

VARIOUS STATEWIDE SAFETY IMPROVEMENTS
Improvements consistent with the state Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address a highway safety problem.

STATEWIDE PAVEMENT MARKINGS & SIGNING PROJECTS
Upgrading pavement markings and signs to meet desired levels of retro reflectivity for driver safety.

WORKFORCE TRAINING AND DEVELOPMENT
Various courses and training for workforce development and educational activities for ARDOT employees.

VARIOUS PAVEMENT PRESERVATION PROJECTS
Projects to improve ride quality and extend the life of pavements on the State Highway System. Projects may increase lane widths and/or shoulder widths to current standards.

VARIOUS SIGNALS AND INTERSECTION IMPROVEMENTS
Signalization, signal upgrades, signal coordination, and the addition of turn lanes to improve the flow of traffic through intersections.

VARIOUS SEALING PROJECTS
May include fog seals, chip seals, high friction surface treatments or other surface treatments on the State Highway System to improve friction and long-term performance of the pavement.

VARIOUS FEDERAL LANDS PROJECTS

Improves transportation facilities that are located on or adjacent to, or that provide access to Federal lands. This is a competitive grant program.

ON-THE-JOB TRAINING PROGRAM (OJT)

The OJT Program is funded by the Workforce Innovation and Opportunity Act and allows States to hire and train skilled workers and get reimbursed for these efforts.

VARIOUS ELECTRIC VEHICLE INFRASTRUCTURE PROJECTS

Projects to improve/install various electric vehicle charging infrastructure. This includes traffic control devices or signs directing vehicles to charging infrastructure as well as operating assistance for associated operation and maintenance costs.

VARIOUS INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROJECTS

Projects to improve the efficiency and safety of transportation through advanced technologies such as variable message signs, traffic signal control systems, traffic cameras, and vehicle detection systems.

VARIOUS INTELLIGENT RESILIENCY PROJECTS

Projects to improve the resiliency of the transportation system throughout the state. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

VARIOUS ADA FACILITY UPGRADES

Projects to improve existing Americans with Disabilities Act (ADA) facilities throughout the state. This will ensure all ADA facilities are in compliance with regulations.

VARIOUS CONCRETE PAVEMENT PRESERVATION PROJECTS

Projects to improve ride quality and extend the life of concrete pavements on the State Highway System.

VARIOUS MICROSURFACING PROJECTS

Projects to improve ride quality and extend the life of pavements on the State Highway System.

ECONOMIC DEVELOPMENT

Projects to improve economic competitiveness in various regions throughout the State. Involves partnering with various entities to facilitate the funding/completion
of these projects.

GLOSSARY OF TERMS, ABBREVIATIONS & ACRONYMS	
4-R	Resurfacing, Restoration, Rehabilitation and Reconstruction
AC	Advance Construction - one of several Federal-aid fund management tools designed to provide states with greater flexibility in managing Federal-aid highway funds. The primary benefit of AC is that it allows states to accelerate transportation projects using non-Federal funds while maintaining eligibility to be reimbursed with Federal-aid funds at a later date.
ACS	U.S. Census Bureau American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AEDI	Arkansas Economic Development Institute
AM	Arkansas & Missouri Railroad
ARDOT	Arkansas Department of Transportation
BFC	Bicycle Friendly Community
BFP	Bridge Formula Program. See Information on Federal Funding.
BFP (Off)	Bridge Formula Program - set-aside funds for off-system bridges. See Information on Federal Funding.
BIL	Bipartisan Infrastructure Law
BR	Bridge
BRT	Bus Rapid Transit
CAP	Connecting Arkansas Program - In 2012, through a voter-approved constitutional amendment, the people of Arkansas passed a 10-year, half-cent sales tax to improve the State's transportation system, including projects that widen and improve approximately 200 miles of highways and interstates.
Capacity Improvements	Widening of existing facilities or construction of new facilities to increase capacity.
CENG	Construction Engineering and Inspection
CFR	Code of Federal Regulations
CHBP	Competitive Highway Bridge Program. Federal-aid grant from FHWA to provide funding that will go toward highway bridge replacement or rehabilitation projects on public roads that demonstrate cost savings by bundling at least two highway bridge projects into a single contract.
CMAQ	Congestion Mitigation and Air Quality Improvement Program. See Information on Federal Funding.
CMAQ AQ	Congestion Mitigation and Air Quality Improvement Program - air quality use only. See Information on Federal Funding.
CMAQ FLEX	Congestion Mitigation and Air Quality Improvement Program - flexible use. See Information on Federal Funding.
CMP	Congestion Management Process

COG	Council of Governments
COVID-19	Coronavirus Disease 2019
COVID (CRRSAA)	Coronavirus Response and Relief Supplemental Appropriations Act. See Information on Federal Funding.
CPRG	Carbon Pollution Reduction Grant
CR	Commuter Rail
CRFC	Critical Rural Freight Corridors
CRP	Carbon Reduction Program. See Information on Federal Funding.
CRP>200K	Carbon Reduction Program - set-aside funds for areas with greater than 200,000 population. See Information on Federal Funding.
CS	City Street
CUFC	Critical Urban Freight Corridors
DBE	Disadvantaged Business Enterprises. See Information on Federal Funding.
DOT	Department of Transportation
Earmark	Federal funds that are designated for a particular purpose.
EFLHD	Eastern Federal Lands Highway Division of the Federal Highway Administration - a division of the USDOT that promotes administration of federal public roads and bridges; protects and enhances natural resources and provides transportation access for Native Americans.
EFLHD	Eastern Federal Lands Highway Division of the Federal Highway Administration – a division of the USDOT that promotes administration of federal public roads and bridges; protects and enhances natural resources and provides transportation access for Native Americans.
Emergency Relief	Emergency Relief Program – This program provides funding to federal, state, and local highway agencies for repairs to damaged federal-aid highways and roads on federal lands resulting from natural disasters or catastrophic failures from an external cause.
Eng.	Engineering
Engineering	This is the work required to develop a project's scope and detailed design, as well as the inspection of a construction project.
Env.	Environmental
EPA	U.S. Environmental Protection Agency
ERFO	Emergency Relief for Federally Owned Roads. See Information on Federal Funding.
Every Day Counts (EDC)	A federal program administered by FHWA.
Expansion Project	A transportation improvement that increases the capacity of the transportation system, such as new lanes, interchanges or bridges.
Expressway	This is a multilane, divided highway where access is allowed at public roads via at-grade intersections.
FAST Act	On December 4, 2015, Congress enacted the five-year Fixing America's Surface Transportation Act, which authorizes federal surface transportation funding for highways, highway safety, transit freight port and rail. In the 116th Congress, the FAST Act was extended by the Continuing Appropriations Act, 2021 and other Extensions Act (P.L. 116-

	159) for an additional year until September 30, 2021.
Federal-Aid Highways	Those roads which are eligible for federal funding under Title 23 of the United States Code, except roads classified as local or rural minor collector. Other exceptions apply to this general rule.
Federal Lands	Lands owned or administered by the Federal government. Examples are: national parks, national wildlife refuges, military reservations, federal prisons and public domain land.
Ferry Boat	See Information on Federal Funding.
FFY	Federal Fiscal Year – a pre-defined 12-month period from October 1 to September 30.
FHWA	Federal Highway Administration – an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's transportation system.
Fiscal Constraint	This is the demonstration that sufficient funds are reasonably expected to be available to cover the anticipated project costs within the five-year window of the STIP.
FLAP	Federal Lands Access Program. See Information on Federal Funding.
FLMA	Federal Land Management Agency
FLTP	Federal Lands Transportation Program. See Information on Federal Funding.
Freeway	This is a multilane, divided highway where access is provided only at grade-separated interchanges.
Funding From Other Sources (FFOS)	These are funds applied to a project that are from sources other than the funding distribution categories available for district use.
FTA	Federal Transit Administration – an agency within the USDOT that provides financial and technical assistance to local public transit systems.
FTA-5304	Federal funding for transit system statewide planning and programming.
FTA-5305	Federal funding for transit system planning programs.
FTA-5307	Urbanized area formula grants – provides competitive Federal funding to public transit systems in urbanized areas.
FTA-5310	Federal funding for enhanced mobility of seniors and individuals with disabilities.
FTA-5311	Federal formula grant funds for transit in rural areas / populations < 50,000.
FTA-5329	Federal funds for transit safety and oversight programs.
FTA-5337	State of good repair grants – Federally funded capital assistance for maintenance, replacement and rehabilitation of motorbus systems. Additionally, funding can be used for Transit Asset Management plans.
FTA-5339	Federal Buses and Bus Facilities Grants Program – must be "low" or "no" emission transit or equipment.
GARVEE Bonds	Grant Anticipation Revenue Vehicles (GARVEE Bonds) - a tool used by many states to finance highway projects, secured by the Federal Highway Trust Fund, to enable the acceleration of construction timelines and spread the cost of a transportation facility over its useful life.

GHG	Greenhouse Gas
GIS	Geographic Information System
Gr. & Strs.	Grading and Structures – includes dirt work and bridge building.
HIP	Highway Infrastructure Program. This program allocated funding for road, bridge and other transportation improvements during the FAST Act.
HIP >200K	Highway Infrastructure Program - set-aside funds for areas with greater than 200,000 population. See Information on Federal Funding.
HSIP	Highway Safety Improvement Program. See Information on Federal Funding.
Improve Air Quality	Improve air quality in nonattainment areas.
INFRA	Infrastructure for Rebuilding America. Federal-aid grant from the U.S. Department of Transportation to help fund infrastructure improvements using innovative approaches to improve the processes for building significant projects, and increasing accountability for the projects that are built.
Infrastructure for Rebuilding America (INFRA) Grant Program	This program provides dedicated, discretionary federal funding for projects that address critical issues facing our nation's highways and bridges.
Infrastructure Investment and Job Act (IIJA)	On November 15, 2021, the President signed into law the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL). IIJA authorizes federal surface transportation funding for highways, highway safety, transit and rail for the five-year period from October 1, 2021 to September 30, 2028.
Interchange	This is where two or more roadways meet. An interchange has two or more roadways that provide for the movement of traffic on different levels (grade separated).
Intchng. Impvts.	Interchange Improvements – improvements to the junction between two or more roadways, typically including a grade separation and ramp.
Intersection	This is where two or more roadways meet. An at-grade intersection has two or more roadways that provide for traffic movement on the same level.
Inters. Impvts.	Intersection Improvements – improvements to the junction between two or more roadways that meet at grade.
IRP	Interstate Rehabilitation Program – approved by a special election (November 2011) – allowed the Highway Commission to issue up to $575 million in GARVEE Bonds to help finance repairs and improvements to Interstates.
ITS	Intelligent Transportation Systems
Lane	This is the travel path of one vehicle on a roadway and usually delineated by a dashed or solid stripe.
Let	This means to advertise projects and take bids from contractors to perform the work.
Local	Local Funds / City or County.
Long-Range Transportation Plan (LRTP) or MTP	This is a multimodal transportation plan covering a period of at least 20 years developed through the statewide transportation planning process.
LOS	Level of Service - A qualitative measure of traffic flow quality, from free-flow (LOS A) to congested/unacceptable (LOS F).
LPA	Locally Preferred Alternative

LRT	Light Rail Transit
LULC	Land Use Land Cover
Major Bridge	A major bridge is any bridge with a total length of at least 1,000 feet. There are about 200 major bridges in Missouri, located mainly over larger lakes, rivers and interchanges.
Major Bridge Funds	A STIP funding category focused on improving the condition of bridges longer than 1,000 feet.
Major Widening	Widening of an existing roadway to improve capacity or enhance safety.
MAP-21	On July 6, 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act of 2012, which authorized the federal surface transportation programs for highways, highway safety and transit for the two-year period from 2013 through 2014. MAP-21 was extended through most of 2015.
Metropolitan Planning Organization (MPO)	A federally mandated and funded transportation policy-making organization that is made up of representative from local government and government transportation authorities.
Metropolitan Transportation Plan (MTP)	This is a multimodal transportation plan covering a period of at least 20 years developed through the MPO transportation planning process.
MODOT	Missouri Department of Transportation
MPO	See Metropolitan Planning Organization.
MSA	Metropolitan Statistica Area.
NAAQS	National Ambient Air Quality Standards
National Highway System (NHS)	This is a system of major highway networks established by the federal government that includes interstate routes, most urban and rural principal arterials, the defense strategic highway network and strategic highway connectors.
NARTS	Northwest Arkansas Regional Transportation Study. The Metropolitan Planning Organization (MPO) for all of Washington and Benton Counties and a portion of McDonald County, Missouri (See also MPO.)
National Highway Freight Program (NHFP)	This program was created with the FAST Act, and provides funding for projects included in the State Freight Plan.
National Highway Performance Program (NHPP)	This is one of several categories of federal transportation funds and can be used for road, bridge, or other improvements. This category was created in MAP-21 and incorporates the former federal categories of National Highway System, Bridge and Interstate Maintenance.
NEPA	National Environmental Policy Act – a federal law that requires agencies that administer federally funded projects to assess environmental effects to their proposed actions prior to constructing highways, roadways or projects in public land.
New Location	Construction of a roadway on a location not previously developed for vehicular transportation.
NEVI	National Electric Vehicle Infrastructure Program. See Information on Federal Funding.
NHFP	National Highway Freight Program. See Information on Federal Funding.
NHPP	National Highway Performance Program. See Information on Federal Funding.
NHS	National Highway System – includes the Interstate Highway System and other roads important to the nation's economy, defense and mobility.

NHFN	National Highway Freight Network
NHTS	National Household Travel Survey
NLCD	National Land Cover Database
Noise Abatement	Improvements to reduce noise pollution to a specific area.
NTD	National Transit Database
NWA	Northwest Arkansas
NWARPC	Northwest Arkansas Regional Planning Commission
Obligation	The federal government's legal commitment (promise) to pay or reimburse a state or other entity for the federal share of a project's eligible costs.
Obligation Limitation	A restriction or "ceiling" on the amount of federal assistance that may be promised (obligated) during a specified time period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which the funds may be used.
Off System Bridge	See Information on Federal Funding.
OJT	On-the-Job Training. See Information on Federal Funding.
ONEDOT	The Federal Highway Administration and Federal Transit Administration are referred to collectively as ONEDOT.
Operational Improvements	Improves traffic operations on existing roadways.
Partnering Projects	A project that has a partnering arrangement between ARDOT and local governments and other state agencies that results in project acceleration.
ORT	Ozark Regional Transit
Passing Lane(s)	Construction of an additional lane or lanes intended for passing on a two-lane roadway.
PBPP	Performance-Based Planning and Programming
P.E. or PE	Preliminary Engineering – includes surveys, environmental analysis, and design.
PEL	Planning and Environmental Linkages
Performance-Based Planning and Programming (PBPP)	Refers to the application of performance management within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. This includes a range of activities and products undertaken by a transportation agency together with other agencies, stakeholders and the public as part of a 3C (cooperative, continuing and comprehensive) process.
PHFS	Primary Highway Freight System
Planning	Determination of existing or future needs.
Planning Framework	Since 2004, this is MoDOT's process of involving the general public and planning partners, which represent regions of the state, and local areas, in the identification and prioritization of transportation needs and projects.
Primary Funding Category	Primary Funding Categories include Taking Care of the System, Statewide Interstate & Major Bridge, Safety, Statewide Safety and Flexible & Other. These are MoDOT categories, not federal categories, and indicate the type of MoDOT funds that are used for the project.
Programmed	This means a project has right of way and/or construction funds committed for expenditure within the five state fiscal years of the Statewide Transportation Improvement Program.

Project Development	Combination of preliminary engineering, environmental analysis, design, right of way acquisition, and utility relocation activities.
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program. See Information on Federal Funding.
QACF	Quick Action Closing Funds
PTASP	Public Transportation Agency Safety Plan
Pvmt.	Pavement
Rail Hwy.	Railway-Highway Crossing Program. See Information on Federal Funding.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	A federal discretionary grant program administered by the Federal Highway administration which helps communities around the country carry out projects with significant regional impacts.
Reconstruction	Rebuilding of an existing roadway.
Rehabilitation	Pavement restoration, patching, heat scarifying, etc., of an existing roadway.
Regionally Significant Project	This is a transportation project on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guide-way transit facilities that offer a significant alternative to regional highway travel.
Regional Planning Commission (RPC)	A local body of governments that provide coordinated planning efforts in developing various regional and local transportation plans.
Resurfacing	This type of improvement installs a new layer of material over an existing pavement.
ROW	Right of Way – acquirement of real property to make way for the construction of a highway project. Real property is a term that is used to describe land, easements, air or access rights, or the rights to control the use of land, such as leases.
RR	Railroad
RR Grade Separation	Construction of a bridge over or under a railroad track(s) at an at-grade crossing.
RTPO	Regional Transportation Planning Organization
Safety Funds	A federal and STIP funding category for eligible safety related activities, with a goal of reducing traffic crashes.
Safety & Traf. Eng.	Various improvements to enhance and/or improve traffic flow.
Scoping and Design	The early stages of a potential construction project. See Section 3 of the STIP for more information, and for scoping and design project lists.
Sealing	Application of an asphalt seal coat to an existing roadway.
Sel. Secs.	Selected Sections
SHSP	Strategic Highway Safety Plan – a Federally required statewide-coordinated safety plan for reducing highway fatalities and serious injuries on all public roads.
State	State Funds
State Local	State funds, Local funds or a combination of the two.

STBGP	Surface Transportation Block Grant Program. This is one of several categories of federal transportation funds and can be used for road, bridge or other improvements. Prior to the FAST Act, this program was known as the Surface Transportation Program. See Information on Federal Funding.
STBGP > 200K	Surface Transportation Block Grant Program / Transportation Alternative funds set aside for areas greater than 200,000 population. See Information on Federal Funding.
STIP	Statewide Transportation Improvement Program – a Federally required, financially constrained, four-year or more, list of upcoming statewide transportation projects that identifies the schedule and the funding by Federal Fiscal Year.
Str. & Apprs.	Structure(s) and Approaches – including, but not limited to, bridge replacement, grade separation, etc.
System Preservation	Various projects to preserve, rehabilitate, or reconstruct an existing roadway.
System Improvement	This is a STIP funding category which may be used for any type of system improvement, including safety, condition, or operational improvements. This funding category may also be used for capacity and expansion projects if a district has sufficient other funds to meet their asset management goals.
TAM	Transit Asset Management [Plan]
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program. See Information on Federal Funding.
TAP >200K	Surface Transportation Block Grant Program / Transportation Alternative funds set aside for areas greater than 200,000 population. See Information on Federal Funding.
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TIP	Transportation Improvement Program – a Federally required, financially constrained, three- year or more, list of upcoming transportation projects that identifies the schedule and the funding by Federal Fiscal Year in a Metropolitan Planning Organization area (or MPA - Metropolitan Planning Organization).
TOD	Transit Oriented Development
TMA	Transportation Management Area – an area designated by the Secretary of Transportation having an urbanized area population of over 200,000 or upon special request from the Governor and the MPO designated for the area.
Transit	Projects that provide operation assistance or capital assistance such as improving or expanding local public transit systems, including buses, subways, light rail, commuter rail, or trolleys.
TSMO	Transportation Systems Management and Operations
U of A	University of Arkansas
U.S.C.	United States Code
USDOT	United States Department of Transportation
Utility	Adjustment and/or relocation of utilities.
VMT	Vehicles Miles Traveled
V/C	Volume to Capcity
Widening	Widening an existing roadway – one or more lanes.

Work Zone	This is a designated area where highway construction or maintenance is taking place.
XNA	Northwest Arkansas National Airport

FTA PROGRAMS
49 U.S.C. Chapter Urbanized Area Formula Program Grants
49 U.S.C. Chapter Enhanced Mobility of Seniors and Individuals with Disabilities
49 U.S.C. Chapter Formula Grants for Rural Areas
49 U. S. C. Chapter Grants for Bus and Bus Facilities

Key Definitions

The following planning documents discussed throughout this guidebook are defined under 23 CFR 450.104:

Long-Range Statewide Transportation Plan (LRSTP) – the official, statewide, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process.

Metropolitan Transportation Plan (MTP) – the official multimodal transportation plan addressing no less than a 20-year planning horizon that the Metropolitan Planning Organization (MPO) develops, adopts, and updates through the metropolitan transportation planning process.

Statewide Transportation Improvement Program (STIP) – a statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the LRSTP, MTPs, and TIPs, and required for projects to be eligible for funding under title 23, U.S.C., and chapter 53 of title 49, U.S.C..

Transportation Improvement Program (TIP) – a prioritized listing/program of projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan planning process, consistent with the MTP, and required for projects to be eligible for funding under title 23, U.S.C., and chapter 53 of title 49, U.S.C..

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

APPENDIX B:
Public & Stakeholder Engagement



APPENDIX: Engagement

- Regional Transportation Scienti Survey 2024
- MTP Public Survey
- Steering Committee Engagement
- Stakeholder Committee Engagement
- Public Open Houses & Posters
- NWARPC Speaking Engagements and Events (Nov. 2024 – Dec. 2025)
- Public Comment Period Memo

2024 Regional Transportation Survey

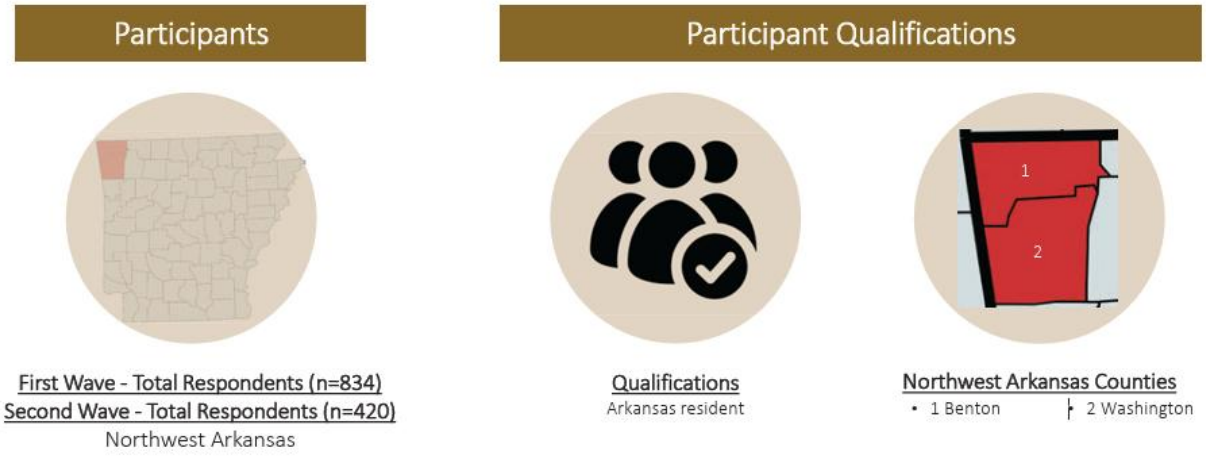
Study Objectives Background In September 2019, ETC Institute administered a Regional Transportation Survey for the Northwest Arkansas Regional Planning Commission. In August 2024, Ariel administered a second wave of this survey. The purpose of the surveys is to gather input from residents to better understand the level of satisfaction with the region's transportation system and attitudes toward prioritizing transportation improvements.

Key Questionnaire Topics Include:

-Perceptions of travel in the Northwest Arkansas (NWA) region
- Current and emerging transportation problems
- Long range transportation planning issues
- Non-auto transportation
- Funding issues
- Regional transportation investment priorities
- Employment and school-related travel
- Public transit use

Methodology

A combination of mail surveys and online interviews were conducted in September 2019 and in August 2024 with Northwest Arkansas residents.



Participant Profile – 2024 Weighting Scheme

Both Benton and Washington county residents were asked to participate in the NWA Regional Transportation Study. More Benton county residents were surveyed in 2019 while the two counties were equally represented in 2024. The 2024 survey was then weighted by county, gender, income, ethnicity and Latino ancestry to be representative of the census and the 2019 survey. While answers are weighted, base sizes reflect the actual unweighted respondents who answered the question.

County of Residence

Unweighted	Weighted
50% Benton	**56%** Benton
50% Washington	**44%** Washington

Gender

Unweighted	Weighted
34% Male	**50%** Male
66% Female	**50%** Female

Ethnicity

Unweighted	Weighted
86% White/Caucasian	**86%** White/Caucasian
5% Black/AA	**5%** Black/AA
6% Native American	**6%** Native American
5% Asian/OPI	**7%** Asian/OPI
3% Other	**3%** Other

Income

Unweighted	Weighted
35% Under $35K	**22%** Under $35K
39% $35K to $74K	**30%** $35K to $74K
16% $75K to $119K	**24%** $75K to $119K
10% $120K or more	**24%** $120K or more

Latino

Unweighted	Weighted
7% Latino ancestry	**16%** Latino ancestry
93% No Latino ancestry	**84%** No Latino ancestry

ConsumerDNA

Key Findings Overview

Key Finding One: Traffic has increased but residents are finding it easier to travel, except for non-auto travel.

- Similar to 2019, almost 9 in 10 say traffic congestion has increased in the past five years
- NWA transportation system is higher rated in 2024 – 10% Excellent in 2024 vs 2% in 2019
- Rush hour congestion is higher rated in 2024 – 28% Better than other cities in 2024 vs 16% in 2019
- Satisfaction increased for ease of travel between home and the five big cities (especially Bentonville [+12%] and Rogers [+10%]) and for ease of travel by car on major city streets (+10%) – and all six are now lower ranked priorities in 2024
- Satisfaction with non-auto infrastructure improved but satisfaction with ease of travel decreased for biking and walking while public transportation is still among the lowest ranked of the 25 attributes for satisfaction
    - Dedicated bicycle infrastructure (+24%, rank 3) vs Ease of travel by bicycle (-2%, rank 9)
    - Availability of pedestrian walkways (+10%, rank 11) vs Ease of travel by walking (-5%, rank 20)
    - Availability of public transportation (+20%, rank 23) vs Ease of travel by public transportation (+18%, rank 24)

Key Finding Two: Transportation priorities are similar to 2019 – 9 of the 10 are the same in 2024.

- Still among top 10 priorities are traffic during peak times, traffic signal operations, ease of travel by public transportation, traffic safety on major streets, neighborhood speeding traffic and ease of travel by car on major city streets
- Condition of roadways and availability of parking were in the top 10 in 2019 and are even higher priorities in 2024
- Perhaps reflecting their higher satisfaction, public transportation went from priority #2 in 2019 to priority #4 in 2024

Implication: Satisfaction with the transportation system has increased but non-auto travel is still a challenge.

Key Finding Three: Most transportation issues remain problematic in the Northwest Arkansas region, but non-auto travel is now perceived as being a much bigger problem.

- The top two issues are better but are still seen as problematic
  - Roads keeping up with development (-7%)
  - Bentonville congestion (-12%)
- Most issues problematic in 2019 are similarly rated in 2024
  - Big city congestion – Rogers, Fayetteville, Springdale and Lowell
  - Lack of public transportation
  - Large truck traffic
- Although still among the least problematic of the issues, non-auto travel is a decidedly bigger problem in 2024
  - Lack of safe pedestrian facilities (+17%)
  - Lack of safe bicycle trails/facilities (+17%)
- Other issues low ranked but seen as more problematic in 2024 are air quality (+7%) and train traffic (+6%)

Implication: Congestion remains a persistent problem, and the lack of non-auto infrastructure is growing more problematic.

Key Finding Four: Satisfaction with and the importance of long-range planning is consistent with 2019.

- Satisfaction was similarly rated (+/- 6%) in 2024 for 12 of the 14 planning issues
- Satisfaction increased for improving travel safety (+9%) and reducing urban sprawl (+8%)

- The most important long range planning issues remained the same in 2024
  - Relieving traffic congestion (-9%)
  - Maintaining existing infrastructure (+7%)

- The importance of other long-range planning issues (+/- 7%) is similar to 2019
- Protecting the natural landscapes (+12%) is the only issue that changed by double-digits in 2024

Implication: Congestion and infrastructure continue to be priorities for residents.

Key Finding Five: Satisfaction with and the importance of public transportation increased in 2024 but lags behind other travel areas.

- Satisfaction with public transportation increased for all options surveyed, particularly for …
  - Carpooling service (+17%, rank 5), Distance to bus stop (+13%, rank 10), number of destinations (+12%, rank 12)

- Air travel was slightly less important in 2024 while public transportation increased in importance
  - Affordability of flights (-15%, rank 1), Adequate XNA flight routes (-8%, rank 5)
  - Transit services on the weekend (+14%, rank 6), Days/Times of bus service (+12%, rank 9), Speed of travel by bus (+9%, rank 13)

- Poor accessibility and inconvenient routes/times are the biggest infrastructure impediments to public transit usage

- Of the three topics surveyed in 2024, satisfaction was lowest for non-auto transportation
  - Travel in NWA – average satisfaction 43% across 25 attributes
  - Long range planning – average satisfaction 35% across 14 attributes
  - Non-auto transportation – average satisfaction 28% across 16 attributes

Implication: Public transportation satisfaction is higher but is still lower rated than travel and planning. Convenience is a big priority for public transportation. Residents need accessible bus stops with convenient routes.

Key Finding Six: Residents increased their support for funding public transportation and roads/highways but are more neutral when it comes to passenger rail.

- Funding should be much greater for public transportation (+12%)
- Funding should be much greater for road and highway improvements (+9%)
- Neither favor nor oppose developing regional passenger rail (+8%)

Key Finding Seven: When looking at priorities, importance and funding, there's more support for public transportation, including biking/walking infrastructure.

- Four of the top five improvements in terms of priority and importance remained the same in 2024 …
  - Improving services for seniors/disabled – Using IT for safety and better flow – More bus routes, hours and services – Building, improving existing sidewalks
- When asked to allocate $100 in funding for various projects, streets received the highest funding allocation but bus and bike/walking facilities received higher allocations in 2024
  - Maintaining streets/highways and building new streets/highways is still tops but lower – $49 in 2019 vs $44 in 2024
  - Improving bus service (+$3) and bike/walking facilities (+$3)
  - Passenger rail allocation remained unchanged at $17 while airport allocation declined from $12 to $10

Implication: Residents appear more willing to support funding for public transportation in 2024.

Key Finding Eight: While the vast majority of commuters drive to work/school, more have used public transportation in 2024.

- Over 60% of residents are employed (full time or part time) or are students, down slightly from 2019
- Commuters mostly drive alone to work or school (83%), down slightly from 2019 – mostly due to remote work/school
- Commuters mostly use city streets (49%), up slightly from 2019
- Over half (56%) of commuters have used public transit, up 14% from 2019 – primarily via occasional bus transit
- Better infrastructure is most likely to increase public transit usage – more routes, more frequent service, real-time info

Key Finding Nine: Residents are slightly more supportive of funding public transportation including via a tax increase and more likely to feel public transportation needs to be expanded but residents still prioritize driving.

- More residents say funding public transportation is very important (+8%), feel a greater need to expand public transportation services (+7%) and are very supportive of a tax increase (+4%)
- Residents prioritize driving cars over public transit options, better public transit safety, small-town feel and natural areas
    - Residents are most divided on having public transit options (23% rank most important vs 31% rank least important)
- The Arkansas DOT, local governments, state government and the NWA Regional Planning Commission are the entities most likely to be viewed as responsible for planning transportation mobility in Northwest Arkansas

Implication: Residents support funding public transportation and better infrastructure could increase usage, but residents still place priority on and are mostly driving their personal vehicle to work and school.

Forward 2050 Public Survey

The survey was promoted online via NWARPC social media and website, member jurisdictions' social media, and through a press release. It was also promoted at the two Public Open House events held April 9th and 10th, 2025 at the Fayetteville Public Library and the Bentonville Public Library. The survey consisted of questions to solicit respondents' use of transportation modes, opinions on NWA transportation network, and demographic information. The survey was made available in English, Spanish, and Marshallese.







The results below show the percentage breakdown of answers to each question as well as the number of respondents to each question.

How would you rate the following?									
	Good		Fair		Poor		Neutral/Unsure		Total
Overall length and reliability of your commute to work	20.25%	179	35.97%	318	35.75%	316	8.03%	71	884
Traffic signals, signage, and general flow of traffic	13.80%	122	44.91%	397	40.38%	357	0.90%	8	884
Availability and quality of roadways	22.00%	194	50.91%	449	25.96%	229	1.13%	10	882
Availability and accessibility of public transit	1.92%	17	7.92%	70	78.39%	693	11.76%	104	884
Availability and quality of multi-use trails and sidewalks	36.23%	321	36.57%	324	23.14%	205	4.06%	36	886
Safety of roadways and pedestrian infrastructure	12.67%	112	43.21%	382	42.19%	373	1.92%	17	884

Do you think the following transportation improvements need to be made in the region?							
	Yes		No		Neutral/Unsure		Total
Expanding and improving the interstate and highway system	55.03%	487	31.07%	275	13.90%	123	885
Expanding and improving local roadways	73.84%	652	17.67%	156	8.49%	75	883
Improving road safety and infrastructure	75.99%	671	12.34%	109	11.66%	103	883
Expanding and improving public transit and rideshare options	83.63%	741	7.45%	66	8.92%	79	886
Building and enhancing pedestrian and bicycle infrastructure	70.85%	627	19.77%	175	9.38%	83	885
Using technology to improve traffic flow	79.52%	703	8.37%	74	12.10%	107	884

How would you rate the following strategies to fund transportation improvements in the region?							
	Acceptable		Unacceptable		Neutral/Unsure		Total
Increase gas tax	57.49%	503	29.83%	261	12.69%	111	875
Increase sales tax	30.13%	263	54.30%	474	15.58%	136	873
Implement a dedicated funding source for public transportation	79.89%	699	6.97%	61	13.14%	115	875
Maintain the current conditions	21.00%	181	55.45%	478	23.55%	203	862

You have $100 to spend on transportation in the region. How much would you spend for each of the following categories?					
Answer Choices	Average Number		Total Number		Responses	
Add new lanes to existing roads or highways	$	21.50	$	14,127.00	75.95%	657
Build new roads	$	18.84	$	11,777.00	72.25%	625
Maintain existing roads and highways	$	19.21	$	12,869.00	77.46%	670
Build/improve bicycle and pedestrian facilities	$	14.82	$	9,824.00	76.65%	663
Expand/improve public bus service	$	19.42	$	12,857.00	76.53%	662
Build/implement passenger rail (light rail, commuter rail) service	$	32.07	$	22,548.00	81.27%	703
Improve airport and freight (truck/train) facilities	$	5.16	$	2,498.00	55.95%	484

Approximately how many miles do you live from I-49?		
Answer Choices	Responses	
Under 5	56.95%	504
5-10	30.85%	273
11-20	7.57%	67
21-30	4.63%	41

Do you use a bicycle or walk to commute to work or for other types of trips?		
Answer Choices	Responses	
Yes	33.37%	296
No	66.63%	591

If your answer to previous question was Yes, how often?		
Answer Choices	Responses	
Daily	13.39%	49
2-3 times a week	27.60%	101
Once a week	11.75%	43
Several times a month	20.49%	75

Do you use transit to commute to work or for other types of trips?		
Answer Choices	Responses	
Yes	8.91%	79
No	91.09%	808

If your answer to the previous question was Yes, how often?		
Answer Choices	Responses	
Daily	7.28%	15
2-3 times a week	12.62%	26
Once a week	5.83%	12
Several times a month	10.68%	22

If you were to use transit, what would be the most important to your experience? (Select top three)		
Answer Choices	Responses	
Closer to my home	44.00%	392
Closer to my destination	39.96%	356
Reliable service (transit vehicles arriving/departing on time)	57.24%	510
Frequent service (transit vehicles arriving/departing more often)	52.86%	471
Night or weekend service	15.82%	141
Travel cost savings	12.68%	113
Amenities (shelters, waste receptacles, benches, Wi-Fi on vehicles)	8.31%	74
Connectivity of transit to other transportation	24.69%	220
Safety and security on vehicles	28.06%	250
Cleanliness on vehicles	14.81%	132
New vehicles	1.57%	14

What reasons do you choose to not use a transit option? (Select all that apply)		
Answer Choices	Responses	
Prefer private vehicle	27.84%	245
Feel unsafe on transit	11.14%	98
Transit reliability (arrival/departure times)	35.80%	315
Transit frequency (arrival/departure rates of re-occurrence)	43.86%	386
Travel times	28.41%	250
Inconvenient	49.89%	439
Too far from origin/destination	60.68%	534
Other (please specify)	23.64%	208

What conditions would motivate you to use transit at least once a week? (Select top three).		
Answer Choices	Responses	
The cost of gasoline increases too much	17.96%	160
Commute time by private vehicle increases due to congestion by 15 min or more	29.85%	266
Transit stops closer to your home/work/frequent destination	75.20%	670
Time spent using transit becomes comparable to private vehicle driving time	53.54%	477
Parking cost increases at work/frequent and major destinations	6.96%	62
Parking availability decreases at work/frequent and major destinations	16.50%	147
Employer financial incentives or discounts for transit use	20.43%	182
Display of transit vehicle arrival/departure information	19.98%	178
Easy access to key destinations (hospitals, places of worship, entertainment, etc.)	59.60%	531

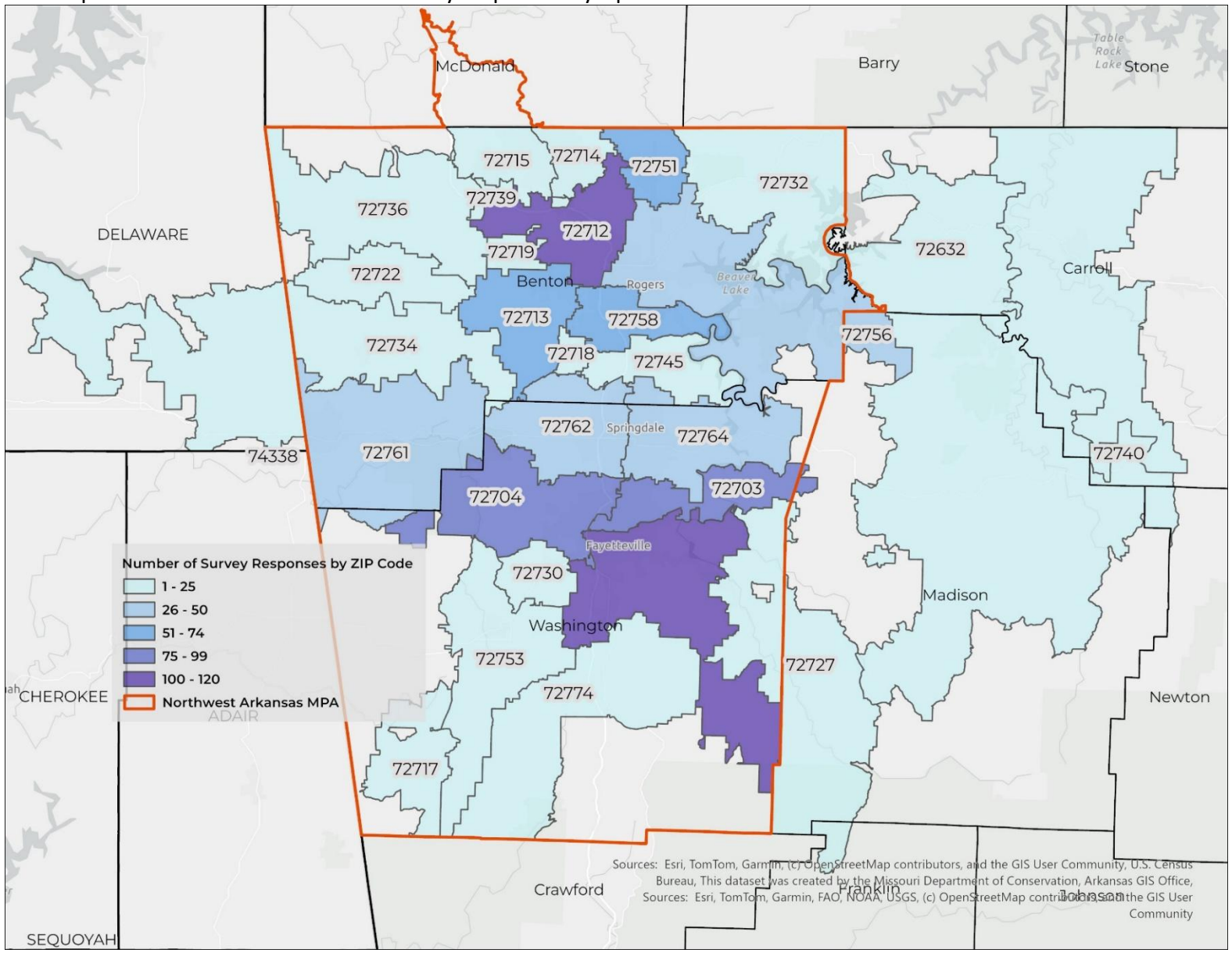
Do you have regular access to a motor vehicle for work and other types of trips?		
Answer Choices	Responses	
Yes	97.30%	864
No	2.70%	24

Where do you live?		
Answer Choices	Responses	
Benton County	52.87%	470
Washington County	46.12%	410
McDonald County, MO	0.00%	0

How old are you?		
Answer Choices	Responses	
10-20	1.01%	9
21-45	60.32%	535
46-55	14.09%	125
56-65	14.99%	133
Over 65	9.58%	85

How did you hear about this Forward2050 public input survey or event?		
Answer Choices	Responses	
TV or Radio	1.71%	15
Radio	0.00%	0
Newspaper	3.08%	27
NWARPC Website	0.11%	1
NWARPC website	3.42%	30
Email	16.89%	148
Social Media	52.05%	456
Other	22.72%	199

The map below shows the number of survey responses by zip code.



Forward 2050 Public Survey Comments

#	RESPONSES	DATE
1	Stop permitting building In the centeron area until the infrastructure on the roads is there to support the traffic. Here are the nightmare areas-As anyone should see! widen greenhouse Road, Widen rainbow Road, stoplight at Vaughn Road, widen the road through Centerton!!! Put lights in at the Centerton bypass. widen 49 from Gravette it to Rogers! people are dying at the Bellavista on-ramp. We don't need more bike trails we need roads!! Stop issuing building permits until you get the infrastructure done.	5/26/2025 7:18 AM
2	My only complaint on my end is we need something done with sharp corner road S Vaughn road and Sw Regional blvd	5/22/2025 7:39 PM
3	Fast Light rail along I-49 from Bud Walton Arena, Dickson, Wedington, Tyson HQ, Sunset JB Hunt HQ, Walmart Amp, Sam's Club HQ, Bentonville Square, Walmart HQ. Need to be able to get from Bud Walton Arena to Bentonville Square in 25 minutes or less. Add high speed wifi to get commuters onboard. Needs to drop off right at entrance of the large corporate offices. Gamedays, concerts, etc. ass benefit.	5/13/2025 4:35 AM
4	The double roundabouts in Rogers are confusing and cause traffic backups. The areas where a two lane road has been downsized into one lane with the second lane bilecome a bike lane is frustrating and has increases traffic problems.	5/8/2025 9:16 AM
5	We need a larger commuter system for many of the under-privileged in the area. Many are moving here and don't have a car. I worship at a church in Tontitown and many would be blessed to have a Sunday bus service to help them go from their homes to the other side of i-49.	5/7/2025 7:53 PM
6	I work remotely from home - which should be factored into my responses as I don't use my vehicle to travel to and from work	5/6/2025 7:52 PM
7	We have too many cars not enough public options	5/6/2025 11:38 AM
8	There are too many unimproved rural roads that are expected to handle city traffic and have no consideration for cyclists/pedestrians. I feel that any expansion of public transportation needs to go hand in hand with trail system expansion.	5/6/2025 8:36 AM
9	I would love to have public transit in Siloam Springs. It would benefit our low income, citizens with no reliable income, our elderly, and even citizens who vehicle becomes impaired.	4/29/2025 9:18 AM
10	I would like more connected bike and walking paths. The greenway is great to ride bikes to work but we can't get to it in cave springs. There are poor sidewalks and the roads are narrow and poorly kept.	4/27/2025 3:38 PM
11	The planning in this area seems completely chaotic. It would be great if residential and commercial areas could me planned with more sense vs random building everywhere.	4/26/2025 12:25 PM
12	Mobility in the region is key to quality of life. As a positive example, the expanded trail system for walking and bicycling is making it possible to travel easily without a car to many places. That makes life better. On the negative side, commuting has gone from not a problem here (years ago) to relatively horrible now. Private vehicles and more I-49 lanes and center turn lanes to accommodate them are not the long term answer to improved mobility in NWA. Rather, continued investment in an intermodal hub-and-spoke transportation system where people can walk or cycle to an origin "hub" point, utilize public transportation to move the longer "spoke" distance, and walk or cycle again to their final destination point from a destination "hub" seems like a better future strategy.	4/25/2025 12:23 PM
13	This really is a transportation desert!	4/24/2025 6:03 PM
14	Intersections are always congested near schools. Need turning lanes . Middle school area is awful.	4/23/2025 9:33 PM

15	We need the trails here in Siloam connected to be able to ride to work or do errands around town even do grocery shopping as well.	4/23/2025 7:59 PM
16	Connecting all of NWA should be a priority, not just the 49 corridor.	4/23/2025 6:32 PM
17	Side road need help. Even just a repave would help tremendously.	4/23/2025 5:13 PM
18	N/A	4/23/2025 3:46 PM
19	Incentivize bicycle commuting through bicycle purchase rebates/ write-offs (not just for e-bikes) and continue building connectable bike paths/ bike routes.	4/23/2025 11:23 AM
20	We have exponential growth and ever increasing traffic congestion. We also have some great paved trails. But we need more. More trails and e-bikes sure seem to have great potential for alleviating congestion. Encourage using e-bikes and trails for commuting and shopping. Encourage retail development that can be easily accessed with a bike. Reduce dependence on auto trips with only 1 passenger.	4/22/2025 8:14 PM
21	Street crossing in my neighborhood has become incredibly dangerous. Speed limit on main road near my home (Martin Luther King/6th St) is 30 mph. Rarely does anyone heed that. Traffic overall in Fayetteville drives faster and people run yellow and red lights with speed frequently.	4/22/2025 4:21 PM
22	Would LOVE to be able to ride my bike safely to a rail station and board with my bike, and get up to Rogers to work. I get tired of driving every day and the cost of gas, impact on environment, etc.. drive me crazy. Would really really love for us to get more like Europeans in terms of walkability, cycling, connectors, etc..	4/22/2025 3:18 PM
23	A fast light rail from Fayetteville to all the major cities north of us would be wonderful as long as there were connections to then get to major attractions easily.	4/22/2025 10:49 AM
24	State highways and city streets are planned and maintained adequately for the most part. County roads seem to be a major problem due to lack of planning / maintenance. More rural connectivity is needed. Bus routes should extend to bedroom communities such as pea ridge, bella vista, and centerton. These areas are where lower income folks live due to being priced out of bentonville and rogers.	4/21/2025 10:57 PM
25	I would love to see a lightrail system in NWA, but I have doubts of its feasibility with how NWA is spread out. I live in Bentonville and I think lightrail to/from UofA campus area would be great for commuter students (of which I was one), weekend/night entertainment, and game days. Likewise, I think close access to Walmart campus would be ideal for those who live in Fayetteville/Springdale for their work commute.	4/21/2025 3:35 PM
26	I would use light rail if it existed today. I doubt our area can afford to build out light rail in a way that would be done right though. And even if funds were found, I will be long retired by the time light rail goes online to use it for commuting. ... My commute used to be a reliable 22 minutes in the morning and 25-30 minutes in the afternoon. That was five or six years ago. Now it is a reliable 30 minutes in the morning and 35-45 in the afternoon. And that's without wrecks slowing traffic further. ... 112 can't come soon enough. ... Would have loved to see I-49 made four lanes each way back when it was expanded. We have quickly outgrown it. Going forward, please think big, plan ahead and don't just play catch-up. Our area is growing fast and needs to accelerate its transportation infrastructure. ... Thanks for making this survey available.	4/19/2025 4:23 PM
27	A light rail or commuter rail going across NWA from Fayetteville to Bentonville would be excellent, improvement of the bus system is a great priority for me but I would use the light rail/commuter rail very often if we had one. Especially to attend concerts at the AMP or the Momentary or even more than that. I would much prefer to take a train than drive.	4/19/2025 10:09 AM
28	I am grateful for the regional interconnectivity from the greenway trail. I want to use transit more, but it is inconvenient/unsafe to get to public transit stop, and cannot get where I need to go without adding drastically to travel time. I am from NWA, will finish grad school soon. I want to live in a place with good public transit, so my choice to leave the area or stay in the area depends in part on the future of the transit system here.	4/19/2025 8:48 AM
29	I would seriously consider using a rail system to U of A sporting events, the AMP, or other major events in the area.	4/19/2025 8:46 AM
30	I like the service the ORT offers and would like to see it expanded and promoted. We need more East/West bicycle and pedestrian trails. The city and county need to work with the	4/18/2025 1:14 PM

	school board to bring back mass transit for students.	
31	If we want to reduce further suburban sprawl and prevent NWA from becoming a traffic nightmare like Dallas, we need to invest in a light rail system! This will spur denser building practices around it and increase walk ability and bike ability in NWA. We could also have liens that lead to the airport and state parks, which would further reduce the need for parking at those places.	4/18/2025 10:21 AM
32	We need a light rail system for NWA; my current daily commute is 40mins - 1:15 one way depending on congestion and accidents on i49. There is no reliable, consistent way to get from Fayetteville to Bentonville without planning for an hour long commute at 8:00am and 5:00pm.	4/17/2025 2:22 PM
33	NWA should set the bar high and continue to be an example of Greenway infrastructure. Next step, bike highways, advisory lanes on all roads, and concentrated no-car/shared street districts. Rapid Bus Transit or Light Rail would be awesome, but it really can't be halfway done. It needs to be cleaner, more convenient, faster, and cheaper than private vehicle use. Prioritize and advertise a better way of life.	4/16/2025 3:56 PM
34	The airplane offerings are too expensive and uncomfortable to be viable options for travel. Please don't widen existing roads to improve the flow of automobile traffic, then re-purpose the new lanes to give bicycle traffic their own mini-road. E.g. SW 8th in Bentonville, from SW I St. to SW Arrowhead Dr.	4/16/2025 2:41 PM
35	We need a rail system for NWA	4/16/2025 11:13 AM
36	I-49 between Bella Vista and Fayetteville is often bumper-to-bumper during rush hour. That seems to be what alternative transportation could affect the most. However, busses are not an attractive option since they just get stuck in traffic with all the cars. A rail system between major cities could help reduce traffic a bit, but for me would be more attractive if it saved time. When considering light rail, take a close look at monorail, at least for inner city transportation. It is safer and unaffected by vehicle traffic, requires less right-of-way (elevated, can co-exist with trail systems), quiet, and can even be a tourist attraction (think Disneyland). For bus transit, figure out ways to support cyclists who can ride to a stop, get on with a bike, get part way to the final destination and then cycle the rest of the way. For example, someone living outside of Bentonville or Fayetteville might be able to pedal to a bus stop in their town, then ride the bus to a stop that had good bike trails to their job or other destination.	4/16/2025 10:51 AM
37	The complexity of two counties and over 20 municipalities is not easy to navigate, but our region has got to figure out better systems for transportation and have dedicated funding for public transit. Public transportation that allows people to live and work where they choose, regardless of their access to a private vehicle, is paramount to the growth and health of our region. Let alone reducing the burden on our lagging infrastructure, give it time to catch up, and lessen the ridiculous commute times for work in Bentonville. Yes we need to improve the roadways and connections, but I choose transit improvements first. Especially over new roads. In a dream world we'd have passenger rail with/along AMRR, but in the meantime, we need to start with park and rides along 49 with expanded night and weekend service that connects our region for work and recreation. Reduce 49 to two lanes with HOV/Bus lane and actually enforce violations. It needs to coordinate with any local schedules as best as possible to make it useful so you don't get to the transfer 10 minutes after the bus and have to wait 20 minutes for the next... Make it reliable, frequent, convenient, and safe. It will become faster and easier than a personal vehicle. Buses need to have bike racks and solutions for transporting heavy e-bikes and mobility devices. It's good for locals and tourism. We can't rely on NWACC to connect Rogers/Bentonville and Fayetteville. We have to start somewhere! Let's do it- less talk/plans and more action.	4/16/2025 9:53 AM
38	WE need more East to West roads from Western Benton County to the i49 corridor	4/16/2025 9:14 AM
39	We have an existing rail line through NWA... please coordinate with A&M to develop a light rail system. Commuter lots and bus systems could be used for final destinations. I49 is the only travel corridor and it's not practical to keep expanding lanes. We also have zero "East-West" corridors besides HWY 412... this is not practical for all of the growth in Benton County. I grew-up here and love it but traffic growth is unsustainable!	4/16/2025 8:58 AM
40	Please fund light rail/busses so that working class families can save money by not depending on wasteful single person vehicles.	4/16/2025 8:55 AM
41	Until they can build up the infrastructure to support all of the people they are bringing in, bike nonsense needs to be on the back burner. It takes forever to get anywhere around here now.	4/15/2025 11:38 AM

	My 15 minute commute (when there is not traffic) takes nearly an hour. This area is not built to sustain this growth in population and they need to make some major upgrades much sooner than later.	
42	Complete the 412 bypass on both sides! We need better highway systems to move traffic through the region more efficiently. Also, bike trails outside dense city areas.	4/15/2025 10:50 AM
43	I think one of the transportation opportunities for NWA is how to move people safely, quickly and easily from central Bentonville/Rogers to Fayetteville. This could help reduce traffic, improve safety and reduce pollution with a forward thinking light rail that connects with Fayetteville's bus system and potentially a bus/trolley system in Rogers/Bentonville.	4/14/2025 9:51 PM
44	Our communities are growing together. we need to alleviate the congestion. We should have a light rail and bus system for all to use with frequent and reliable service.	4/14/2025 6:32 PM
45	More walkways would be great. Also everyone I talk to would love a tram/train service	4/14/2025 4:37 PM
46	Would really like to see rail option to Little Rock	4/14/2025 4:23 PM
47	Bike trails and cycling needs to be deprioritized. Flow of traffic and ease of use of major roads should be the priority. Getting around town is impossible and riding a bike is not the answer. Infrastructure and connectivity of major road systems is more important that having fancy bike trails. I do not support any more funding for biking when the roads are such a mess. Bentonville is not ready for the growth it craves and courts. Also no more roundabouts!	4/14/2025 4:22 PM
48	An integrated light rail system stretching from Greenland all the way to Centerton and out to Garfield would be ideal. 71 business should be turned into train lines with no private vehicle traffic. An extensive bus network should allow 95% or more of the population to be within a 1/4 mile of a stop. Anyone with business in the northwest Arkansas corridor should have public transportation options to eliminate the need for private vehicles and increase the quality of life for all citizens. If you're not sure how to do this, please visit any midsize town in Europe and they can show you how it works.	4/14/2025 10:23 AM
49	We need to prepare now to make it convenient for the future to travel around not only to and from work but also other commutes (downtown, shopping, museum or other points of interest, etc.)	4/14/2025 9:27 AM
50	I bought a house that is an 8 minute drive from the University of Arkansas but it usually takes around 30 minutes to get home. I don't see good ways of expanding roads near my house, as they are already extremely narrow and new housing is being built off those narrow roads. I would love to take the bus to work but nothing runs from my house.	4/13/2025 11:23 PM
51	I'd love to have a better option on my commute. In Fayetteville, I'm just outside of an ORT on demand zone. Extending that zone's boundary west to garland avenue would be a big help for myself and others to use ORT transit to get from Fayetteville to Bentonville. I've also thought that a direct/express route from the UofArkansas Transit center on campus to either downtown Bentonville or NWACC would be something g that would get me to ride everyday.	4/13/2025 9:05 PM
52	My work is less than a mile away and don't need to access any major roadways.	4/13/2025 12:29 PM
53	NWA needs a light rail system to connect the cities and entertainment areas. Badly. My family would use it to go to Pinnacle Hills or the Promenade, Arvest ballpark or downtown Bentonville. We would go on it just to enjoy the rail experience. I'm from Dallas and the light rail system there has changed the transportation game.	4/13/2025 10:33 AM
54	Light rail would be amazing! I also want more connected trails on the west side of Fayetteville! Also MLK needs to be more walker and biker friendly! Especially since the greyhound bus station is there now. I've never ridden it but many people do and it's not safe to be a pedestrian or biker on MLK. I worry for their safety when I see them!	4/13/2025 10:31 AM
55	I would love to be able to bike from my home but crossing highway 94 is extremely unsafe.	4/13/2025 7:46 AM
56	I can't believe how many ginormous SUVs and pick ups I see on the road at rush hour carrying one passenger. Does NWA not understand it's cooking the planet? Do we need a public education campaign? Sheesh.	4/13/2025 7:26 AM
57	There is nothing that could push me to public transit, in fact. You are pushing an agenda to limit personal freedom.	4/12/2025 9:50 PM
58	ArDOT, the NWARPC and the Region's Municipalities need to use a balanced multimodal	4/12/2025 9:38 AM

	approach to managing and funding transportation. Access to National Passenger Rail Service needs to be reestablished in NWA. A Dallas, Oklahoma City, Tulsa, NWA, Little Rock, Memphis and Atalanta route needs to be added to the National High Speed Rail System. Use congestion pricing to fund public transportation. Encourage Employers and Businesses to incentivize employees and costumers to use public transportation.	
59	Highway 72 between Pea Ridge and Bentonville and highway 94 between Pea Ridge and Rogers need at minimum turn lanes added at specific locations. Commutes during high traffic volumes mean that it triples commute time in addition to leading to accidents. Ideally a turn lanes the entire length would be great or adding additional lanes of travel.	4/12/2025 7:41 AM
60	Light rail from Fort Smith to Bentonville, with spurs to outlying areas like Prairie Grove (growing super fast) and Lowell, etc., would be an absolute gamechanger in our area!	4/12/2025 7:07 AM
61	For the future we need light rail or improved express bus service to move people between the cities in NWA. Also bus or rail passenger service to connect to OKC or KC to access AMTRAC.	4/11/2025 10:07 PM
62	I love the idea of rail. Especially from Bentonville to Fayetteville to connect the two cities. Turn a 30 minute car ride into a 15 train ride? Yes please!	4/11/2025 8:04 PM
63	NW Ark has fabulous railroad infrastructure that is underutilized. It would require a relatively modest investment in switches/sidings for commuter rail. Not that Arkansans are going invest in a novel idea like that.	4/11/2025 6:09 PM
64	Arkansas has waited to long to build highways to handle the amount of traffic in NWA we have now.	4/11/2025 3:15 PM
65	Stop building Apartments ! Road infrastructure must be in place 1st !!! It seems to be an afterthought within our NWA cities.	4/11/2025 10:40 AM
66	I work from home but like to be able to go in and out of Bentonville regularly throughout the week as well as farther south to Fayetteville throughout the month via transit.	4/11/2025 10:13 AM
67	I'd love to see a commuter rail put in place, or atleast the announcement of a plan. Once a plan is announced, you'd see tremendous investment along the proposed route and stations. You'd be able to more easily show ridership and likely have reason to expedite the project. Money talks, if we offered to upgrade all track on the A&M rail in exchange for introducing commuter rail with the agreement that all freight operations took place at night, I don't see how it can't be done.	4/11/2025 10:00 AM
68	Light rail within NWA and eventually to Dallas, Tulsa, Kansas City, and Little Rock should be a no-brainer. Same for expanding bus routes within/among NWA cities. There's way too much spent on expanding bike trails when very few people use them or benefit. I hope the region starts thinking about ALL residents and not just the affluent ones who bike as a hobby/flex.	4/11/2025 8:34 AM
69	Rail options to other cities would be great	4/11/2025 8:32 AM
70	If there was a way to have a rail system connect from Joplin all the way down through NWA (and a stop near my work and had reliable arrival/departure times), I would gladly trade using my car for a train to get to work. Would save a ton of money of gas and ware and tare on my car.	4/11/2025 8:20 AM
71	There is no incentive to ride a bus or any other type of transit due to the lack of frequency and the location of bus stops relative to work..	4/11/2025 8:12 AM
72	More bus & train options would be fantastic; free and secure parking at those facilities would be essential	4/11/2025 6:21 AM
73	It's almost too late to add roads. Too much building has been allowed without building roads. The only way to remedy is going up and over existing roads like 102. Needs to be a flyover from West Side of Centerton to Avoca with 3 exits on each side of 49. More flyovers are needed but this one is the number 1 priority!	4/11/2025 5:33 AM
74	Generally speaking, NWA has done a very poor job of planning and providing for ANY type of public transportation, despite a population explosion that shows no signs of slowing down. City and County government officials seem WAY too focused on building the local tax bases, through uncheck urban growth, with little regard to the infrastructures or quality of life needed to support this growth. In fact, the uncontrolled and poorly planned locations of multi-family and	4/11/2025 5:24 AM

	high-density housing developments, coupled with the apparent lack of ability to say no to ANY type of commercial developments, has helped to create and accelerate the associated problems we experience daily, when trying to get on, off or around the highly congested intersections of I-49 . . the only major life-line of North-South traffic in the region. Traffic congestion is HORRIBLE both morning and afternoon commute times at the following intersections of I-49 . . Sunset (Hwy 412), Elm Springs Road, Pleasant Grove, Promenade, MLK, Weddington, New Hope, Walton Blvd., Walnut Street, etc. etc. Can no one in government see or even care that this is a problem!? . . and not a unique one! . . can't we learn anything from other areas in the country that have experienced these same growth related problems . . and maybe found ways to make improvements (examples - rework major intersections, don't put businesses on busy corners - and allow traffic to make left hand turns coming in or out of them!, require DEVELOPERS to pay for some of the infrastructure needed to address the problems . . BEFORE they give them permits to build!!!???).	
75	I have had to ride the bus for the past 4 years. Public transportation in Northwest Arkansas is deeply lacking on all levels. The biggest one being the frequency of how often a bus arrives at bus stops. The second one would be where the various bus systems can go. It's incredibly limited and mostly caters to the students here. The third being I can count on one hand the number of stops that actually have benches in my town. It's ridiculous. The whole thing. I can't believe this is all people have had to work with here.	4/10/2025 9:59 PM
76	If upgrading roads or new roads, please do REMEMBER the other way infrastructure like upgrades to water & power... along those roads. Some bright stars did not think about the growth 15 or so years ago when Wyman, Haberton and other roads east of Fayetteville were paved! We all saw this growth coming by 2000 so by 2010 it should have been really obvious to the public officials. Do it right please.	4/10/2025 9:41 PM
77	This could be fixed so easily. Almost no covered areas to with benches to wait in Fayetteville. That is crazy to me in such a rich area. I see mothers holding kids standing in mud in the rain and am ashamed of the situation!	4/10/2025 8:00 PM
78	I would love to have a sidewalk to use when we walk my kids to school. They don't even have the option of a bus available, so it's drive or walk on the streets and through our neighbors' yards.	4/10/2025 6:58 PM
79	Narrowing lanes to make bike lanes is very dangerous. Every day, I encounter oncoming traffic driving on the yellow lines. To add bike lanes, road expansion is NECESSARY. Some of the changes around the entertainment district have made it difficult to turn corners.	4/10/2025 5:29 PM
80	A local rail line would be life changing for the area!	4/10/2025 5:24 PM
81	Build a light rail NWA loop around the business hubs, downtowns, and residential hotspots and the night life around here would generate roughly a gorillion dollars and everyone would be happy	4/10/2025 5:14 PM
82	It would be great for our rail to connect to the overall Amtrak network	4/10/2025 5:04 PM
83	Please stop making so much bicycle only infrastructure, especially in Fayetteville. We don't need more bike lanes we need pedestrian safe infrastructure. The number of times I've seen people standing in the center/turn lane on W MLK in Fayetteville because it's no safer to cross at a crosswalk or there's no cross walk nearby is abhorrent. Add pedestrian bridges and other infrastructure that doesn't require crossing a road at a crosswalk, please. Also, rideshare doesn't count as public transit, by the way. In general the NWA area needs to stop acting like it can stay the same and just add lanes. You need to do better. I'd love to be able to walk places in Fayetteville without fear of being hit by a inattentive driver at a traffic light. I shouldn't have to own a bike or a car to get where I need to go. Add a bus stop in the smaller towns like Farmington and Prairie Grove once or twice a day in the center of town there. Stop spending money on trails and other recreational areas and make being a pedestrian or cyclist safe near main roads. The Razorback Greenway isn't as important as a human life let alone 100.	4/10/2025 5:03 PM
84	Please look at fixing the lights at the intersection of Bella Vista Way and Mercy Way. No amber arrow to enter Mercy Way and no right turning lane out of Mercy Way backs up traffic before and after school.	4/10/2025 4:28 PM
85	I think if employers along I-40 agreed to incentivize using a light rail and parking spaces were located along I-40, more people might use public transit more.	4/10/2025 3:40 PM
86	Congestion on College Avenue, Wedington Drive, MLK, and I49 is horrible during the day.	4/10/2025 3:16 PM

	Focusing on the major thoroughfares should be a priority.	
87	Recently had orthopedic surgery brace from foot to hip. No one to drive me to numerous appointments. Uber/Lyft work great, but are prohibited in expense and when you are making 1-3 trips a day, wow Ozark On Demand is wonderful, but just not enough out there, and territories are a little restricted.	4/10/2025 3:04 PM
88	I don't think continuing to add lanes and expanding the highways is a sustainable way for growth (look at Los Angeles). Although people often think it's best, the data don't seem to support that. We've been asking for light rail or other service along the I-49 corridor for years as a sustainable, long-term solution to increased traffic congestion, traffic fatalities and pollution. A HUGE bonus would be rail to Little Rock and Tulsa to the airports and downtowns.	4/10/2025 2:14 PM
89	The current conditions of sidewalk for pedestrians is deplorable in Rogers. The sidewalks have been built to aid recreational bikers not aid pedestrians who use sidewalks as their only form of transport. I also believe that there are not enough street lights in communities throughout NWA for safe and well lit travel either be vehicle or walking. This has been a known issue for many years. The poorest neighborhoods have the least amount of walkable streets and safe lighting	4/10/2025 11:49 AM
90	i am very frustrated by the insistence of planners to infill but no consideration is given to widening or developing through streets, infill build to the sidewalk precludes any future consideration to developing more vehicle capacity to handle inevitable vehicle increase. Specifically Fayetteville seems to have no plan to develop an east-west corridor	4/10/2025 11:18 AM
91	Stranded in West Fayetteville - no way to get anywhere other than a car ...	4/10/2025 11:02 AM
92	Many people are driving to the same areas to work (Pinnacle, Walmart Home office, Fayetteville, etc.) If there were some sort of employer or even local tax incentive to carpool, I can envision MANY people opting that route to ease congestion. There's no reason for thousands of commuters to all take personal vehicles if there is an easy and convenient option to be dropped off at a specific location and then walk/bike/PEV to the final office for the "last mile" or so of commute.	4/10/2025 10:32 AM
93	NWA is in desperate need of a commuter rail. I do not understand how there isn't ground work being layed down to get this in motion already.	4/10/2025 10:27 AM
94	Please give us better public transportation!!!!!	4/10/2025 10:07 AM
95	Bus system does not go places I need it to. Very spotty. Inferior to Little Rock's bus system.	4/10/2025 10:04 AM
96	1. The largest operational cost of transit is for the operator, please only build driverless systems so that technology can save the operator funds to provide a larger network of service. 2. Please include XNA for any 2050 scenario. We need to begin planning now so the corridor can be properly planed with transit ready land uses. 3. ARDOT is planning for 6 lane roads in my community (102 west of I49), please repurpose this extremely wide barrier to pedestrian travel as BRT in any 2050 scenario. If 6-lanes becomes our transportation solution we will lose what folks like most about Bentonville, a small town feel	4/10/2025 9:51 AM
97	A reliable, affordable, safe and well-designed public transportation system is one of the biggest missed opportunities in NWA right now. I previously lived in San Diego, California and it was almost more common to utilize public transportation than to drive your own vehicle. Many people took the train to/from work every day for a distance similar to the Fayetteville to Bentonville commute. Bus stops and train stops were everywhere - you could easily walk outside of your apartment and down the street and hop on the bus to downtown. Especially as our area gets busier and busier, this infrastructure is vital to keeping people moving in a timely fashion and giving them reliable access to downtown areas and local attractions. In California, it was so much more enticing to hop on the bus for a morning at the farmer's market than to drive. It is also an added reliable and affordable way to travel when you are planning to drink. I ask that the committee please prioritize public transportation in this plan and take the time to analyze big cities who have done it well, because we are about to be one of those big cities and it feels like we're already late to the game in public transportation.	4/10/2025 9:43 AM
98	A better regional transit is needed. Living in Fayetteville yet wanting to attend events, shopping, and outdoor activities between Washington and Benton County can only be accomplished by individual car. If a light rail and bus combo connected the area I and my family would be will not to drive as much.	4/10/2025 9:08 AM
99	Turning lanes at certain intersections would be very helpful.	4/10/2025 8:42 AM

100	VERY interested in commuter rail	4/9/2025 11:46 PM
101	I bike commute with my 1yo. I love the fact that we can fit in outside time without making it a big ordeal. We get the benefits of fresh air and sunshine during our morning and afternoon commutes. It's so healthy! It would be even better if I didn't have to cross 3 intersections that scare the bejeezus out of me every time because crosswalk users are all but invisible to cars whipping right turns on red.	4/9/2025 8:58 PM
102	Rail would be delightful, but it's not cost effective for our development patterns. Instead, we should focus on proving up the feasibility and testing routes with bus service. Reliable local bus networks will be essentially to making rail stops functional anyway, so let's start with that! There is decent ORT service where I want to go, but not where I live (within 1/2 mile of 49). My nearest route is an ET stop 1 mile from home (across the highway), BUT it will only take me back to the UA campus to change busses half an hour later. ORT is great at connecting destinations along its line, but our use-separated zoning has created an environment the origin points aren't covered... Buses will have to be available at both ends of the trip, and ideally without taking riders an hour in the wrong direction first. Without my car for a month after an accident, I attempted to ride the bus to my physical therapy appointments... After 2 successful attempts in two weeks and 6 failures, I found it faster to walk the 4 miles despite the back pain I was having treated. 🤦	4/9/2025 6:13 PM
103	I care about our environment, natural land. Too many parking decks are ruining our urban areas.	4/9/2025 5:23 PM
104	Commuting into Bentonville from west of Centerton has become increasingly more time consuming over the last few years. Hwy 102 is in desperate need of improvement through Centerton. The commute home is significantly worse. Half of the time commuting home is spent going the short distance from SE J Street and 14th to the interstate.	4/9/2025 4:18 PM
105	We need freeway loops built to circumvent dense areas	4/9/2025 3:11 PM
106	Roads are bad and dangerous. Until we have effective na safe bike lanes or paths where you can zoom by those in traffic, wide adoption will be hard.	4/9/2025 1:59 PM
107	Traffic is insane at certain times of the day. Adding bicycles in the mix makes it dangerous on the road near our house. Some traffic lights are outdated and you have to sit through a four minute cycle, because one car from cross traffic activated it.	4/9/2025 12:49 PM
108	While I would overall be in favor of investments in light/commuter rail (especially anything with key stops between the major cities like the AMP or XNA), meeting more immediate public transit needs in Fayetteville feels more feasible via bus. I recognize that transportation work is inherently challenging in allocating funds across transportation modalities, so thank you for your continued efforts across the region!	4/9/2025 12:32 PM
109	-Need highway from XNA to Bella Vista Bypass -Need to expand current roads from 2-3 lanes to 4-5 lanes to account for future population growth -Make bike trails/sidewalks connected -Add more pedestrian/bike tunnels or bridges for easier access across roadways -Make traffic lights synchronized	4/9/2025 12:26 PM
110	I'm tired of needing to increase costs for things that should already be funded by taxpayers. Let's have a check box for reviewing governmental budgets (across the board) to see what could get cut in order to fund roads that should have been built around here at least 10 years ago (maybe cut the advertising budgets for our communities to slow our growth while our roads can catch up - there's some money to fund a lane or roadway right there). Or, put a tax on developers who keep adding to the congestion and deterioration of our roads (have you driven around downtown Bentonville lately - all the roads are completely torn up and not put back in place properly by the developers).	4/9/2025 12:13 PM
111	I am ok with any form of taxation to support public transportation. We desperately need it. I barely even drive, but when I do, it's so stressful! Traffic is getting out of hand. Please, please create some sort of north-south rapid route (bus/train) from Fay to B'ville. Thank you!	4/9/2025 11:35 AM
112	This is great. We've got to be proactive- the area will only continue to grow at a rapid pace. Transportation infrastructure must keep up. The cost of living close to any desirable metro area is high- more and more people will commute. I travel 23 miles to work. It takes me 45 minutes and that is with being creative with my routes (can't take the same to work as I do home & I have to be aware of the time I leave for work and come home. Ex. it's worse if I leave the office at 5 or 5:30. Sometimes I'll work until 6 or 6:30 to make the commute home	4/9/2025 11:32 AM

	more manageable. Employers should be included in the planning and offer flex start/end times to help with the inflow of people). Also, I love the bikes and people, but my goodness. There are jay walkers all the time and cyclists that don't follow the road rules. There's a real likelihood someone will get hurt (more likely for cyclists). If cyclists are on the road they have got to follow the rules (ex. no stopping at four way stop signs, even though there is clearly traffic at all four stop signs. Most cyclists don't even slow down and blow right through).	
113	trains > buses > bikes > cars please give us trains and buses in NWA and connect the bike trails all the way out to West Bentonville. Things are fragmented the further you get from the downtown area.	4/9/2025 11:30 AM
114	Immediate relief could be gained with traffic signal coordination and maintenance. At several lights, traffic sensors fail and delay traffic for no reason.	4/9/2025 11:09 AM
115	We need lanes that are devoted to emergency vehicle use. Take a look at Spain's infrastructure and transit systems- including light rail trains that eliminate the need to drive cars from city to city. Realistically- we cannot add more lanes to our highways systems without completely shutting down the entire infrastructure. Alternate ways of transportation need to implemented and light rail is the best solution.	4/9/2025 11:08 AM
116	I would love to use a public bus. The things that would need to be done for this to be possible is the following: - Make it clear and easy to see when and where buses will go - Have stops near my home, and near frequent destinations	4/9/2025 10:42 AM
117	As regards transit, I would rather not drive myself (and have to be alert, focused, and otherwise unproductive), but if driving gets me there quicker than transit, that'll likely be my choice. At a point where transit is nearly as fast (combining frequency and connectivity to my destination) but I can be more productive and/or less stressed, that'll be my choice.	4/9/2025 10:18 AM
118	ARDOT is SEVERELY underfunded. We desperately need additional sources of funding for this agency to be able to properly maintain its roadways. One area of continuing frustration for me is the lack of reliable litter abatement on State routes across Northwest Arkansas. Our highways are particularly bad. I am told by my contacts at ARDOT that they are chronically understaffed in our area because they cannot pay competitive wages. This means that when District crews mow, that they grind trash into thousands of piece of microtrash all along our county highways. We have no reliable, regular litter abatement, for example, on Hwys. 264 and 112, which are major and heavily trafficked routes to the airport. We look terrible on these routes most of the time, which is awful for newcomers to our area that this is their first impression of NWA. The interstate also regularly looks trashed, although I understand that we have made some steps to hire more contract help recently to address this moving forward. We also do not seem to have robust municipal systems for litter abatement and street sweeping on our city streets. We really need creative solutions to get more of this going, as the issues with litter will only get worse with growth and all of this trash eventually washes into our natural areas and watersheds. I do a lot of volunteer litter abatement on area roadways and in the Illinois River Watershed. I would really covet the opportunity to visit with your staff about this issue and the need of your leadership in putting together and helping fund a broad scale, coordinated effort to address our roadside litter issues across the area. I have had lots of conversations with a variety of stakeholders about this issue and could easily outline for you the serious gap in resources that we are facing, as well as ideas for solutions.	4/9/2025 10:10 AM
119	Love that we are talking about this now. With all the people moving in for corporate big leagues like Walmart and JB Hunt, if we continue the way we are now, it will be even a bigger mess	4/9/2025 9:54 AM
120	I really think a model like the Bay Area's BART system could work in NWA with stops at key junctures across Fayetteville, Springdale, Rogers, and Bentonville. Candidly if I had access to a robust system of public transport, I would never drive my car again.	4/9/2025 9:54 AM
121	We are relatively close to the i-49 and North Walton exchange. There has been so much money put into that recently (first the round-a-bout, now a poorly designed entry/exit) - along with a lot of time out of commission. It still is a poor exchange with very minimal lead to access 49 south. We need better city planners/engineers to forsee the growth. There should be a dedicated lane to turning onto 49 south as it backs up for a mile depending on the time of day despite being a new build and having plenty of accessible area to build a better model. There needs to be a more thoughtful approach to growth and spend.	4/9/2025 9:50 AM
122	Stop granting building permits until the infrastructure catches up. Or have the developers, cover the cost of the infrastructure. The sidewalk system is so inconsistent and not reliable.	4/9/2025 9:46 AM

123	I just want a work commute system that I can get to in Fayetteville that is within 10 mins of my house, park in a garage/deck, get on a scheduled train/bus/rail that stops at a few key places on it's way up to Bentonville. Get dropped off close enough to be able to walk or bike to my work and be able to return at the end of the workday. The highway is simply people going south to north in the morning and reverse in the evening, very predictable. We are outgrowing our transit capabilities while having generations of people driving on the highway that have never had daily experience with mass commuting on any scale. There is also no great options going east to west which could help a lot. I think more highway corridors would help spread traffic out and make travel better.	4/9/2025 9:43 AM
124	I completely appreciate the primary focus for improvements being concentrated in the Bentonville area. However, as a resident of Centerton (Bentonville address) there is nothing out here that speaks to the safety and ease for riders and walkers. Sidewalks are not connected and bike lanes are non-existent. Traffic signals help but they are not timed or displayed in a way as to remind drivers of walkers and riders. Some areas don’t have accessible sidewalks (ramps) and some intersections are dangerous enough due to automobile congestion that the idea of riding a bike would just be foolish. We are so close but it feels like we are miles and miles away from all the trails and pathways.	4/9/2025 9:40 AM
125	Northwest Arkansas is not a collection of isolated towns. Its strength lies in its interconnectedness. The inability of workers to reliably commute between Springdale, Fayetteville, Bentonville, and Rogers limits the available workforce and stifles economic growth. The easiest way to fix this is to start with where people actually work. We know where the big employers are, so let's get direct routes to those places, and make those routes run often. That would make a huge difference, fast. On the topic of tourism, which is now a big driver of GDP growth for the area; a decent transit system would open up this whole area to so many more visitors! It's kind of embarrassing that we call ourselves a logistics hub, but we can't even get move our own residents from point A to point B without a car.	4/9/2025 9:32 AM
126	Please continue to expand the trail/greenway, walkability is so important as prices continue to rise.	4/9/2025 9:31 AM
127	The amount of traffic violations seen on my daily commute are heavily contributing to the amount of daily wrecks. It feels very unsafe to commute to work daily and I worry about my children's safety on school buses.	4/9/2025 9:24 AM
128	Most new transportation infrastructure in the area seems to be moving in the right direction. However the new highway interchange at I-49 and 71B (Walton/Walnut) is poorly designed and dangerous to pedestrians. I challenge traffic engineers to dress in plain clothes and walk in the area. There's no pedestrian crossing across Walton at the new signal with Moberly, but of course people cross anyway instead of making the 13-minute detour down to Medical Center Pkway or 46th Street. Or try walking the sidewalk on the south side from Chipotle to Ihop - There's an unsignaled crosswalk across the 2-lane highway on ramp from 71B eastbound to I-49 southbound, plus shoulders to make the walking width about 3 lanes. People driving here are coming around a corner thinking they're accelerating onto the highway, and even the best drivers will have a hard time recalibrating and yielding to pedestrians in the crosswalk. We need to fix this intersection, and learn lessons before building any new ones.	4/9/2025 9:20 AM
129	Stop "planning" potential and possible roads through private property years in advance. These imaginary roads show up on surveys and diminish private property values. We understand planning, but until a road is closer to being built and working in conjunction with the development of the addition, the exact routing of the road is unknown. Leave your "planning" to zoning and building codes and let roads develop the routing only as development occurs. Perhaps there is someway to indicate the desirability of a road in a particular area as it is being developed without casting it onto the surveys of private property.	4/9/2025 9:15 AM
130	We need quicker, reliable commute times in Washington and Benton Counties, especially for those who travel between the two areas. We must plan for infrastructure improvements without ruining the natural beauty, open spaces and overall "feeling" of the NWA landscape. I'd hate to see a bunch of new roads seemingly randomly placed across farmland, over our beautiful rolling hills, etc. Let's really think hard about where new roads need to be and how to expand current roads in a way that doesn't damage the regions look and feel.	4/9/2025 9:08 AM
131	A vehicle miles traveled tax might make more sense than a gas tax, given the growth in hybrid and electric vehicles. Using the existing rail line that runs through the region's downtowns, it would make sense to add public transit there and density at stop to increase transit use before	4/9/2025 8:54 AM

	sprawl completely takes over. To me, adding transit service on the existing rail line would transform this region and make it more competitive.	
132	We did a good job over the last 30 years expanding our infrastructure as the region grew. However, we need to continue investing in our roads to accommodate the expected future growth. I know this costs money and we'll need to determine how to fund it appropriately.	4/9/2025 8:50 AM
133	Connecting NWA region with a rail system and robust bus route will positively transform the region and allow for more sustainable growth. It will improve the quality of life of people significantly and save funds in the maintenance of roads. Continuing to expand roads is proven to create more traffic congestion and will deplete our community of the beautiful green space and the uniqueness of the area. Though it is a big investment, it will ultimately be beneficial for all.	4/9/2025 8:46 AM
134	Like innovative ideas to expand and use bike paths and rails	4/9/2025 8:42 AM
135	Fayetteville trail system more conducive to commuting while transitions to Johnson and Springdale lead to poorer and unsafe experiences.	4/9/2025 8:30 AM
136	Carroll County is also in 479 zip code and we often access resources from the cities along I-49	4/9/2025 8:25 AM
137	Figure out how to alleviate traffic during rush hour; the number of drivers that blatantly run red lights is excessive and causes accidents.	4/9/2025 8:24 AM
138	It is a waste to build bike lanes because the cyclists INSIST on using the roadways which holds up traffic and is dangerous. There needs to be enforcement to PREVENT bicycles on the roadways. We have hundreds of miles of bike lanes and idiots still ride down 112 impeding traffic all the time. It is infuriating.	4/9/2025 8:19 AM
139	Highway entrance lights may help during busy times. A light rail would be the best solution!	4/9/2025 8:14 AM
140	Reliable public transit would improve the quality of my life one hundred percent	4/9/2025 8:10 AM
141	More routes, more buses, light rail. All these things are good to have when you have this level of population.	4/9/2025 8:02 AM
142	Rail!!!!!!!!!	4/9/2025 7:58 AM
143	The expansion of 112 is happening too slowly. The congestion on 49 in the evenings is hazardous and there is no easy alternative with limited capacity on 112 as well.	4/9/2025 7:55 AM
144	Honestly I'd use the bus, especially when the weather is bad if it was more frequent, closer to my destination, and had better pedestrian access (e.g., there is no pedestrian access over Watkins ave overpass of i49). Also, I'd add that I think investing in ORT bus rapid transit is the most sensible use of tax dollars as it would allow the cheapest and quickest way to expand transportation access and reduce gridlock. I like the idea of rail but it would be much more limited. Moreover, expanding roads and highways will only be a temporary solution that will simultaneously create a forever liability for our local governments to maintain.	4/9/2025 7:54 AM
145	NWA has consistently been behind the traffic needs and expansions since the 80's. It's time to rethink the equation and plan some serious infrastructure. Build out NWA like its LA. Our growth is not going to stop. Plan for the inevitable and stop building short minded projects that are redone every 5 years.	4/9/2025 7:07 AM
146	Trains in NWA!	4/9/2025 7:05 AM
147	Need to connect the downtowns and core entertainment, shopping , and transit destinations with frequent reliable bus service. Think critical mass requires making transit convenient for regular people living day to day lives and who don't want to deal with parking and traffic and may be willing to sacrifice 5-10 minutes for that but not 30.	4/9/2025 6:42 AM
148	Use roundabouts in congested traffic areas that get backed up due to traffic lights. They are safer, cheaper to maintain and keeps traffic moving.	4/8/2025 11:01 PM
149	I understand it's a catch 22 with building transit infrastructure. Fayetteville is better than anywhere else and I think transit being free is a huge win. I would love to see better connectivity and frequency of routes	4/8/2025 3:54 PM
150	I have lived here 10 years and the only time when it was pleasant to commute to work was during Covid 19. Driving anywhere here is the most stressful part of living in NWA. People are	4/8/2025 2:32 PM

	getting increasingly aggressive due to the frustration of congestion. Something has to be done if we are to accommodate a million people. Maybe we have special lanes or special drivers licenses. Maybe the test to drive needs to be taken beyond just one time as a teen. Maybe the semi trucks need assigned their own lanes. It took soooo long for the additional lane added to I-49 to be completed, just in time to need another one added. Also the on ramps and off ramps need to be improved. There should be only right hand turns to enter the interstate. Hudson and 14th on/off ramp is the perfect example of where this would be effective.	
151	It would be great if we could have bicycle trails near southwest Rogers near the subdivisions of Liberty Bell, Shadow Valley, et al. There aren't many ways to safely ride from that area to get to a trailhead without going on main busy roads (Pleasant Grove Rd and/or Wallis Rd). Thanks!	4/8/2025 1:16 PM
152	Bike trails have been the biggest waste of taxpayer money - PLEASE STOP! Please stop pouring money and resources into a bike trail that is predominantly used for recreational purposes. I take my kids biking on the weekends and love it - and if Parks and Rec wants to spend their budget on them, that's fine, but Transit shouldn't be spending a DIME on these worthless trail systems. I would give up the few times I use the trails in a year for improved/expanded roadways which I use multiple times each day. There is a very small minority of people that use them for transport - the vast majority of tax payer representation is traveling on the roads/streets/highways/interstate. Everywhere the trail runs along a road is space that could have been used for a turn lane to improve the flow of traffic. What used to take 15 minutes to get downtown now takes 30 minutes during peak traffic hours. If you want higher density and a large population, then it's your responsibility to keep up the infrastructure to accommodate for the extra traffic. The roads through Fayetteville have changed VERY LITTLE since the 1990's but the population continues to boom because of irresponsible approvals from the city's planning commission and council members. I believe increasing taxes is an unacceptable option. We do not need more percentage of tax dollars - the population is already growing, so tax dollars are coming in. Reallocating how you're spending the tax dollars is something that needs to be considered that wasn't an option above. Giving the government and it's entities is not a good or appropriate solution. The only increase mentioned above that's acceptable is increasing gas tax because the people that use more gas inherently drive more and a usage-based tax seems more fair. Additional ways to bring in more income would be paid public transportation. I wouldn't mind paying a toll to use public transportation when I do to alleviate the entire burden on the tax payor. Taxing construction/commercial vehicles or increases taxes on construction vehicles would be appropriate as they cause significantly more damage to roads than private passenger vehicles and they traverse our roadways significantly more.	4/8/2025 11:33 AM
153	Question 12 - hospitals and places of worship are NOT key destinations, they are not frequently visited.	4/8/2025 10:14 AM
154	Pea Ridge has only 2 lane roads with no turning lanes or shoulders to the sides of the roads. When emergency vehicles are trying to get through it is almost impossible to get out of their way, especially in busy traffic times. I had to go into a neighborhood once to get out of the way of an ambulance. Pea Ridge has been mostly ignored for years and now we're really hurting with extremely difficult traffic. Please help before more people are killed on these roads.	4/8/2025 9:33 AM
155	I hope that NWA can take a longer view now in building good public transit options (eg light rails) and avoid the car traffic plight of most big cities in the US (which, ironically, is one of the reasons people are moving from big cities to here).	4/8/2025 9:26 AM
156	This survey seems super pointed toward the elimination of private vehicle use toward biking and/or transit. The transit system needs to be established to help the community and that should not include punitive measures for those who do not use it. It's clear from this survey's verbiage that there is a goal toward punishing people into using public transit or biking to places.	4/8/2025 7:40 AM
157	Highway 72 from PR to bentonvillle is the absolute worst. Also, not sure why the town isn’t getting any traffic lights.	4/8/2025 5:25 AM
158	Hwy 72 is a mess. There is an accident almost daily or more and the roads are to small for all the people commuting	4/8/2025 12:40 AM
159	Highway 72 is so unsafe with all of the semi traffic going to and thru Gravette. The Semis constantly cut you off as they merge from south bound 49 to 72 east, it is a yield sign and needs to be changed to a stop sign. They are speeding and can't slow down when we turn in to our driveway. They think they own the road and make wide turns in town where everyone is	4/8/2025 12:34 AM

	expected to back up so they can navigate intersections. We have to cross Highway 72 to get our mail with cars and semi's traveling over 55 MPH, no one seems to care, does some need to get killed before you do? I have contacted local and state official's about these issues, do you really care? The intersection of 279 and 12 in Vaughn is insane, how is that still allowed to exist as is? That is a main though fare to the airport and for the residents of that area.	
160	Pea Ridge only has two options in and out of town. Both are 2 lane highways that have needed expansion, stoplights and maintenance for years. There are wrecks on these roads consistently. HWY 72 between Bentonville & Pea Ridge and HWY 94 between Rogers & Pea Ridge need immediate attention especially as Walmart has required all associates to move to NWA and Pea Ridge has exploded with new subdivisions to create housing for the influx of people.	4/7/2025 10:18 PM
161	I would like to use public transportation but I really don’t understand how “on demand” transit works. How long will I wait? How long will it take to get where I want to go? As the population grows we will need to have public transit that works or the roads will be too crowded.	4/7/2025 9:39 PM
162	Invest in commuter cycling infrastructure - including increasing safety for cyclists	4/7/2025 9:27 PM
163	Nothing/nowhere for teenagers to go, nothing to do. Stop bullying in these schools here. More school busses or routes, busses way too overcrowded. Clean up and get rid of crooked, bad law enforcement, reputation is terrible. Only lived here 2 yrs.	4/7/2025 8:03 PM
164	Pea Ridge roads need to be widened to accommodate the amount of people moving in and because there is only one main road to I49.	4/7/2025 6:43 PM
165	Hwy 72 from Pea Ridge is horrible. There are so many new homes being built but nothing is being done to help with traffic. It needs to turn into 4 lanes and there needs to be a few lights added for safety.	4/7/2025 5:52 PM
166	Highway 72 needs help. We are desperate for something to be done. It takes 45 minutes minimum for me to drive what should be 15 minutes into Bentonville. There are constant accidents, i myself was rear ended while waiting for someone to turn left off this highway totalling my car and injuring my daughter. More businesses and neighborhoods are getting built with no improvement to the traffic. Accidents are increasing. I live in worry every day.	4/7/2025 5:25 PM
167	No more traffic signals, let’s go to roundabouts.	4/7/2025 5:05 PM
168	i’m a realtor and have to drive my own car	4/7/2025 5:05 PM
169	We live in a community outside of Bentonville and Rogers. The only way to get to either of these places is through HWY 72. This HWY is extremely dangerous. 2 lane road, narrow lanes, big drop offs on either side where the road has been fixed multiple times. Speed limit is 55, to fast for this road, bicycles share the road with no bike lane. Traffic turning on and off HWY 72 to connecting side roads. This is a growing area and traffic has outgrown this road. It needs to be a 4 lane, and lights or roundabouts need to be added in the major intersections.	4/7/2025 3:46 PM
170	As Northwest Arkansas continues its rapid growth, particularly with the expansion of cities like Fayetteville, Bentonville, Rogers, and Springdale, it’s becoming increasingly clear that the region is at a crossroads when it comes to urban development and transportation. In the coming decades, the area is poised to experience even more development, which brings both opportunities and challenges. One of the most urgent issues facing Northwest Arkansas is its lack of an efficient and comprehensive public transit system. With only buses serving limited routes and times, and Uber and Lyft as supplementary options, the region is still heavily reliant on personal vehicles. This approach is unsustainable in the long term, especially given the increasing congestion and the negative environmental impact of car-dependent cities. Northwest Arkansas has an opportunity—an obligation, even—to set the benchmark for public transit in America. This benchmark should be the development of a modern, environmentally-conscious light rail system that prioritizes convenience, accessibility, and sustainability. A light rail system could run along the median of I-49, the region’s primary highway, and intersect with major urban centers and towns across the metroplex. By doing so, it could connect Fayetteville, Bentonville, Rogers, and Springdale—areas already experiencing growing traffic congestion—while also expanding to smaller towns like Bella Vista, Siloam Springs, and others in the surrounding areas. The goal would be to create a unified and easily accessible public transit system that offers an alternative to the car-centric lifestyle that dominates much of the U.S. WHY A LIGHT RAIL SYSTEM? The idea of a light rail system may sound ambitious, but it’s one that has been successfully implemented in other cities, setting a powerful example for Northwest Arkansas to follow. Cities like Portland, Oregon, with its MAX	4/7/2025 3:41 PM

	Light Rail system, have demonstrated how light rail can reduce traffic congestion, promote urban density, and lower pollution levels. Portland's system is clean, efficient, and provides residents with an affordable way to get around, all while reducing the environmental impact of individual vehicles. Similarly, cities like Denver, Colorado, and Minneapolis, Minnesota, have successfully integrated light rail into their public transportation networks, proving that light rail systems can work in mid-sized cities while improving quality of life and urban sustainability. For Northwest Arkansas, a light rail line along the I-49 corridor would be an ideal solution for several reasons. First, the I-49 is already a well-established route that connects key cities in the region. Developing a light rail system along this route would be an efficient use of existing infrastructure, minimizing the cost of land acquisition and construction. Moreover, it would offer a seamless and direct way to travel between the metroplex's largest and fastest-growing cities. A NECESSARY STEP FOR REDUCING CONGESTION & POLLUTION As the region grows, one of the greatest challenges it will face is increasing congestion. The metroplex is already experiencing traffic bottlenecks, particularly in areas like Bentonville and Rogers, where major highways and local roads intersect. Without a significant shift in how people move around, these congestion problems will only worsen, creating longer commute times, more frustration, and a higher risk of accidents. Perhaps even more concerning is the environmental toll of a car-dependent society. The more people rely on personal vehicles, the more pollution is produced. Car emissions are a major contributor to poor air quality, which has detrimental effects on public health. Already, cities like Los Angeles and New York City are grappling with unhealthy levels of pollution, leading to issues like respiratory problems, especially for vulnerable populations such as children and the elderly. Northwest Arkansas must act now to avoid falling into the same trap. A light rail system would not only alleviate congestion but also provide a much-needed solution to these environmental concerns. Trains are a much more energy-efficient mode of transportation compared to cars, particularly if powered by renewable energy sources. Additionally, a shift to public transit would reduce the number of cars on the road, directly cutting down on traffic and pollution. The impact on air quality and the region's carbon footprint could be profound, potentially positioning Northwest Arkansas as a leader in sustainability and environmental responsibility. LEARNING FROM SUCCESSFUL MODELS Several U.S. cities have already implemented successful public transit systems that Northwest Arkansas can draw inspiration from. For example, Salt Lake City, Utah, built a light rail system known as the TRAX network, which now serves over 20 million riders annually. This system connects major urban centers while also linking commuters to suburban areas. Likewise, Charlotte, North Carolina, with its LYNX Blue Line, has successfully integrated light rail into its transportation system, leading to less congestion and a marked decrease in reliance on cars. In addition to light rail, Seattle, Washington has been working to expand its Link Light Rail system, which has proven to be an effective way to reduce traffic congestion and pollution while making the city more connected. The Dallas Area Rapid Transit (DART) system is another example of a city making substantial investments in its public transportation infrastructure, reducing the need for personal vehicles and providing affordable, efficient transportation options. These cities have made public transit a priority, showing that it is possible to create a sustainable, accessible, and environmentally friendly alternative to car-centric urban planning. Northwest Arkansas should aim to do the same, not just to keep up with other cities, but to set the pace for the future of urban transportation in America. A CALL TO ACTION The time is now for Northwest Arkansas to invest in the future. If the region's leaders and stakeholders act quickly, they can build a transportation system that serves as a model for other metropolitan areas across the country. A light rail system is not a pipe dream—it is a practical and necessary solution to a very real problem. If the region waits too long to act, it could find itself burdened by the same traffic and environmental issues plaguing larger cities. By embracing a forward-thinking public transit system, Northwest Arkansas could not only alleviate congestion and improve air quality but also foster a stronger, more connected community. As a rapidly growing area with a vibrant economy, it is time for the region to step up and lead the way in creating a more sustainable, efficient, and livable future. Let's not wait for our roads to become like those in every other major city in the U.S.—clogged, polluted, and unhealthy. Instead, let Northwest Arkansas be the beacon of hope, demonstrating how thoughtful planning and innovation can make a real difference for generations to come.	
171	dedicated bus-only lanes on major thoroughfares, for example (because i am writing from fayetteville) college and mlk, would significantly improve transit use by non-college students by decreasing travel times	4/7/2025 3:29 PM
172	I would love to live in a community where I didn't have to use my car every day! Currently I have no possible way to get to any stores or my place of worship via public transportation or walking. Zoning changes should encourage more walkable, 15-min circumference communities. A light rail system so that noone had to drive to Walmart corp., Tyson corp., or	4/7/2025 3:09 PM

	JB Hunt corp. would literally solve all traffic issues in NWA. Please, please, PLEASE start and maintain a few light rail lines centering around those main employment hubs and shame anyone who is so selfish as to not want to use it!	
173	Excited for the growth and improvement of NWA! I'd love for this area to not only be functional but also beautiful!!!	4/7/2025 2:29 PM
174	Improving the transportation around NWA is key to future growth and quality of life	4/7/2025 2:22 PM
175	ORT is a great service. I think most of the traffic issues I run into are city streets that are too small for the amount of traffic. All of NWA needs to be more walkable, and not just trails. We need sidewalks and crosswalks everywhere.	4/7/2025 2:14 PM
176	Pea Ridge is a fast growing community. The next Centerton, let’s not wait 10 years to get a safe road “Highway 72” fixed and capable of that traffic. Wrecks almost every day of the week need to be addressed.	4/7/2025 1:22 PM
177	Add more lights to roads! It is incredibly unsafe Fix potholes! Add some commuter rail	4/7/2025 1:21 PM
178	Train/rail transit for NWA would be really nice to have. Could potentially decrease traffic on I-49 and give people other options besides cars for getting between cities in NWA.	4/7/2025 1:17 PM
179	Please expand highway 72 to I-49! It’s so narrow and unsafe as there are daily wrecks now from Pea Ridge into Bentonville which we travel a minimum of 5 days a week! Please ADD Turn lanes that are so needed to decrease congestion as our area grows rapidly!	4/7/2025 1:15 PM
180	I believe this is a multifaceted and complex problem. If we are going to continue to rely heavily on motor vehicle transportation to service this area then we need processes that eliminate the excessive usage of traffic signals which greatly hinder commute times for a majority of this region.	4/7/2025 12:39 PM
181	Public transit will never be an option for my family. Hwy 72 outbound towards I-49 has zero infrastructure to support the growth of Pea Ridge. What should be a 15 minute commute turns to 45 minutes or more due to lack traffic flow. There are no alternative routes or lanes to utilize if an accident occurs. The mountain bike system runs north and south crossing Hwy 72 with no support system. Very dangerous.	4/7/2025 12:33 PM
182	A stop sign at the very least NEEDS to be installed when turning on top It’ll Do/McNelly from Pickens. More usage of stop lights. No roundabouts because people in this town don’t understand 4-way stops	4/7/2025 12:20 PM
183	The timing of traffic lights in NWA is laughably bad. People used to driving in urban areas with well-timed systems immediately notice a difference after relocating to the region. It seems to add to road rage and a wildly high rate of running red lights (I see this happen at least twice a day). Another option to help pay for improvements might be laser/video ticketing for speeders and those running red lights. People abusing the left lane are also causing a massive problem and, of course, people glued to their phones.	4/7/2025 12:05 PM
184	Biggest priority in my opinion: expanding the highway from 2 to 3 lanes on each side from the North Bentonville onto 71 to the Central Ave exit. There are so many people commuting from Bella Vista to the Original Walmart Home Office, and all of those people are about to switch from going down 71 to going down I-49 to get to the new Home Office if they haven't already switched. The left turn lane on 71 coming south to get onto the highway gets so backed up and needs more capacity (the left turn lane going north to get to Lowe's could easily be shortened), and the highway gets so backed up going up the hill as people get on because incoming cars already on the highway don't have enough room to get around them. Additionally, changing the interchange between 71 and I-49 to prioritize safety. There have been several major crashes and numerable minor crashes around that intersection. I am scared to drive through there (which is a major motivator for me to start biking if I had better access to the Greenway). People come too fast off the highway onto 71 going north (major crashes), and continue going too fast nearing the light by Starbucks and Walgreens where they crash from people getting in the left turn lane to head towards Starbucks/Lowe's (minor crashes, which also cause back ups all the way onto the highway which causes more safety concerns). It feels like there's a crash at least once a month which is ridiculous.	4/7/2025 12:00 PM
185	Commuting from Pea Ridge to Bentonville on 72 is so congested. More and more homes keep going up, and the capacity of the small, one lane each way road, remains the same. It is dangerous, and if there is a wreck, you are stuck. It needs to be expanded so badly. There	4/7/2025 11:29 AM

	also needs to be lights and roundabouts implemented in Pea Ridge. More street lights would also help because some intersections are super dark and hard to see the roadway.	
186	n/a	4/7/2025 11:04 AM
187	Stop with the traffic circles. They are dangerous and no one knows how to drive in them.	4/7/2025 11:02 AM
188	The two lane roads need a turn lane. Hwy 72 is constantly backed up. I don't see how we can widen the road to add 2 or 3 more lanes but I do see where at least 1 middle lane could be added. This could help the flow of traffic a lot especially during high volume use times.	4/7/2025 10:57 AM
189	I would love to see Fayetteville have reliable, consistent public transportation that reaches farther into the city and is time-efficient. Offering some sort of incentive for residents to take public transportation may be helpful as well as adding more buses, offering covered bus stops, adding more bus stops, using AI to map routes for efficiency and allowing residents to use an app to request a bus and track wait times would be very helpful and likely improve efficiency.	4/7/2025 10:49 AM
190	The most important things to me would be safety and reliability of the roads and roads that are well maintained. For residential roads, bigger sidewalks, more trees, buried utilities. Would love a public transit option that goes from Fayetteville up to Bentonville / Bella Vista and hits things like crystal bridges etc. Not just public transit from work.	4/7/2025 10:29 AM
191	Hwy 72 is past due for widening between Bentonville and Pea Ridge. You drive 20 mph from Plentywood Rd into Bentonville because all traffic stops while waiting for someone to turn left into the school as you come in to Bentonville. Pea Ridge needs traffic lights at Slack and Curtis and Slack and It'll Do Rd. It'll Do needs a continuous left turn lane and Slack needs to be 5 lanes. The area is growing too fast to wait. It will only become more dangerous as traffic increases, the accidents will also increase. Adding bike lanes/roundabouts reduces traffic flow. They took out a light that worked well on Pinnacle Hills Pkwy to reduce traffic lanes and put in a roundabout. Traffic is now worse and no one, I mean no one rides there bike there. A complete waste of money.	4/7/2025 10:26 AM
192	Highway 72 going to and from Pea Ridge is really only congested during rush hour due to the Montessori school and people stopping to let people in and people trying to turn left. Adding either a turning lane or even an extra lane that goes one way in the morning and transitions to opposite direction for the afternoon commute. When I lived in Omaha there was a street like this and I loved it. Cost saving for the county/state only having to implement one extra lane / proper lighting system to direct traffic.	4/7/2025 10:19 AM
193	Traffic is really getting bad on 94, 72, etc. We need solutions. Also, the roads need to be maintained better, too many pot holes, degrading surfaces.	4/7/2025 10:08 AM
194	The main areas of that I see problems in Bentonville/Rogers area is the lack of connecting streets. Almost everywhere you go requires you to go out to a main east/west road in order to connect somewhere else. The traffic gets very backed up on those roads because everyone is forced out to one to get anywhere. Spend some time connecting other roads in neighborhoods and side streets to help cut down on having to go around. The north and south roads don't seem to have the same congestion.	4/7/2025 10:03 AM
195	Widen streets in pea ridge. The roads are dangerous and the amount of accidents that happen are getting worse and worse, not to mention when there is an accident, it blocks the road 100%. Also, a stop light would be great off itlldo and slack st. It's impossible to make a left turn most of the day.	4/7/2025 9:53 AM
196	Lack of parking options in Downtown Bentonville has made it almost unbearable to travel or spend time there!	4/7/2025 9:43 AM
197	Need dedicated bike lanes. It's ridiculous to have to go 10 miles an hour behind a stupid person on a bike.	4/7/2025 9:41 AM
198	Bentonville traffic has to improve overall. Backroads have become as much of a nightmare as main roads.	4/7/2025 9:40 AM
199	I'm a parent, so I have an additional stop along my morning commute. I suspect many others in my age bracket have a similar situation where they need to stop by school or daycare before arriving at work.	4/7/2025 9:39 AM
200	I love being a resident and homeowner in Northwest Arkansas. In general I think the area has seen thoughtful, strategic investments in the community that make me proud to pay taxes	4/7/2025 9:36 AM

	toward these efforts to make the area accessible and sustainable for the whole community. I believe the improvement projects that would generate the largest increases to quality of life are more safe routes for bikes/pedestrians (multi-use paths like the recent Emma Ave extension in Springdale are a good example), and a commuter rail connecting Fayetteville to Bentonville. I live and work in Springdale, but I often travel to Fayetteville and Bentonville for recreation and a rail line would expand opportunities for work and play for many people while removing cars from the existing roads. I think a light rail that is equipped to store bikes would fit the NWA culture and would make community amenities like Crystal Bridges more accessible to people who need it most. Thank you for considering my input!	
201	Too much focus on making NWA some bicycle fantasy city when we need better, cleaner, and more roadways to accommodate how many people keep moving here weekly. There are little to no bus routes or other forms of public transportation that benefit the everyday person which just adds to more private vehicles on the road causing congestion. When there is road work its constantly done in huge bursts all in the same areas causing unnecessary high traffic with alternative routes that usually are very inconvenient. Instead of doing smaller projects to focus on quality and reducing large areas of road closures at one time. Most of the time the roads deteriorate quickly and need repaired within months of having work done just causing more issues. The list could go on and on about why our infrastructure sucks.	4/7/2025 9:34 AM
202	Get rid of bicycles on road ways completely. There are bike trails for that. In force road laws.	4/7/2025 9:31 AM
203	A massive roundabout connecting It'll Do Rd, highway 94, and E Mcnelly rd in Pea Ridge would relieve so much congestion in the mornings and evenings. Along with reducing the number of accidents and close calls that occur there.	4/7/2025 9:31 AM
204	The traffic on I-49 during rush hour (7:30am-9:00am) and (3:30-6:00pm) is always horrible. It should only take me about 25 minutes to get to my office in Bentonville from my home in Springdale but I am often times sitting in traffic for over 50 minutes. Often times, traffic never even reaches the speed limit on the interstate due to all the slow downs (which never seen to be for any real reason). If I have an event after work, I generally find myself leaving my office in Bentonville an hour early just to barely make it on time to an event in Springdale or Fayetteville due to traffic. Additionally, if there is an actual wreck on the interstate, then you are usually stuck or limited to sticking with the interstate because other routes around NWA are also gridlocked and will take you the same amount of time to get to or from work. With the return of in-office work and push from NWA corporations (Walmart, Tyson, JB. Hunt, etc) for employees to re-locate to NWA, the traffic system needs to drastically improve to accommodate the extra traffic and population.	4/7/2025 9:26 AM
205	Due to Walmarts efforts, Pea Ridge and the surrounding areas have tripled in population and the road infrastructure is 20 year behind 6 years ago before the growth. We pay a ridiculous amount in taxes, this should fund it and if not the taxes we already pay then I believe the Waltons should be held accountable given they are purely responsible for the enormous growth via bike trails, new construction, and renovation. Their intention is to get more business to get more money, WE the people should not pay the price Will a lot of personal considerations, Highway 72 needs to ideally be a 4 lane highway, 2 lane for traffic and a few implementations of a turn lane. The BIGGEST issue is slow driver holding up traffic without good places to pass and oncoming traffic needed a break to turn off onto a side road. A turn lane at the sides roads would stop the flow from being halted and a 2 lane will ensure the traffic isn't blocked by people going 10-15 mph under the speed limit (which make 5-10 minute difference from leaving pea ridge) The road is way too unreasonably busy at any given moment. If it's only you in the road which 5 years ago was relatively common, however today almost impossible, then it's not too bad. But when you include 5000 people all leaving and coming at the same time and also include accidents that completely shut down the highway it make it incredibly dangerous. I have had two separate accidents on this highway personally that both would have been stoped with these changes (a turn lane) This realistically is not a request. It is a requirement for all of pea ridge that we've been begging for with absolutely nothing to show for it. It's absolutely ridiculous! This road is dangerous Regarding 1-49, that would only create the same issue except leaving town the other side and then have to make it through all of the busy Roger's traffic. Lee town would have to be extended and that arguably pointless. 72 is the closest road to the interstate	4/7/2025 9:23 AM
206	Pea Ridge is growing! The roads into and out of town are always congested and far too many accidents happen daily. We are a blooming bedroom community that needs our roads expanded, turning lanes added, and stop lights at major intersections.	4/7/2025 9:22 AM
207	Na	4/7/2025 9:21 AM

208	Hwy72 is awful coming from Pea Ridge to Bentonville. There's far too much traffic for that road. Hwy94 and 265 need a roundabout or something to alleviate traffic during rush hours	4/7/2025 9:21 AM
209	Highway 72 needs more lanes to accommodate quickly growing population commuting into Bentonville	4/7/2025 9:20 AM
210	Although the roads in NWA have improved, they take forever to complete, and most times it seems as if by the time construction is completed, the traffic needs have already outgrown the solution. It is frustrating that taxpayers' money is being spent on inefficient solutions. Why does Walnut Street still not have a turn lanes in high traffic areas? Why is there not a turn lane on 28th St and Walnut to account for the copious amounts of traffic that has been exacerbated by the gas station opening on the corner? Why are we spending so much money to replace stop lights on roads with light traffic with expensive roundabouts? Why were the 4 way stop signs on Arkansas Street in DTR replaced with traffic lights? If the goal is to increase efficiency for commuters, we have missed the mark.	4/7/2025 9:15 AM
211	Highway 72 from Pea Ridge to Bentonville is needing improvements and I feel like it should be priority compared to any other project you have going on in this state. Pea Ridge is rapidly growing and we have the same highway that is curvy, 2 lanes with no shoulders with blind spots. Tons of wrecks weekly. This is a very unsafe highway and it’s pretty baffling why it hasn’t been updated before now. I pay good taxes to drive on this dangerous road. Get proactive about this please!	4/7/2025 9:14 AM
212	Pea Ridge is expanding in lightning speed. Once a small town, is no longer, and needs the infrastructure to keep up. PR has not one stop light..and only one lane in either direction . No sidewalks for pedestrians on main roads or pull offs in case of emergency. We are in desperate need.	4/7/2025 9:13 AM
213	Please prioritize improvements to Highway 72 from Bentonville to Pea Ridge. It is very unsafe with multiple accidents occurring on a daily basis.	4/7/2025 9:09 AM
214	We need a perimeter around nwa!!! It needs to be connected with adequate north south and east west connectivity.	4/7/2025 9:07 AM
215	I commute from Garfield via Pea Ridge daily. The 2 main highways out of Pea Ridge 72 and 94 are congested. Highway 72 is down right dangerous. No turn lanes for major turns and bicyclist think this is a good option for riding. There is no shoulder for most of 72 from Pea Ridge to I49. The road is hilly and curvy. Major improvements are needed at several of the intersections including Plentywood and Price Coffee Road. Accidents happen daily on 72.	4/7/2025 9:05 AM
216	Hwy 72 has become so incredibly dangerous with the amount of people moving to Pea Ridge. I live in Pea Ridge and work in Bentonville. What should only take me 25 minutes to get to work, takes me over an hour. I also have to take into account that nobody is truly paying attention so I always wonder if I'm going to make it back home to see my family again.	4/7/2025 9:04 AM
217	There are accidents daily on our rds!	4/7/2025 9:04 AM
218	Highway 72 between Pea Ridge and Bentonville it a standstill every morning while trying to get in to Bentonville. There aren’t any other alternative routes. With all of the subdivisions being built it’s going to get worse. It feels unsafe to not have a quick and clear route to go between towns	4/7/2025 9:04 AM
219	Pea Ridge desperately needs added lanes on Hwy 72 into Pea Ridge from Bentonville - as well as dedicated bike lanes to accommodate increased usage by gravel bicyclists.	4/7/2025 9:03 AM
220	HWY 72 is completely horrible for all commute purposes - 7-8am & 4-5pm. The constant additions of schools, daycares, etc. on the road and lack of any additions of infrastructure (additional lanes) or further technology (stoplights, signs, etc) have made this road horrible in the last 5 years.	4/7/2025 8:57 AM
221	The traffic on Crossover between Mission and Huntsville Road is becoming unsafe and it's difficult to get in and out of my neighborhood. Cars and trucks go WAY too fast and since there is not a stoplight between Mission and Huntsville there is never a break in the traffic. I've tried for years to get someone's attention on this but everyone says it's not their problem.	4/7/2025 8:56 AM
222	I’m beyond frustrated and honestly feel unsafe, unheard, and completely disregarded. I live in Pea Ridge, just five miles from my office, yet every single morning it takes me 40 minutes to get there—because the only option is Highway 72, and it’s an absolute disaster. It’s 2025, and	4/7/2025 8:56 AM

	there is still just one way in and out of Pea Ridge. How is that even acceptable? The intersection at E Central Ave near Casey's and the I-49 ramps is one of the most dangerous in all of NWA. Crashes are a regular occurrence, and nothing ever gets done about it. Do you even realize how terrifying it is to drive through that every day, knowing your safety is at risk and no one is doing a thing? What's even more infuriating is that while new developments keep popping up, the roads stay exactly the same. Pea Ridge clearly can't support the amount of growth it's experiencing—and yet, there's still no stoplight, no expanded access, no real plan to fix the infrastructure. It feels like the people who live here don't matter. Our safety doesn't matter. Our time doesn't matter. The lack of investment in our roads is unacceptable and insulting. We deserve better—and it's long overdue.	
223	Pea Ridge is a disaster! I have lived in this area for 25 years and I have never seen such horrid travel conditions until the last 5 years. Step spending money on all the trails and special bike lanes when we're barely surviving out here. All exits out of Pea Ridge are single narrow lane roads that constantly have wrecks and build up. There is no easy way to leave this town. The roads within the city are beyond congested with zero stop lights or round abouts. If the future of Pea Ridge is going to just keep building neighborhoods we need better road infrastructure first! It's absolute insanity to be living like it's still 2000!	4/7/2025 8:52 AM
224	N/a	4/7/2025 8:50 AM
225	Hwy 72 is a death trap and needs to be widened ASAP!!	4/7/2025 8:48 AM
226	Highways 72 and 94 are very congested all day. Bumper to bumper during morning and evening rush. Roads are narrow with little to no shoulder. If a breakdown or accident happens, it backs traffic up for several miles. Too many bicycles ride on the highways, which causes more backups. I think both highways need guard rails in more places.	4/7/2025 8:47 AM
227	We need to focus on municipal infrastructure, especially in Washington county. With the growth we've seen over the last decade our roads are not meant for the amount of traffic we have. Especially in Fayetteville. Stop investing in Bike lanes that rarely get used and add lanes to improve traffic flow. We also need an expanded east/west connection. A light rail would be fantastic for the region.	4/7/2025 8:45 AM
228	We chose to move to NWA (from FL) due in large part to the cycling infrastructure in the area. (The art scene was the other deciding factor.) The cycling is a large part of what makes NWA unique and the Walton family invests heavily in the trail system. However, there is a major lack of safe bicycle lanes/sidewalks in Downtown Bentonville. Though we live in Bella Vista, we would ride our bikes down into Bentonville and use them as a form of transportation (not use car parking) while exploring downtown. However I don't feel safe riding around the streets of Bentonville. This is a major disconnect from being the MTB capital of the world and such a "bike-friendly" area. More bike lanes/sidewalks are needed in central Bentonville.	4/7/2025 8:40 AM
229	I have zero interest in public transit. Mandating answers to those questions is artificially suggesting that people would take it. There is no circumstance in which I would ever take public transit.	4/7/2025 8:28 AM
230	Pea Ridge is exploding in population and there is no quick and easy way to access I-49. Highway 72 is downright dangerous with the amount of traffic on there now, the narrow, winding lanes etc. We desperately need to widen that road and/or place turning lanes in specific locations where there are always crashes and other accidents. We are a growing bedroom community for the Walmart megaplex and Bentonville in general. Please don't ignore us!	4/7/2025 8:26 AM
231	There are too many obstacles to dense development in this region--too much red tape.	4/7/2025 8:24 AM
232	Please don't build a light rail, NWA doesn't have the density. Add a better bus system first. If you're adding lanes to 49 please add an HOV to encourage carpooling. Enforce laws on 49 better, the drive itself isn't bad but other people lane weaving is dangerous and ultimately what causes wrecks with major slow downs.	4/7/2025 8:21 AM
233	Would highly prioritize a light rail between Bentonville and Fayetteville especially for events	4/7/2025 7:54 AM
234	Continue use of traffic circles and decrease stop and go traffic from stoplights	4/7/2025 7:53 AM
235	412 is an absolute disaster. There are too many trucks that flow through their to Siloam, Tulsa, and beyond. A bi-pass around that should be the priority.	4/7/2025 7:49 AM
236	I love to use public transit when it is available, sadly the current state of public transit is far from reasonable for me to use as it does not go near my work and would need multiple	4/7/2025 7:46 AM

	connections with inopportune times in order to make it places I would want to go. A rail system connecting the city centers and a few other hubs plus a more robust business system would be amazing and I would certainly begin using it	
237	New roads, optimizing stop lights vs more lanes (except adding turn lanes) is needed! Widening the highway won't help. Get ahead of the growth out west & East of major cities	4/7/2025 7:42 AM
238	The new bypass needs to extend down to Prairie Grove/Farmington area. All intersections needs a right turn only lane. Cloverleaf should be used at interstate intersections. Prepare for 10, 20, 30 years from now. Start building loops now.	4/7/2025 7:33 AM
239	Start by fixing the potholes and overall declining quality of roads. Then add a rail system from Bella Vista to Fayetteville to decrease traffic on I-49	4/7/2025 7:28 AM
240	Traffic flow management is a big issue. I can drive from downtown Rogers into Bentonville on Walnut and hit every stoplight except for 1 or 2 almost every time making that drive horrible.	4/7/2025 7:19 AM
241	I believe that expanding roads should not include another fee for travel lane or toll roads. I believe there are other ways to get roads funded. In a state that is full of taxes - paying extra to get to work to generate revenue for the city shouldn't be on the constituent.	4/7/2025 7:14 AM
242	Need trail access from Hudson rd/Pleasant Grove- would purchase an e-bike if I could easily get to a trail from my house in Scissortail subdivision	4/7/2025 7:01 AM
243	Local resurfacing needs to happen yearly to keep existing roads useable. With the influx of new people the current tax base should be set aside specifically for road and transportation improvements. All new developers should be required to provide road widening and resurfacing to all roads within a 1-3 mile area of new development.	4/7/2025 7:00 AM
244	a light rail would be an amazing addition to the region	4/7/2025 6:58 AM
245	72716	4/7/2025 6:48 AM
246	Yellow traffic light means go hard here Left yield turns are a nightmare Paid parking garages are needed for meal or event reservations Traffic light timing is not conducive to traffic flow Staggered shift times and 7 day a week operations would decrease rush hours Everyone can't be 8-5 Too much is closed Sunday and Monday then over busy Tuesday	4/6/2025 5:15 PM
247	Stop building new roads where you are forcing people to move from long term residences/farms/land . I.E. The hwy 112 expansion location is unrealistic based upon growth. By the time ARDOT gets around to building a road, the growth rate makes the chosen route outdated.	4/6/2025 4:50 PM
248	As traffic worsens, sadly bus-based transit will have a hard time competing without transit priority infrastructure that'll be hard advocate for with our currently limited ridership. More bike paths that connect "real" destination (vs bike paths design more for recreation) that provide physical barriers/safety against auto traffic may be very useful as congestion worsens. If people feel safe they may start making more shorter trips by bicycle if congestion is bad enough that biking almost becomes quicker.	4/6/2025 2:42 PM
249	KISS; build two parallel rail tracks from Greenland to Bella vista and run trains every 15 minutes north and return around and around. Slow to every hour or more based upon needs in after hour or events. Use buses to reach out to communities in same manner complete with parking for collection of riders. Trains should stop at major employers	4/6/2025 12:54 PM
250	Work from home/no commute	4/6/2025 12:43 AM
251	Light rail between Fayetteville and Bentonville would alleviate some of the congestion on 49.	4/5/2025 4:37 PM
252	If there was a transit that would be available at 5:30 or 6:00am, I would use it often.	4/5/2025 4:31 PM
253	We need a north south interstate in western Benton and Washington county and better east west connections across cities Also we really need light rail and high speed rail and more trails	4/5/2025 3:46 PM
254	Survey does not provide response options that fit my circumstances. I live in Fayetteville on a steep hill and have had injuries to both knees that prevent me from walking up hills. It already takes me 25-45 minutes to get to work from SE Fayetteville to the Sam's club area. I also need my car to travel to multiple businesses, doctors, dentist, eye doctor, etc appointments, coffee, lunch, and dinner dates, evening events and church. These all require me to use my	4/5/2025 2:58 PM

	car (and haul my groceries and purchases) and I would never be able to ride public transportation to accomplish all these activities.	
255	Build more bike trails and integrate with light rail between Fayetteville and Bentonville. Also a trolley down College Avenue from downtown up to the Fayetteville mall would encourage less driving	4/5/2025 2:32 PM
256	Typical traffic is fine. The commute hours is the core issue. We don't even need a standard bus system per se - but a commuter shuttle network that helps get cars off the road at key hours is what we really need. There are three major employers, which means very few drop off points. I imagine a fleet of large shuttle vans that have wifi would be a hit and get hundreds of cars off the road every morning. They could also pay for themselves fairly quickly, especially if you can convince these employers to chip in on the cost.	4/5/2025 1:22 PM
257	Expand I-49 and increase interchanges and exit capacity	4/5/2025 12:20 PM
258	A North/South limited access toll highway running west of the airport south from I 49 at Hiwasse to I 49 south of Farmington would speed external traffic through NWA and allow for expansion of the metro to the west. NWA is too long and thin currently, and it can't grow east due to Beaver Lake. I don't see biking to work ever being anything other than for a small percentage of the population. Bussing as well will be a tiny fraction of commuters (look how many parents avoid having their kids bus to school).	4/5/2025 11:20 AM
259	It would be better building flyover in major traffic signals like from Walton to airport blvd and JStreet and 14th street intersections	4/5/2025 8:32 AM
260	To small roads Only time interstate Poor collectivity	4/5/2025 8:09 AM
261	The city needs to notify neighborhoods of their plans other than thru this type of media. Like they make the public wanting to do something or change something. I've tried calling and searching on this phone forever to see what's going on. I would like my opinion to be heard. Unable to drive at night, these new neighborhoods being developed have poor lighting and pedestrians and bicyclists don't look or heed stop signs. And roadways are too skinny for people to always be parking in the streets. If you can find parking. Even the federal or courthouse has no parking unless you are handicapped. I'm not but walking anywhere in this own is a pain because of hills	4/5/2025 8:08 AM
262	I feel that too much money has been put towards the trail systems. More money needs to be put towards making walkways safer for pedestrians and increasing highways/interstates and/or improving roads.	4/5/2025 7:34 AM
263	The intersection of Bellview/Spring Creek and Monroe/264 has been waiting for improvement for several years now. Job 090433. Rogers has gotten circles and several traffic lights ahead of this project. We REALLY need a temporary light there which Lowell is willing to do but the state won't allow it. PLEASE reconsider a temporary light there as this project may take until 2050 to get completed!!	4/5/2025 7:02 AM
264	There are too few major roads connecting our communities	4/4/2025 10:49 PM
265	NA	4/4/2025 9:05 PM
266	I would really love to see passenger rail and/or dedicated bus rapid transit lanes in NWA!	4/4/2025 8:33 PM
267	Ch	4/4/2025 8:32 PM
268	We need more bike trails ob the west side of the interstate in Springdale and Tontitown. The HWY. 112 project needs to get done.	4/4/2025 7:22 PM
269	We need more lanes on the roads and less bike lanes.	4/4/2025 7:04 PM
270	Traffic has been an afterthought of growth and it shows in a frustrating way.	4/4/2025 6:50 PM
271	It is time to really think about what we want to be and look like as a community without a solid public transportation system we will end up looking like Dallas we live here because we don't want to live in Dallas	4/4/2025 5:27 PM
272	I am retired and have several medical issues, therefore I am flexible on times to go out of my home, so avoid high traffic times. I typically limit trips for groceries, doctor visits & etc. to mid-morning or mid-afternoon if possible. So . . . My input to the survey is reflected within those parameters and may or may not be parallel with younger respondents.	4/4/2025 4:00 PM

273	efficient affordable public transportation is critical for NWA to remain a place welcoming of all income levels.	4/4/2025 3:55 PM
274	Transit infrastructure must be a high priority in NWA to help ensure continued economic growth. Our key highways are too often overloaded, and travel time is too extended and unacceptable. This results in safety risks due to driver frustration and increases the likelihood of accidents. We really need expanded highways and the plans to turn 112 into a divided 4-lane highway is badly needed for commuters, and cannot be completed soon enough. Completing 630 needs to be a priority as well - this will provide relief to a number of commuter routes. Simply put, NWA has outgrown it's existing infrastructure, and the situation continues to worsen as time goes by. Our airport is also super important to this region, and professionalism and quality airline services are essential - but sometimes lacking at XNA - baggage handling and front desk services.	4/4/2025 3:52 PM
275	NO MORE ROUND A BOUTS!!!!!	4/4/2025 3:50 PM
276	What fees are being considered for electric vehicles that use roadways as well a fees for bicycles that also will use the roadways?	4/4/2025 3:40 PM
277	We do not have good sidewalks from our neighborhood to the closest trails, which are less than .5mi seas away.	4/4/2025 3:39 PM
278	Hate traffic circles	4/4/2025 3:37 PM
279	Too many potholes on Walnut and other older roads. Walnut Ave needs a turn lane near the older part of town. 71B needs widening. Dixieland needs widening with turn lanes all the way. Easier access such a frontage roads to get to New Hope and Walnut/Walton instead of just interstate.	4/4/2025 3:36 PM
280	I am forced to avoid Highway 72 in the 7-8 and 4:30-5:30 time ranges due to existing congestion.	4/4/2025 2:53 PM
281	Priorities: - Get Hwy 112 widened from Fayetteville to Bentonville ASAP. - Start designing a western beltway from Bella Vista to Fayetteville. The longer we wait to start, the more expensive it will get. - Start building I-612 east of I-49 ASAP. The longer we wait to start, the more expensive it will get. - Encourage ARDOT to get started designing future I-49 south of Greenwood towards Mena. The longer we wait to start, the more expensive it will get.	4/4/2025 2:08 PM
282	Get more people on bikes via incentive programs and that will reduce the amount of traffic on the roads. But people have to feel safe enough to commute via bicycle.	4/4/2025 1:28 PM
283	We need to continue to making walking & biking easier and safer (in Fayetteville)	4/4/2025 1:21 PM
284	A commuter train/rail system from Bentonville to Fayetteville would be incredibly helpful for myself and so many others!! It would ease congestion, lessen accidents by distracted drivers, increase commerce, and be an overall benefit to NWA.	4/4/2025 1:03 PM
285	Please just fix the roads we have. No need to build more or make more lanes or make any more bike paths.	4/4/2025 12:51 PM
286	Need more Bicycle and pedestrian crossing and lanes.	4/4/2025 11:49 AM
287	I’m retired. There are lots of big trucks on all roadways in NWA. They’re not a big deal on the highways but they slow down in town traffic just getting through traffic lights.	4/4/2025 11:42 AM
288	I would LOVE it if I could ride the bus with my bike attached to commute to work. Right now it's just too dangerous. I would love to see bus service to Elm Springs, even if just once in the morning and once in the evening.	4/4/2025 11:40 AM
289	STOP building ROUNDABOUTS in ridiculous locations like 3 back to back by the AMP yet Monroe & Bellview is a nightmare. STOP building NEIGHBORHOODS when the streets, parking lots, transit are NOT adequate. Think about the side streets people are having to take because 49 is stop and go. Think about neighborhoods that are being ignored while people cut through them speeding past children just to save 5 mins.	4/4/2025 11:23 AM
290	This process is behind several years and NWA Regional Council does not listen to citizens. You are keyed in on the few rather than the many. How many long time citizens ride bikes or busses? Improve roads, add roads, get moving now.	4/4/2025 11:14 AM
291	Yes, more transit please!	4/4/2025 11:02 AM

292	A major impact on my commute experience is safety of bicycles and pedestrians at vehicular crossings. That is the most unsafe part of my journey as the network is truly designed for vehicles with other users given secondary considerations. Making bicycles and pedestrians a priority improves safety of all users. Eliminating interactions between vehicles and multi-modal users would go even farther. Additional lanes don't work as a solution. Instead we should be focusing on creating alternative routes through the city through parallel roadway networks. Increasing building density will also go a long way towards the viability of public transit.	4/4/2025 10:55 AM
293	Sustainability is very important to me, and I would be willing to go a little out of my way to travel to work at least once a week via public transportation. Currently the options just aren't there for it to work at all for me. I am not a confident cyclist especially the route I would need to take to work (live near Uptown Rogers, work near Walmart home office). Also weather and sweating to and from work make that option even more unappealing. However, I would consider public transportation. I think others would still consider cycling to work/other events if it was a little more accessible to where they need them. If there was a path along Mt Hebron to Uptown area, I would consider cycling with my family for dinner or entertainment.	4/4/2025 10:42 AM
294	Please revive the plan to put light rail down the center of I49. The cost spent will be fractional compared to the notoriety and economic benefit within 5 years. Reread "The Power Broker," by Robert Caro and make the wise choice for our community and for our kids.	4/4/2025 10:41 AM
295	Requiring an answer to question 12 will (intentionally I assume?) skew the results of this survey. Making everyone pretend that they would use public transit in this region once per week is simply unrealistic--this region will never have sufficient population density to make mass transit a realistic alternative to the automobile for all but a select few residents.	4/4/2025 9:43 AM
296	Underground subway with stops at WMT home office, U of A, and Pinnacle	4/4/2025 9:41 AM
297	This region missed a golden opportunity to integrate light rail into I49. Best choice now is the use of existing freight lines to build out a light rail infrastructure reaching most of the large cities in the metro.	4/4/2025 9:23 AM
298	Enough with the bike paths and sidewalks. Those are fine, but do nothing to help with actual traffic flow and getting cars off the streets. Traffic here is awful, current road systems cannot handle the load. I don't care how we compare to other cities and areas, it has progressively gotten worse here and nothing is being done. There is no major east-west corridor. There are too many lights, too many stops for pedestrians and bikes. Due to the growth and housing issue, many people working in the metropolitan areas live out of town, and they come in on all the two-lane roads, and biking and public transportation isn't even an option. The weather here is too severe in the winter to consider biking a year-round option for people going to work. We need more roads, period. And the roads we do have need to be expanded. At least put turn lanes in at lights. Just do something, please! There are many times I want to go to a local business and decide not to because I don't want to deal with traffic.	4/4/2025 9:12 AM
299	Our small town, Gentry, Arkansas is growing at an ever-increasing rate. We are already behind in our infrastructure needs. We are desperate for an improvement to our main crossroads, Highways 12 and 59, where traffic is backed up for a mile a day. We have subdivisions with thousands of residents that have been built or are being built with no way for pedestrians, many of them children, to walk to town or school. We see people walking to town in the ditch on our very busy highways every day. The cost of building sidewalks or shared use paths is so high, our small town cannot build all the pedestrian infrastructure that we should have had in place ten years ago. There is not even a way for pedestrians to cross the train track overpass, yet children are forced to walk across this daily to get to the schools that are all located on the west side of the tracks. We all feel like we are being left out of the incredible buildup of pedestrian infrastructure on the I-49 corridor, and being such a small community, we do not have as big a voice when it comes to securing grants and funds to start such projects. More and more people are moving to our town as the cost of rent and housing in Bentonville and Rogers continues to go up, and we desperately need help in building ways for these people to be able to move around our town while allowing for a safe way for hundreds of thousands of vehicles a week to pass safely through our community. Help!	4/4/2025 8:32 AM
300	I live in NW Fayetteville off Howard Nickel Rd. The Howard Nickel/112 intersection the the most congested a d worst intersection in the county not to mention a major safety issue. The 112 section connecting Howard Nickel to the highway is in terrible condition with more potholes than asphalt and terrible for vehicles. I have heard for years it was getting upgraded but all that	4/4/2025 7:17 AM

	happens is delay upon delay. The residents deserve better. Please expedite this project to the top of the list before people get hurt.	
301	Current side roads are narrow and dark. What does springdale have against street lights?	4/4/2025 7:14 AM
302	Continue to lean into roundabouts and walkability.	4/4/2025 7:08 AM
303	There needs to be beltways that help the flow of traffic. You can't just rely on I-49. We need an East beltway and a West beltway. Making these turnpikes might be the only way possible. If I could travel on these at an annual rate around $100 I would do that. I-49 at 6 lanes should have been made into 8 lanes. Whatever is planned for now is not big enough for the future, think bigger.	4/4/2025 6:20 AM
304	Some form of public transport through the 49 corridor would be great. I avoid Benton County at times due to traffic and getting to destination is a hassle. Also, a lack of alternate routes creates an issue or at least good and known alternate routes to places.	4/3/2025 10:34 PM
305	If we get can focus on reliable and frequent transit to key destinations (centers of employment, grocery stores, etc) I think more people would be open to using transit. I also think connecting already-existing roads, while it might be difficult due to private property laws, would alleviate choke points. There are way to many routes where the only option to get from Ato B is to go through a busy street like North, college, or MLK.	4/3/2025 10:09 PM
306	I would love to take public transit to work if it was comparable (45 minutes or less) to the time it took me to drive on the interstate (25-35 minutes). I think the first place to start is reliable, frequent transit between Fayetteville, Springdale, Rogers, maybe Lowell, Bentonville, and the airport with local transit moving outwards from those central stops. Just having the option to get between each town would be incredible, or get to the airport from Fayetteville without having to pay for parking would be amazing.	4/3/2025 9:53 PM
307	I think the bond project in Bentonville is helping to alleviate congestion in some of the major roadways. In regards to public transportation, there is a stigma with riding the bus in NWA. It doesn't not feel like something a normal person does outside of Europe. I would be very concerned about the cleanliness and think that offering the service for free creates a homeless shelter on wheels. The routes in Bentonville are also pretty useless and take forever if you wanted to go somewhere. I do think a dedicated bus lane that could bypass the traffic might have some merit.. especially down the Walton/Walnut corridor. The City of Rogers appears to have absolutely no timing on traffic lights. If you are driving down Walnut toward downtown Rogers, you will be stopped at every single red light until you can go fast enough between lights to run a yellow and get ahead of it.	4/3/2025 9:08 PM
308	Emphasis on the light rail!! I would happily commute to Fayetteville to use public transit all over NWA. It would be even cooler if it went through the county, but I understand if it’s only do-able with the bigger cities.	4/3/2025 8:05 PM
309	My main concern is how many more roads are needed for current -- and especially future -- traffic, especially west of I-49. It feels like there are no alternate routes between several different areas. Even all of the smaller cities around here just have windy little two-lane roads between them and the urban core when the traffic suggests it should be four+ lanes. If the area wants to truly grow wisely, we need MORE highways, as much as it pains me to say it. There need to be more high-speed alternates rather than bottlenecking everyone on to I-49.	4/3/2025 7:18 PM
310	I would love to be able to take a bus to work in Springdale, or a train to Rogers/ Bentonville and even Little Rock- train tracks already exist, can we use them for commuter rail? I understand this wasn't feasible for the population of the area 10 years ago, but there are a lot more people here now. I used to laugh when old-timers complained about 'traffic' when I first moved here, but now it's a real thing and I hate it	4/3/2025 6:29 PM
311	Using AI or “smart” technology at intersections could help with congestion. Some intersections do not notice vehicles at night or do not adjust to changes in conditions. Timing of traffic lights along main commuter arteries should be studied for most effective traffic flow (continuous flow from major intersections or limited interruptions). Interstate exits in need of improvements: - Wagon Wheel (exit 76) • Southbound exit is heavily congested during evening rush hour, causes backups on I-49 • Commuters headed to I-49 South on ramp only have one lane to turn and traffic backs up for nearly a mile. - Sunset (exit 72) Southbound exit ramp and 48th Street intersection is often blocked by traffic from I-49.	4/3/2025 6:24 PM
312	I would love to see a light rail system in my lifetime	4/3/2025 6:18 PM

313	Mass transit needs to be incorporated into the Forward2050 before the cost becomes unattainable. In addition, Highway 49 needs an additional lane added in both directions. During commuting times, it may be more practical in some locations to add a barrier transfer machine (BTM), also known as a "Road Zipper," to move a concrete barrier, allowing the center lane to be used for the direction with higher traffic volume. This may reduce the need to add additional lanes.	4/3/2025 4:35 PM
314	Not a fan of bus public transit. If used, should be limited in scope as can become money pit. Did love the Oklahoma City trolley system when we lived there. Super clean, beautiful design, safe and great way to have a night out on the town without driving, parking.	4/3/2025 4:24 PM
315	ARDOT controlled roadways are the scariest to drive, walk, or bike. Speeds are too fast, there is too much signage, driveways, and traffic. I want to be able to safety exit my house and ride to a nearby greenway and feel safe doing so. I feel like minor roads can really serve as an active transportation asset for connectivity.	4/3/2025 4:23 PM
316	road conditions are worsening each year throughout the entirety of benton county. bentonville and rogers CONSTANTLY have construction for roads and or commercial/residential which adversely impacts traffic. additionally, the heavy equipment used for commercial and residential development negatively impacts our road conditions in addition to adding to congestion. leadership needs to focus more on quality of life rather than economic development	4/3/2025 4:04 PM
317	I walk 1 mile to work and 1 mile back daily 5 days a week.	4/3/2025 3:24 PM
318	I'm born and raised in NWA and the infrastructure is outdated and ghetto. I'm tired of stroads! They are a huge eye sore and outdated infrastructure. ARDOT is a huge problem for this area. The traffic is only going to get worse and accidents will increase because of the growing population. I feel unsafe at large intersections and safer in round abouts. Widening roads and adding lanes is NOT a long term solution to incentivize people to use alternative methods of transportation and ultimately keeping roads safer. Putting cyclists on roads with cars is dangerous and will only deter people to be in a car and not on a bicycle. I feel safe on the Razorback Greenway.	4/3/2025 2:58 PM
319	I drive over 60 miles a day, mostly on I95 to get back and forth to work. If there was a train that ran often enough so I could commute back and forth I would rather do that than take the interstate. I don’t think I would feel comfortable taking a bus on the interstate for that long a ride since my car feels safer in the event of a crash.	4/3/2025 12:52 PM
320	I think the most obvious starting place is building a commuter rail that has frequent transportation following where I-49 travels. The cities in NWA are situated north-south, and so many people commute between Fayetteville and Bentonville for work. A rail line between them, or even as far north as Bella Vista/Gravette and as far south as Greenland/West Fork, could shorten people's commutes and clear the highway for others. In addition, the ORT system needs to be updated and expanded along with the new rail line. Currently, the buses are infrequent and the routes/travel times are long, discouraging people from using them. If more lines were made to connect east/west corridors, neighborhoods, and outlying towns to the new rail line, they would become much more convenient. Also, there need to be more frequent routes within the larger cities with shorter travel times, central hub stations probably at the rail line, and more stops around town. The university buses show that with investment, we can have a reliable system that people will use. The ORT could even coordinate with the U of A to share transfer stops/stations and avoid duplicate coverage. I agree these things would be expensive to implement, but so would expanding and adding roadways. And improving our public transit would vastly improve commuter experience compared to either turning our entire area into a highways and overpasses or failing to keep up with the increasing population and having congested roadways anyway. I think a gas tax that directly funds new public transit would be important, as it would both fund and encourage use of the system. Also, the Waltons and other large businesses already spend a lot of money in NWA. Proposals and deals with them could be very influential and helpful.	4/3/2025 12:11 PM
321	I’ve thought for years that NWA is in DESPERATE need of a North/South commuter train system with regular and frequent service. This line could run from Greenland to Bella Vista (or just Fayetteville to Bentonville). There is already a freight rail line that runs very close to all of the NWA downtown areas, so I don’t know if it would be possible to add onto that existing infrastructure or if there would have to be entirely new infrastructure built. It would probably be a combination of both. Getting to the train stations: - Parking lots you could park in to then ride the rail north/south (park and ride) - There is already a TON of bike infrastructure in NWA, so it	4/3/2025 9:41 AM

	would be fairly simple to build bike storage at the stations to store your bike while you're at work - Expand bus routes to ride from various east/west neighborhoods to the stations Funding: - Increase in various taxes (property, gas tax, etc.); The gas tax would serve twofold: Discourage people from driving AND extra funding for the rail. - Beg the Waltons (and Tyson). They already spend SO MUCH MONEY on NWA, I think it would be worthwhile to write a proposal for commuter rail. This would also serve their own employees, so it would be a win-win. - Grants. I know they're hard to get, but we've gotten a few already, so it's also a worthwhile line of funding to pursue. EDUCATION!!!! From my experience just talking to friends and family about rail in NWA, there is so much misinformation about how rail works and how it would serve the counties. There would need to be educational forums as a foundational step so that citizens could understand how rail would serve them personally and cut down on traffic and commute times. People won't be in favor of things they don't understand. There is a lot of focus on affordable housing right now, which is great, but if NWA infrastructure is expected to serve over a million people by 2050, we NEED to have a reliable transportation system that isn't private vehicles. Building more highway lanes will not fix this problem. I love buses for shorter distances, but the number and frequency of buses that you would need to transport people from Fayetteville to Bentonville is just not feasible. The majority of NWA NEEDS to move away from personal vehicle dependency. Commuter rail is the only way to achieve the ideal NWA.	
322	We have to start investing in real, tangible public transportation now. The more our region grows and develops, the more expensive it will be to build a public transit system. ROW needs to be set aside now so it does not become exhaustively expensive to acquire later. I am concerned that in some cities at desirable destinations (i.e. downtown Bentonville) the ship has sailed for any reasonable route to access it with rail-based transit.	4/3/2025 9:34 AM
323	Would love to use bus or light rail to travel to restaurants, sports or entertainment in the metro nwa area.	4/2/2025 9:19 PM
324	Highway 62 between Garfield and the Missouri state line needs widening.	4/2/2025 9:15 AM
325	The city of Bentonville has been focused on growing and engaging the pedestrian/bikability of residents. This has attracted people from all over the country. I feel the main focus should not be on promoting more cars, by expanding roads, but to promote biking and walking to enhance the city's appeal. Couple this with regrowing the tree canopy, continuing clean-the-streets efforts, house exceptional art and technology, and a volunteer atmosphere, and you have a unique and phenomenal environment.	4/1/2025 9:31 PM
326	No options in the survey for those of us retired.	4/1/2025 5:08 PM
327	Our region is large enough geographically and people live and work in different cities that there needs to be a solution for transit between cities and then within cities. Imagine being able to park my car at a park and ride in Fayetteville, take a train to Bentonville and then transition to a bus or bike/scooter to get to my destination in Bentonville. Game changer for connectedness	4/1/2025 4:54 PM
328	I would use the bus more frequently if I could go from my house to another city on the weekends. The 490 service sort of does that but for me to go from my house in Springdale to Rogers for example, I would need to ride the on-demand from my house to a stop on Route 61, then 61 to the NWA mall to connect to 490, then ride 490 north. It would take at least an hour to get to Rogers. I could ride my bike up there in about an hour as well. A great service that I think would get frequent ridership is a simple downtown to downtown route that has busses with 30 minute or better headway driving along old 71 between Fayetteville and Bella Vista. The 490 is great for very specific transfers but not many people are within walking distance of the 490 service (it's more of a park and ride scheme). I would love to hop on a bus south to Fayetteville and visit the farmer's market, knowing that i can return on the half-hour at any time during the day. Most of our dense and traditional housing is built along the older 71 corridor or is at least closer to it than the newer I-49.	4/1/2025 1:50 PM
329	Tim Reavis is my transit hero.	3/30/2025 3:58 PM
330	New resident in NWA. Overall I love the small-town 'feel' of each city. -A Rail/Bus line that connects major areas for each would be great (Mount Sequoya to Crystal Bridges?) -Coming from a big city, our bus/rail system did nothing to curb congestion. Then again, I wouldn't the trust the safety onboard. We prefer our cars. -Would be great to offer a free transit pickup for senior citizens so they don't have to walk to bus stops.	3/28/2025 1:06 PM
331	Need light rail from Fayetteville to Bentonvillle with stops in downtown Rogers and downtown	3/27/2025 9:00 PM

	Springdale	
332	Light rail. Light rail. Light rail.	3/27/2025 8:48 PM
333	Having lived in larger cities with extensive public transit services, I would LOVE if NWA would get one that would connect all the cities and major areas. I think it would be a great benefit, and a major help with traffic problems, as we continue to grow.	3/27/2025 8:50 AM
334	Understanding exactly how transit works, knowing I can load my bike, and feeling confident I can SAFELY bike from transit stops to my final destination would also help.	3/25/2025 5:41 PM
335	I'm not a captive rider, we have car and can afford it. But I MUCH prefer bike or bus over driving whenever possible. It's just... better. As we grow, traffic will get worse, and that's just fine by me as we encourage public transit, active transit, and work from home.	3/25/2025 12:41 PM
336	Northwest Arkansas would benefit tremendously from a commuter train system connecting Fayetteville to Bentonville with stops in between. I do with our towns were more walkable, but the bike paths have really helped. If there were a train, it would need space to bring bikes on board.	3/20/2025 11:27 AM
337	The state of transport infrastructure in Northwest Arkansas is beyond unacceptable--a predictable result of rapid population increases with minimal efforts to mitigate congestion. Benton County has the highest average and median income in the state by a significant margin (greater than #2 Washington County's by a wider margin than Washington County and Arkansas County #20). Because of this, it is categorically unacceptable that the area cannot fund better road infrastructure or public transportation. Increased commute times, congestion, and gasoline consumption have all greatly contributed to a noticeable decline in the quality of life in the area, and	3/19/2025 2:19 PM
338	Convenience is the #1 factor. Comfort is #2 get me there faster and without having to drive myself make it clean, safe, and comfortable to do so	3/18/2025 9:20 PM
339	Building more roads never solves transit problems.	3/18/2025 7:54 AM
340	I live in West Fayetteville, between Broyles and Double Springs Rd. The walk to the Razorback Transit is well over a mile and the sidewalk on Wedington is unsafe given how fast people drive. There is inadequate lighting and there is no shelter at the bus stop (if I were to use it). With all the development and population growth on this side of Wedington - a study to determine need for another bus stop would seem indicated. Given I have to go to different places each day, I don't know how often I would use public transit, but I would for recreation.	3/16/2025 5:55 PM
341	Would love to have more sidewalks and reliable bus transportation with robust coverage in terms of routes/stops with similar transit times to drive times. I would use both of these in a heartbeat!	3/16/2025 8:57 AM
342	It would be beneficial for all for public transport infrastructure, namely rail and bus systems, be funded/and or upkept by increasing taxes on higher earning brackets. Whether this be by increasing property taxes on luxury or multiple properties (which could also possibly aid with housing issues) or increasing income tax after a very reasonable margin, I find this a much better solution than others proposed in this survey. Implementing a gas tax before transportation services are reliable and useable for the general public simply does not make sense as this would impact a very large population of commuters, as well as any vulnerable people who would RATHER be using public transportation but physically cannot be cause it is not available to them. Similarly, increasing sales taxes would disproportionately impact those who are already struggling with supporting their needs. Why tax someone who’s struggling car is already breaking down because of decades of daily use, who would use light rail or buses if they could access them? That doesn’t seem like a logical way to gain support for public works projects. Additionally, adding transit infrastructure would be made MUCH more effective when coupled with legislation promoting denser and more walkable development, but also rezoning and redesigning infrastructure we already have. Although Fayetteville and surrounding regions are known for their trail systems, simply having space for pedestrians to walk and bike is not enough (though a good step). Speaking specifically of my town of fayetteville, unless one lives in the old central business district of the historic square, the city is simply too sprawling to make walking feasible, especially without reliable access to city-wide transportation. To begin to ameliorate this, incentives could me made for developers wanting to construct multi-use developments, as well as vertically dense developments. There also needs to be, especially in primarily commercial areas, LESS ASPHALT!!! On college north of the V.A. is not only sprawling but INCREDIBLY UGLY!!! buildings are set back from crumbling or non-existent	3/15/2025 10:41 AM

	sidewalks, and have 10x the amount of parking they need, making each outdated building lost in their own personal sea of black, crumbling, heat emitting pavement. If there was ever a conversation about walkability in this town then this street, just as many others, needs to be addressed!!! It could be re-zoned, redeveloped, densified, built upon with larger sidewalks, bring business ANYTHING to make it more centered to a human's traveling needs rather than a car's. Finally, a commuter rail line running through Fayetteville, Springdale, Rogers, and Bentonville would be INSURMOUNTABLY beneficial for NWA for a multitude of reasons. It could cut down on large portion of commuter traffic, not only on 1-49, but also on main town roads. This would make traveling safer on highways, less congested on roads not meant to handle that much traffic, it would make traveling easier and faster for all parties involved, it would directly connect four rapidly growing municipalities into what could possibly be a national cultural and business center, if it is allowed to, and it would SO GREATLY BENEFIT THE ENVIRONMENT!! Something I can imagine to be high priority in the Natural State. Not having a central commuter train system would be ridiculous, if not for all the reasons I just mentioned, but also because its path id already laid out by 1-49!! I seriously could not imagine a more obvious solution to so many problems, that has every benefit and no drawbacks to the people. If zero dollars are allocated anywhere else, I hope a high speed line is built in Northwest Arkansas in this lifetime.	
343	Thank you for collecting this feedback! Proud to be a member of this community when I see thoughtful planning like this	3/15/2025 8:48 AM
344	As much as I would like to see bus use flourish, I feel we should look more into implementing a proper train system that extends throughout northwest arkansas. Maybe if we were to do something like that we could influence the rest of the country as well. We already live in very spaced out towns but maybe we can lessen our carbon footprint by having more accessible transit for everyone.	3/14/2025 5:03 PM
345	Public Transportation would make this city feel so much more accessible and livable. Cutting down on costs of new parking lots, or garages, would allow for more green spaces or spots that could be used by the community.	3/14/2025 1:04 PM
346	Absolutely begging for a rail system in NWA	3/14/2025 12:48 PM
347	i think we need to get the multi billion dollar family to invest in proper public transportation for folks that aren't just rich students at the university. fayetteville is forgetting about it's working class that don't have stipends or mommy and daddy's credit cards or an oil field in texas to profit from.	3/14/2025 12:13 PM
348	It can be frustrating dealing with two separate bus systems from the city and the university, and that the city buses do not come near to campus. If I needed to go somewhere the university busses can't go, I just have to Uber if I cannot drive.	3/14/2025 11:17 AM
349	We need good public transit in NWA to accommodate for current population and future growth! We need to have more funding from the wealthy and fewer taxes imposed on everyday citizens who are already struggling to survive!	3/14/2025 11:07 AM
350	The previous NWA Connect Transit Plan is a complete failure. 10 years to increase NWA daily transit use from <1% to ~4% of the population??? Despite your estimated transit prone population being ~60% of the population after expansions are complete? Please create a transit plan this time that actually would actually create a system that most people will want to use! You will also fail to gain public buy in if you fund this via consumption taxes (sales or gas). That is a regressive tax that regular people will not stomach. This region is glutted with wealthy people and corporations that taxes should be targeted at.	3/14/2025 10:34 AM
351	More roads for cars is a doomed proposition. We want light rail that you can put a bike on and get to different parts of the metro area. This would be good for the cycling economy and the area economy in general.	3/14/2025 7:17 AM
352	Having light rail that ran along the 49 corridor starting in Fayetteville and stretching to Bella Vista would be a long term solution to combat ever-increasing traffic congestion for the entire region	3/13/2025 9:49 PM
353	Fayetteville is positioned to be a national model for improvement of transportation services, both local and regional. Urban sprawl requires more road infrastructure which strains city budgets. Building public transportation infrastructure can spur organic growth and allow for denser infill, meaning less/minimal road infrastructure, thus creating more connected	3/13/2025 7:38 PM

	communities and healthier lifestyles by allowing people the opportunity to walk and ride to their destinations.	
354	We need a rail that travels along I49 from Bentonville all the way down to Fayetteville. We need bus routes that go from bentonville to bella vista and routes that go from east to west that connects centerton to rogers and along Springdale, etc.	3/13/2025 4:17 PM
355	If we had a more housing near safely accessible trails or reliable bus system and rail from Bentonville to fay etc. people could have options which could likely reduce accidents and traffic congestion on the roads which would solve many of people's complaints. Younger people could safely go out on weekend in different cities and not worrying about driving. Also creating community pockets around the city instead of just sprawl could increase citizens happiness and put money back into the local economy and also reduce traffic since everyone is currently driving to the same places. More housing in easily walkable and bikeable places would be a great improvement.	3/13/2025 12:44 PM
356	We really need better public transit options in NWA. If the population here continues to grow as predicted, traffic will become very bad. We have to invest in light rail and bus lines to combat this. We also need to invest in higher density and better pedestrian and bike infrastructure to reduce car usage in shorter distances.	3/13/2025 11:13 AM
357	Transit, transit, transit please	3/13/2025 9:12 AM
358	I think we should have more roundabouts for more safety and better traffic flow. Ideally there would be a train to connect the major cities of Arkansas.	3/13/2025 6:23 AM
359	N/A	3/13/2025 3:34 AM
360	Would love to see the bus system expanded, I feel like that is a lot less costly and risky than investing in a passenger rail system with the current population density of the region. More sidewalks in densely populated areas would also be nice, some neighborhoods in downtown Bentonville still don't have sidewalks?? Main Street was a great start though the new sidewalks look great. The 2 road projects I would really like to see done soon is the J street interchange and the Rainbow Curve intersection to be straightened out.	3/13/2025 2:16 AM
361	Dedicated bike lanes are a must have.	3/12/2025 11:40 PM
362	Railways would be wonderful, expansions traffic lanes have never improved traffic conditions though... Do your research	3/12/2025 11:32 PM
363	As somebody who did not have a driver's license all throughout my time at the University, I was lucky to find a place to rent that was close to a bus route. I depended on the bus several days a week to get to and from class and work (which I was also lucky was at the mall, which is on the bus route). However, if I hadn't been so lucky, it would have been almost impossible for me to find a place to work and live. Reliable public transport would still make my life much easier as I do not have a car of my own and depend on my roommates' vehicles, which are often in use by them. Parking is also scarce and expensive most places (including my neighborhood). Instead of making more expensive, ugly, environment-killing parking lots/garages, Fayetteville should invest in the more environmentally friendly and community friendly option of public transport. I recently visited Seattle and was amazed by how easy their public transit was to use, how reliable it was, and how many places you could go. I had no problem being there without a car, and I would love to see my city take the initiative to make the community-conscious choice of robust public transit.	3/12/2025 10:50 PM
364	We desperately need a more broad, expansive and frequent public bus transit system in Fayetteville, AR. It's frustrating how the bus system here in Fayetteville doesn't go everywhere and it takes longer to travel to a particular location and back.	3/12/2025 10:50 PM
365	Our son actually went out of state (Illinois) for university because public transportation is so important to him. We're looking ahead to retirement, and possibly will retire elsewhere because staying active while aging in place is important to us. That's not as likely to happen if we're car dependent with declining health.	3/12/2025 10:28 PM
366	I live in Bella Vista and I live in a one vehicle home. When my husband has the car, I'm stuck in Bella Vista without the ability to leave my home. If a bus came to Bella Vista, I would be able to go to local businesses and go about my daily life. It costs me $60 to get to Lyft or Uber from Bentonville to Bella Vista And I live at the bottom of Bella Vista! Shame on me for buying here, but I thought it was gonna be way easier to get to and from Bella Vista to Bentonville.	3/12/2025 8:33 PM

	There was no Safeway for me to cycle from Bella Vista to Bentonville either. If I have groceries, I can't be biking on the mountain bike trails with them. It's impossible to get around here and I feel stuck. I came from Minneapolis, where transit is readily available everywhere and the bike trails are highly commutable. Way more commutable than they are here. The pads that we have are also lit so you can bike after dark. If there was a bus that came to and from Bella Vista, that would be life-changing.	
367	There are no sidewalks on North main Street in Bentonville. It's embarrassing	3/12/2025 8:10 PM
368	We are living through a crucial period of the NWA metropolitan region's development that will determine the quality of life for generations to come. Let's take into account other metropolitan region's emphasis on safe, reliable, and accessible public transit, and the benefits this emphasis yields: 1) pedestrian- and cyclist-centered infrastructure that gives way to healthier and more cohesive communities 2) more accessibility and affordability for the region's middle- and low-income populations and students, and 3) heightened environmental sustainability to prepare for the inevitable future when we run out of fossil fuels. If we want the NWA region to be home to a community that is thriving, healthier, and happier overall, we need to prioritize building affordable and sustainable public transit. We deserve a people-centered, not car-centered future.	3/12/2025 8:09 PM
369	Public transit, like light rail, along the main corridor would be great. Ideally I could ride to a train stop, load my bike, ride to the next city, and bike to dinner, shopping, or entertainment.	3/12/2025 7:56 PM
370	Any type of mass transit running regular routes would be a huge benefit to the area.	3/12/2025 7:33 PM
371	Our current roads all seem to funnel traffic onto a handful of major roadways that are all way over capacity. I49 gets used for local trips too often.	3/12/2025 6:40 PM
372	Less cars, more public transport! No more lanes. Buses and trains. With frequency	3/12/2025 6:25 PM
373	I would like transit to be more accessible to more places and have an app that tracks bus location for accurate availability of options. You know which bus is arriving next and where it is going. This would be huge for people like my son who are high functioning with autism or similar where driving is not his favorite thing. He finds it really hard to get around. Additionally, a light rail between all the entertainment/downtown districts from Fayetteville up to Bentonville would be wonderful.	3/12/2025 5:05 PM
374	Improving public transportation access is the most important thing NWA can do in the next 5 years.	3/12/2025 5:03 PM
375	I moved here from Europe and am frustrated by the lack of public transport. It leaves me feeling helpless and dependent on people to drive me around or wait for our car to be available. Public transport enhances independence (so many elderly people are terrible drivers who shouldn't be driving - it's dangerous), accessibility (cars are expensive!), environmental conscientiousness (not that I've experienced that being a priority around here) and many more benefits.	3/12/2025 4:59 PM
376	Have to expand 49 capacity and light rail up the 49 corridor (or 71b/112/and to the airport) would help immensely.	3/12/2025 4:29 PM
377	The traffic between Bentonville and Fayetteville is truly the worst part in my opinion. Especially to attend Razorback sporting events. I would definitely take a train from Rogers to Fayetteville to go to a Razorback event. Connecting the University of Arkansas campus to the interstate with light rail/bus would help tremendously.	3/12/2025 3:30 PM
378	We need to improve public transit. The people that need this the most are not going to be filling out this survey. The results will be skewed for middle and upper class families, who frankly, have enough bike trails.	3/12/2025 3:21 PM
379	If you want this to be a bicycle capital, put in more bike lanes	3/12/2025 3:08 PM
380	Public transit just has an optics problem here. It's seen as being lower class. It doesn't have enough stops, isn't publicized enough, doesn't go where I need, it just isn't convenient. I cannot imagine a scenario where it improves as Bentonville has priced out the population that would rely on public transit as it exists today over private vehicle. It would take a $1B investment if not more to get it to NYC subway levels before people would use it.	3/12/2025 3:01 PM
381	I love the Ozark Regional Transit, I just wish there were more route options and that it ran past 6pm!	3/12/2025 2:36 PM

382	Our roads are tremendously unsafe. I live off SW Regional Airport Boulevard (please rename it something shorter) and there are no curbed medians or trees. So there are lots of accidents and nothing to prevent cars going into wrong direction lanes or anything to keep the sun from blinding you in the morning or evening. Add in (relatively) tons of people walking around the intersection at Airport and I, and it's just a mess with lots of accidents. Please fix our current roads and traffic lights first.	3/12/2025 2:31 PM
383	NWA is a hostile environment for pedestrians, there are little to no sidewalks at all on College ave, the busiest business district in fayetteville. many people must go to work, doctors appointments, stores, and restaurants on that highway. there are no cross walks for literal miles either, making jaywalking and pedestrian death inevitable. the bus stops aren't even on side walks, none of them have a bench or safe covering, waiting for the bus on a busy street is frankly humiliating. i will often choose to drive to a place that is within walking distance because it is just safer. i know several people who do not have cars or licenses for various reasons in NWA and it is extremely hard for them to move around independently. bus service is very infrequent and unreliable, does not go to many parts of town or businesses. I had a roommate who got around everywhere by bike, he had multiple instances where was almost hit by cars due to a lack of consideration for pedestrians in all parts of our infrastructure. pedestrians deserve a separate safe roadway, putting up a "share the roadway" sign just isn't going to cut it. the greenway should be expanded to be a lot more accessible to all parts of town. more pedestrian bridges should be implemented. adding more lanes NEVER fixes a design that is inherently flawed. look to other countries like the netherlands for better transit examples that humanize transit for everybody. implement public discussions that include all voices of residents who live here before making decisions that greatly effect us without us. a small tram/street car line would do wonders! imagine if we removed lanes from traffic to create transit-only lanes ?! we need to get more people out of their cars and into public transit!!! stop allowing car companies to control our roads. please please please 🙏	3/12/2025 2:13 PM
384	If College St is the dividing line for transit, no transit, then housing on west side of College St should be affordable to people that cannot drive a car, and depend on transit.	3/12/2025 1:55 PM
385	We cannot put more cars on the road. And we can't add more roads. We need that room for housing. So we've got to think innovatively about a transit solution that is super frequent and hyper local. It must be a seamless combination likely of busses and light rail.	3/12/2025 1:47 PM
386	I think the recent transit push toward point to point, on-demand, and small buses is an excellent direction, but it needs to be more convenient. Very frequent, bike-friendly, pedestrian connected. If there was a way to give these transit vehicles priority lanes, etc to get around traffic, that would be wonderful. It's incredible how much money Bentonville and Walmart have put into parking garages - even a fraction of that to subsidize or build out transit could really alleviate the congestion. And lean heavily into the bike-centered culture. Make biking super safe and convenient and easily connected with the bus transit and we'll be off to the races.	3/12/2025 1:38 PM
387	Instead of having busses that travel on the interstate to connect to the cities we should have a light rail system. Then from the stations in each city you can encourage development of walkable/bikable areas. This also allows you to use ORT more effectively as a way to connect stations to places of work, entertainment, etc. The way our current transportation is structured has the busses taking already highly congested roads. Thus leading to higher wait times on the busses, and then inevitably declining ridership.	3/12/2025 1:24 PM
388	Would love to use ORT bus lines more but the new routes decreased buses causing increase in frequency and more inconsistency. I would also use it more if it ran on nights and weekends for going to dinner. It runs when I am at work. Ideally I would like to see small rail for going from bentonville to Fayetteville for dining/shopping.	3/12/2025 1:07 PM
389	I'd love to have more frequent public transit in Fayetteville and Northwest Arkansas in general! I've visited areas with robust public transit systems, and I feel like it really allows me to connect with and explore an area. I'd love to have that connection in all of NWA as well without having to rely on interstate travel; I drive I-49 often and encounter large debris and car accidents that lead to undesirable/unsafe driving conditions. I'd also love to see even more bike and pedestrian safe travel options; we live in such a beautiful area, so I'd love more opportunities to spend time outside commuting to places I visit often.	3/12/2025 12:25 PM
390	Would love to see a rail system put in	3/12/2025 12:15 PM
391	It's essential we incorporate light rail into the NWA landscape. This will enable us to build denser areas and lower the amount of urban sprawl. It will also help reduce the amount of	3/12/2025 12:12 PM

	traffic that will be coming into NWA with the projected population increases. It will also enable NWA residents to avoid even having to purchase a car.	
392	I prefer driving. Inclement weather means public transit is impractical for most professionals.	3/12/2025 12:08 PM
393	Several sidewalks are just incomplete and not connecting. Connecting those walkways together and to apartment complexes will increase walkability at a low cost. There also needs to be a solution for pedestrians crossing major roadways and highways. I constantly see people running across College, Joyce, and Wedington. Additionally, our police department needs to start enforcing traffic laws. Every time there is a light change at College/Joyce there are at least a half dozen cars that run the red light. This causes a delay for others and encourages more people to ignore traffic laws (as they are not being enforced). The lack of predictability on the road makes the roadways dangerous.	3/12/2025 12:03 PM
394	We need Light Rail. I would use busses if they were convenient.	3/12/2025 11:55 AM
395	Design an extensive system. Consult other big cities or small countries on how they fund their extensive public transit system. We need inter city and intra city public transit.	3/12/2025 11:51 AM
396	Commuting from Fayetteville to Bentonville on a daily basis is a horrible experience. The traffic, number of accidents, and people simply not paying attention make me feel unsafe every day. If there were a rail system, I would take that every day. The answer isn't more roads - more lanes will simply be a bandaid fix and there will still be traffic and plenty of accidents. If there were a rail system, that could genuinely reduce the number of cars on the road, number of accidents, and allow people to have options for their commute.	3/12/2025 11:48 AM
397	Need more highways going east to west. Traffic from Centerton to Bentonville is terrible! Need more bike trails/sidewalks that actually connect.	3/12/2025 11:32 AM
398	Need more alternate routes. Everything funnels to 49, would be great to have more limited access highways. If it takes 45 min to ride a bus that is a 20 min commute by car it is hard to make that work.	3/12/2025 11:27 AM
399	The region is blindly following the expand expand expand, inefficient, car dependent sprawl plan that virtually every metro keeps following. It's inefficient. It's inhuman. It means our children, many of the elderly, and many people with disabilities have little independence because unless they're wealthy enough to live near campus/downtown/library (or have lived there for decades), they can't get anywhere of practical value without a vehicle. It denies their humanity and their dignity.	3/12/2025 11:21 AM
400	Please think more about pedestrians. It seems like cyclists get all the attention and when I try to walk on their mountain bike trails they give me a hard time. Also sidewalks along roadways are in terrible condition if they exist at all.	3/12/2025 11:20 AM
401	We desperately need passenger rail in NWA. We had passenger rail from the 1880s to the 1960s and it is the only way that we can sustainably absorb the population growth that we are experiencing. NWA is unique with it's North to South orientation and is perfect for passenger rail. I would like to see passenger rail return to the existing freight right of way as is already passes through or near to multiple historic downtowns, company headquarters, the U of A, and NWACC. Our population is doubling, but we cannot absorb a doubling in traffic. We must encourage more trips my public and active transportation. The only solution to car traffic is viable alternatives to driving. Not only would passenger rail provide a great North to South option that does not compete for road space, it could also improve the effectiveness of our other local transit agencies like Razorback Transit and ORT. To use a local analogy, just think about how the spine of greenway has provided a solid North to South connection for recreation and active transportation. Over time, each of the cities along the Greenway have been and continue to build out connections to that spine. Passenger rail could work in the same way and also provide intermodal stations for local and long distance buses. However, we can't just convert the freight right of way to passenger rail. We need to also be upzoning along each of the planned transit stops to help increase density and transit oriented development. Having some park and ride is ok, but should not be the focus. Let's do what other countries do and use real estate and increased property values around transit stops to help fund and support passenger rail ridership. The suburban experiment is a failure. Continuing to follow that pattern of development will only serve to increase traffic and destroy the natural environment around NWA that we hold so dear. We need a return to the traditional pattern of development. I belong to two local urbanism advocacy organizations, Fayetteville Strong and NWA GO. We would	3/12/2025 11:08 AM

	love to help be community advocates for this. Feel free to contact me at strongfayetteville@gmail.com.	
402	The A&M rail right of way is perfect for a commuter rail system from Bentonville to Fayetteville. Double track some sidings and improve the signals and you can run it with 2nd hand equipment from another system like Metra.	3/12/2025 11:00 AM
403	While I do appreciate the development and maintenance of the bike trails in the area, I would much prefer more effort and resources were put into building more sidewalks and maintaining existing ones.	3/12/2025 10:38 AM
404	Living in non car dependent cities that were walkable or had widely accessible public transit was life changing for me, I wish that were a possibility for NWA.	3/12/2025 10:02 AM
405	I wish all the time that we had a public transit system like the one in Berlin. The connections between the S-Bahn, U-Bahn, and street cars make it incredibly easy to get around.	3/12/2025 9:50 AM
406	trains pleaseeeeee, we needed to build them yesterday in anticipation of our growth tomorrow	3/12/2025 9:39 AM
407	I do think that a light rail/commuter rail is the only feasible option moving forward. Of course, there are what I call the "main veins" of Fayetteville area (which is where I live) - 1-49, MLK, Crossover. Some "main veins" going east/west that connect. But there are A LOT of smaller roads in city that I don't personally think can be expanded. I'm not sure there is actually a space. And one thing I have learned living in Fayetteville - you avoid at all costs (if possible) turning left ANYWHERE. The traffic just never stops. It's a near impossible task. I think a light rail running straight up the middle of those main veins would be an amazing start. And making sure (at the least) that everything is connected to the Razorback Greenway with perhaps easy/cheap (but profit making) electric options for transportation to and from destinations (like bikes or stand up commuters).	3/12/2025 9:33 AM
408	I bike to nwa mall to take the bus to hunt tower. I'd like to see a bus stop in NW Fayetteville either on demand or fixed. Also safer biking infrastructure on mt. Comfort would help a lot	3/12/2025 9:21 AM
409	Stop prioritizing cars. Focus on making an ACTUALLY walkable city, improving and increasing bus routes, and a light rail system or a trolley system within downtown fayetteville would be amazing. What about blocking downtown Fayetteville from regular drivers instead of increasing Block ave to two lanes? Turn it into a gorgeous walkable area rather than congesting it with more cars and contributing to pollution.	3/12/2025 9:09 AM
410	We need more public transportation, especially a rail system linking all the cities in the metro area. I-49 is a shit show (pardon my language, but it's true) every single day, and adding more lanes or using technology to "enhance" traffic flow is not the answer. We need to be investing in a rail system and more bus routes. We really should have done this as a community 7-10 years ago. We are so overdue. Please bring us into the 21st century	3/12/2025 7:42 AM
411	Would love to see public transit and walkability scores increase across NWA, our current infrastructure is not built for walking or biking for commute. I lived in Seattle for a short time and I walked everywhere and was able to access the Light Rail right across the street from my home. This was without a doubt the best use of public transit I've ever experienced. Our current roadway system will not be able to keep up with the immense growth of NWA for much longer, public transit will be crucial to our communities.	3/12/2025 7:42 AM
412	Car infrastructure is a waste of space, time and money. I spend 400+ dollars a month on a car I hate because I have to. Road construction is a major source of pollution and continues to be during its lifespan as rain takes any oil or smutchz on the road and carries it into our groundwater. Not to mention the massive human pollution on the sides of nearly all the roadways in Arkansas. Just saying it's a lot harder to throw your McDonald's bag out a train window than your private car window. And cars are more dangerous!!! I cannot tell you how much I wish for a commuter train so I can zone out or read or talk to friends and family while I'm on the way to work, instead of white knuckling it at 5 am every Saturday and Sunday hoping I'm not involved in or witness an accident. Furthermore light rail, busses or trains can serve a wider variety of demographics (young school children, the elderly, or the disabled) that automobiles cannot serve effectively. It's been found that public transport increases the tax profit of a city while car infrastructure is a massive money drain. The choice is so simple.	3/12/2025 7:24 AM
413	I strongly support any and all efforts to develop world-class transit system for the people of Northwest Arkansas. I believe these efforts absolutely must be guided by both long-term and short-term vision simultaneously. We absolutely must commit ourselves to long-term sustained	3/12/2025 7:23 AM

	investment in an interconnected transit network--and the development patterns and pedestrian infrastructure to support it--knowing that the true value of a network continues to compound upon itself as it grows. Simultaneously, we ought to find every opportunity we can to deliver value quickly and build momentum & buy-in. 2050 is far too long to wait for high-quality transit options. Over the years I have watched with great hope and excitement as numerous studies and conceptual plans for NWA transit investment have come and gone. I am beyond ready to see that change. We need a vision measured not in decades, but in years and even in months. Although we are starting out far behind, I believe our region has the opportunity not just to catch up but to become a leader and a model in this space. Northwest Arkansas has a unique concentration of resources & expertise across the academic, corporate, and philanthropic sectors--and a deeply rooted spirit of collaboration & innovation. What might be possible if we as a region decided to collectively challenge the status quo of high costs and long timelines in transit development? What if we committed to a massive, long-term, and intentional collaboration to advance innovative models for planning, network design, project delivery, and funding? Our region boasts a land-grant research university with strong programs in civil & industrial engineering, architecture, and business, and a stellar Community Design Center. What are the untapped opportunities for public-private partnership with our major corporate employers in the planning, funding, or execution of transit? These companies not only host multiple campuses where tens of thousands work, but also have deep experience themselves in transportation, logistics, and consumer behavior. How might our philanthropic community be energized by collaborating in the development of models that could be repeated in towns and cities across the country? The pace of growth in our region will continue whether our transit investments keep up or not, and inertia guarantees that whatever capacity we don't build in transit inevitably will be built into our highways instead, to the great detriment of our quality of life. We cannot continue to be the victims of our own low expectations and lack of imagination. We have everything it takes to dream bigger and build better than we've allowed ourselves to in the past. The people of this region deserve it.	
414	If any type of ride sharing became available, I would be interested. I have a mobility-related disability, however, so it could change vehicles, but not walk any distance without difficulty.	3/12/2025 7:16 AM
415	I’m begging someone to do something about the interstate. I work in Bentonville and live in Fayetteville and the traffic flow has become untenable in its current state. There are constantly accidents/wrecks which bring traffic to a crawl and with NWA’s reliance on I-49, it seems like there’s no other options.	3/12/2025 6:43 AM
416	The public transit infrastructure is virtually nonexistent but UARK manages to do better than the city itself? This city is, unfortunately, ever expanding and bursting at the seams. Everything is so close together that expanding roadways seems impossible but public transit would get plenty of use. It could greatly reduce carbon emissions having public transit (reducing vehicle density on roadways) and would help those that cannot afford a vehicle the potential for reliable transport to a job, potentially reducing the homelessness stress this city keeps pushing further away as if they’re some vermin.	3/12/2025 12:29 AM
417	Light rail or subway connecting Benton and Washington County to take cars off the road to improve traffic.	3/11/2025 11:51 PM
418	I really enjoy using public transportation to get to and from work, it just sucks when my bus line only has 1 running every 30-40 minutes, so if I miss it, I'll have to wait that much extra time, whereas a similar trip by car would take 5-10 minutes. Expanding the multi-use trail system would also be optimal, as where I live, it's a relatively flat area, yet the only place you can ride your bike is on-street bike lanes, which is quite uncomfortable considering the quality of drivers that keep moving here.	3/11/2025 11:46 PM
419	NWA needs more consistent and available public transit and some type of rail would make perfect sense for the region. Bus transit should be prioritized as NWA densifies but rail needs to be built sooner than later before it’s too late. We must be proactive not reactive	3/11/2025 11:31 PM
420	The university bus system is great but only focused on getting students to and from campus. There are many parts of Fayetteville that do not have access to existing bus networks and also don’t have access to consistent and safe trail networks. Expanding both of these alternatives to driving will encourage people to use alternate forms of transportation and reduce traffic.	3/11/2025 11:12 PM
421	Light rail is the only way to help drive density in our region. Buses can assist but will be restricted by traffic flow.	3/11/2025 10:50 PM

422	I shop/visit NWA at least 2x per week. 412/I49 interchange is so horrible! Frontage roads along I49 would make a huge difference. There needs to be a network of "through roads" that aren't cluttered with driveways every 100 feet! No other city I visit takes so long to drive such a short way.	3/11/2025 10:03 PM
423	I would really love to use public transit more, but our most reliable bus system is built around the university, so as a non-student, even the most reliable public transportation is still inconvenient and unreliable for me. I would love to see more public options for commuters and would love to use more public transit myself.	3/11/2025 9:48 PM
424	I would like to see better public transportation, such as expansion of bus routes or adding light rail, if possible.	3/11/2025 9:42 PM
425	ORT needs regional stops in denser parts of the city. Especially if transit hubs are going to be on the fringe of town as they are, they need bike/scooter share at the same location.	3/11/2025 9:15 PM
426	Advocate and incentivize all alternative forms of transportation outside of personal motor vehicle (walking, cycling, buses, taxis, light rail, etc.). Make lane filtering legal for motorcycles to encourage riders to use their motorcycles for commuting. Motorcycles in California and other parts of the world are allowed to filter through traffic, adding number of people who commute by motorcycle will greatly reduce automotive congestion.	3/11/2025 8:40 PM
427	Please please please build better public transport!!	3/11/2025 6:57 PM
428	Bike is not the solution	3/11/2025 6:56 PM
429	I would love to be able to travel east and west in Fayetteville, rather than only north and south in a reasonable amount of time. Also connect all the towns from Bentonville to Fayetteville by light rail or something	3/11/2025 6:56 PM
430	A better public transit system in NWA is a necessity for the future. Do not lag behind and only work on public transit when it's so bad - be ahead of everyone else in Arkansas (and in the US)!	3/11/2025 6:53 PM
431	Please only focus on reliable public transportation. That will really help improve the lives of the general population and increase safety tenfold. It brings the community of Fayetteville closer together while also making it a much greener city	3/11/2025 6:42 PM
432	If there was reliable public transit in NWA, I and many others I know would rarely drive. I would love to see NWA prioritize public transit options over our biking/walking trail system, which is lovely but is primarily used for recreation and not for daily transportation to work or home. We are in desperate need of public transit that is reliable, accessible, and convenient. We do not need to add any lanes for this: we can simply convert an existing lane into priority bus lanes and/or carpool lanes. It has been proven that adding lanes does not improve traffic congestion. Light rail from south Fayetteville to Bella Vista and public buses connecting these rail stops into downtown destinations would drastically improve our highways and road safety, as well as cut down on road maintenance costs. An option that was not listed above for funding but should be considered is increasing property tax, with different tax brackets based on the size of the property or home. This would provide an equitable solution- especially because our corporate and wealthier neighbors are often those increasing the traffic in NWA.	3/11/2025 6:30 PM
433	Many sidewalks in Fayetteville are in poor shape, many are right next to roadways and makes me worried about getting hit by vehicles..also many are overgrown with vegetation	3/11/2025 6:28 PM
434	I live near downtown Fayetteville and the lack of sidewalks and pedestrian infrastructure is shocking and frustrating. Traffic also continues to get worse in the city and region. Adding a reliable and robust public transportation system locally and regionally is a must for this area to grow sustainably and to reduce congestion. We do not want to become the next Dallas. Even a simple system connecting the downtowns of the major cities in Northwest Arkansas with simple branching connections deeper into each city would be a massive and appreciated improvement. I would travel between Fayetteville, Bentonville, and Rogers much more frequently if I did not have to drive and deal with traffic. There are studies that show adding lanes to highways does not reduce traffic or congestion; they oftentimes increase.	3/11/2025 6:17 PM
435	Don’t make driving cars worse to force people to use mass transit	3/11/2025 5:26 PM
436	The East Side of Fayetteville needs more FREE options. Where did the grant go?	3/11/2025 5:05 PM
437	Thank you for putting out this survey! I find that my friends, family, and colleagues that	3/11/2025 4:38 PM

	commute to work from one city in NWA to another always have the same complaint: traffic on I-49. However, I don't think that expanding our highways will fix the problem: it goes to the saying "if you build it they will come". I think the most important long-term fix would be to implement light-rail on the existing railroad infrastructure through Fayetteville, Springdale, Rogers, and Bentonville. Resources: https://smartgrowthamerica.org/resources/the-congestion-con-how-more-lanes-and-more-money-equals-more-traffic/	
438	I would LOVE to have a light rail that ran north/south from Washington to Benton county.	3/11/2025 11:31 AM
439	I can get most places I need to go on my bike within Fayetteville, but am basically forced to use my car if I need to travel between cities. Would love to see light rail along the 71B corridor, the main squares, and to XNA.	3/10/2025 1:07 PM
440	My biggest complaint about living in NWA is how dependent I have to be on needing to drive places.	3/10/2025 1:06 PM
441	In order for me to commute to work with public transit, I would have to walk for over an hour, change busses twice, then walk another 20 minutes. I don't live out in the sticks, I'm a two minute walk from Fayetteville city limits. The state of our public transportation is a travesty.	3/8/2025 11:03 PM
442	Bus stops, Light Rail Stations and Trails need to be intagrated.	3/8/2025 8:04 PM
443	I would go more places if I didn't have to drive to them; railways already exist so why don't we use them for transit? I used to live in a city with regular bus service; back then I didn't have a car and it was fine. This area didn't have the population to support much public transit before, but judging how traffic has been in the past few years I think it does now	3/8/2025 7:43 PM
444	I live in Fayetteville but travel to Bentonville for work 5 days a week. I'd love a light rail, but would need reliable and frequent service to accommodate childcare needs and appointments. Pick up and drop off locations also have to be convenient. If I have to get an Uber to get from a drop off spot to work it's not worth it.	3/8/2025 6:12 PM
445	Bike lanes! More green paint! Sidewalks! There are 2 safe roads and one greenway in bentonville for bikes and pedestrians. We could be so much more accessible and safe. In addition to this, we ABSOLUTELY need more bike - car etiquette information available to the public. If theres more clarity on how to use the roads and bike lanes, the two modes of transportation will be a lot safer/less annoying. I don’t think we need incentives. I like biking to work because it’s healthier, the endorphins released, and I’m not stuck in traffic. I think people will catch on once it’s safe to do so.	3/7/2025 6:41 PM
446	Good job NWARPC!	2/6/2025 3:31 PM

Steering Committee Engagement

Throughout the development of Forward 2050, NWARPC staff relied on a Steering Committee consisting of regional thought leaders, staff from member jurisdictions, and transit providers. The Steering Committee provided guidance on goals and strategies included in the plan. Below are the agendas of the four Steering Committee meetings that took place over the course of the development of Forward 20250.

The steering committee members:

Patsy Christie, City of Springdale
Ryan Carr, City of Springdale
Duke McClarty, NWA Council
Tyler Overstreet, City of Bentonville
Adam Waddel, Razorback Transit
Joel Gardner, Ozark Regional Transit
John McCurdy, City of Rogers
Jonathan Curth, City of Fayetteville
Mark Latham, City of Tontitown
ARDOT, MODOT

Steering Committee Meeting #1

Date: October 15, 2024

1. Background
2. 2045 Metropolitan Transportation Plan Recap
3. New MTP Legal Requirements
4. 2050 Themes and Vision
5. 2050 Goals and Discussion
6. Timeline & Next Steps

Steering Committee Meeting #2

Date: February 28, 2025

1. Travel Demand Model & Population Projections Update
2. Land Use Scenarios
3. Constrained Projects List and Prioritization Discussion
4. Changes to Goals and Objectives
5. Project Schedule Update

Steering Committee Meeting #3

Date: July 11, 2025

1. Forward2050 Public Survey Results Summary
2. Population Projections – 2050 Planned Growth Scenario
3. Preliminary Results from Travel Demand Model
4. Regional Network – Tier 1, 2 and 3 Development Discussion
5. Constrained Projects List and Prioritization Discussion
6. Project Schedule Update

Steering Committee Meeting #4

Date: November 7, 2025

1. Forward 2050 Overview
2. Implementation and Big Picture
3. Discussion

Stakeholder Committee Engagement

NWARPC staff convened a multidisciplinary stakeholder committee throughout the development of Forward 2050 to ensure the plan was informed by a broad range of local knowledge and technical expertise. This approach strengthened transparency and fostered shared ownership of the plan. The committee included representatives from local governments, schools, businesses, advocacy groups, and other regional planning partners.

Aaron Burkes, XNA Airport
Adam Waddell, Razorback Transit
Arthur Hulbert, Siloam Springs Chamber
Bill Rogers, Springdale Chamber
Ben Peters, City of Springdale
Bradley Neal, JB Hunt
Brandom Gengelbach, Bentonville Chamber
Chris Brown, City of Fayetteville
Jonathan Curth, City of Fayetteville
Tyler Overstreet, City of Bentonville
John McCurdy, City of Rogers
Joel Gardner, Ozark Regional Transit
Josh Beam, Benton County
Justin White, NWACC
Karen Davis, City of Lowell
Lane Crider, Beaver Water District
Lorene Burns, City of Centerton
Melissa McCarville, City of Farmington
Mayor Nathan See, City of Pea Ridge
Mark Latham, City of Tontitown

Debbie Jones, Bentonville School District
Eric Boles, University of Arkansas
Grady Spann, NWA Land Trust
Greg Sutherland McKee Foods
Heith Ward, Springdale Water
Mayor Jim Renfrow, City of Greenland
Tyler Dees, Simmons Foods
Wes Craiglow, Urban Land Institute
Richard Billingsley, NWA Go
Rob Smith, NWA Council
Ryan Carr, City of Springdale
Steve Luoni, University of Arkansas
Summy Farmahan, ARDOT
Tom Adler, City of Bentonville
Taylor Robertson, City of Bella Vista

Forward 2050 Stakeholder Meeting #1

Date: December 11, 2024

1. Introductions and Background
2. Role and Purpose of Stakeholder Committee
3. Forward 2050 – Long Range Transportation Plan
4. Transit Alternatives Study & Travel Demand Model Update Project Overview
5. Transit Existing Conditions
6. Transit Alternatives Purpose and Need Statement
7. Discussion and Questions

Forward 2050 Stakeholder Meeting #2

Date: March 12, 2025

1. Goals and Objectives
2. Housing Coordination – Groundwork
3. Transportation Alternatives Study (TAS)
4. Project Schedule Update

Forward 2050 Stakeholder Meeting #3

Date: July 30, 2025

1. Project Updates
2. Strategies: Active Transportation and Complete Streets
3. Strategies: Environment and Resilience
4. Transit Alternatives Study Update

Forward 2050 Stakeholder Meeting #4

Date: January 6, 2026

1. Forward 2050 Overview
2. Adoption Schedule
3. Transit Alternatives Schedule

Public Open Houses

Over the course of the development of Forward 2050, NWARPC staff hosted three open house events to provide accessible, informal opportunities for community members to learn about the plan and offer input. The events allowed the public to engage at their own pace, review materials, ask questions directly of staff and consultants, and share feedback on needs, priorities, and tradeoffs. The format supported inclusive participation by accommodating varying schedules and levels of technical familiarity, while also promoting transparency and helping ensure the plan reflects community values and on-the-ground transportation experiences.

Open House Events:

- April 9th at the Fayetteville Public Library from 4pm – 7pm (37 attendees)
- April 10th at the Bentonville Public Library from 4pm-7pm (26 attendees)
- December 8th at the Jones Center in Springdale from 4pm – 7pm (54 attendees)

The boards displayed at the Fall Open House can be found on NWARPC website: https://www.nwarpc.org/wp-content/uploads/2025/12/Forward2050_OpenHouses_Posters_Dec2025_web.pdf

The events were advertised in the classified sections of the Arkansas-Democrat Gazette and La Prensa newspapers. Numerous media outlets picked up the story from a press release for the Fall Open House.

- I-49 expansion among ideas on table as Regional Planning Commission holds open house on transportation goals Arkansas Democrat-Gazette (statewide) | Est. Reach: 167K | 12/9/25
- I-49 expansion among ideas on table as Regional Planning Commission holds open house on transportation goals Northwest Arkansas Democrat-Gazette | Est. Reach: 68K | 12/9/25
- 5NEWS at 10 PM Channel 5/KFSM broadcast | Est. Reach: 30K | 12/8/25
- NWA would get rapid bus system, changes to I-49's lanes & new roads under a draft plan 4029 News Online | UVPM: 409K | 12/8/25
- 40/29 News at 5 4029 News broadcast | (Est. Reach Not Available) | 12/8/25

Newspaper notifications of the Spring 2025 open houses were published in the:
-La Prensa on April 2, 2025
-NWA Democrat Gazette on March 30, 2025 & on April 6, 2025.

Newspaper notifications of the Fall 2025 open house and notification of Forward 2050 public comment period were published in the:
-McDonald County Press on November 13, 2025 and on December 3, 2025
-NWA Democrat Gazette on November 30, 2025 and on December 7, 2025
-La Prensa Libre on November 12, 2025



FORWARD 2050

¿CÓMO ELIGES MUDARTE?

¡QUEREMOS SABER DE TI!

LA COMISIÓN DE PLANIFICACIÓN REGIONAL DEL NOROESTE DE ARKANSAS ESTÁ SOLICITANDO LA OPINIÓN DEL PÚBLICO SOBRE EL PLAN REGIONAL DE TRANSPORTE OBJETIVO 2050

La Comisión de Planificación Regional del Noroeste de Arkansas (NWARPC) está solicitando la opinión del público sobre la actualización del Plan de Transporte Regional Forward 2050. Este plan, requerido por el gobierno federal y actualizado cada 5 años, proporciona un marco de política para el sistema de transporte de la región durante los próximos 25 años. Esto incluye una perspectiva integral sobre las necesidades de transporte de la región y estrategias de implementación para las principales calles y carreteras, transporte activo, senderos y transporte público.

¡Habrá múltiples formas de participar en el desarrollo de este plan de transporte regional a largo plazo!

¡Asiste a un evento de puertas abiertas!

Miércoles 9 de abril | 4-7 PM*	Jueves 10 de abril | 4-7 PM
Biblioteca Pública de Fayetteville, Sala Walker	Biblioteca Pública de Bentonville, Sala Rotary
401 W Mountain St, Fayetteville, AR	405 S Main St, Bentonville, AR

*Habrá intérpretes de español disponibles en el evento de puertas abiertas del 9 de abril en Fayetteville.
Información del evento en **facebook.com/nwa.regionalplanning***

¡Participa en la encuesta!

Comparta sus pensamientos sobre las necesidades y prioridades del transporte regional:
nwarpc.org/transportation/mtp/

La Comisión de Planificación Regional del Noroeste de Arkansas (NWARPC) es la Organización de Planificación Metropolitana (MPO) para el área urbana de Fayetteville-Springdale-Rogers, AR-MO. Colaboramos con nuestros socios de planificación para liderar la planificación consultiva para una región segura, conectada y resiliente, gestionando los procesos de planificación requeridos por el gobierno federal y promoviendo los objetivos compartidos.

COMISIÓN DE PLANIFICACIÓN REGIONAL DEL NOROESTE DE ARKANSAS - AVISO DE POLÍTICA DE NO DISCRIMINACIÓN: La Comisión de Planificación Regional del Noroeste de Arkansas (NWARPC) cumple con todas las disposiciones de derechos civiles de los estatutos federales y autoridades relacionadas que prohíben la discriminación en programas y actividades que reciben asistencia financiera federal. Por lo tanto, la NWARPC no discrimina por motivos de raza, sexo, color, edad, origen nacional, religión o discapacidad, en la admisión, el acceso y el tratamiento en los programas y actividades de la NWARPC, así como en las prácticas de contratación o empleo de la NWARPC. Cualquier queja de presunta discriminación y consultas con respecto a las políticas de no discriminación de la NWARPC pueden dirigirse a Nicole Gibbs, AICP, Planificadora Regional – EEO/DBE (ADA/504/Título VI Coordinador del Título VI), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voz/TTY 711 o 1-800-285-1131) o ngibbs@nwarpc.org; para llamadas en español, marque el 866-656-1842; para llamadas en inglés, marque el 711, directamente al 800-285-1131 o ngibbs@nwarpc.org. Este aviso está disponible a través del Coordinador de ADA/504/Título VI en letra grande, cinta de audio y Braille. Si necesita información en otro idioma, póngase en contacto con la NWARPC al menos 48 horas antes de la reunión.



FORWARD 2050

HOW DO YOU CHOOSE TO MOVE?

WE WANT TO HEAR FROM YOU!

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION IS ASKING FOR PUBLIC INPUT ON THE FORWARD 2050 REGIONAL TRANSPORTATION PLAN

The Northwest Arkansas Regional Planning Commission (NWARPC) is asking for the public's input on the Forward 2050 Regional Transportation Plan update. This plan, required by the federal government and updated every 5 years, provides a policy framework for the region's transportation system over the next 25 years. This includes a comprehensive look at the region's transportation needs and implementation strategies for major streets and highways, active transportation and trails, and public transportation.

There will be multiple ways to engage in the development of this long-range regional transportation plan!

Attend an Open House Event!

Wed., April 9, 2025 | 4-7 PM*	Thur., April 10, 2025 | 4-7 PM
Fayetteville Public Library	Bentonville Public Library
Walker Community Room	Rotary Conference Room
401 W Mountain St, Fayetteville, AR	405 S Main St, Bentonville, AR

**Spanish and Marshallese interpreters will be available at the April 9th Open House Event in Fayetteville.*

Event information at facebook.com/nwa.regionalplanning

Take the Survey!

Share your thoughts on regional transportation needs and priorities.

nwarpc.org/transportation/mtp/

The Northwest Arkansas Regional Planning Commission (NWARPC) is the Metropolitan Planning Organization (MPO) for the Fayetteville-Springdale-Rogers, AR-MO Urban Area. We collaborate with our planning partners to lead community planning for a safe, connected, and resilient region while managing federally required planning processes and advancing shared goals.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION NOTICE OF NONDISCRIMINATION POLICY: The Northwest Arkansas Regional Planning Commission (NWARPC) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Nicole Gibbs, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 711 or 1-800-285-1131) or ngibbs@nwarpc.org; Para llamadas en español, marques el 866-656-1842; para llamadas en ingles, marques el 711 o directamente al 800-285-1131 o ngibbs@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille. If information is needed in another language, contact NWARPC at least 48 hours before the meeting. Si se necesita información en otro idioma, comuníquese con NWARPC al menos 48 horas antes de la junta.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION REQUEST FOR PUBLIC INPUT ON THE DRAFT FORWARD 2050 METROPOLITAN TRANSPORTATION PLAN

Northwest Arkansas Regional Planning Commission (NWARPC) invites the public to review and comment on the draft Forward 2050 Metropolitan Transportation Plan (MTP). Updated every five years as required by federal law, this long-range plan guides transportation investment and policy for the next 25 years. Forward 2050 evaluates the region's needs and outlines strategies for major streets and highways, active transportation and trails, and public transit. PUBLIC ENGAGEMENT: A Public Open House event will be held on Monday, December 8, 2025, 4pm–7pm, at the Jones Center in Springdale, AR and a Public Comment Period will run from Monday, December 8, 2025 through Monday, January 12, 2026. The Draft Forward 2050 MTP will be available for public review at the NWARPC office or on the NWARPC website at www.nwarpc.org/transportation/mtp/. Written comments are encouraged via the comment tab on the NWARPC website at www.nwarpc.org/contact, sent directly to comments@nwarpc.org, or sent via the US Postal Service (USPS) to NWARPC 1311 Clayton Street, Springdale, AR 72762. NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION NOTICE OF NONDISCRIMINATION POLICY: The Northwest Arkansas Regional Planning Commission (NWARPC) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Nicole Gibbs, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 711 or 1-800-285-1131) or ngibbs@nwarpc.org; Para llamadas en espanol, marques el 866-656-1842; para llamadas en ingles, marques el 711 o directamente al 800-285-1131 o ngibbs@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille. If information is needed in another language, contact NWARPC at least 48 hours before the meeting. Si se necesita información en otro idioma, comuníquese con NWARPC al menos 48 horas antes de la junta.

December 3, 2025 557724

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

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Your input helps shape Northwest Arkansas's transportation future. Explore the draft plan and share your feedback!

Attend Our Open House Event
Monday, Dec. 8, 2025 | 4-7 PM
The Jones Center
9228 E. Emma Ave
Springdale, AR 72764
Details at facebook.com/nwarcregionalplanning

Public Comment Period
December 8, 2025 through January 12, 2026
email comments@nwarpc.org

Scan for the plan!
Get a look at Northwest Arkansas's future—Forward 2050!
nwarpc.org/transportation/mtp/

Northwest Arkansas Regional Planning Commission (NWARPC) is a Council of Governments and the Metropolitan Planning Organization (MPO) for the Fayetteville-Springdale-Rogers, AR-MO Urban Area. We collaborate with our planning partners to lead community planning for a safe, connected, and resilient region while managing federally required planning processes and advancing shared goals.

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NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION REQUEST FOR PUBLIC INPUT ON THE DRAFT FORWARD 2050 METROPOLITAN TRANSPORTATION PLAN

Northwest Arkansas Regional Planning Commission (NWARPC) invites the public to review and comment on the draft Forward 2050 Metropolitan Transportation Plan (MTP). Updated every five years as required by federal law, this long-range plan guides transportation investment and policy for the next 25 years. Forward 2050 evaluates the region's needs and outlines strategies for major streets and highways, active transportation and trails, and public transit. PUBLIC ENGAGEMENT: A Public Open House event will be held on Monday, December 8, 2025, 4pm–7pm, at the Jones Center in Springdale, AR and a Public Comment Period will run from Monday, December 8, 2025 through Monday, January 12, 2026. The Draft Forward 2050 MTP will be available for public review at the NWARPC office or on the NWARPC website at www.nwarpc.org/transportation/mtp/. Written comments are encouraged via the comment tab on the NWARPC website at www.nwarpc.org/contact, sent directly to comments@nwarpc.org, or sent via the US Postal Service (USPS) to NWARPC 1311 Clayton Street, Springdale, AR 72762. NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION NOTICE OF NONDISCRIMINATION POLICY: The Northwest Arkansas Regional Planning Commission (NWARPC) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Nicole Gibbs, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 711 or 1-800-285-1131) or ngibbs@nwarpc.org; Para llamadas en espanol, marques el 866-656-1842; para llamadas en ingles, marques el 711 o directamente al 800-285-1131 o ngibbs@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille. If information is needed in another language, contact NWARPC at least 48 hours before the meeting. Si se necesita información en otro idioma, comuníquese con NWARPC al menos 48 horas antes de la junta.

December 7, 2025 557725

LA COMISIÓN DE PLANIFICACIÓN REGIONAL DEL NOROESTE DE ARKANSAS NOTIFICA LAS REUNIONES DEL COMITÉ DE POLÍTICAS Y TAC Y RPC DE NOVIEMBRE / DICIEMBRE DE 2025, EL FORO PÚBLICO PROPUESTO Y EL PERÍODO DE COMENTARIOS PARA EL BORRADOR DEL PLAN DE MEDIANO PLAZO FORWARD 2050

Las reuniones del Comité Asesor Técnico (TAC) y del Comité de Políticas/RPC de la Comisión de Planificación Regional del Noroeste de Arkansas (NWARPC) están abiertas al público y se llevan a cabo como reuniones híbridas, con la opción de asistir en persona en la oficina de NWARPC en 1311 Clayton St. Springdale, AR 72762, o virtualmente. Puedes encontrar más información en www.nwarpc.org/events/. REUNIÓN DE TAC: El TAC se reunirá en persona y virtualmente el jueves 20 de noviembre 2025 a las 10:30 a.m. REUNIÓN DE RPC: El Comité de Políticas / RPC se reunirá en persona y virtualmente el miércoles 3 de diciembre 2025 a la 1:30 p.m. MATERIALES DE LA REUNIÓN: Los borradores de los órdenes del día y otros materiales de la reunión se publicarán en el sitio web de la NWARPC. www.nwarpc.org/events/, cuando estén disponibles. COMENTARIOS PÚBLICOS: El público puede enviar comentarios antes de la reunión por la pestaña de comentarios en el sitio web de la NWARPC en www.nwarpc.org/contact, o directamente a comments@nwarpc.org. BORRADOR DEL MTP FORWARD 2050: Conforme con los requisitos federales y en coordinación con los socios de planificación, la NWARPC ha preparado un borrador del Plan de Transporte Metropolitano (MTP), llamado Forward 2050, que establece un marco de políticas a largo plazo para el sistema de transporte de la región durante los próximos 25 años. El TAC revisará y recomendará el borrador del MTP Forward 2050 para los comentarios públicos en su reunión normal de noviembre. PARTICIPACIÓN PÚBLICA: De acuerdo con el Plan de Participación Pública (PPP) de la NWARPC, se llevará a cabo un evento de puertas abiertas al público el lunes 8 de diciembre 2025 de 4 a 7 p.m. en el Jones Center en Springdale, y habrá un período de comentarios públicos del lunes 8 de diciembre 2025 al lunes 12 de enero 2026. El borrador del MTP Forward 2050 estará disponible para su revisión pública en la oficina de la NWARPC o en el sitio web de la NWARPC en www.nwarpc.org/transportation/mtp/. Se recomienda enviar sus comentarios por escrito a través de la pestaña de comentarios en el sitio web de la NWARPC en www.nwarpc.org/contact, directamente a comments@nwarpc.org o por correo postal a la NWARPC, 1311 Clayton St. Springdale, AR 72762. AVISO DE POLÍTICA DE NO DISCRIMINACIÓN DE LA COMISIÓN DE PLANIFICACIÓN REGIONAL DEL NOROESTE DE ARKANSAS: La Comisión de Planificación Regional del Noroeste de Arkansas (NWARPC) cumple con todas las disposiciones de derechos civiles de los estatutos federales y sus autoridades que prohíben la discriminación en los programas y actividades que reciben fondos federales. Por lo tanto, la NWARPC no discrimina por motivos de raza, género, color de piel, edad, origen nacional, religión ni discapacidad, en la admisión, el acceso y el tratamiento en los programas y actividades de la NWARPC, así como en sus prácticas de contratación. Cualquier queja de presunta discriminación o consulta sobre las políticas de no discriminación de la NWARPC puede dirigirse a Nicole Gibbs, AICP, Planificadora Regional - EEO / DBE (ADA / 504 / Coordinador del Título VI), 1311 Clayton St. Springdale, AR 72762, (479) 751-7125, (Voz / TTY 711 o 1-800-285-1131) o ngibbs@nwarpc.org. Para llamadas en español, marque el 866-656-1842; para llamadas en inglés, marque el 711, llame directamente al 800-285-1131 o contacte a ngibbs@nwarpc.org. Este aviso está disponible en la Coordinación de ADA/504/Título VI en letra grande, cinta audio y Braille. Si necesita información en otro idioma, comuníquese con la NWARPC al menos 48 horas antes de la reunión.

Northwest Arkansas Regional Planning Commission

Council of Governments and Metropolitan Planning Organization for NWA

City Population Projections

Cities	Population Estimate July 1, 2024	2030	2040	2050	Average Annual Growth Rate	Overall Growth Rate
Avoca	501	566	693	849	2.05%	69%
Bella Vista	33,274	35,552	39,701	44,335	1.11%	33%
Bentonville	61,791	74,989	103,543	142,969	3.28%	131%
Cave Springs	6,304	7,821	11,205	16,052	3.66%	155%
Centerton	25,745	29,905	38,386	49,272	2.53%	91%
Decatur	1,723	2,072	2,819	3,835	3.13%	123%
Elkins	4,025	4,581	5,684	7,052	2.18%	75%
Elm Springs	2,872	3,348	4,322	5,581	2.59%	94%
Farmington	10,473	11,931	14,825	18,421	2.20%	76%
Fayetteville	103,134	113,022	131,654	153,358	1.54%	49%
Garfield	622	666	747	837	1.15%	35%
Gateway	452	561	805	1,155	3.67%	156%
Gentry	4,672	5,595	7,557	10,208	3.05%	118%
Goshen	2,383	2,726	3,411	4,269	2.27%	79%
Gravette	3,826	5,093	8,204	13,215	4.88%	245%
Greenland	1,240	1,713	2,935	5,028	5.53%	306%
Highfill	2,793	3,970	7,132	12,813	6.03%	359%
Johnson	3,705	4,244	5,321	6,672	2.29%	80%
Lincoln	2,371	2,854	3,888	5,295	3.14%	123%
Little Flock	3,040	3,492	4,399	5,542	2.34%	82%
Lowell	11,568	14,209	20,018	28,201	3.49%	144%
Pea Ridge	10,190	11,907	15,437	20,013	2.63%	96%
Prairie Grove	8,589	9,862	12,415	15,631	2.33%	82%
Rogers	75,639	85,807	105,880	130,650	2.12%	73%
Siloam Springs	20,075	22,410	26,921	32,341	1.85%	61%
Springdale	89,368	101,859	126,678	157,543	2.20%	76%
Springtown	89	110	155	220	3.54%	147%
Sulphur Springs	475	589	841	1,202	3.64%	153%
Tontitown	7,941	8,972	10,996	13,476	2.05%	70%
West Fork	2,356	2,902	4,106	5,810	3.53%	147%
Winslow	364	390	436	488	1.14%	34%
Total	501,600	573,718	721,116	912,332	2.33%	82%

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

Growing Support for Diverse Options in NWA

The 2024 Regional Transportation Survey reveals growing public support for diverse transportation options, including public transit, biking, and pedestrian infrastructure. Conducted every five years, it highlights shifting priorities amid Northwest Arkansas' rapid population growth and transportation challenges.

Traffic Congestion Still a Major Concern, but Less Than in Past

88% of respondents recognize increased traffic congestion between 2019 and 2024, compared to 94% in 2019 reporting an increase from the previous five years.

The Need for Transportation Choice

Public interest in alternatives like public transit, biking, and walking is growing. While maintaining and building new streets and highways remained the highest funding priority in 2024, bus services and bike/walking facilities received higher funding priority compared to previous years, reflecting stronger support for diverse transportation options.

Public Transit Support on the Rise

Better routes, frequent service, and real-time updates are key to increasing usage.

71% believe it is "very important" for local governments' to fund and support public transportation

+10% since 2019

85% supported an expansion of public transportation in Benton and Washington counties

+7% since 2019

Transportation Challenges

Residents want safer, more accessible infrastructure that addresses congestion issues and the lack of non-auto infrastructure.

Many of the issues identified in 2019 remain prevalent in 2024:

- Congestion in Rogers, Bentonville Fayetteville, Springdale, and Lowell
- Lack of public transportation
- Large truck traffic

+17% since 2019

Concerns about unsafe pedestrian facilities and lacking connections among sidewalks and bike trails have risen by **17%** since 2019 with **58%** identifying gaps to safe and connected infrastructure as a current or emerging issue.

Key Takeaways

1. **Community Support for Transportation Choice:** There is growing public support for ongoing investments in diverse transportation options to accommodate the needs of a rapidly expanding community.
2. **Balanced Approach:** A balanced strategy that serves all types of roadway users—commuters, freight, visitors, and residents—is crucial for responsible growth and accessibility and maintaining the region's quality of life, emphasizing the need to align transportation decisions with other regional priorities.

Visit the project webpage to learn more!

nwarpc.org/transportation/mtp/

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

nwarpc.org/transportation/mtp/

What is a regional transportation plan?

Required by the federal government and updated every 5 years, this plan provides a policy framework for the region's transportation system over the next 25yrs.

This includes:

- Major Streets and Highways
- Active Transportation
- Public Transportation
- Freight and Aviation

The **Forward2050 Plan** is:

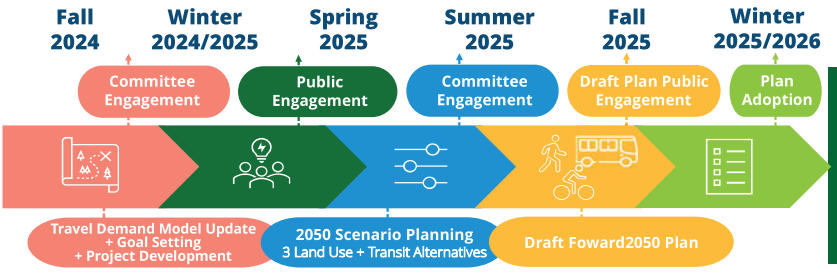
- Aspirational, collaborative, comprehensive, and regional.
- Respectful of and integrates with local plans.
- Focused on protecting and enhancing the quality of life in Northwest Arkansas.

Goals

G1: Implement a **safe**, **efficient**, and **reliable** transportation system.

G2: Advance plans and policies that enable **transportation choice**, respect the **natural and human environment**, and enhance **quality of life**.

G3: Foster **collaboration** and reinforce **economic competitiveness**.



Components

- Existing Conditions and Future Demands
- Transportation Needs and Strategies
- Funding and Projects
- Impact Analysis
- Implementation and Monitoring

NWA Regional Planning Commission

FORWARD 2050

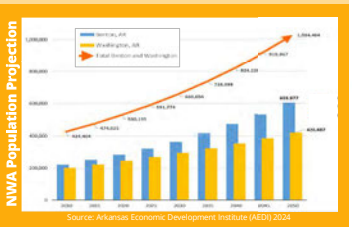
Connecting Northwest Arkansas through Transportation Choice

Where do people in Northwest Arkansas live and work today?

Population and Land Use

Over the past 30 years, Northwest Arkansas has grown by over **100,000 people per decade** and is projected to reach over ***1 million residents by 2050.***

Recent Census Bureau data and other key reports reveal significant upward trends in Northwest Arkansas' population growth and economic development.



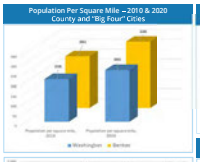
What the Data Shows

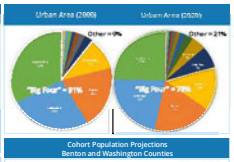
- **Benton County** is growing at a denser/faster rate than Washington County, with **Bentonville's** population density increasing more rapidly than other major cities in the region.
- **Smaller cities** are acquiring a larger share of the urban area.
- NWA is becoming **more diverse**.
- Over 75% of NWA residents use **personal vehicles** for travel.
- NWA **commute times** are slightly lower than the state average.

Demographics

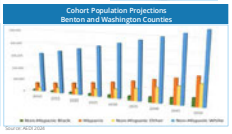
Benton & Washington Counties

- **Total Population = 587,750** (Census Bureau, July 1, 2024 Estimates)
- **Total Housing Units = 235,064** (Census Bureau, July 1, 2023 Estimates)
- **Total Households = 203,134** (Census Bureau, 2019-2023 Estimates)
- **Total Employers = 13,669** (Census Bureau, 2022 Estimates)
- **Total Employment = 227,781** (Census Bureau, 2022 Estimates)





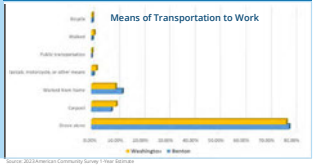


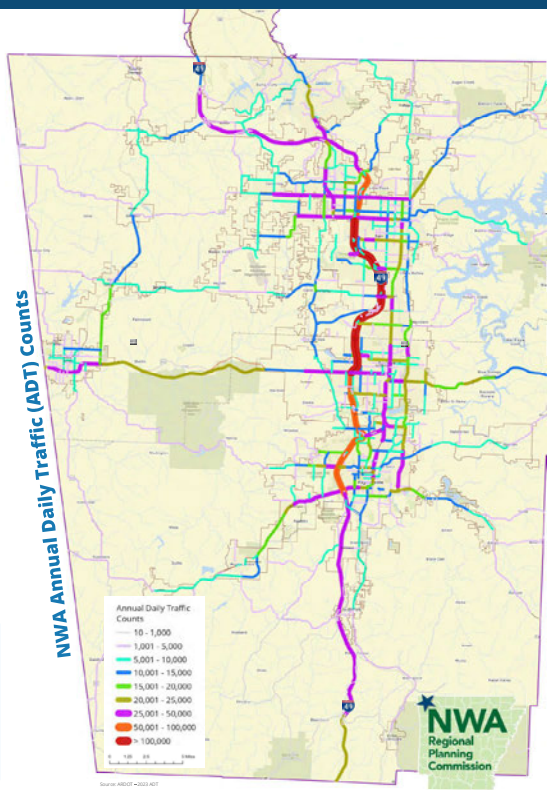


Commuting

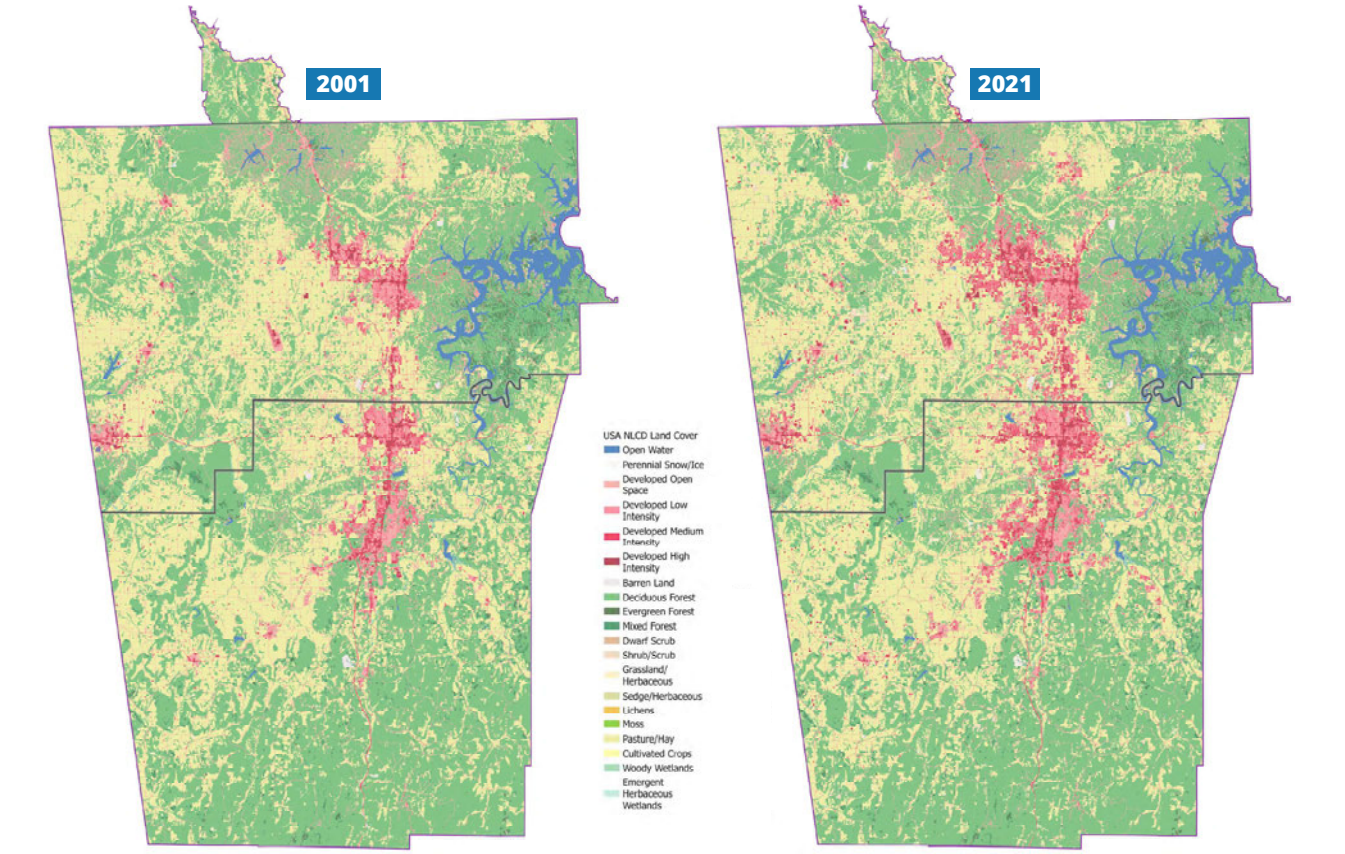
Average Travel Time to Work:

Benton County: 21.4 minutes
Washington County: : 22 minutes
Arkansas : 22.7 minutes





NWA Land Cover – 2001 and 2021 National Land Cover Database (NLCD)



The National Land Cover Database products are created through a cooperative project conducted by the Multi-Resolution Land Characteristics Consortium (MRLC). The MRLC Consortium is a partnership of federal agencies, consisting of the U.S. Geological Survey, the National Oceanic and Atmospheric Administration, the U.S. Environmental Protection Agency, the U.S. Department of Agriculture, the U.S. Forest Service, the National Park Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management and the USDA Natural Resources Conservation Service. Summary: Time series (2001–2021) of land cover for the United States from the National Land Cover Database (NLCD). This layer is produced by the Multi-Resolution Land Characteristics Consortium (MRLC). Source: National Land Cover Database (30m cell size). Publication date: June 30, 2023

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

Where will 1 million people live and work in 2050?

Future Growth and Development Scenarios

Three growth scenarios are being developed to explore the relationship between land use, growth patterns, and transportation infrastructure. These scenarios help assess future growth, guide regional and local planning, and identify the necessary infrastructure and policies to support an efficient, sustainable transportation system in Northwest Arkansas.

Suburban Growth Scenario

Key Assumptions:

- The region's development will follow patterns seen over the past 30 years.
- Cities with policies to diversify housing options are either unsuccessful or unwilling to implement them.

Probable outcomes:

- Longer commutes due to increasing distance between where people live and work .
- Higher infrastructure maintenance costs.
- Loss of agricultural/working lands.

Planned Growth Scenario

Key Assumptions:

- Cities will successfully follow their currently adopted long-range plans.
- Planned highway and arterial roadway infrastructure projects will be completed as scheduled.

Probable outcomes:

- Mixed use projects will support the region by providing housing, shopping, & employment within the existing urban area.
- Nodal transit-oriented development will support transit systems.

Urban Growth Scenario

Key Assumptions:

- Growth is focused in the urban core with transit-supportive development patterns.
- The region implements and upholds policies to protect the natural landscape and working lands.

Probable outcomes:

- Viable transportation options outside of the personal vehicle.
- Less greenfield development results in rural environment remaining intact.



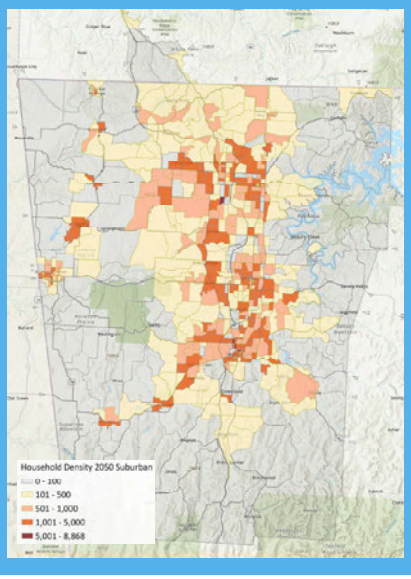
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nwarpc.org/transportation/mtp/

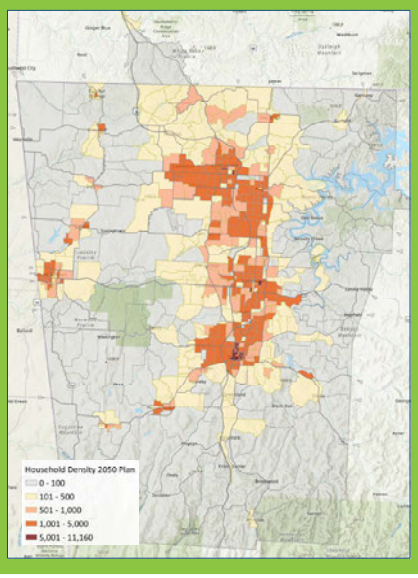
Future Growth and Development Scenarios

Comparing the three scenarios —**Planned Growth, Suburban Growth, and Urban Growth**—offers insight into how Northwest Arkansas might develop over time, helping evaluate alignment with local and regional plans and anticipate the infrastructure, policies, and strategies needed to support a growing population while sustaining an efficient, connected, and resilient transportation system.

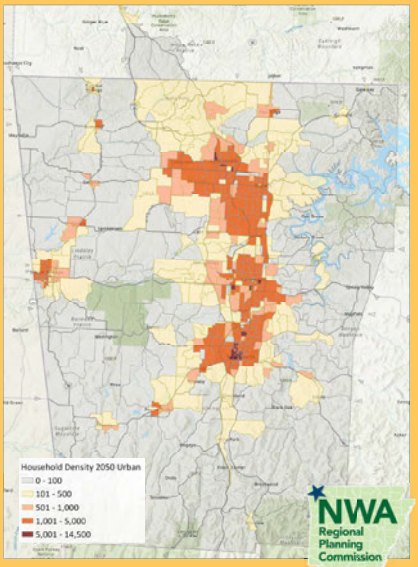
Suburban Growth Scenario



Planned Growth Scenario



Urban Growth Scenario



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nwarpc.org/transportation/vision-zero-plan/



NWA Comprehensive Safety Action Plan

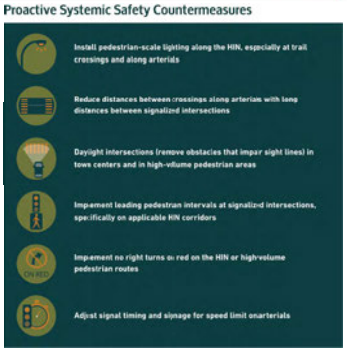
Adopted in June 2023, and rooted in the Safe System Approach, the NWA Vision Zero plan outlines targeted strategies and actions that will reduce and eliminate fatal and serious injury crashes across Northwest Arkansas.

What is Vision Zero? Vision Zero is a traffic safety philosophy that believes nothing is more important than a human life on our roadways. It presents a new way of thinking about how we design our roads, educate travelers, and share responsibility to create safer environments for all.





Proactive Systemic Safety Countermeasures



Between 2017 and 2021 1,369 people were killed or seriously injured in crashes in NWA, averaging more than five people every week.

Averaging 44 fatalities a year / 5 KSI crashes a week over 5 years





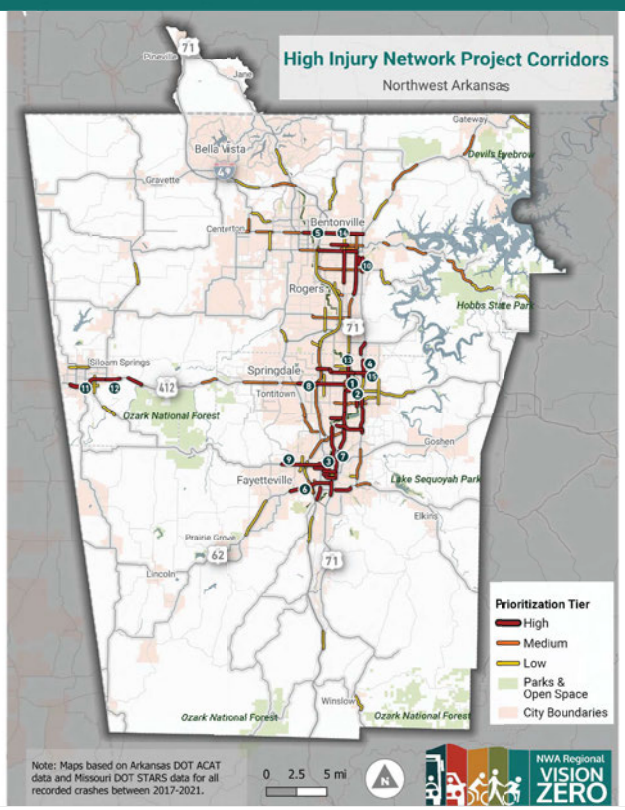
Complete Streets are a crucial component of achieving **Vision Zero goals**!

What Are Complete Streets? An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including motorists, pedestrians, bicyclists, and transit riders of all ages and abilities.

The NWA Regional Complete Streets Design Guide enables local jurisdictions to implement a balanced approach for designing streets that accommodate all modes of transportation. It includes a modal priority framework that considers street type, land use context, travel patterns, and the street's role in the local and regional network.

FORWARD 2050
Connecting Northwest Arkansas through Transportation Choice

NWA Regional VISION ZERO



Highest Priority Projects

The following map shows prioritized HIN project corridors for the region. The Top 15 highest scoring projects are listed below.

1. **West Robinson Avenue (US 412)**
   Turner Street to South Thompson Street (Springdale)
2. **South Thompson Street (US 71B)**
   West Lakeview Drive to West Emma Avenue (Springdale)
3. **North Garland Avenue**
   North of West Berry Street to South of West Lawson Street (Fayetteville)
4. **North Old Missouri Road (Hwy 265)**
   East Emma Avenue to South of East Randall Wobbe Lane (Springdale)
5. **Southeast 14th Street (Hwy 102)**
   Water Tower Road/Brkaert Drive to West of Phyllis Street (Bentonville)
6. **West Martin Luther King Jr. Boulevard**
   West Ozark Trail to South School Avenue (Fayetteville)
7. **North College Avenue (US 71B)**
   South of East Township Street to East Center Street (Fayetteville)
8. **West Sunset Avenue (US 412)**
   South Thompson Street to Westside Village Street (Springdale)
9. **West Wedington Drive**
   MP 16.40 to North Garland Avenue (Fayetteville)
10. **South 5th Street**
    West Ulrich Street to West Oak Street (Rogers)
11. **US 412; AR 59**
    AR59 to West of AR 59 (Siloam Springs)
12. **US 412**
    AR59 to MP 11.65 (Siloam Springs)
13. **North Thompson Street (US 71B)**
    West Emma Avenue to West County Line Road (Springdale)
14. **West Hudson Road (US 62)**
    Water Tower Road/Brkaert Drive to North 2nd Street (Rogers)
15. **East Huntsville Avenue**
    Mill Street to East Emma Avenue (Springdale)

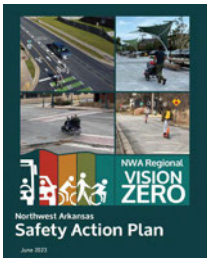
NWA Regional Planning Commission

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Connecting Northwest Arkansas through Transportation Choice

NWA Regional VISION ZERO

Planning & Policy *leads to* Funding & Project Implementation

In June 2023, the Northwest Arkansas Regional Planning Commission completed the **NWA Vision Zero Safety Action Plan.** Following the plan's recommendations, cities across the region set Vision Zero goals to eliminate fatal and serious injury crashes. With targets in place, cities have secured funding to implement projects that reduce crashes and improve safety.





Safe Streets and Roads for Fayetteville, Arkansas

Made eligible by the NWA Safety Action Plan, the City of Fayetteville received a ***$25 million*** **SS4A Implementation Grant** for safety projects on five corridors identified on the High Injury Network (HIN). All projects focus on increasing driver attentiveness by improving the street environment.

CITY OF FAYETTEVILLE ARKANSAS



U.S. DOT Safe Streets and Roads for All (SS4A) 2023 Application Narrative

Dean's Trail Phase IIIB, Springdale, Arkansas

In 2024, the City of Springdale was awarded a ***$5.2 million*** **SS4A Implementation Grant** to complete the final segment of Dean's Trail, connecting to the Razorback Greenway. This multi-use trail will provide a safe, dedicated route for pedestrians and cyclists, addressing a critical safety gap.

SPRINGDALE WE'RE MAKING IT HAPPEN



U.S. DOT Safe Streets and Roads for All (SS4A) 2024 Application Narrative

FORWARD 2050

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nwarpc.org/environment/

NWA Energy & Environment Innovation (EEI) Plan

BACKGROUND

- Arkansas Department of Energy & Environment (ADEE) received $3M Planning Grant from EPA's Carbon Pollution Reduction Grant (CPRG)
- Developing the **Arkansas Energy & Environment Innovation Plan** for carbon reduction/sequestration strategies
- **Planning Partners:** ADEE, Metroplan (Little Rock), NWARPC, and City of Fort Smith

OBJECTIVES

Rapid growth and evolving demands in NWA present both opportunities and challenges.

Collaborative, voluntary framework to:

- Align local efforts to maximize impact in various sectors.
- Offer strategies to address regional needs:
  - Protect natural assets
  - Create jobs and spur economic growth
  - Enhance quality of life
- Increase competitiveness for funding opportunities.



NWA Open Space Plan (2016)

The Northwest Arkansas Open Space Plan was created to protect and promote the region's valued natural landscapes and open spaces, ensuring a high quality of life as the area grows.

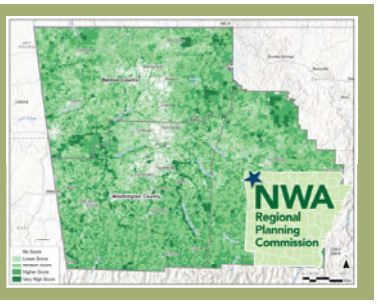
Why? Natural lands and waters are integral to the region's identity and sense of place. As growth continues, vital natural areas are at risk of being replaced by urban development.

Prioritization. The plan provides a strategic blueprint for protecting key natural, cultural, historic, agricultural, and recreational resources based on public and stakeholder input.

NATURE-BASED SOLUTIONS MAPPING TOOL

This platform helps policymakers, planners, and community members understand NWA's natural infrastructure in order to:

- Inform land-use planning decisions
- Evaluate environmental impacts
- Prioritize green infrastructure investments
- Engage community members.



FORWARD 2050

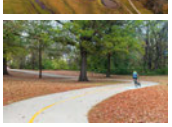
Connecting Northwest Arkansas through Transportation Choice

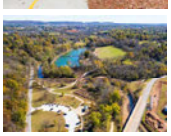
NWA GREEN NETWORK

Enabled by EEI planning, the **Arkansas Tri-Region Coalition**, including Metroplan, NWARPC, and the City of Fort Smith, secured **$99.99 million** for the **"Energy & Environment Innovation for the Natural State"** initiative. This grant, supported by over 50 partner agencies, will fund projects across Central Arkansas, Northwest Arkansas, and the Arkansas River Valley, benefiting half of the state's population.

In Northwest Arkansas, NWA Regional Planning Commission is leading **17 *NWA Green Network* projects across nine cities**, plus two regional programs: an E-bike Incentive Program and a Workforce Training Program, focused on **protecting and restoring natural cores and corridors** and improving access to **connected active transportation networks**.





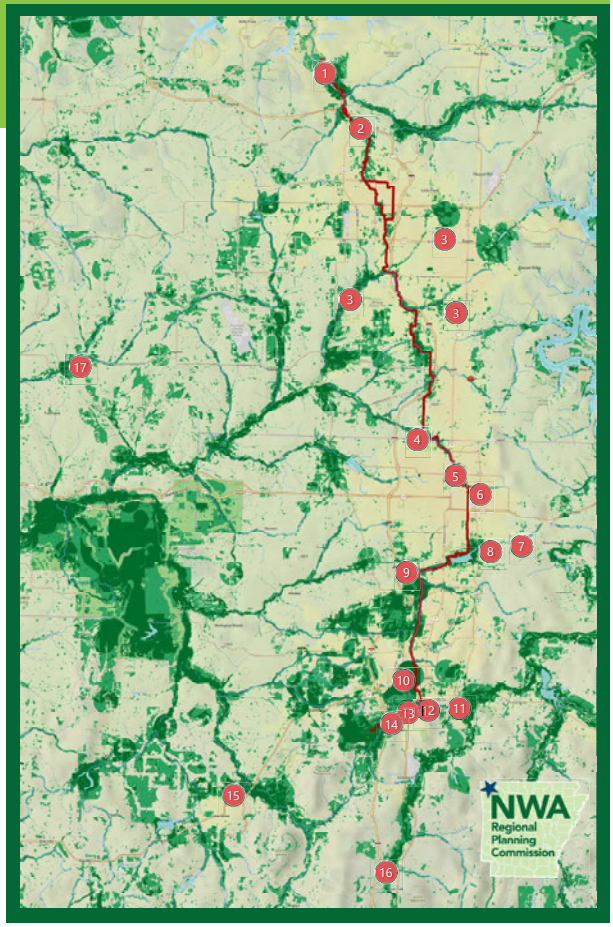


By 2030 the *NWA Green Network* will:

- Restore and preserve **2,158 acres** of high-quality natural open space
- Restore **35,728 feet** of degraded stream channel
- Permanently protect **916 acres** of restored green network lands
- Construct **2.5 miles** of trails connecting in or connecting to low-income areas
- Issue approximately **2,922 E-bike incentive vouchers**
- Implement a **workforce training** program to build capacity in the area

NWA Green Network Projects Legend

1. Razorback Greenway Corridor Stream and Riparian Restoration
2. Razorback Greenway and Town Branch Corridor Forest and Riparian Restoration
3. Osage/Blossom Way Creeks Stream and Wetland Restoration, Preservation, and Trail Construction
4. Spring Creek at Thunder Chicken Wetland, Stream, and Riparian Restoration and Preservation
5. Spring Creek at The Greenway Forest Stream and Riparian Restoration and Preservation
6. Spring Creek at Downtown Preservation
7. Willie George Park Wetland Restoration and Trail Construction
8. Lower Clear Creek Stream Restoration and Preservation
9. Johnson Park Riparian, Prairie, and Forest Restoration
10. University of Arkansas Oak Ridge Hillside Prairie and Forest Restoration and Trail Construction
11. River Commons Floodplain, Prairie, and Riparian Restoration, Preservation, and Trail Construction
12. Town Branch Corridor Stream and Riparian Restoration and Preservation
13. University of Arkansas Research and Tech Park Floodplain, Prairie, and Forest Restoration
14. University of Arkansas Oak Knoll Wetland, Prairie, Forest, Stream, and Riparian Restoration
15. Prairie Grove Battlefield State Park Wetland, Prairie, and Riparian Restoration
16. West Fork White River Wetland, Prairie, Stream, and Riparian Restoration and Preservation
17. Springtown Reforestation Projects



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nwarpc.org/environment/

A BLUE-GREEN NETWORK

URBANIZATION'S IMPACT TO CREEKS

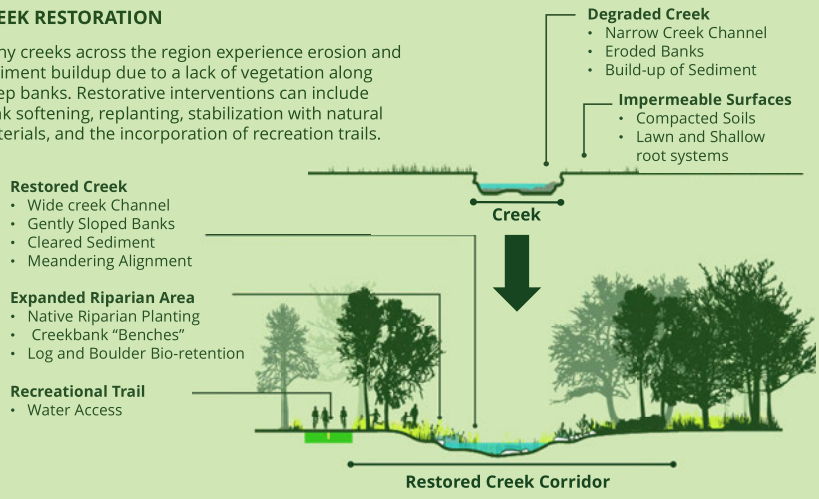
Between 2005 to 2023, Northwest Arkansas saw a ***17.82% increase in impervious surfaces***. As pavement replaces natural ground, stormwater has fewer places to soak in—***groundwater recharge in urban areas can drop by 50–70%.*** The resulting runoff puts heavy pressure on creeks, driving erosion, degrading habitat, and carrying pollutants downstream.

RESILIENCE THROUGH CONNECTED SYSTEMS

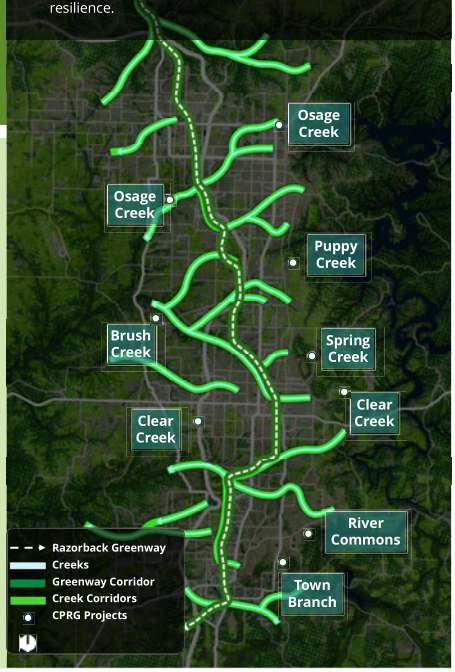
Restoring riparian buffers, reconnecting streams to their floodplains, and integrating natural infrastructure—such as wetlands, bioswales, and native plantings—can slow, filter, and store stormwater before it enters creeks. When these ***natural systems are linked with active transportation*** corridors, they form continuous ecological pathways that support habitat, improve water quality, and strengthen community resilience. Integrating these networks also ***maximizes public assets***—aligning parks, trails, floodplains, and stormwater systems to create shared efficiencies and a more connected, high-performing regional landscape.

CREEK RESTORATION

Many creeks across the region experience erosion and sediment buildup due to a lack of vegetation along steep banks. Restorative interventions can include bank softening, replanting, stabilization with natural materials, and the incorporation of recreation trails.



Along its 40-mile length, the Razorback Greenway crosses 10 creeks, with 61% of the trail in mapped floodplains. As highlighted in the ***Razorback Greenway Corridor Plan***, this corridor exemplifies how active transportation can preserve floodplain open space and expand the Green Network into a connected Blue-Green Network that supports regional creek restoration and ecological resilience.

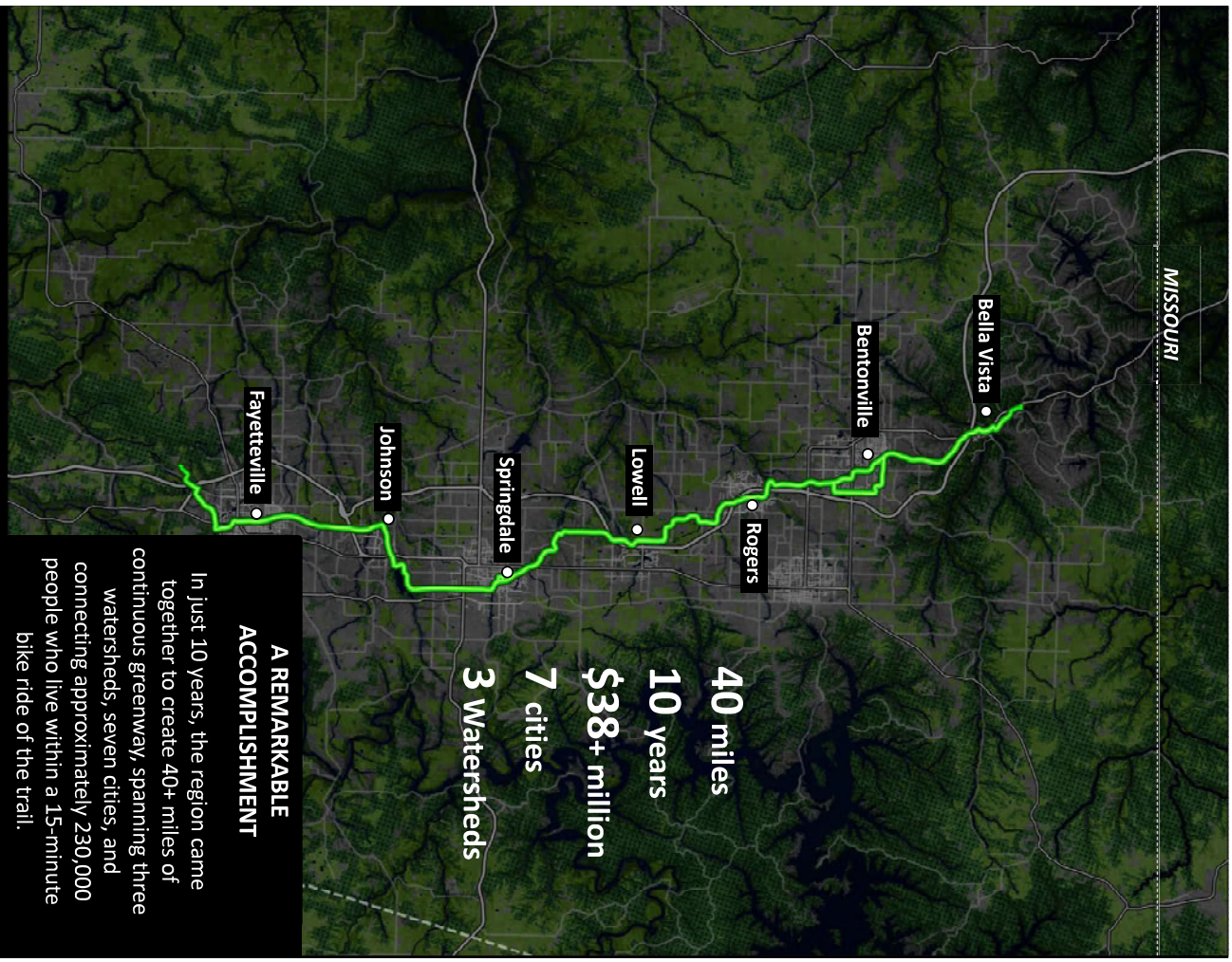


The Razorback Greenway

NWA Regional Planning Commission

A REMARKABLE ACCOMPLISHMENT

In just 10 years, the region came together to create 40+ miles of continuous greenway, spanning three watersheds, seven cities, and connecting approximately 230,000 people who live within a 15-minute bike ride of the trail.



FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

nwarpc.org/transit/connect-northwest-arkansas/

CONNECT NORTHWEST ARKANSAS

Connect Northwest Arkansas is a **10-year Transit Development Plan** that will serve as a Blueprint for improving and expanding transit in NWA. Transportation opportunities and challenges are regional and cannot be defined by one jurisdiction. The plan identifies **key connections and funding sources** to improve public transit in NWA.





If you **connect** people and save them **time**, you give them **freedom**.

What supports transit?

Density



Transit works best when stops are located near a variety of destinations where people want to go such as job centers, schools, medical facilities, & housing complexes.

Connectivity



Transit should provide seamless transitions to other routes, park & rides, sidewalks, and bicycle routes. This ensures ease and comfort for passengers navigating the system.

Ease of Use



Transit should be easy to navigate and convenient to use. Great transit is integrated with technology to make taking transit an easy choice for travel.

Community Support



Whether you advocate for transit at city hall or simply choose to ride the bus, support from the community encourages local leaders to invest in great transit.

Why does transit matter?

Save Money
A household can save $10k by living with one less car.

Environment Friendly
Public transit saves the country 4.16 billion gallons of fuel per year.

Reduce Congestion
Congestion costs Northwest Arkansas residents $103M per year. Transit helps reduce the number of vehicles on the roadways.

Travel Safely
Transit is 10x safer than traveling by automobile.

NWA Regional Planning Commission

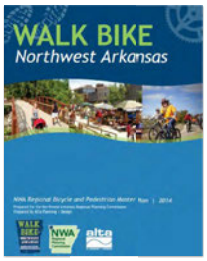
FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

nwarpc.org/bicycle-and-pedestrian/walk-bike-nwa/

WALK BIKE NORTHWEST ARKANSAS

Walk Bike NWA, adopted in 2015 set the region on a course for developing a world class bicycle and pedestrian network, **proposing *over 1,700 miles* of bikeways and shared use facilities**.









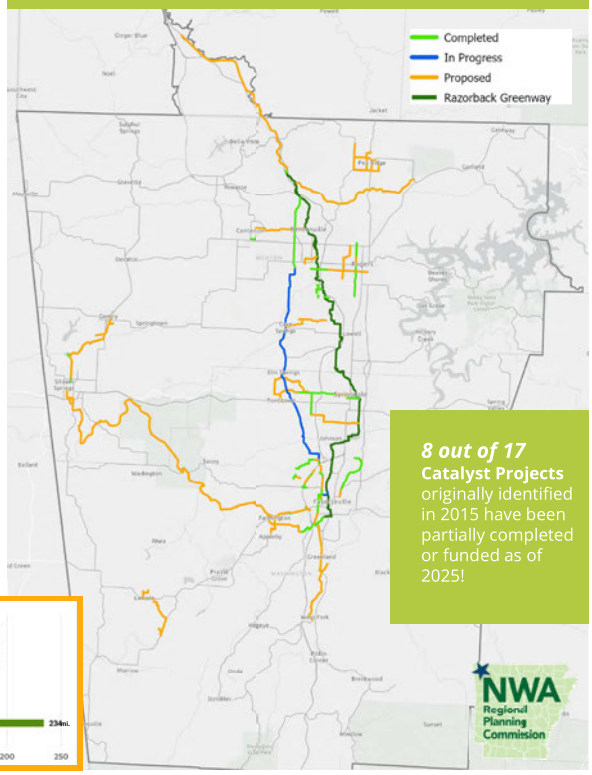
2025 Regional Bicycle and Pedestrian Plan Update

Walk Bike Northwest Arkansas, is currently being updated by incorporating the most up to date design guidance and priority projects to continue the development our active transportation network to serve people of all ages and abilities. This plan builds upon previous regional bicycle and pedestrian successes, setting a clear path for NWA to link its communities and regional destinations network by 2050.

2025 Plan Goals include:

1. **CONNECTIVITY & ACCESS** – Connect NWA's communities and key destinations to enable active transportation and micromobility.
2. **HEALTH** – Support a healthy region by promoting active transportation and recreation.
3. **ENVIRONMENT** – Advance regional environmental resilience and promote responsible growth patterns.
4. **SAFETY** – Build a safe and accessible bicycle and pedestrian network for users of all ages and abilities.

WALK BIKE NWA Catalyst Project Status

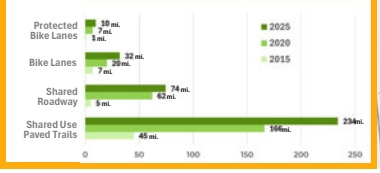


8 out of 17 **Catalyst Projects** originally identified in 2015 have been partially completed or funded as of 2025!

NWA Regional Planning Commission

Miles of Trails Added (2015-2025)

The reach of our region's bicycle and pedestrian network has grown significantly since 2015, ***adding over 250 miles*** of new shared use paved paths, sidewalks, and on-street cycling facilities to connect residents to schools, parks, employment centers, and downtowns like never before.



FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

Intelligent Transportation System (ITS)

ITS is the application of electronic technologies and communications to increase the safety and efficiency of the transportation system. The ITS architecture allows stakeholders to plan for what they want their system to look like in the long-term and then break the system into smaller pieces that can be implemented over time as funding permits. **Strategies** include:

S1: Enhance regional traffic management efficiency, effectiveness, and safety.

S2: Expand travel data collection, storage, and sharing for improved operations and users information.

S3: Strengthen regional emergency response to incidents and disasters.

S4: Use ITS to improve access to alternative transportation and reduce emission and vehicle miles.

S5: Increase regional collaboration on ITS development and applications.











Transportation Systems Management and Operations (TSMO)

Transportation Systems Management and Operations (TSMO) is an integrated set of strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.

Congestion Management Process (CMP)

A congestion management process (CMP) identifies congestion, monitors transportation system performance and reliability, and develops strategies for funding and implementation. **Objectives** include:

- Improve system reliability and efficiency through better **management, operations,** and **ITS.**
- Implement **safety** strategies to reduce fatalities, and serious injuries.
- **Maintain infrastructure** to minimize work zone delays, road closures, and service disruptions.
- Support **alternative modes** and **land development** that enhance efficiency and choice.
- **Prioritize truck/freight corridors** to boost economic vitality.
- **Reduce energy consumption and air pollution** by improving congestion management and system reliability.



NWA Regional Planning Commission

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

nwarpc.org/funding-programs/

Regional Transportation Funding Programs

Central to its role as the Metropolitan Planning Organization for Northwest Arkansas, the Northwest Arkansas Regional Planning Commission is responsible for administering the federal transportation funds allocated to the region. Since 2013, the Commission has awarded over **$133 million** to projects of regional significance.

- **Surface Transportation Block Grant Program—Attributable (STBGP-A) —Approx. $12M annually—** Flexible funding to preserve and improve conditions and performance of the transportation network
- **Transportation Alternatives Program (TAP) —Approx. $1.3M annually—** Funding for smaller-scale transportation alternatives such as bicycle and pedestrian facilities.
- **Carbon Reduction Program (CRP) —Approx. $1.4M annually—** Funding for projects designed to reduce transportation emissions from on-road highway sources.

Since 2013, NWARPC has awarded over

$133 million

to projects of regional significance.

$15 million

awarded annually by the NWARPC Board of Directors







Since 2014, NWARPC has been awarded over

$101 million

in Discretionary Awards

- $15M Razorback Greenway (TIGER)
- $25M I-49 AR-MO Connector (BUILD)
- $25M Highway 112 (RAISE/BUILD)
- $36.25M NWA Green Network

Yes, we helped fund that...!!!

- Extending the Razorback Greenway into Bella Vista (Mercy Way Blvd $5.8M) – *Complete*
- Reconnecting the Razorback Greenway in Bentonville (RG Relocation $750K) – *Complete*
- 8th Street Improvements ($4.5M) – *Complete*
- Dixieland Rd. through JB Hunt Campus ($5.4M) – *Complete*
- Don Tyson Parkway I-49 Interchange ($3.4M) – *Complete* + Extension ($9M) – *Ongoing*
- Gene George Blvd. Phases ($7.9M) – *Ongoing*
- Rupple Road Improvements ($5.7M) - *Complete*
- College Avenue Complete Streets Improvements ($3.3M) – *Ongoing* **(...AND MUCH MORE!)**

NWA Regional Planning Commission

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

Highway 112: Complete Streets. Connecting Communities.

In 2019, local communities along the corridor came together to create a shared vision for the future of Highway 112, focusing on safer, more accessible roadway design for all modes.

The Northwest Arkansas Regional Planning Commission has been awarded a **$25 million** US Department of Transportation grant to help bring this vision to life with improved infrastructure for all users.

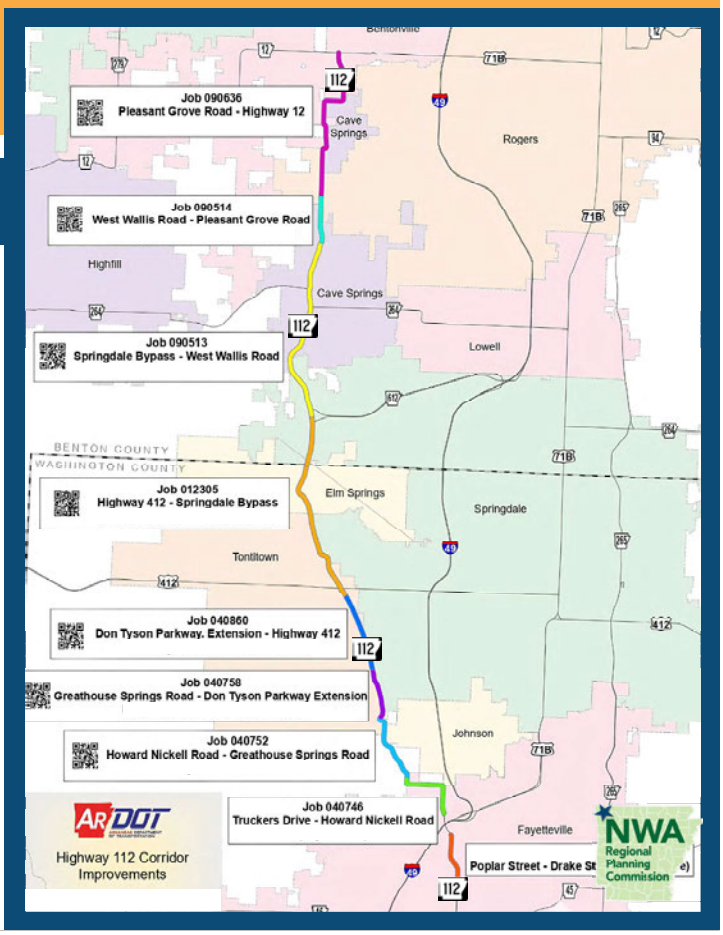
Project Highlights

Expand Highway 112 from 2 to 4 lanes to alleviate congestion and implement access management strategies to reduce travel times.

Add a center median along the 17.5-mile corridor to improve safety by reducing left-turn crashes.

Construct a 12-foot sidepath that separates active transportation users from traffic, creating a looped trail system with the Razorback Greenway.

Install 27 roundabouts in lieu of conventional intersections to reduce fatal & serious injury crashes.



FORWARD 2050

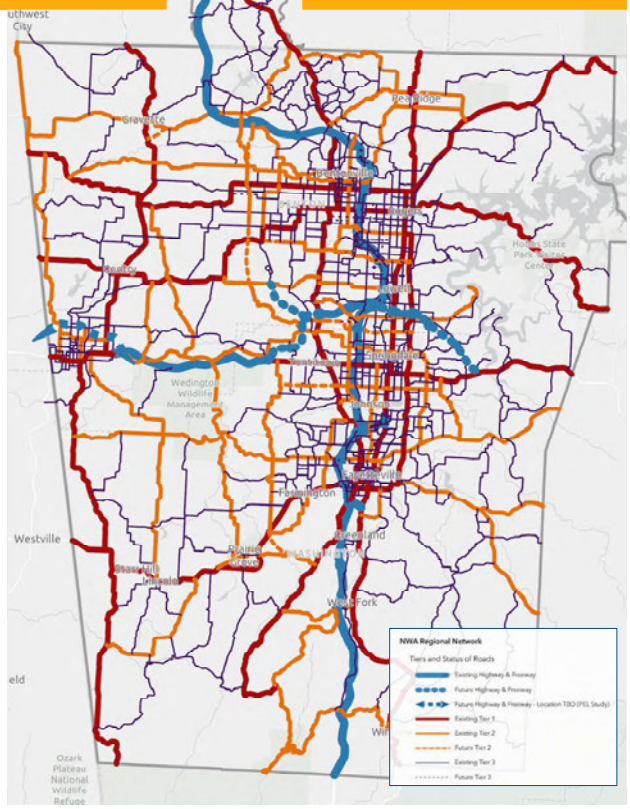
Connecting Northwest Arkansas through Transportation Choice

nwarpc.org/transportation/mtp/

2050 Regional Network

Purpose	Framework for ***regional connectivity*** to guide ***investment priorities*** and ***design strategies*** through 2050.
Approach	Data-driven policy tool integrating the ***Complete Streets Design Guide*** to connect land use and connectivity with street design, identifying corridors of ***regional significance*** without prescribing specific projects.
Framework	Organizes facilities into ***Freeway + Tier 1–3 Corridors***, balancing mobility, safety, and multimodal access to support long-term growth and a resilient, connected system.

Freeway System	**Inter-state connectivity (backbone of regional system)** High-speed, high-capacity, fully controlled access (little-to-no regional control of facility design)
Tier 1	**Inter-regional connectivity (external trips)** High-capacity connectors across region, link major employment hubs/regional nodes; ***primary freight and regional trips***, some local trips
Tier 2	**Intra-regional connectivity (internal trips)** Increased complexity of land use contexts along the corridor; ***provides urban/suburban connection***; more local trips
Tier 3	**Sub-regional connectivity (local trips + alternate routes)** Primary connectors for local mobility, placemaking, mixed-use support; highly integrated transportation and land use; ***provide system redundancy through alternative routes***



FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

2050 Interstate/Freeway System

The Primary Regional Corridors in Northwest Arkansas are the interstate and fully-controlled access freeways, connecting major regional nodes, serving as essential routes for long-distance and regional travel, and facilitating uninterrupted flow from one end of the region to the other.

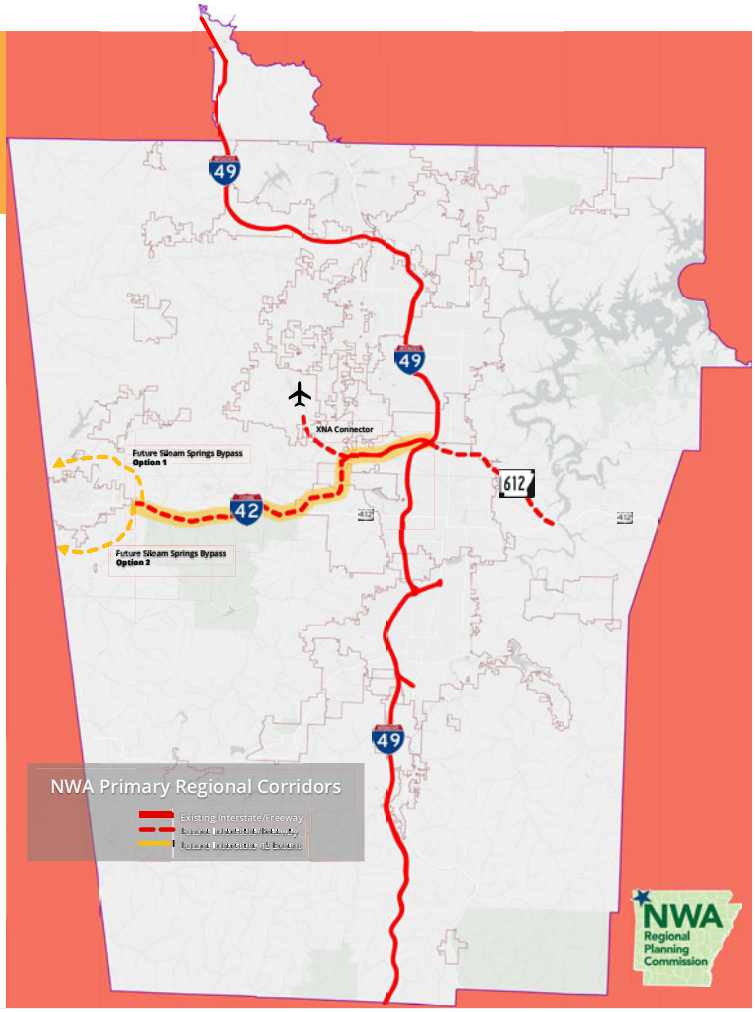
Interstate 49: The final segment of the first fully-controlled interstate freeway in the region was finished in 2021, thanks to a $25M USDOT BUILD Grant from NWARPC, boosting regional access and mobility.

XNA Connector: Scheduled to be completed by late 2026/early 2027, this vital link will provide seamless, fully-controlled access to the airport from I-49.

Highway 612 Bypass: Four segments programmed in various stages of development:

- *I-49 to Highway 112:* Completed in 2018, improving regional flow. ***(Future I-42)***
- *Highway 112 to US 412 (Tontitown):* Under construction, set for completion in 2026. ***(Future I-42)***
- *I-49 to Highway 265:* Pre-construction underway, with funding programmed in the State Transportation Improvement Program (STIP).
- *Highway 265 to Highway 412 (Sonora):* Final segment, moving forward as funding and priorities align.

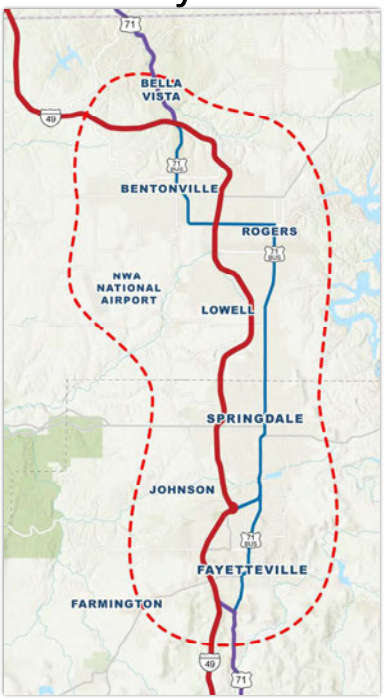
Future Interstate 42: The future of interstate travel! Designated as a new corridor from I-49 to I-35 in Oklahoma, with the Planning and Environmental Linkage Study completed in 2024. A new bypass around Siloam Springs is on the horizon—stay tuned!



Transit Alternatives Study

NWA Regional Planning Commission

Study Area



Key Study Tasks:

- Existing conditions for *regional transit*
- Develop a rapid transit alternative in I-49/US71-B Corridor
- Transit modes to examine:
  - Bus Rapid Transit
  - Light Rail
  - Commuter Rail
- Recommendation for near/long-term transit improvement

Project Schedule

	2024	2025											2026
Task Name	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Transit Alternatives Study														
Existing Conditions Analysis														
Purpose and Need														
Alternatives Screening Criteria Framework														
Definition of Alternatives														
Screening of Alternatives														
Definition of Preferred Alternatives														
Project Funding and Finance Alternatives														
Collaboration with FTA														
Draft and Final Report														
Public and Stakeholder Engagement														
Public and Stakeholder Engagement Plan														
Stakeholder Committee														
Online Survey														
Public Meetings														

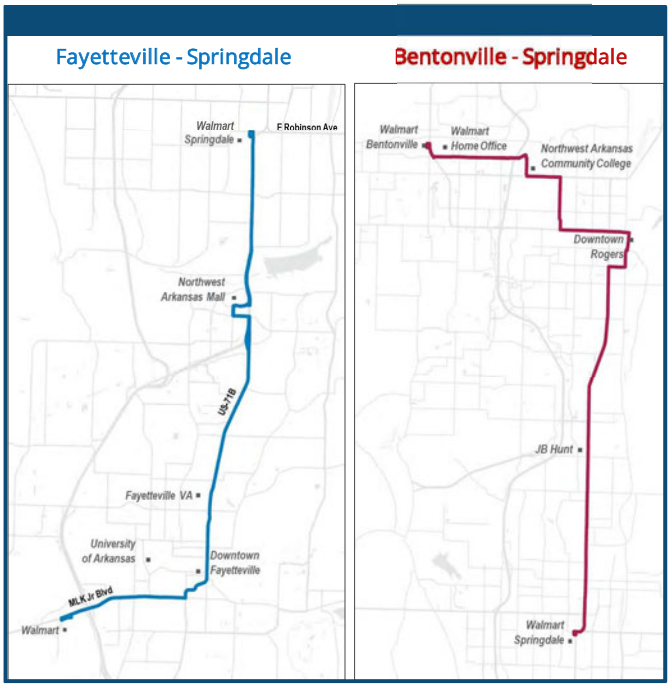
Transit Alternatives Study

Bus Rapid Transit (BRT)

- Enhanced bus service emulating fixed-rail transit more cost-efficiently
- Dedicated bus-only lanes or mixed traffic
- High frequency – bus every 15 minutes or less in peak service
- Station spacing approx. ½ mile
- Distinctive stations and passenger amenities
- Technology
  - Transit Signal Priority
  - Next bus arrival time signage
  - Off-board fare collection
- System branding and unique identity







Transit Alternatives Study

Light Rail Transit (LRT)

- Fixed rail transit service
- Operate as a single LRT vehicle or multiple cars for higher passenger capacity
- Powered by overhead electric system
- Generally, in dedicated lanes, but can operate in mixed traffic
- Peak frequency approx. 15 minutes
- Station spacing ½ - 1 mile
- High amenity passenger stations with level-boarding
- Off-board fare collection
- Transit Signal Priority
- Signal system and communications







Transit Alternatives Study

Commuter Rail

- Train sets operating in freight rail environments
- Diesel or electric-powered trains
- Traditional trains or Diesel Multiple Unit (DMU)
- Higher passenger capacity
- Large stations with platforms
- Off-board fare collection
- Station spacing approximately 2 - 10 miles
- Longer trips with lower frequency
- Generally focused on peak travel times
- Safety and communications technology required (Positive Train Control, Communications, and signals)







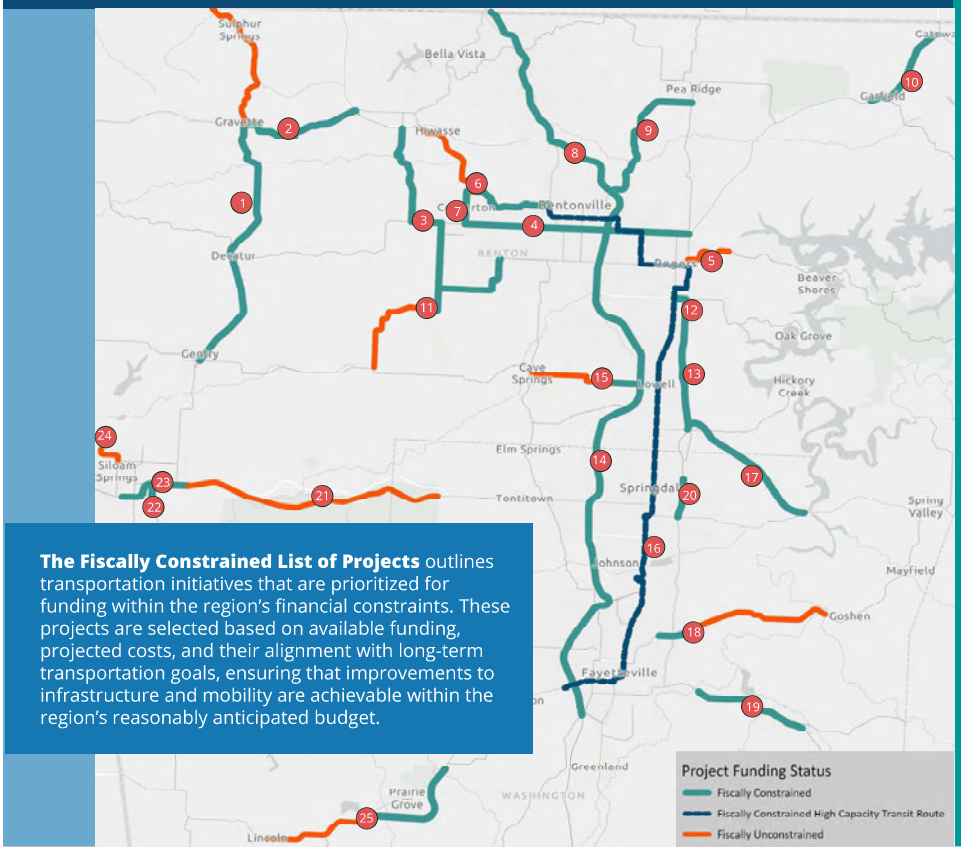
Transit Alternatives Study

Transit Mode Comparison

	Commuter Rail	Light Rail	Bus Rapid Transit
Right-of-way	Arkansas – Missouri Railroad	Existing US 71B Right-of-Way	Existing US 71B Right-of-Way
Stop Spacing	2-8 miles	½ to 2 miles, less in CBD	½ to 2 miles, less in CBD
Corridor Length	20 Miles	Under 30 Miles	Under 30 Miles
Typical Headway (Pk/Off Pk)	10-30 mins/ 30-60 mins	5-15 mins/ 15-30 mins.	5-15 mins/ 15-30 mins.
Hours of Operation	Weekdays	All Day, Eves, Weekends	All Day, Eves, Weekends
Capital Cost	$1,130,000,000	$5,790,000,000	$210,000,000
Annual Operating Cost	$46,900,000	$11,800,000	$6,430,000
Draft Preferred Alternative	✗	✗	✓

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice



The Fiscally Constrained List of Projects outlines transportation initiatives that are prioritized for funding within the region's financial constraints. These projects are selected based on available funding, projected costs, and their alignment with long-term transportation goals, ensuring that improvements to infrastructure and mobility are achievable within the region's reasonably anticipated budget.

Forward 2050 Projects (Fiscally Constrained & Unconstrained)

1. Highway 59
2. Highway 72
3. Highway 279
4. Highway 102
5. Highway 12
6. Highway 72
7. Highway 102B
8. I-49 (four to six lanes)
9. Highway 72
10. Highway 62
11. Highway 12
12. Highway 94
13. Highway 265
14. I-49 (six to eights lanes)
15. Highway 264
16. Bus Rapid Transit Line 71B
17. Highway 612 (265 to 412)
18. Highway 45
19. Highway 16
20. Highway 265
21. Future I-42
22. Highway 16
23. Highway 412
24. Highway 43
25. Highway 62

NWA Regional Planning Commission

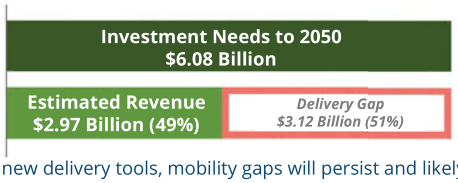
FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

nwarpc.org/transportation/mtp/

Implementing the Plan

Sustaining the region's growth will require substantial investments in roadway capacity, multimodal infrastructure, and transit expansion to maintain mobility and support economic vitality. Federal, state, and local revenue sources are limited – Northwest Arkansas's transportation infrastructure faces an estimated ***$6 billion in needs*** but expects only ***$3 billion in funding***.



Without new delivery tools, mobility gaps will persist and likely inflate, congestion may worsen, system performance could decline, and quality of life for residents and businesses will likely be affected. While smaller regions often rely heavily on federal and state funding, Northwest Arkansas is now at an inflection point where additional mechanisms are needed to address its growing regional transportation demands.

Regional Coordination Matters

NWA is ***polycentric*** – no single core city – making regional coordination complex, but essential. Transportation challenges don't stop at city limits. Traffic, freight movement, and workforce commuting rely on shared infrastructure and investment. A regional approach is critical to ***align plans, funding, and priorities*** to address problems no single city can solve and that fall outside state priorities.

NWA Regional Mobility Authority (RMA)

Formed in 2008, under state law the NWA RMA can plan, ***build, operate, and finance transportation projects***, providing a key tool for improving regional mobility.

Recommendations

Forward 2050 recommends using the RMA as a tool to close anticipated mobility gaps. Achieving this will require significant engagement with cities, counties, and the public.

Next Steps

- Document unmet needs and funding gaps.
- Evaluate Arkansas RMA authorities and limits.
- Compare regional funding models elsewhere.
- Develop a Regional Mobility Investment Framework – identify priority projects, revenue streams, and how RMA would partner with ARDOT, transit agencies, and local jurisdictions.

NWA Regional Planning Commission

FORWARD 2050

HOW DO YOU CHOOSE TO MOVE?

WE WANT TO KNOW WHAT YOU THINK!

Explore the draft plan and share your feedback!

¡Explora el borrador del plan y comparte tus comentarios!

Lale karōk eo im kwalok lemnok eo am!

SCAN FOR THE PLAN!

nwarpc.org/transportation/mtp/

NWA Regional Planning Commission

Plan. Collaborate. Connect.

NWARPC Speaking Engagements and Events (Nov. 2024 – Dec. 2025)

Staff have participated in a range of speaking engagements, conferences, and community events reaching a broad cross-section of regional stakeholders and community members, including interdisciplinary professionals, local government partners, public health stakeholders, real estate audiences, and the general public to discuss Forward 2050.

- **ULI Place Summit Infrastructure Workshop (Nov 21, 2024 – Bentonville):** Presented during a workshop featuring brief panel discussions and breakout groups on active transportation, growth management, roadway, transit, wastewater, and water infrastructure. Attendees included developers, design professionals, real estate professionals, municipal/county staff, elected officials, and community leaders.
- **Fayetteville Transportation Committee (Nov 26, 2024 – Fayetteville)**: Presented an overview of the Bus Stop Enhancement Grant Opportunity and gave an update on the Razorback Transit Bus Stop Enhancement Plan.
- **UAMS Health Equity & Access Community Action Board (Jan 9, 2025 – Springdale):** Presented Forward 2050 plan components to a public-health–focused Community Action Board. Attendees represented public health organizations, community health advocates, and local partners.
- **ULI REDI Program (Jan 27, 2025 – Springdale)**: Presented an overview of the NWARPC transportation planning process to educate attendees on how transportation projects are selected for project development and how they can look up projects that ARDOT is funding.
- **NWA Real Estate Investors Group (Feb 11, 2025 – Rogers):** Provided an overview of regional planning work to a group of real estate investors and property professionals.
- **ASCE Day of Training (Mar 13, 2025 – Springdale):** Presented on NWARPC's regional planning work, including regional growth, regionally significant capital infrastructure projects, active transportation, transit, and NWARPC funding programs. Attendees included engineers, planners, and other professional members of the American Society of Civil Engineers.
- **Sundays on the Square (Mar 30, 2025 – Fayetteville):** Staff tabled at a community event attended by the general public, engaging residents on current planning efforts.
- **NWA Smart Growth Conference (Apr 2–3, 2025 – Springdale):** Participated in a regional growth panel alongside regional leaders. Attendees included environmental professionals, municipal/county staff, elected officials, and community and nonprofit leaders.
- **Build Bentonville Lunch (Apr 22, 2025 – Bentonville):** Presented an overview of the Razorback Greenway Corridor Plan to the Bentonville Chamber of Commerce.
- **Square to Square Bike Ride – Spring Event (May 3, 2025 – Springdale):** Staff hosted event tabling and engaged riders at multiple pit stops as well as general public attendees.
- **Bentonville City Council (May 13, 2025 – Bentonville):** Provided a regional planning update covering regional growth trends, NWARPC funding programs, and the Forward 2050 planning process. Attendees included elected officials, municipal staff, and members of the public.
- **Vulnerable Road Users Safety Summit (June 3, 2025 – Fayetteville):** Staff presented during two sessions to an audience of transportation, engineering, safety, and advocacy stakeholders: one on the NWA "Vision Zero" Comprehensive Safety Action Plan and one on the NWA Complete Streets Design Guide with consultant Toole Design.

- **Square to Square Bike Ride – Fall Event (Oct 11, 2025 – Springdale):** Staff tabled at the event's halfway point and engaged riders and general public attendees.
- **ARDOT Arkansas Transportation Summit (Oct 29, 2025 – Jonesboro, AR):** Participated in a panel session on the Arkansas Tri-Region Coalition, CPRG Planning Work, and the CPRG Implementation Grant. Session titled *"Energy and Environment Innovation for the Natural State: Stronger Partnerships, Better Outcomes."* Attendees included statewide transportation professionals, planners, local and regional agency staff, and other stakeholders.
- **ULI Place Summit Plenary (Nov 14, 2025 – Fayetteville):** Delivered a plenary "sneak peek" of the Forward 2050 draft plan. Attendees included developers, design and real estate professionals, municipal/county staff, elected officials, and community leaders.
- **Fayetteville Strong Towns Chapter Meeting (December 3, 2025 – Fayetteville):** Presented Forward 2050 to Strong Towns Fayetteville chapter at their request.
- **Rogers Farmers Market (December 6th, 2025- Rogers):** Staff tabled at the Rogers Farmers Market to encourage people to review and comment on the draft Forward 2050 plan.
- **NWA Real Estate Investors Group (December 9th – Rogers):** Provided an overview of regional planning work to a group of real estate investors and property professionals.
- **Wal-Mart Ambassador's Move Hub (January 6th – Bentonville)**: Staff presented Active Transportation and Transit components of Forward 2050 to the Wal-Mart's Move Hub Ambassadors.

MEMO

TO: NWARPC Policy Committee
FROM: NWARPC Staff
DATE: February 12, 2026
RE: Forward 2050 Metropolitan Transportation Plan (MTP) Approval Process and Public Comments

BACKGROUND

The Forward 2050 MTP was developed by NWARPC and its planning partners to:

- Identify current and future transportation challenges and opportunities for the NWA region.
- Evaluate options for addressing identified challenges and embracing opportunities.
- Establish a shared vision and strategies to move the region forward.

The Metropolitan Transportation Plan (MTP) is federally required planning document for urbanized areas with populations greater than 50,000 and is updated every five years. Forward 2050, the Northwest Arkansas region's MTP, charts a course for the next 25 years. It serves as the blueprint for regional transportation investments and policies, guiding how Northwest Arkansas will plan, prioritize, and fund projects that keep the region moving. Forward 2050 provides a framework for coordinated decision-making, allowing local governments, state agencies, and transportation partners to align resources and priorities. The draft Plan and additional information about the planning process can be found at www.nwarpc.org/transportation/mtp/.

ENGAGEMENT & NOTIFICATION SCHEDULE

The following public engagement and notification schedule was completed in compliance with, and exceeding the requirements of, the NWARPC Public Participation Plan (PPP) for the draft *Forward 2050 MTP*:

Early Public Engagement: Two public open houses were held at the start of the MTP process:

- April 9, 2025 – Fayetteville Public Library (Spanish and Marshallese interpreters provided)
- April 10, 2025 – Bentonville Public Library

  Public notices and press releases were distributed via newspapers of general circulation, media outlets, agency contacts, minority and human service organizations, the NWARPC website, social media, and the NWARPC office. Display ads were published in the *NWA Democrat Gazette* on March 30, 2025 and April 6, 2025 and *La Prensa Libre* on April 2, 2025.

Draft Plan Review: Draft chapters were presented to the Technical Advisory Committee (TAC) from September-November 2025 during their regularly scheduled monthly meetings. On November 20, 2025, the TAC voted to recommend the draft *Forward 2050* MTP for public comment.

Public Comment Period: A 47-day public comment period was held from December 8, 2025, through January 23, 2026. Written comments were encouraged via email or through the comments tab online, www.nwarpc.org/contact/. The comment period was extended from the original close date of January 12 to January 23 to account for a temporary technical outage that briefly limited access to plan materials.

Final Public Open House: A public open house on the draft MTP was held on December 8, 2025, at the Jones Center in Springdale (Spanish and Marshallese interpreters provided).

Public Notification (Public Comment & Open Houses): Public notices pertaining to the public comment period and open house event were published in the *NWA Democrat Gazette* on November 9, 2025 and December 7, 2025, *La Prensa Libre* on November 12, 2025 and December 3, 2025, and *McDonald County Press* on November 13, 2025 and December 4, 2025. Display ads were published in the *NWA Democrat Gazette* on November 30 and December 7, 2025 and *La Prensa Libre* on December 3, 2025.

Other Notification & Outreach:

- Notices, press releases, and materials were distributed via email to federal, state, and local agencies, interested citizens, and the press.
- Letters were mailed in English and Spanish to human service agencies and Spanish-speaking churches announcing the public comment period and approval process.
- Ongoing website, social media, and in-office information availability; project updates were presented monthly at regularly scheduled monthly TAC and RPC/Policy Committee meetings.
- Staff tabled at several community events and presented Forward 2050 at several speaking engagements, including:
    - Urban Land Institute (ULI) Place Summit Infrastructure Workshop – November 21, 2024, Bentonville
    - NWA Real Estate Investors Group – February 11, 2025, Rogers
    - Sundays on the Square – March 30, 2025, Fayetteville
    - NWA Vulnerable Road Users Safety Summit – June 3, 2025, Fayetteville
    - Square to Square Bike Rides – May 3, 2025, and October 11, 2025, Springdale
    - Urban Land Institute (ULI) Place Summit Plenary – November 14, 2025, Fayetteville
    - Rogers Winter Farmers Market - December 6, 2025, Rogers

SUMMARY AND DISPOSITION OF PUBLIC COMMENTS

The public comment period for the draft Plan concluded Friday, January 23, 2026. Public comments were received from ten individuals and are summarized below. Verbatim comments are available upon request.

Note: Any technical suggestions, typos/scrivener errors, and comments on formatting recommendations that have been received are being reviewed for concurrence and implemented as applicable.

PUBLIC COMMENT THEMES	RESPONSE/ACTION
Need to study feasibility of implementing camera monitored HOV lanes on I-49 and for camera or drone assisted traffic law enforcement.	NWARPC has requested an ARDOT study to determine the feasibility of managed lanes on I-49 which could include high occupancy vehicle lanes to include a carpool lane. Arkansas State law currently prohibits the use of unmanned traffic enforcement systems, which includes both red light cameras and speed cameras.
Need for more digital public engagement strategies and increased options for public	NWARPC recognizes that public participation is an evolving process that adapts to the community's changing needs over time. NWARPC has made recent efforts to increase the agency's social media reach and visibility, including publishing notice of public comment periods on

PUBLIC COMMENT THEMES	RESPONSE/ACTION
comment submission regarding draft planning documents.	multiple social media channels, which has driven an increase in public engagement across multiple planning projects. NWARPC will look to expand our use of digital public engagement tools to reach a wider audience when soliciting comments on future planning projects. NWARPC confirmed public engagement and notification schedule was completed in accordance with the adopted NWARPC Public Participation Plan (PPP).
Lack of specific recommendations for Safe Routes to School (SRTS) planning and public education around distracted driving and roadway safety.	While *Forward 2050* does not include Safe Routes to School (SRTS) as an explicit, standalone strategy, the plan references component plans and strategy guides that provide more targeted direction. The *NWA Regional Vision Zero Safety Action Plan*, referenced in Chapter 3, emphasizes the need for combined efforts focused on education, engineering, and enforcement strategies to reduce traffic fatalities and serious injuries. Chapter 6's implementation matrix also prioritizes *Walk Bike NWA* bicycle and pedestrian catalyst projects that improve safe access to schools. Additionally, although *Safe Routes to School* is not a standalone funding program in Arkansas, multiple NWA communities have successfully used NWARPC Transportation Alternatives Program (TAP) funding to support SRTS-related projects and programs.
Lack of information about transit passenger safety and proposed transit stop improvements in the region	While *Forward 2050* does not include detailed discussion of transit passenger safety or specific transit stop improvements, the plan references several component plans and strategy documents that provide more targeted guidance. The *Connect NWA Transit Development Plan* and ORT *Bus Stop Enhancements Plan*, referenced in Chapter 3, identify the need for improved transit stops and better ADA-compliant pedestrian access. Chapter 6's implementation matrix prioritizes transit stop upgrades, connectivity improvements, and coordination with transit providers to advance passenger safety goals and update Public Transportation Agency Safety Plans.
Need for recommending incentives for corporate employers to manage peak hour transportation demand through revised employee policies	While Forward 2050 does not include this theme as an explicit, standalone strategy, the plan references strategy guides that address this objective. The *Northwest Arkansas Energy & Environment Innovation Comprehensive Action Plan (EEI Plan)*, highlighted in Chapter 3 as a strategy guide, recommends a voluntary, incentive-based approach to collaborate with major employers in reducing the region's greenhouse gas emissions. The *NWA Congestion Management Process (CMP),* highlighted in Chapter 3, also recommends similar approaches to manage transportation demand that are identified as specific actions in the implementation matrix shown in Chapter 6.

PUBLIC COMMENT THEMES	RESPONSE/ACTION
Need for widening and improvement of Highway 412 to Siloam Springs with the possibility of implementing tolling along the corridor	US 412 improvements, future I-42 corridor, is currently designated as an unconstrained project. This designation reflects the significant funding gap between projected revenues and the total cost of all identified transportation needs across the region. Studying the feasibility of implementing US 412 improvements to include tolling represents one potential strategy for addressing this funding challenge. Chapter 4 introduces a proposed toll feasibility study for the Highway 412/Future I-42 corridor and identifies Future I-42 as an important long-term priority for the region.
Need for a study of Highway 12, East of Rogers, to determine need for safety improvements, including speed limit reductions	This corridor is included in the region's High Injury Network and has experienced recent increases in average daily traffic (ADT). NWARPC will continue to coordinate with the Arkansas Department of Transportation (ARDOT) and local jurisdictions regarding potential study requests, consistent with local and regional priorities and available resources.
Need for improvements to and expansion of Highway 62 to Prairie Grove	Improvements at the intersection of Arkansas Highway 127 & Highway 62 along the Highway 62 corridor are currently programmed in the 2040-2050 staging period. Observed average daily traffic on this segment has steadily increased, and the corridor has been identified as a local priority by elected officials.
Need for limited access highway to serve as a North/South connector between Bella Vista and Highway 412 and concern around environmental impacts of constructing a new North/South connector	Forward 2050 envisions a new arterial connector from I-49 between Greenland and West Fork to US 62 near Prairie Grove, with a potential extension to Highway 412, as the southern continuation of the Western North-South Connector currently programmed in the TIP/STIP. Findings from the ARDOT Western N-S Connector Study recommend the facility be developed as an arterial connector, not a fully controlled-access freeway (similar to Highways 112 and 265). This approach will prioritize the use of existing right-of-way and reduce potential environmental impacts. Corridor alignments have not yet been determined for any project segment, and National Environmental Policy Act (NEPA) clearance will be required before ARDOT selects a final alignment for any phase of the programmed corridor. Additionally, a planning-level study will be needed for the southern vision projects before projects move forward.
Need to preserve rail right of way and to pursue transit improvements before continuing investment in I-49 expansion	Forward 2050 recognizes the potential for passenger rail in the region, consistent with the *Arkansas State Rail Plan*, and supports a multimodal planning approach. The plan also emphasizes a balanced, forward-looking strategy that prioritizes multimodal options, coordinates across systems, and establishes a practical framework for advancing a high-capacity regional transit network over time.

MEMO

TO: NWARPC Technical Advisory Committee (TAC)
FROM: NWARPC Staff
DATE: February 12, 2026
RE: Transit Alternatives Study (TAS) - Approval Process & Public Comments

BACKGROUND

The Transit Alternatives Study (TAS) was developed by the Northwest Arkansas Regional Planning Commission (NWARPC) and its planning partners to evaluate high-capacity transit options that improve north–south mobility and connectivity within the region's Urban Core. The study focuses on identifying a feasible, cost-effective rapid transit alternative that best meets the long-term needs of residents, employees, and visitors.

The TAS evaluates Bus Rapid Transit (BRT), Light Rail Transit (LRT), and Commuter Rail along a general north–south corridor serving Bentonville, Rogers, Lowell, Springdale, and Fayetteville. Benton and Washington Counties, the primary study area, have experienced sustained population and employment growth over the past decade, with continued growth anticipated. This growth has contributed to increasing congestion on regional roadways and highways.

A central objective of the TAS is to assess transit alternatives that expand mobility options and improve system performance by shifting a portion of trips from congested roadways to a high-frequency, high-capacity transit service. Each alternative is evaluated based on capital costs, operations and maintenance costs, forecasted ridership, environmental impacts, land use benefits, demographics and socioeconomic benefits.

The study also assesses how each alternative aligns with Federal Transit Administration (FTA) requirements and thresholds, particularly for discretionary funding programs such as Small Starts. The preferred alternative is intended to position the region competitively for USDOT funding by demonstrating strong cost-effectiveness, ridership potential, and integration with existing and planned transportation systems, including a robust regional fixed-route bus network.

Finally, the TAS considers the long-term implementation framework, including the identification of new, dedicated regional transportation funding sources. Establishing sustainable funding is critical to supporting phased implementation, coordinated regional delivery, and long-term operation of high-capacity transit investments.

The study can be found at: www.nwarpc.org/transit/transportation-alternatives-analysis-study/.

ENGAGEMENT & NOTIFICATION SCHEDULE

The following public engagement and notification schedule was completed in compliance with the requirements of the NWARPC Public Participation Plan (PPP) for the draft TAS:

- Public open house events were held to solicit input on the TAS on April 9, 2025, at the Fayetteville Public Library and April 10, 2025, at the Bentonville Public Library. Spanish and Marshallese Interpreters were available at the April 9 Open House Event.

- A final public open house event was held to solicit feedback on the TAS on December 8, 2025, at the Jones Center in Springdale. Spanish and Marshallese interpreters were available.
- The Study was presented by NWARPC Staff and consultant, WSP to the Technical Advisory Committee (TAC) for review at the Thursday, January 22, 2026, meeting. TAC voted to recommend the draft Study for public comment.
- Public notification pertaining to the public comment period were published in the *NWA Democrat Gazette* on Sunday, January 4, 2026, in the Spanish-language *La Prensa Libre* on Wednesday, January 7, 2026, in the *McDonald County Press* on Thursday, January 8, 2026, and online at www.nwarpc.org/public-notifications/ and www.nwarpc.org/transit/transportation-alternatives-analysis-study/ .
- The public comment period was held from Friday, January 16, 2026, through Friday, January 30, 2026. Written comments were encouraged via email or through the comments tab online, www.nwarpc.org/contact/.

SUMMARY AND DISPOSITION OF PUBLIC COMMENTS

The TAC made one formal amendment to the study and one general comment. Both are summarized below. Additionally, the public comment period for the study concluded Friday, January 30, 2026. Public comments were received from three individuals and are also summarized below. Verbatim comments are available upon request.

Note: Any technical suggestions, typos/scrivener errors, and comments on formatting recommendations that have been received are being reviewed for concurrence and implemented as applicable.

TAC AMENDMENT	RESPONSE/ACTION
Need to modify the BRT alignment maps to show the studied alignments are conceptual rather than final.	NWARPC Staff updated the BRT alignment maps by adding a dashed lines around areas for future alignment refinement and a note stating “All alignments for the BRT locally preferred alternative are conceptual and may be refined in a future phase of detailed planning”

TAC COMMENT	RESPONSE / ACTION
The BRT should move forward as one phase, rather than the recommended two-phase approach. The two-phase approach would see a northern and southern segment built first and then, at a later date, the two ends would be connected by a middle segment.	NWARPC Staff and WSP clarified language in the TAS that the BRT may be implemented all at once provided sufficient funding can be secured. Doing so could potentially shorten the span of development and reduce the costs of professional services.

PUBLIC COMMENT THEMES	RESPONSE/ACTION
Need to show projected ridership table for Bus Rapid Transit, Light Rail, and Commuter Rail alternatives.	NWARPC inserted ridership table generated from the NWARPC travel demand model that shows projected ridership for each of the three modes on page 136.

	NWARPC sent the commentor a copy of the ridership table.
Need to publish appendices, explain why the commuter rail score changed from Oct 2025 to Jan 2026, address concerns about language access and the length of the public comment period.	NWARPC has: 1. Published appendices. 2. Sent a written explanation regarding the commuter rail scoring change. The score was changed due to increasing the capture area for that alternative so that it was fairly evaluated. 3. Confirmed the NWARPC Limited English Proficiency (LEP) policy was followed. 4. Confirmed the Public Participation Plan (PPP) was followed.
Need to pursue light rail even though it is cost prohibitive.	The TAS identifies cost-effectiveness as a key screening criterion for evaluating the three modes. This includes both initial capital costs to enable the services and the annual operating and maintenance costs to keep the service running.

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

APPENDIX C:
Population Projection Methodology

MEMO

TO: NWARPC Technical Advisory Committee
FROM: NWARPC Staff
DATE: March 14, 2024
RE: Arkansas Economic Development Institute (AEDI) 2050 Population Projections

BACKGROUND

In preparation for the Northwest Arkansas Regional Planning Commission's (NWARPC) work on the 2050 Metropolitan Transportation Plan, NWARPC partnered with AEDI and demographer, Dr. Jessica Omoregie, Ph.D., to prepare updated population projections for Washington and Benton County through 2050. This memo will outline the methodology used for the population projections and report the results of the model.

METHODOLOGY

The population projections were reached using the cohort component model, the most widely used population projection method by demographers. The cohort component method breaks down the total population into age cohorts to analyze differences in mortality, fertility, and migration patterns.

The methodology includes a four-step process:

Step 1: Calculate the number of people surviving the end of the five-year projection interval. This is done by applying age specific survival rates to both the female and male age cohorts. These survival rates show the probability of surviving throughout the projection interval.

Step 2: Project the migration.

Step 3: Project the number of births. This is done by applying age specific birth rates to the female population in each age cohort.

Step 4: Add the number of male and female births. This will serve as the base population and will be repeated until the target year projection year is reached.

Assumptions

Fertility: As mentioned above, age and race-specific fertility rates are developed for each county. An age specific fertility rate is the number of live births to women from age cohorts 14-19 to 40-44 and then divided by the total number of women in that age cohort. Fertility rates are prepared at five-year intervals.

Survival: The survival rate is the probability that an age cohort will survive from one period to the next. Survival rates are projected by age race, and sex for each county. They are prepared at five-year intervals.

Migration: Net migration rates are used to project the number of male and female age cohorts who move in and away from the area. They are prepared at five-year intervals.

The primary data sources are:

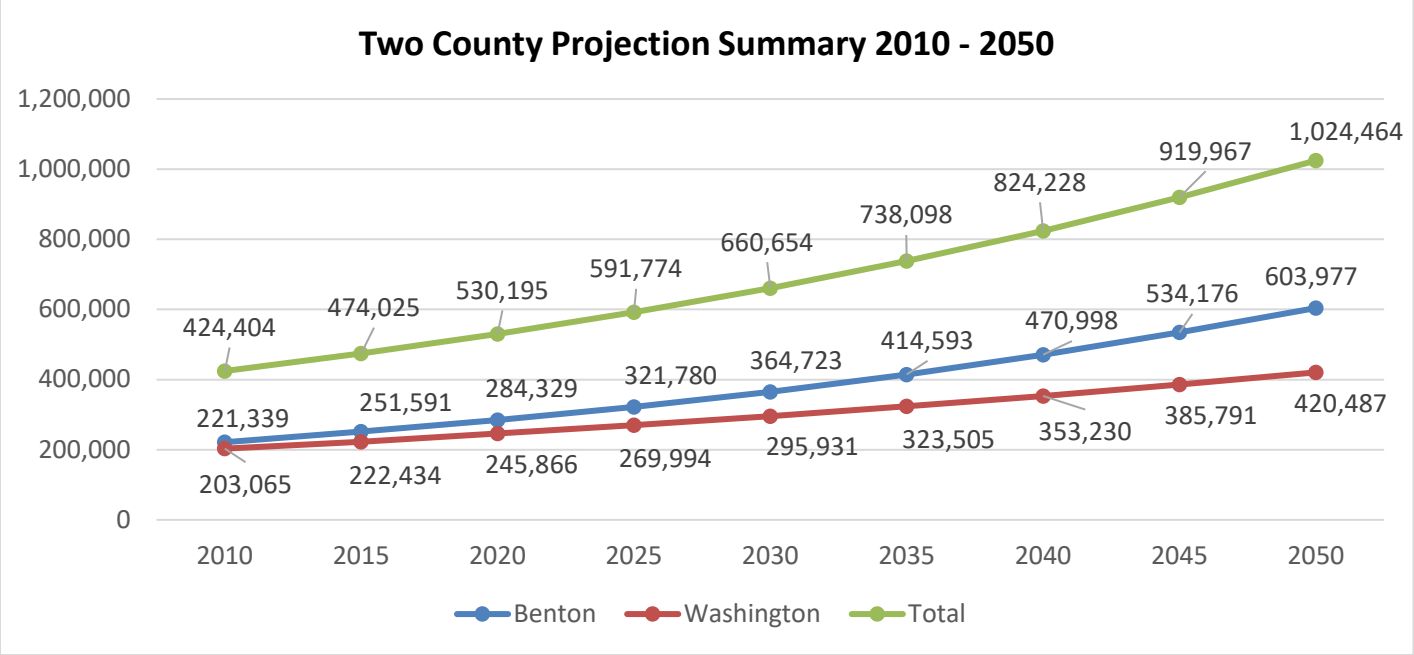
- *The Decennial Census*, the official count of the resident population and housing units. The last Census was completed in 2020. The 2010 Census served as the baseline for these projections.
- *CDC WONDER* was used to acquire the fertility rates for both counties. The 2010 numbers are derived from the 2010 Census that reflect the population as of April 1.
- *Arkansas Department of Health* was the source for the birth and deaths counts for each county.

The model inputs, developed within Microsoft Excel, are as follows for each county:

- total population by age, race, and sex
- fertility rates by age and race
- survival rates by age, race, and sex
- net migration rates

RESULTS - OVERALL

AEDI Population Projections for NWA - Cohort Component Model									
Year	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**	**2045**	**2050**
Benton	221,339	251,591	284,329	321,780	364,723	414,593	470,998	534,176	603,977
Washington	203,065	222,434	245,866	269,994	295,931	323,505	353,230	385,791	420,487
Total	424,404	474,025	530,195	591,774	660,654	738,098	824,228	919,967	1,024,464



AEDI Projected Population - Cohort-Component Model													
		2020 to 2030				**2030 to 2040**				**2040 to 2050**			**2020 to 2050**
	2030	Numeric	%	AAGR	2040	Numeric	%	AAGR	2050	Numeric	%	AAGR	Numeric
Benton	373,845	89,512	31.48%	2.77%	487,001	113,156	30.27%	2.68%	646,568	159,567	32.77%	2.87%	362,235
Washington	297,280	51,409	20.91%	1.92%	353,172	55,892	18.80%	1.74%	419,528	66,356	18.79%	1.74%	173,657
Total	**671,125**	**140,921**	**26.58%**	2.38%	**840,173**	**169,048**	**25.19%**	2.27%	**1,066,096**	**225,923**	**26.89%**	2.41%	535,892

RESULTS – ETHNICITY / RACE

		2010	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**	**2045**	**2050**
Benton	Non-Hispanic Black	2,660	4,141	5,343	7,487	10,485	14,736	20,414	28,089	38,209
	Hispanic	34,283	40,787	49,097	58,481	69,696	82,911	97,669	113,738	131,338
	Non-Hispanic Other	14,512	19,473	25,326	32,263	40,819	51,887	65,828	82,902	102,071
	Non-Hispanic White	169,884	187,190	204,563	223,549	243,723	265,059	287,087	309,447	332,359
	Total	**221,339**	**251,591**	**284,329**	**321,780**	**364,723**	**414,593**	**470,998**	**534,176**	**603,977**

		2010	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**	**2045**	**2050**
Washington	Non-Hispanic Black	5,859	7,108	8,594	10,382	12,400	14,566	17,100	20,062	23,425
	Hispanic	31,458	36,746	42,436	49,068	56,818	65,588	75,299	85,501	96,435
	Non-Hispanic Other	14,991	18,860	22,704	27,600	33,323	39,989	48,537	58,016	68,895
	Non-Hispanic White	150,757	161,720	172,132	182,944	193,390	203,362	212,294	222,212	231,732
	Total	**203,065**	**224,434**	**245,866**	**269,994**	**295,931**	**323,505**	**353,230**	**385,791**	**420,487**

MEMO

TO: NWARPC Technical Advisory Committee
FROM: NWARPC Staff
DATE: August 21, 2025
RE: Forward 2050 Population Projections City by City

BACKGROUND

As part of the Northwest Arkansas Regional Planning Commission's (NWARPC) work on Forward 2050, the region's Metropolitan Transportation Plan, NWARPC has developed population projections at the city level. NWARPC used a 2-step process to develop the projections.

METHODOLOGY AND PROCESS

Step 1: The city-by-city population projections were based on county-by-county level control total projections provided by the Arkansas Economic Development Institute (AEDI) using the cohort component model, the most widely used population projection method by demographers. The cohort component method breaks down the total population into age cohorts to analyze differences in mortality, fertility, and migration patterns.

The primary data sources used by AEDI:

- *The Decennial Census*, the official count of the resident population and housing units. The last Census was completed in 2020. The 2010 Census served as the baseline for these projections.
- *CDC WONDER* was used to acquire the fertility rates for both counties. The 2010 numbers are derived from the 2010 Census that reflect the population as of April 1.
- *Arkansas Department of Health* was the source for the birth and deaths counts for each county.

COUNTY LEVEL RESULTS:

AEDI Population Projections for NWA - Cohort Component Model									
Year	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**	**2045**	**2050**
Benton	221,339	251,591	284,329	321,780	364,723	414,593	470,998	534,176	603,977
Washington	203,065	222,434	245,866	269,994	295,931	323,505	353,230	385,791	420,487
Total	424,404	474,025	530,195	591,774	660,654	738,098	824,228	919,967	1,024,464

Step 2: NWARPC allocated the control total population to over 700 Transportation Analysis Zones (TAZ) across Washington and Benton County. The population allocation was based on cities' adopted future land use plans, growth expectations, observed development trends, and anticipated infrastructure challenges. Allocating population to TAZs is required for the Travel Demand Model (TDM) update in order to assign trips on the region's transportation network. The TAZ's do not follow city limit lines. For TAZs that cross jurisdictional boundaries, NWARPC staff estimates population percentages for that TAZ's shared jurisdictions.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION
2050 POPULATION PROJECTIONS FOR JURISDICTIONS IN
BENTON & WASHINGTON COUNTIES

Jurisdiction	2020 Census*	Census July 1, 2024 Population Estimate	NWARPC 2050 Population Forecast	Numeric Change (2024 Est. to 2050)	Population Growth Rate (2024 Est. to 2050)	Population Ave. Annual Growth Rate AAGR (2024 Est. to 2050)
Avoca	487	501	849	348	69%	2.05%
Bella Vista	30,104	33,274	44,335	11,061	33%	1.11%
Bentonville	54,164	61,791	142,969	81,178	131%	3.28%
Cave Springs*	5,761	6,304	16,052	9,748	155%	3.66%
Centerton	17,792	25,745	49,272	23,527	91%	2.53%
Decatur	1,773	1,723	3,835	2,112	123%	3.13%
Elkins	3,602	4,025	7,052	3,027	75%	2.18%
Elm Springs	2,361	2,872	5,581	2,709	94%	2.59%
Farmington	7,584	10,473	18,421	7,948	76%	2.20%
Fayetteville*	94,311	103,134	153,358	50,224	49%	1.54%
Garfield	593	622	837	215	35%	1.15%
Gateway	436	452	1,155	703	156%	3.67%
Gentry*	3,801	4,672	10,208	5,536	118%	3.05%
Goshen	2,102	2,383	4,269	1,886	79%	2.27%
Gravette	3,547	3,826	13,215	9,389	245%	4.88%
Greenland*	1,542	1,240	5,028	3,788	305%	5.53%
Highfill	1,587	2,793	12,813	10,020	359%	6.03%
Johnson	3,609	3,705	6,672	2,967	80%	2.29%
Lincoln	2,294	2,371	5,295	2,924	123%	3.14%
Little Flock	3,055	3,040	5,542	2,502	82%	2.34%
Lowell	9,839	11,568	28,201	16,633	144%	3.49%
Pea Ridge*	6,613	10,190	20,013	9,823	96%	2.63%
Prairie Grove	7,045	8,589	15,631	7,042	82%	2.33%
Rogers	69,908	75,639	130,650	55,011	73%	2.12%
Siloam Springs*	17,400	20,075	32,341	12,266	61%	1.85%
Springdale*	87,320	89,368	157,543	68,175	76%	2.20%
Springtown	83	89	220	131	147%	3.54%
Sulphur Springs	481	475	1,202	727	153%	3.64%
Tontitown	4,301	7,941	13,476	5,535	70%	2.05%
West Fork	2,331	2,356	5,810	3,454	147%	3.53%
Winslow	365	364	488	124	34%	1.14%
Total (Cities)	446,191	501,600	912,332	410,732	82%	2.3%
Benton County	284,333	321,566	603,977	319,644	88%	2.5%
Washington County	245,871	266,184	420,487	174,616	58%	1.8%
Unincorporated Areas 2 Counties	84,013	86,150	112,132	27,687	30%	1.0%
Total 2 Counties	530,204	587,750	1,024,464	494,260	74%	2.2%

* These counts reflect boundary updates reported to the U.S. Census Bureau after January 1, 2023, as well as any changes previously made to 2020 Census counts under the U.S. Census Bureau's Count Question Resolution Program and were developed as part of the Census Bureau's Geographically Updated Population Certification Program (GUPCP).

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

APPENDIX D:
Project Summaries

Overview

One of the key roles of Forward 2050 is to identify and prioritize significant future transportation projects for the region, including those that can be completed within projected revenues as well as illustrative projects that will require resources beyond what we can reasonably expect today.

Each project has been selected in alignment with the stated goals of Forward 2050 including but not limited to multimodal connectivity and integration, system resiliency, and freight efficiency. To provide greater context for each project, a summary and a collection of “fast facts” have been compiled.

A Note on Roadway Improvements

In February 2025, the Northwest Arkansas Regional Planning Commission adopted the NWA Regional Complete Streets Design Guide. The guide outlines recommended standards, best practices, and strategies for the planning, design, and implementation of complete streets throughout the region. This is accomplished through the identification of street typologies, which are context sensitive and provide best practice recommendations based on the typology.

Roadway improvement projects are expected to incorporate Complete Street Design principles. Implementation of the Complete Streets Design Guide will have the dual impact of improving multimodal connectivity and improving safety for all users.

Glossary:

Term	Definition
Urban Area	Census designated urban area. For the purposes of scoring and fast facts, only the Fayetteville-Springdale-Rogers AR-MO Urban Area was considered.
HIN	High Injury Network, represents the corridors in Northwest Arkansas with the highest number of fatal and serious injury crashes.
CMP	Congestion Management Process, 20 most congested segments based on the excessive vehicular delay per mile.
ADT	Average Daily Traffic, produced by the Arkansas Department of Transportation

Highway 265 Improvements (Hwy 412 north to Mountain St)

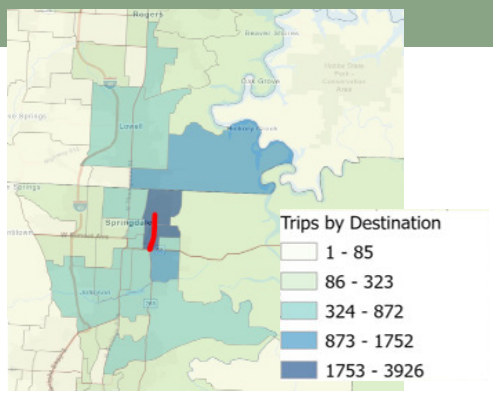
City/County/State:
Springdale/Washington/AR

Context:
Highway 265 was identified as a primary north south connector, east of In-49, in the 2011 Eastern North-South corridor study conducted by AHTD. The corridor connects industrial parks in Fayetteville, Springdale, and Rogers and is important for the movement of freight. Additionally, a large portion of the Butterfield Coach Trail runs alongside or parallel to Hwy 265.

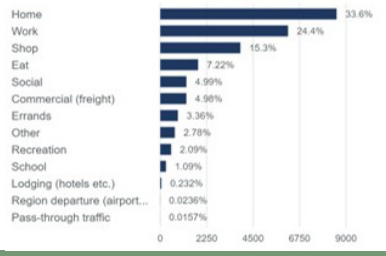
Scope:
Widen 1.25 miles of Highway 265 from four lanes to five.

Staging Period:
2029 - 2030

Est. Project Cost: $21,974,870



Trip Purpose



Fast Facts

2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** No
2024 ADT: 23,000	***ADT % Incease (2014 to 2024):*** 21.05%		***Freight:*** Yes

Highway 72 Improvements (Hwy 59 east to I-49)

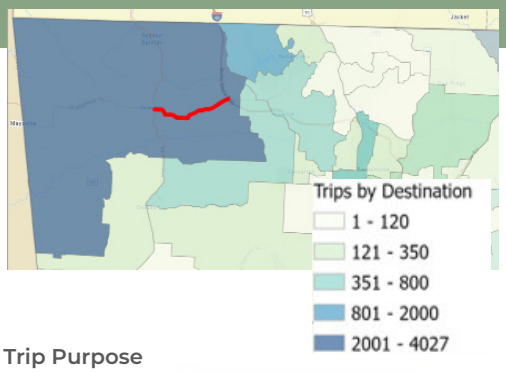
City/County/State:
Gravette/Benton/AR

Context:
Highway 72 connects Gravette commuters to employment hubs along I-49. Gravette's population has grown 10.3% since 2015, with continued growth expected. ARDOT estimates 11,000 vehicles per day on this segment. The city designates Highway 72 as a Major Arterial, surrounded primarily by agricultural land.

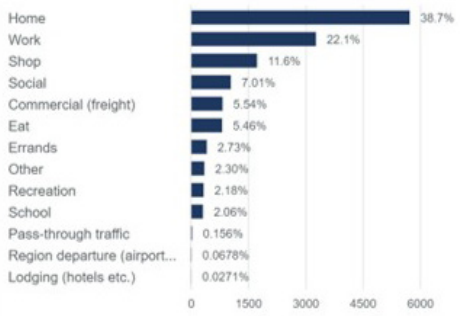
Scope:
Widen 5.27 miles of Highway to four lanes divided by a median.

Staging Period:
2029 - 2034

Est. Project Cost: $138,305,000



Trip Purpose



Fast Facts

2050 Regional Network: Tier 2	***Urban Area:*** Partial	***HIN:*** Yes	***CMP:*** No
2024 ADT: 11,000	***ADT % Increase (2014 to 2024):*** 83.33%		***Freight:*** Yes

Interstate 49 Improvements and Study (Fayetteville north to Bentonville)

City/County/State:
Multiple/Benton & Washington/AR

Context:
Interstate 49 is the main north-south corridor in NWA, carrying over 100,000 vehicles daily and often experiencing heavy congestion. Without improvements, some segments are projected to reach level of service F by 2050. A study has been requested to evaluate whether implementing a managed lane strategy—such as a High-Occupancy Vehicle (HOV) or High-Occupancy Toll (HOT) lane—could effectively manage congestion and improve travel time reliability within the corridor.

Scope:
Widen 26 miles of I-49 from six lanes to eight, and study lane management

Staging Period:
2034-2050

Est. Project Cost: $475,400,000



Fast Facts			
2050 Regional Network: Freeway	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** Yes
2024 ADT: 110,000	***ADT % Increase (2014 to 2024):*** 37.50%		***Freight:*** Yes

US 412 Bypass (612) (Hwy 265 East to 412- Sonora)

City/County/State:
Springdale, Unincorporated /Benton & Washington/AR

Context:
US Route 412, the only East-West principal arterial north of I-40 in Arkansas, is a congressionally designated high-priority corridor and is identified by ARDOT as having poor traffic operations. The proposed bypass would reroute traffic north of Springdale via a fully access-controlled freeway, improving mobility and reducing congestion along the existing US Route 412.

Scope:
New four lane freeway, 6.7 miles in length.

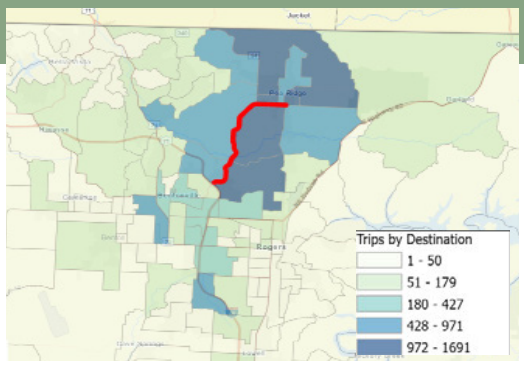
Staging Period:
2029 - 2034

Project Cost: $345,400,000



Fast Facts			
2050 Regional Network: Freeway	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** Yes
2024 ADT: No Value	***ADT % Increase (2014 to 2024):*** No Value		***Freight:*** Yes

Highway 72 Improvements (I-49 east to Little Sugar Creek Bridge)



City/County/State:
Bentonville, Unincorporated/Benton/AR

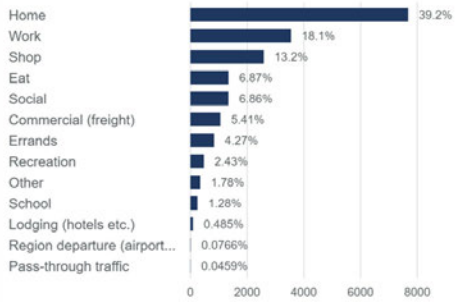
Context:
Highway 72 is the only direct route between Pea Ridge and Bentonville. Pea Ridge has grown in population by 23% since 2020, and is one of Northwest Arkansas's fastest growing cities. ARDOT average daily traffic counts increase year over year with a total increase of 40% since 2020. These factors have resulted in diminished operational and safety performance.

Scope:
Widen 1.87 miles of Highway 72 from two lanes to four lanes with a median.

Staging Period:
2029 - 2034

Est. Project Cost: $47,000,000

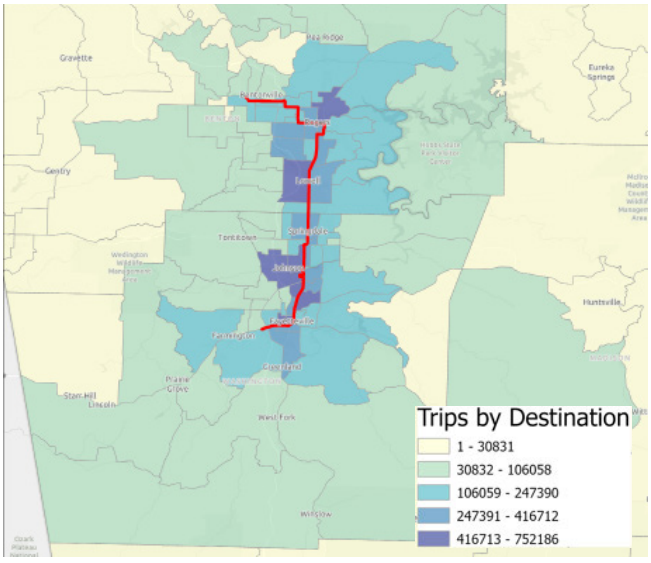
Trip Purpose



Fast Facts

2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** No
2024 ADT: 16,000	***ADT % Increase (2014 to 2024):*** 79.78%		***Freight:*** No

BRT on US 71B and MLK (Phase 1) (Fayetteville north to Springdale and Rogers West to Bentonville)



City/County/State:
Multiple/Benton & Washington/AR

Context:
In 2025, the Transit Alternatives Study identified Bus Rapid Transit (BRT) as the preferred alternative. BRT is a cost effective enhanced bus service which emulates a fixed-rail system. Proposed stations will be spaced every ½ mile and serviced every 15 minutes during peak travel times.

Scope:
New Bus Rapid Transit line in Bentonville/Rogers and Fayetteville/Springdale, 18 miles in total.

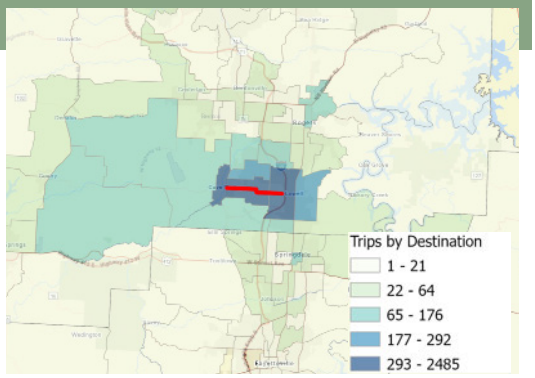
Staging Period:
2029 - 2034

Est. Project Cost: $177,000,000

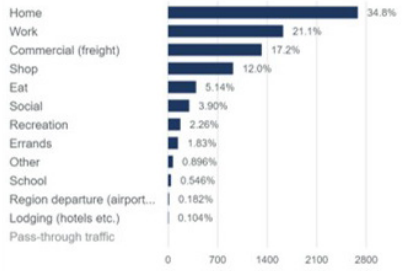
Fast Facts

2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** Yes
2024 ADT: 39,000	***ADT % Increase (2014 to 2024):*** 21.88%		***Freight:*** No

Highway 264 Improvements (Goad Springs Rd west to Bellview Rd)



Trip Purpose



City/County/State:
Lowell/Benton/AR

Context:
Highway 264 is the primary connection from Cave Springs to Interstate 49 corridor- connecting directly to the freeway at exit 78. It is also included on the High Injury Network Map. The City of Lowell details the road as a proposed arterial, complete with a proposed trail

Scope:
Widen 0.98 miles of Highway 264 to three lanes.

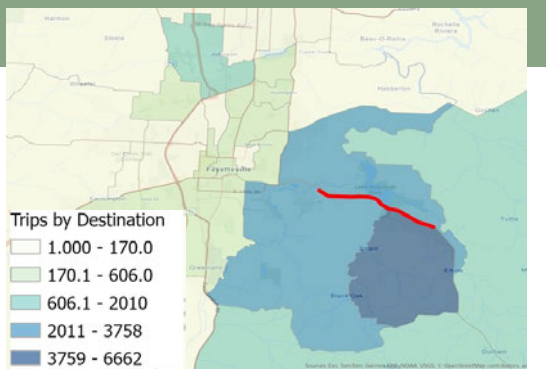
Staging Period:
2029 - 2034

Project Cost: $18,700,000

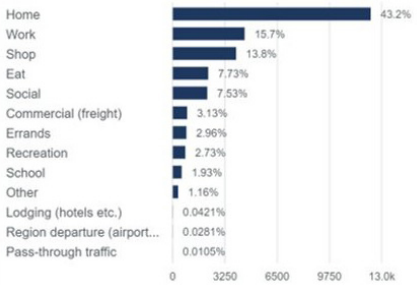
Fast Facts

2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** No
2024 ADT: 14,000	***ADT % Increase (2014 to 2024):*** 27.27%		***Freight:*** No

Highway 16 Improvements (E. Roberts Rd east to Middle Fork – White River)



Trip Purpose



City/County/State:
Fayettevillle/Washington/AR

Context:
Highway 16 serves as a key route connecting Siloam Springs, Fayetteville, and Elkins, extending across much of Arkansas. The City of Fayetteville designates this segment as a “Regional Link” in its Master Street Plan, with surrounding land uses consisting primarily of single-family residential areas and parkland.

Scope:
Widen 3 miles of Highway 16 to four lanes with a median.

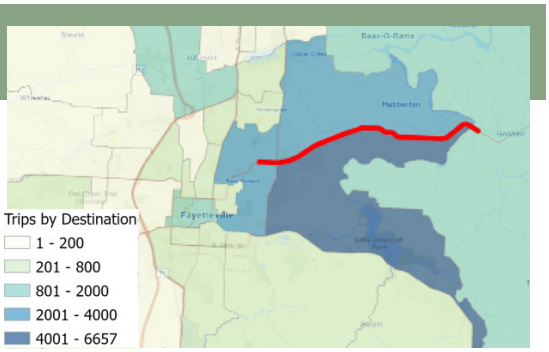
Staging Period:
2029 - 2034

Project Cost: $48,800,000

Fast Facts

2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2024 ADT: 13,000	***ADT % Increase (2014 to 2024):*** 32.65%		***Freight:*** No

Highway 45 Improvements (Lisa Lane east to Starr Rd)



City/County/State:
Fayetteville/Washington/AR

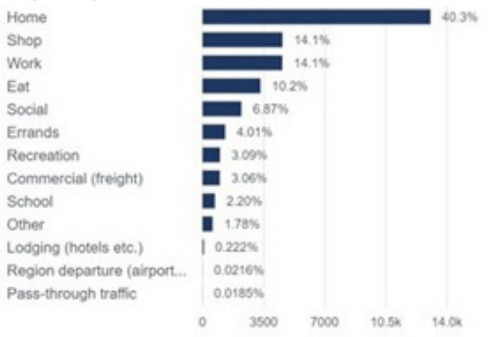
Context:
Highway 45 connects east Fayetteville and Goshen to employment centers and Highway 71B. Fayetteville's Master Street Plan designates it as a Neighborhood Link transitioning into a High Activity Regional Link, serving as a bridge between local streets and regional arterials that accommodate multimodal traffic across varying land uses.

Scope:
Widen 1.07 miles of Highway 45 to three lanes.

Staging Period:
2029 - 2034

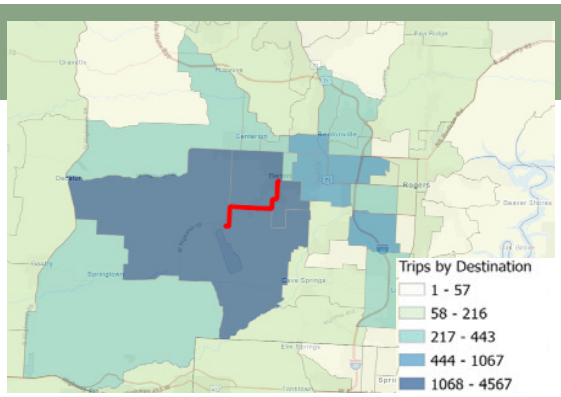
Est. Project Cost: $18,900,000

Trip Purpose



Fast Facts			
2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2024 ADT: 13,000	***ADT % Increase (2014 to 2024):*** 8.33%		***Freight:*** No

Highway 12 Improvements (Shell Rd south to Regional Dr)



City/County/State:
Bentonville, Unincorporated/Benton/AR

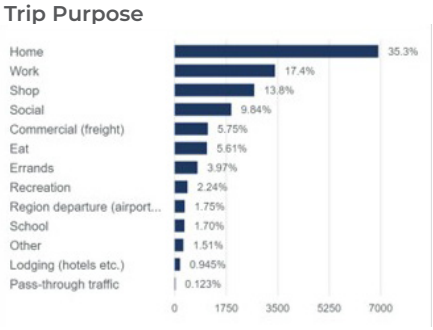
Context:
Highway 12 is a key intercity connector providing I-49 access for western and eastern Benton County. Passing through unincorporated areas and southwest Bentonville, it is designated as an arterial in the City's Master Street Plan, with surrounding commercial, industrial, and limited residential uses in an "edge growth" area.

Scope:
Widen 5 miles of Highway 12 to four lanes with a median.

Staging Period:
2029 - 2034

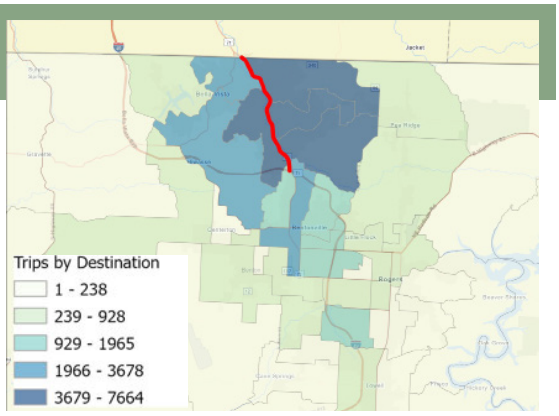
Est. Project Cost: $142,600,000

Trip Purpose

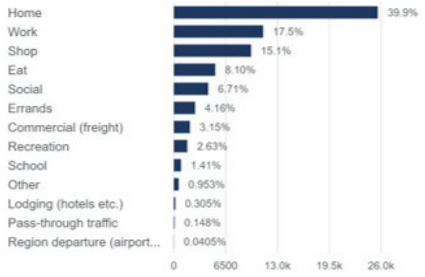


Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2024 ADT: 19,000	***ADT % Increase (2014 to 2024):*** 106.52%		***Freight:*** Yes

US 71 Improvements (US 71B north to the AR-MO State Line)



Trip Purpose



City/County/State:
Bella Vista & Bentonville/Benton/AR

Context:
Highway 71 is a four-lane principal arterial with a raised median and partial access control, serving as Bella Vista's only north-south route. A 2017 study found overall crash rates below the state average but higher rates of severe (KA) crashes. Due to site constraints, widening was deemed infeasible, so the project focuses on safety improvements.

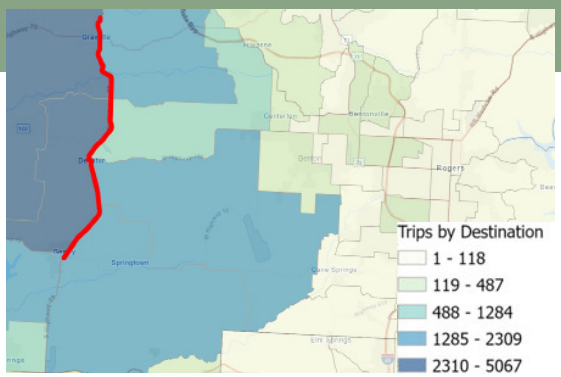
Scope:
Various Improvements outlined in the 2017 Highway 71 Corridor Improvement Study.

Staging Period:
2035 - 2039

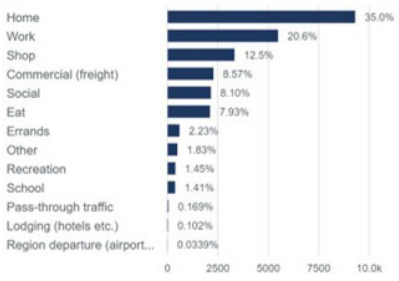
Project Cost: $15,000,000

Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** Yes
2024 ADT: 35,000	***ADT % Increase (2014 to 2024):*** No Value		***Freight:*** No

AR 59 Improvements 3rd Street in Gentry north to Decatur



Trip Purpose



City/County/State:
Gentry, Unincorporated, Decatur/Benton/AR

Context:
Highway 59 connects the communities of Sulphur Springs, Gravette, Decatur, and Gentry, serving as an inter-regional corridor extending north to Neosho, Missouri, and south to Fort Smith. It is a key freight route, with daily traffic volumes increasing by 44% since 2014 due to rapid growth in western Benton County.

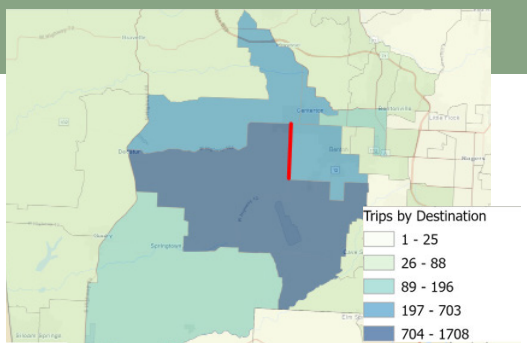
Scope:
Widen 5.54 miles of AR 59 to 5 lanes.

Staging Period:
2029 - 2034

Project Cost: $156,503,000

Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** No	***HIN:*** Yes	***CMP:*** No
2024 ADT: 13,000	***ADT % Increase (2014 to 2024):*** 44.44%		***Freight:*** Yes

N/S-Hwy 279 Improvements (Hwy 102 south to Hwy 12)



City/County/State:
Centerton, Bentonville/Benton/AR

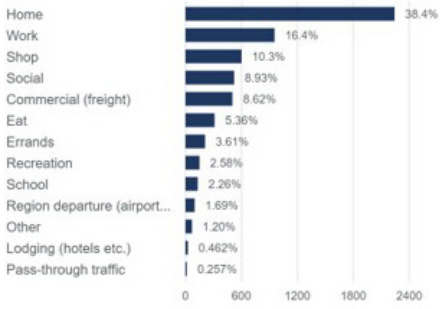
Context:
Highway 279 is a key north-south connector in the rapidly developing western portion of Benton County. The 2025 ARDOT Western North-South Connector Study identified it as a potential continuous corridor to enhance regional connectivity. Average daily traffic on this segment has increased by 141.9% since 2014.

Scope:
Widen 2.92 miles of Highway 279 to 4 lanes with a median.

Staging Period:
2035 - 2039

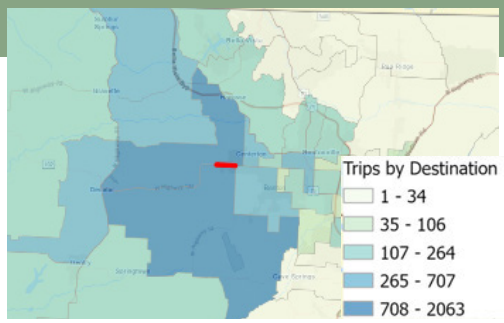
Est. Project Cost: $82,503,000

Trip Purpose



Fast Facts			
2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** No
2024 ADT: 7,500	***ADT % Increase (2014 to 2024):*** 141.94%		***Freight:*** Yes

Hwy 102 Improvements (Hwy 279 N east to Hwy 279 S)



City/County/State:
Centerton /Benton/AR

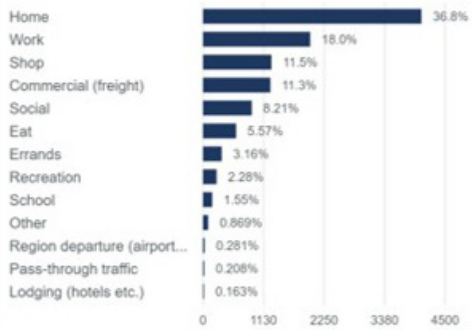
Context:
Highway 102 serves as a primary corridor between Centerton and I-49. Designated by the City as a Major Arterial and partially an Arterial Boulevard, it provides bicycle and pedestrian access to the planned New Downtown Center. Surrounded by commercial and business park uses, the project will extend connectivity east to Highway 62 in Rogers.

Scope:
Widen 1.26 miles of Highway 102 to 4 lanes with a median.

Staging Period:
2035 - 2039

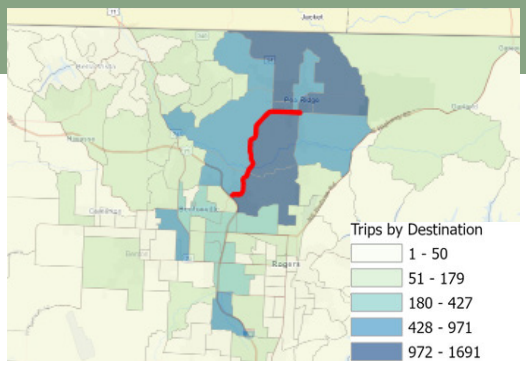
Est. Project Cost: $32,200,000

Trip Purpose

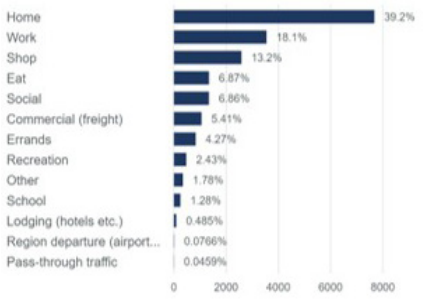


Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2024 ADT: 9,900	***ADT % Increase (2014 to 2024):*** 35.62%		***Freight:*** No

Hwy 72 Improvements (Little Sugar Creek Bridge east to Curtis Ave)



Trip Purpose



City/County/State:
Pea Ridge, Unincorporated/Benton/AR

Context:
Highway 72 is the only direct route between the City of Pea Ridge and Bentonville. Pea Ridge has grown in population by 23% since 2020, and is currently Northwest Arkansas's fastest growing city. ARDOT average daily traffic counts increase year over year with a total increase of 40% since 2020. These factors have resulted in diminished operational and safety performance.

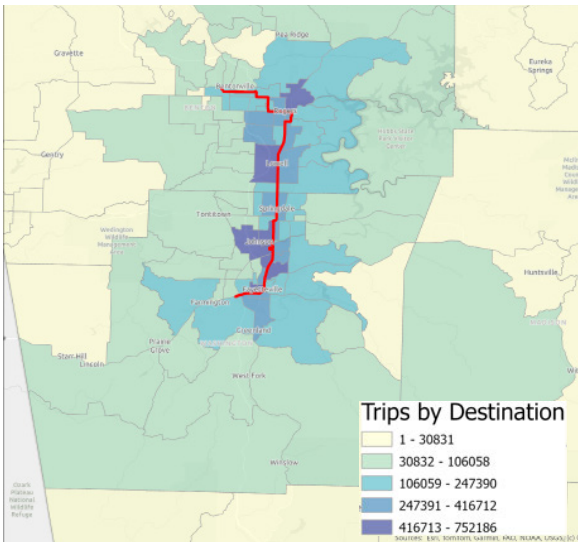
Scope:
Widen 4.64 miles of Highway 72 to 4 lanes with a median.

Staging Period:
2035 - 2039

Est. Project Cost: $131,000,000

Fast Facts			
2050 Regional Network: Tier 2	***Urban Area:*** No	***HIN:*** No	***CMP:*** No
2024 ADT: 11,000	***ADT % Increase (2014 to 2024):*** 57.14%		***Freight:*** No

BRT on US 71B (Phase 2) Springdale north to Rogers



City/County/State:
Multiple/Benton & Washington/AR

Context:
In 2025 the Transit Alternatives Study selected Bus Rapid Transit as the preferred alternative. BRT is a cost effective enhanced bus service which emulates a fixed-rail system. Stations will be spaced every ½ mile and serviced every 15 minutes during peak travel times.

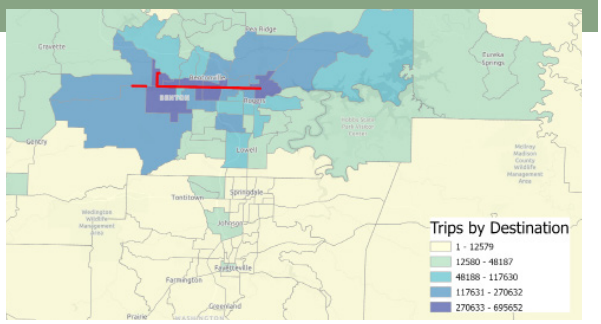
Scope:
New Bus Rapid Transit line connecting the Bentonville/Rogers line and the Fayetteville/Springdale line, 12 miles in total.

Staging Period:
2035 - 2039

Est. Project Cost: $45,000,000

Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** Yes
2023 ADT: 39,000	***ADT % Increase (2014 to 2024):*** 24.88%		***Freight:*** No

Hwy 102 Improvements (Hwy 102 east to 2nd Street in Rogers)



City/County/State:
Centerton, Bentonville, Rogers/Benton/AR

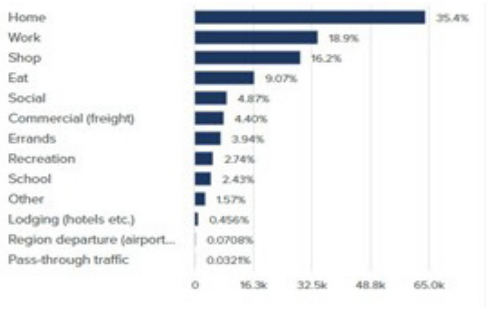
Context:
Highway 102 is a major corridor linking Centerton, Bentonville, and Rogers to I-49 and key employment centers. Traffic volumes reach up to 35,000 vehicles per day and are projected to rise, leading to unacceptable congestion by 2043 without improvements. Planned upgrades focus on safety and crash reduction, with environmental analysis confirming no significant impacts.

Scope:
Widen 9.47 miles Highway 102 to 4-6 lanes with a median, and access management procedures.

Staging Period:
2040-2050

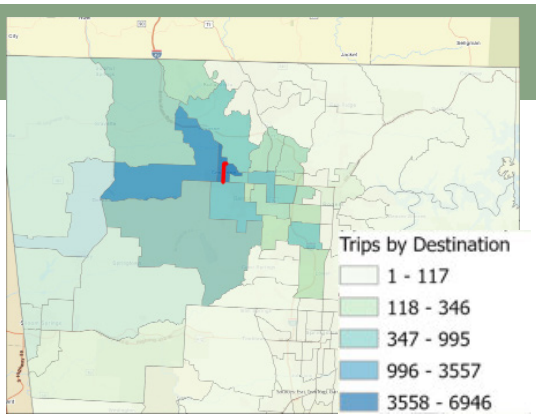
Est. Project Cost: $85,600,000

Trip Purpose



Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** No
2024 ADT: 35,000	***ADT % Increase (2014 to 2024):*** 9.38%		***Freight:*** No

Hwy 102 Business Improvements (Hwy 102 north to Hwy 72)



City/County/State:
Centerton /Benton/AR

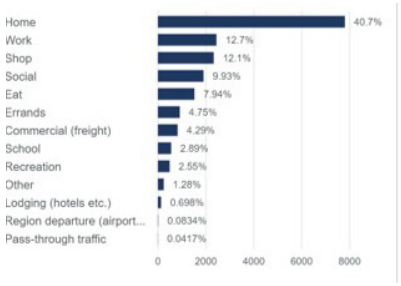
Context:
Highway 102B is Centerton's north-south corridor, connecting Highways 102 and 72 and serving as "Main Street" through their downtown. It appears on the High Injury Network Map due to limited pedestrian infrastructure. The City's Master Street Plan designates it as an arterial boulevard with a 90-foot right-of-way, median, three lanes, cycle track, and sidewalks.

Scope:
Widen 1.76 miles of Highway 102B to 4 lanes with a median.

Staging Period:
2040-2050

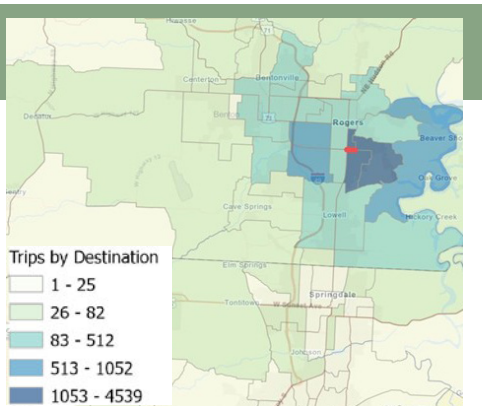
Est. Project Cost: $43,308,492

Trip Purpose



Fast Facts			
2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** No
2024 ADT: 15,000	***ADT % Increase (2014 to 2024):*** 15.38%		***Freight:*** No

Hwy 94 Improvements (US 71 east to 1st St)



City/County/State:
Rogers/Benton/AR

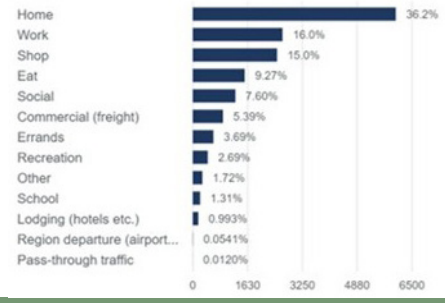
Context:
Highway 94, identified as a congested segment in the 2022 Congestion Management Plan, connects with Highways 71B and 265 and provides I-49 access for eastern Rogers and the Beaver Lake area. The City of Rogers designates it as a Major Arterial and truck route, with surrounding areas planned as "Urban Neighborhood."

Scope:
Widen 0.66 miles of Highway 94 to 4 lanes with a median.

Staging Period:
2040-2050

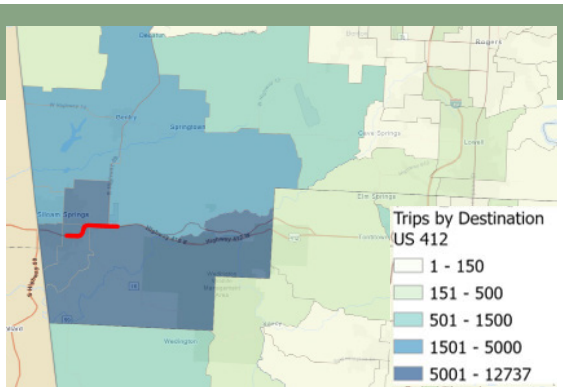
Est. Project Cost: $13,117,000

Trip Purpose



Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** No
2024 ADT: 17,000	***ADT % Increase (2014 to 2024):*** 13.33%		***Freight:*** No

US 412 Improvements (Siloam Springs City Limits west)



City/County/State:
Siloam Springs/Benton/AR

Context:
Highway 412 is the only principal arterial parallel to and north of I-40 in Arkansas. Designated a congressional high-priority corridor and alternative flood route to I-40, it appears on the High Impact Network Map and was rated as having poor traffic operations in ARDOT's 2020 Corridor Study. The Siloam Springs Master Street Plan classifies it as a Principal Arterial.

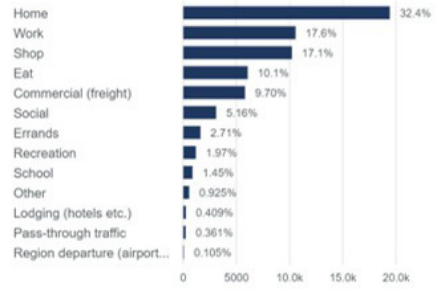
Scope:

Widen 3.1 miles of US 412 to 6 lanes.

Staging Period:
2040 - 2050

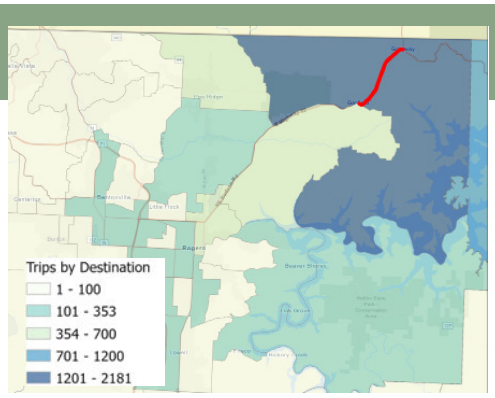
Est. Project Cost: $57,440,000

Trip Purpose



Fast Facts			
2050 Regional Network: Freeway	***Urban Area:*** No	***HIN:*** Yes	***CMP:*** No
2024 ADT: 30,000	***ADT % Increase (2014 to 2024):*** 20%		***Freight:*** Yes

US 62 Improvements
S Wimpy Jones Rd east to Hwy 37



City/County/State:
Garfield, Gateway, Unincorporated/Benton/AR

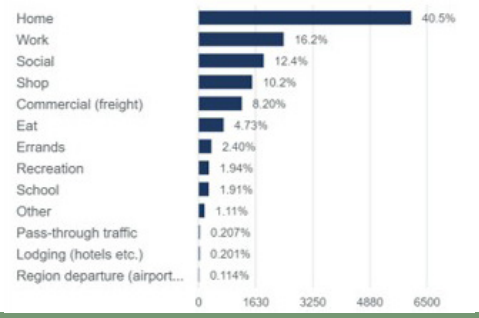
Context:
U.S. Highway 62 runs east–west from El Paso, Texas, to Niagara Falls, New York, and is designated as part of the National Highway System under MAP-21. The segment connects Gateway, Garfield, and eastern Benton County to Highway 102 and key employment hubs, serving as an important freight and regional link to Missouri and Carroll County.

Scope:
Widen 4.5 miles of US 62 to 4 lanes.

Staging Period:
2040-2050

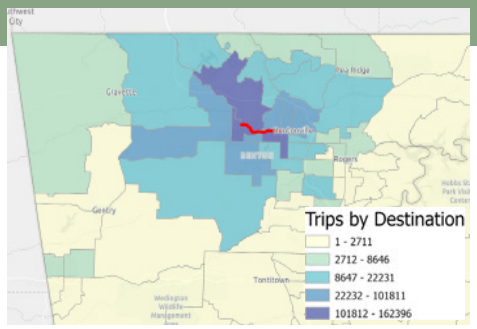
Est. Project Cost: $141,100,000

Trip Purpose



Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** No	***HIN:*** Yes	***CMP:*** No
2024 ADT: 9,500	***ADT % Increase (2014 to 2024):*** 43.94%		***Freight:*** Yes

Hwy 72 Improvements
(US 71B west to Hwy 102B)



City/County/State:
Bentonville, Centerton/Benton/AR

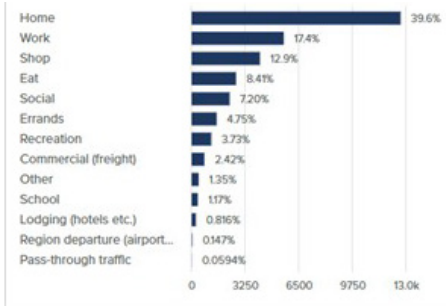
Context:
Highway 72 is an east–west connector linking Bentonville and Centerton and intersecting with Interstate 49. Both cities classify it as an arterial, and ARDOT data show a 13% increase in average daily traffic since 2021

Scope:
Widen 3.7 miles of Hwy 72 to 4 lanes with a median.

Staging Period:
2040-2050

Est. Project Cost: $134,187,000

Trip Purpose



Fast Facts			
2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** No
2024 ADT: 15,000	***ADT % Increase (2014 to 2024):*** 15.38%		***Freight:*** No

Hwy 16 Improvements (US 412 south to E Kenwood St)

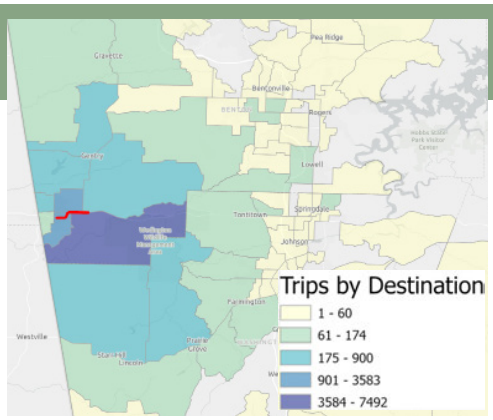
City/County/State:
Siloam Springs /Benton/AR

Context:
Highway 16 is an important route connecting Siloam Springs, Fayetteville, Elkins, and continues across most of the state of Arkansas. The City of Siloam Springs identifies the Highway as a Minor Arterial. Surrounding land uses are primarily residential.

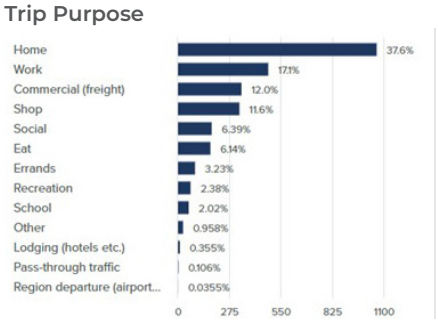
Scope:
Widen 0.5 miles of Hwy 16 to 4 lanes with a median.

Staging Period:
2040-2050

Est. Project Cost: $18,200,000



Trip Purpose



Fast Facts			
2050 Regional Network: Tier 2	***Urban Area:*** No	***HIN:*** Yes	***CMP:*** No
2024 ADT: 5,300	***ADT % Increase (2014 to 2024):*** 23.26%		***Freight:*** No

Interstate 49 Improvements (Hwy 72 north to US 71/North Walton Blvd)

City/County/State:
Bentonville, Unincorporated /Benton/AR

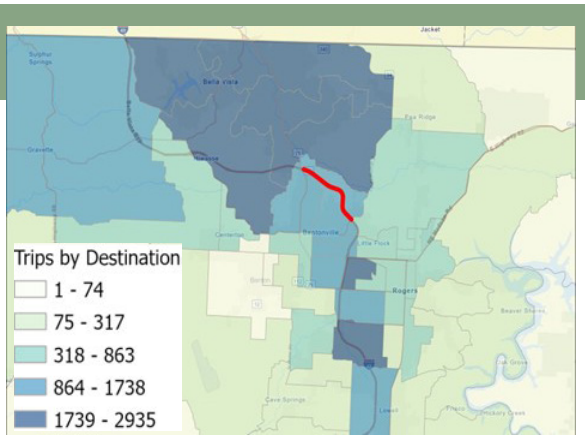
Context:
I-49 is the primary north–south corridor in Northwest Arkansas, connecting the region to the rest of the state and Missouri. Average daily traffic on this segment has increased 30% since 2014, with commercial freight comprising about 10% of vehicles in 2024. The corridor is vital to the economic competitiveness of Bella Vista and Gravette and serves as a key freight route.

Scope:

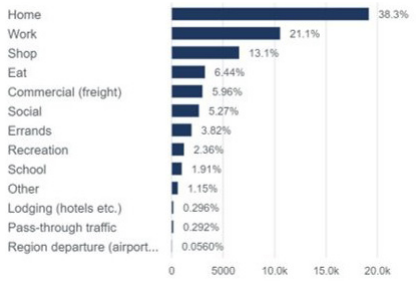
Widen 4 miles of Interstate 49 to 6 lanes.

Staging Period:
2040 - 2050

Est. Project Cost: $73,140,951

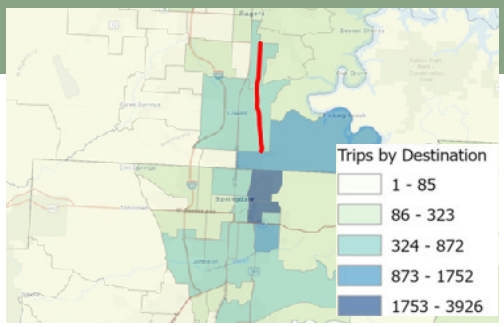


Trip Purpose



Fast Facts			
2050 Regional Network: Freeway	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2024 ADT: 51,000	***ADT % Increase (2014 to 2024):*** 30.77%		***Freight:*** Yes

Highway 265 Improvements (Pleasant Grove north to Hwy 94/ New Hope Rd)



City/County/State:
Rogers /Benton/AR

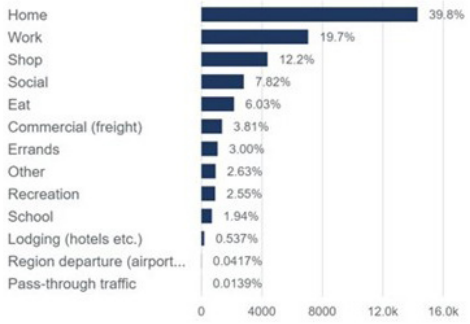
Context:
Highway 265 was identified as a primary north–south connector east of I-49 in the ARDOT Eastern North-South Corridor Study. It serves as an important freight route linking industrial parks in Fayetteville, Springdale, and Rogers. Much of the historic Butterfield Coach Trail runs alongside or parallel to the highway.

Scope:
Widen 2 miles of Highway 265 from 3 lanes to 4 lanes with a median.

Staging Period:
2040-2050

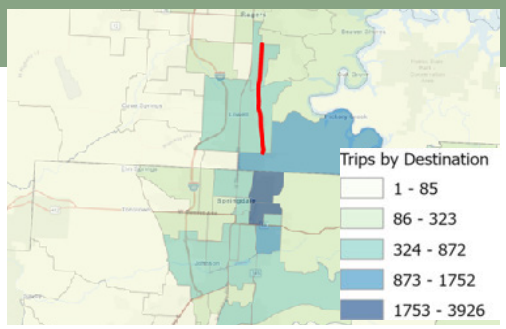
Est. Project Cost: $81,891,743

Trip Purpose



Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2024 ADT: 14,000	***ADT % Increase (2014 to 2024):*** 79.49%		***Freight:*** Yes

Highway 265 Improvements (Hwy 264 north to 1st Street/ Pleasant Grove)



City/County/State:
Springdale, Lowell, Rogers /Benton/AR

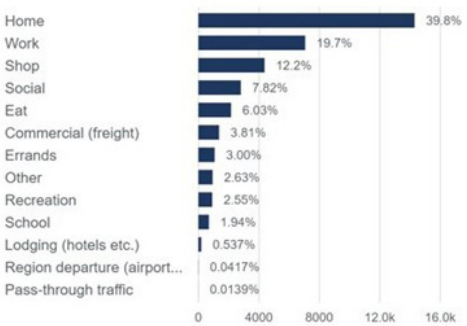
Context:
Highway 265 was identified by AHTD as a key north–south connector east of I-49 in the Eastern North–South Corridor Study. It serves as a vital freight route linking industrial parks in Fayetteville, Springdale, and Rogers, with much of the historic Butterfield Coach Trail running alongside or parallel to it.

Scope:
Widen 4 miles of Highway 265 from 3 lanes to 4 lanes with a median.

Staging Period:
2040-2050

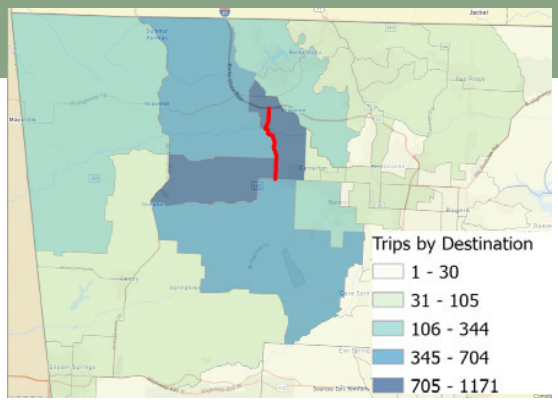
Est. Project Cost: $80,900,000

Trip Purpose

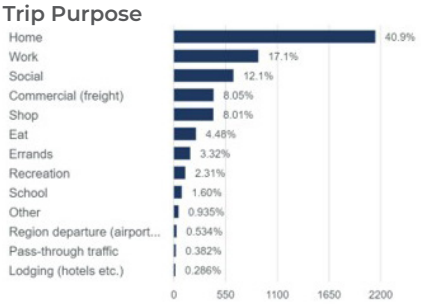


Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2024 ADT: 15,000	***ADT % Increase (2014 to 2024):*** No Value		***Freight:*** Yes

N/S-Highway 279 Improvements (Hwy 102 north to I-49)



Trip Purpose



City/County/State:
Centeron, Bentonville/Benton/AR

Context:
Highway 279 is a key north–south connector in the rapidly developing western portion of Benton County. The City of Centerton's Master Street Plan designates sections of it as Arterial, Minor Arterial, and Collector roads. In 2025, the ARDOT Western North–South Connector Study identified Highway 279 as a potential continuous corridor to enhance regional connectivity.

Scope:

Widen 4.66 miles of Highway 279 to 4 lanes with a median.

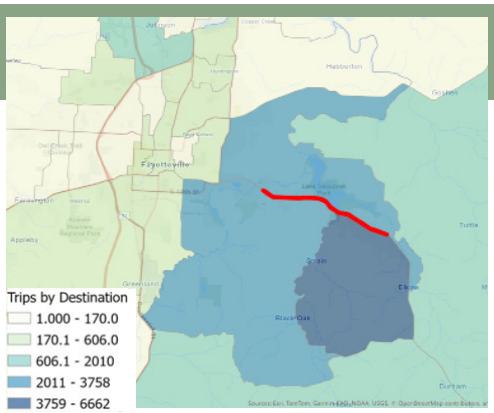
Staging Period:
2040-2050

Est. Project Cost: $167,400,000

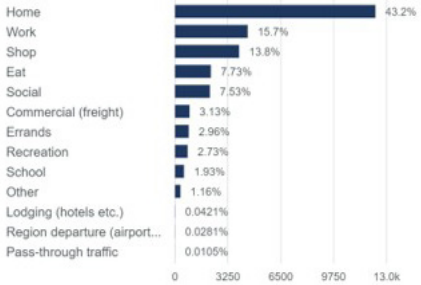
Fast Facts

2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2023 ADT: 4,200	***ADT % Increase (2014 to 2024):*** 20%		***Freight:*** Yes

Highway 16 Improvements (Middle Fork – White River east to Hwy 74)



Trip Purpose



City/County/State:
Elkins /Washington/AR

Context:
Highway 16 is an important route connecting Siloam Springs, Fayetteville, Elkins, and continues across most of the state of Arkansas. The segment's average daily traffic counts have increased 33% since 2014, and serves as an important connector to employment hubs for the City of Elkins. Surrounding land uses are primarily commercial.

Scope:

Widen 3.04 miles of Highway 16 to 4 lanes.

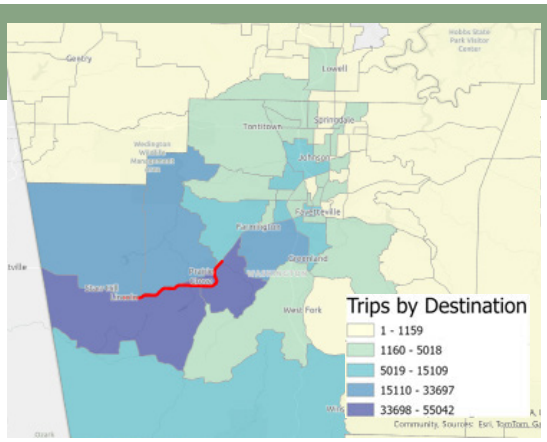
Staging Period:
2040 - 2050

Est. Project Cost: $72,800,000

Fast Facts

2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2023 ADT: 12,000	***ADT % Increase (2014 to 2024):*** 33.33%		***Freight:*** No

US 62 Improvements (US 62 Bridge -Illinois River- west to US 62B)



City/County/State:
Elkins /Washington/AR

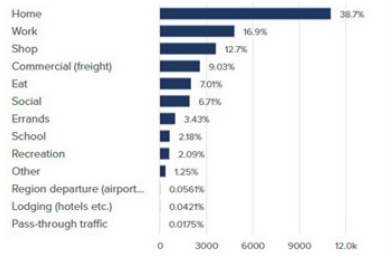
Context:
U.S. Highway 62 is an east–west route extending from El Paso, Texas, to Niagara Falls, New York, and is designated as part of the National Highway System under MAP-21. The proposed segment would bypass the City of Prairie Grove to help relieve congestion within the city.

Scope:
Widen 4.78 miles of US 62 to 4 lanes.

Staging Period:
2040-2050

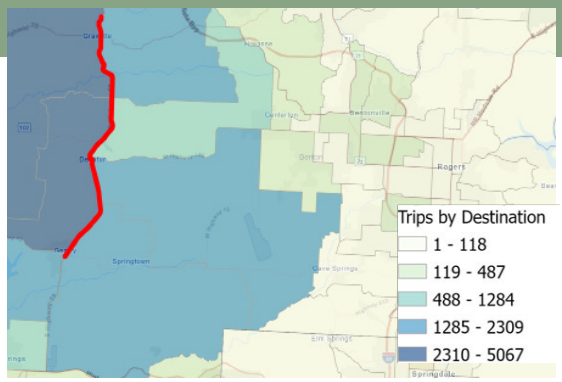
Est. Project Cost: $103,000,000

Trip Purpose



Fast Facts			
2050 Regional Network: Freeway	***Urban Area:*** Yes	***HIN:*** No Value	***CMP:*** No
2024 ADT: 18,000	***ADT % Increase (2014 to 2024):*** 28.57%		***Freight:*** Yes

AR 59 Highway Improvements (Decatur north to Gravette)



City/County/State:
Decatur, Gravette, Unincorporated/Benton/AR

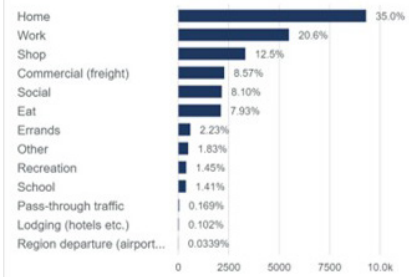
Context:
Highway 59 connects Sulphur Springs, Gravette, Decatur, and Gentry, serving as an interregional route extending north to Neosho, Missouri, and south to Fort Smith. It is a key freight corridor, with daily traffic increasing by 12.7% since 2014 due to growth in western Benton County.

Scope:
Widen 6.7 miles of AR 59 Highway to 5 lanes.

Staging Period:
2040-2050

Est. Project Cost: $205,600,000

Trip Purpose

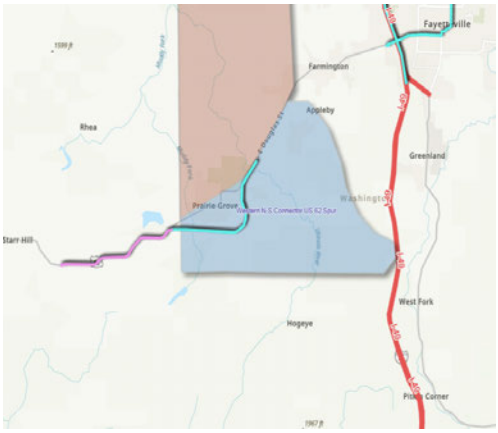


Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** No	***HIN:*** No	***CMP:*** No
2023 ADT: 7,100	***ADT % Increase (2014 to 2024):*** 12.7%		***Freight:*** Yes

US-62 Spur New Interchange and Connector (I-49 to US 62)

City/County/State:
Farmington, Fayetteville/Washington/AR

Context:
As much of Benton County's recent growth has shifted west of I-49 and there are no continuous north–south routes between Highway 112 and Highway 59, ARDOT conducted a study to assess current and future travel needs and identify long-term solutions. The study found a long-term need to improve north–south connectivity between Bentonville, Gravette, Centerton, Highfill, Tontitown, and Northwest Arkansas National Airport. The proposed project would provide a spur or interchange connecting the future North–South Connector to I-49.



Scope:
New interchange and connector between US-62 to I-49.

Staging Period:
2040-2050

Est. Project Cost: Unconstrained

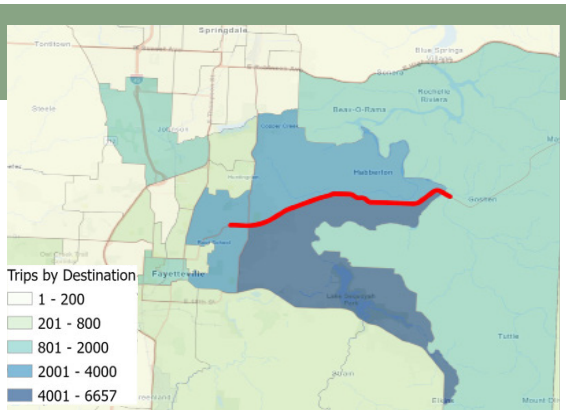
Fast Facts

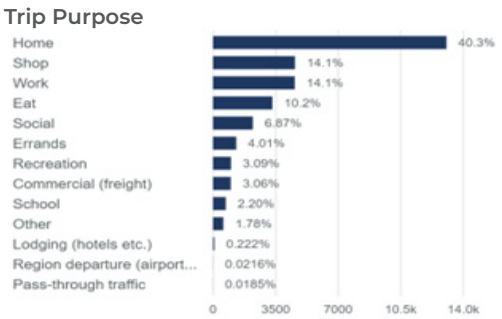
2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** No
2024 ADT: 37,000	***ADT % Increase (2014 to 2024):*** 48%		***Freight:*** Yes

Highway 45 Improvements (Starr Rd to Oakland Zion Rd)

City/County/State:
Goshen, Unincorporated/Washington/AR

Context:
Highway 45 connects east Fayetteville and Goshen to Highway 71B and is included in the 2045 Metropolitan Transportation Plan's Constrained Projects list. The City's Master Street Plan designates it as a Neighborhood Link transitioning into a High Activity Regional Link, serving both local and regional multimodal traffic across varied land uses.





Scope:
Widen 0.76 miles of Highway 45 to 3 lanes.

Staging Period:
2040-2050

Est. Project Cost: Unconstrained

Fast Facts

2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2023 ADT: 12,000	***ADT % Increase (2014 to 2024):*** 36.36%		***Freight:*** No

Interstate 42 (Tontitown west to Oklahoma)

City/County/State:
Unincorporated/Washington & Benton/AR

Context:
Highway 412, the only principal arterial north of I-40 in Arkansas, is a congressionally designated high-priority corridor.Listed on the High Impact Network Map, it was identified in ARDOT's 2020 Corridor Study as having poor traffic operations. The proposed project would establish a fully controlled freeway to enhance mobility and freight efficiency along the corridor.

Scope:
Establish 17 miles of new freeway along the existing Highway 412.

Staging Period:
2040-2050

Est. Project Cost: Unconstrained



Fast Facts			
2050 Regional Network: Freeway	***Urban Area:*** No	***HIN:*** Yes	***CMP:*** Yes
2024 ADT: 23,000	***ADT % Increase (2014 to 2024):*** 21.05%		***Freight:*** Yes

Highway 264 Improvements (Bellview Rd west to Hwy 112)

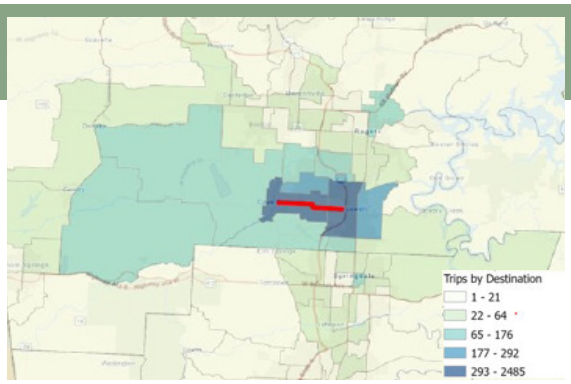
City/County/State:
Lowell, Cave Springs / Benton/AR

Context:
Highway 264 connects Cave Springs to I-49 at Exit 78 and lies within the Cave Springs direct recharge area. Identified on the High Injury Network Map, it is designated by the City of Lowell as a proposed arterial with an adjacent trail, surrounded by C2 Thoroughfare Commercial zoning.

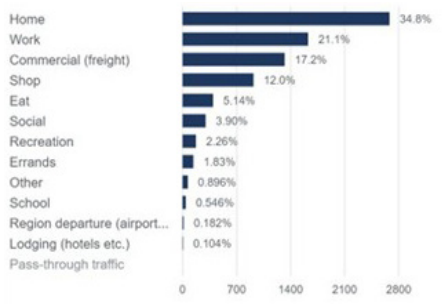
Scope:
Widen 3.25 miles of Highway 264 to three lanes.

Staging Period:
2040-2050

Est. Project Cost: Unconstrained



Trip Purpose



Fast Facts			
2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** Yes	***CMP:*** No
2024 ADT: 9,500	***ADT % Increase (2014 to 2024):*** 7.95%		***Freight:*** No

Highway 12 Improvements (Regional Ave west to Hwy 264)

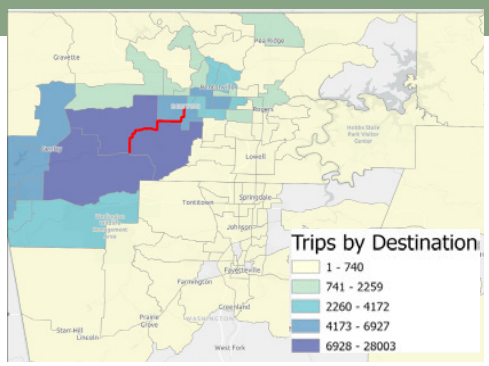
City/County/State:
Bentonville, Highfill/Benton/AR

Context:
Highway 12 is a key intercity connector providing I-49 access for eastern and western Benton County. Passing through unincorporated areas and southwest Bentonville, it is designated as an arterial in the City of Bentonville's Master Street Plan, with surrounding commercial, industrial, and limited residential uses in an "edge growth" area.

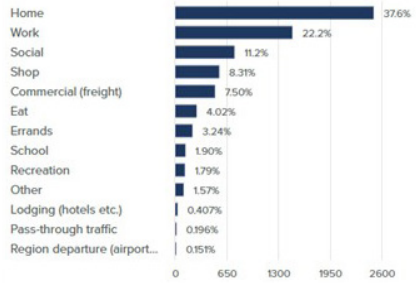
Scope:
Widen 4.84 miles of Highway 12 to four lanes with a median.

Staging Period:
2040-2050

Est. Project Cost: Unconstrained



Trip Purpose



Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2024 ADT: 5,400	***ADT % Increase (2014 to 2024):*** 74.19%		***Freight:*** Yes

Highway 12 Improvements (2nd St east to Roger's City Limits)

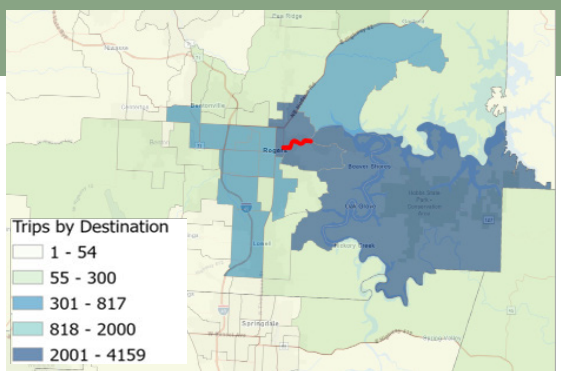
City/County/State:
Rogers/Benton/AR

Context:
Highway 12 is a key intercity connector providing I-49 access for eastern and western Benton County. In northeast Rogers, it is designated as a collector and truck route, heavily used by residents and recreational traffic traveling to and from Beaver Lake.

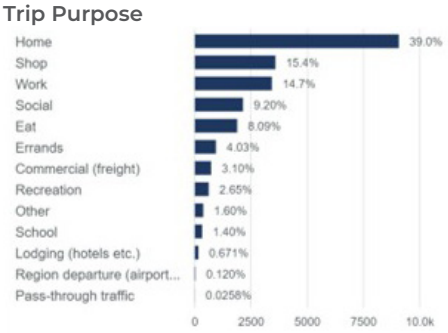
Scope:
Widen 1.89 miles of Highway 12 to four lanes with a median.

Staging Period:
2040-2050

Est. Project Cost: Unconstrained

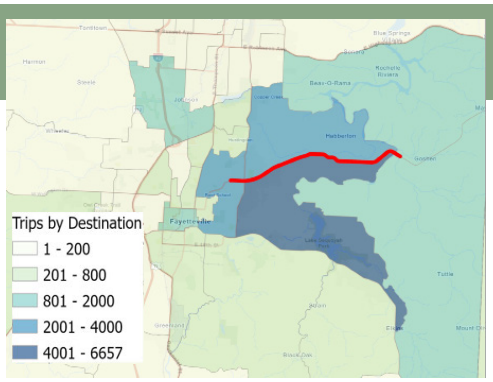


Trip Purpose



Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2024 ADT: 12,000	***ADT % Increase (2014 to 2024):*** -7.69%		***Freight:*** Yes

Highway 45 Improvements (Oakland Zion Rd east to White River)



City/County/State:
Fayetteville, unincorporated/ Washington/ AR

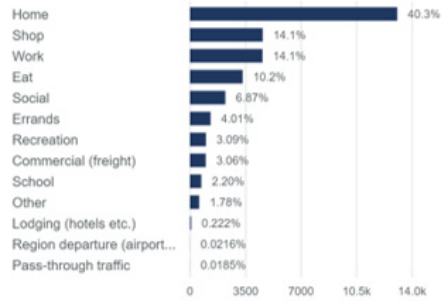
Context:
Highway 45 connects east Fayetteville and Goshen to Highway 71B. The City of Fayetteville's Master Street Plan designates it as a Neighborhood Link transitioning into a High Activity Regional Link, serving local and regional multimodal traffic across varying land uses.

Scope:
Various safety and capacity improvements along 5.37 miles of Highway 45.

Staging Period:
2040-2050

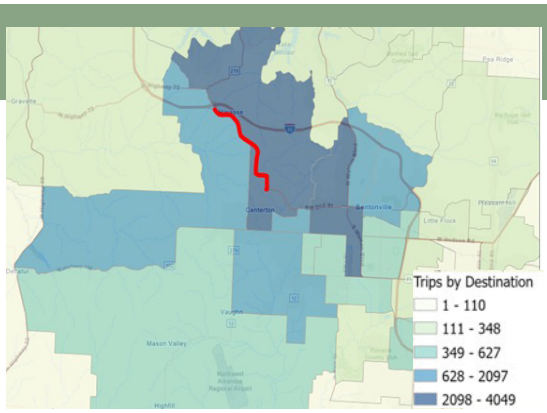
Est. Project Cost: Unconstrained

Trip Purpose



Fast Facts			
2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2024 ADT: 13,000	***ADT % Increase (2014 to 2024):*** 49.43%		***Freight:*** No

Highway 72 Improvements (102B west to I-49)



City/County/State:
Centerton, Gravette, unincorporated/ Benton/AR

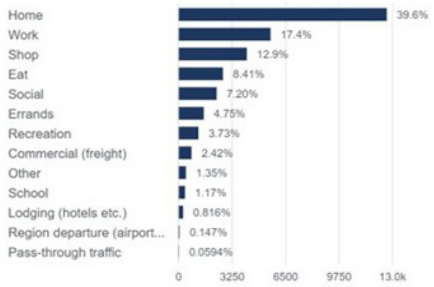
Context:
Highway 72 connects Gravette residents to employment hubs along the I-49 corridor. With Gravette's population up 10.3% since 2015 and more growth expected, ARDOT reports an average of 11,000 vehicles per day on this segment. The City of Gravette classifies Highway 72 as a Major Arterial, surrounded primarily by agricultural land.

Scope:
Widen 4.27 miles of Highway 72 to four lanes with a median.

Staging Period:
2040-2050

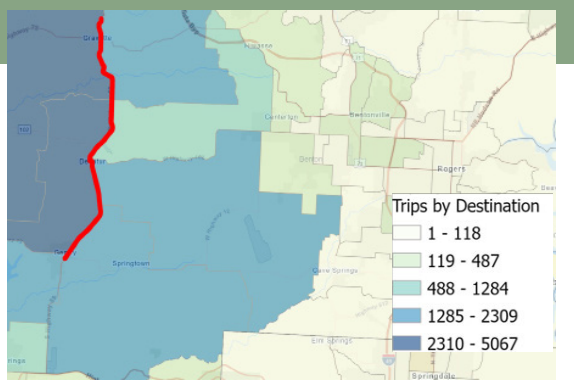
Est. Project Cost: Unconstrained

Trip Purpose

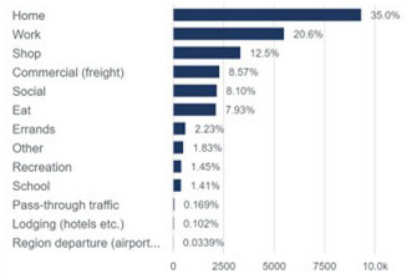


Fast Facts			
2050 Regional Network: Tier 2	***Urban Area:*** Yes	***HIN:*** No	***CMP:*** No
2024 ADT: 9,100	***ADT % Increase (2014 to 2024):*** 31.88%		***Freight:*** No

Highway 59 Improvements (Gravette north to AR-MO Stateline)



Trip Purpose



City/County/State:
Gravette, Sulphur Springs, unincorporated/ Benton/AR

Context:
Highway 59 connects the communities of Sulphur Springs, Gravette, Decatur, and

Gentry, and serves as an inter-regional route extending north to Neosho, Missouri

and south to Fort Smith.

Scope:
Widen 6.7 miles of Highway 59 to five lanes.

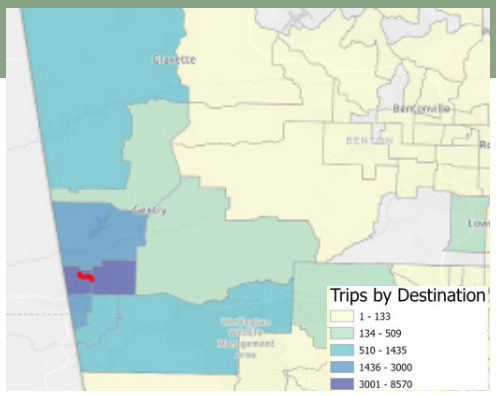
Staging Period:
2040-2050

Est. Project Cost: Unconstrained

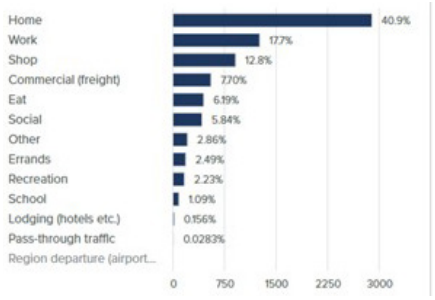
Fast Facts

2050 Regional Network: Tier 1	***Urban Area:*** No	***HIN:*** No	***CMP:*** No
2024 ADT: 3,100	***ADT % Increase (2014 to 2024): 0%***		***Freight:*** Yes

Highway 43 Improvements (Cheri Whitlock Parkway west to Sycamore Heights)



Trip Purpose



City/County/State:
Siloam Springs/ Benton/AR

Context:
Aside from Highway 412, Highway 43 serves as the main east–west connector in Siloam Springs. Designated as a minor arterial and future bicycle greenway in the City's Master Street Plan, the segment runs adjacent to Allen Elementary and Siloam Springs Intermediate School, contributing to congestion.

Scope:
Widen 1.13 miles of Highway 43 to four lanes with a median.

Staging Period:
2040-2050

Est. Project Cost: Unconstrained

Fast Facts

2050 Regional Network: Tier 2	***Urban Area:*** No	***HIN:*** No	***CMP:*** No
2024 ADT: 4,200	***ADT % Increase (2014 to 2024):*** 31.25%		***Freight:*** No

North/South Connector (Washington County) (Prairie Grove north to US 412)

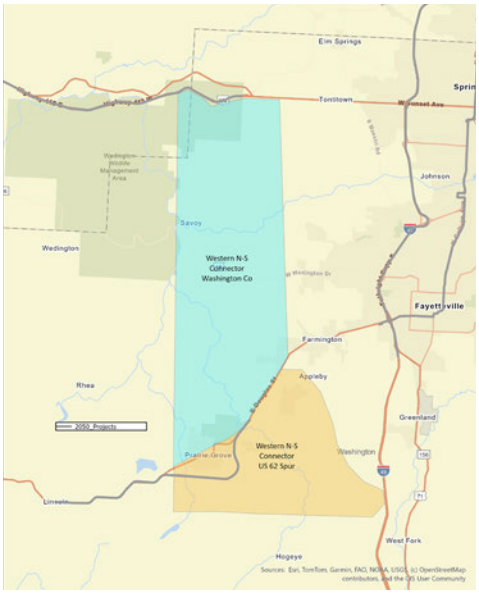
City/County/State:
Unincorporated/ Washington/AR

Context:
As growth has shifted west of I-49 and no continuous north–south route exists between Highway 112 and Highway 59, ARDOT evaluated long-term travel needs. The study identified the need to improve connectivity between Bentonville, Gravette, Centerton, Highfill, Tontitown, and XNA, concluding that targeted upgrades to existing highways could meet demand with minimal impacts, while a high-speed freeway was not recommended due to environmental and property concerns.

Scope:
Establish 14 miles of a new north/south connector.

Staging Period:
2040-2050

Est. Project Cost: Unconstrained



Fast Facts			
2050 Regional Network: Tier 1	***Urban Area:*** No	***HIN:*** No	***CMP:*** No
2024 ADT: No Data	***ADT % Increase (2014 to 2024):*** N/A		***Freight:*** Yes

Various New Interchanges and Freeway Crossings

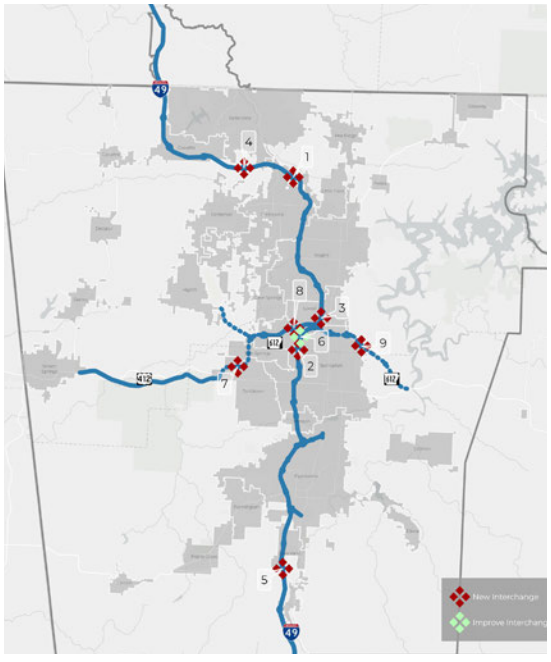
City/County/State:
Multiple/ Benton & Washington/AR

Context:
9 Interchanges and 7 Freeway Crossings

Scope:
I-49/J-Street (Bentonville) New Interchange
I-49/Countyline Road (Springdale) New Interchange
I-49/JB Hunt (Lowell) New Interchange
Punkin Hollow (Benton County) New Interchange
I-49/West Fork (West Fork) New Interchange
I-49 Wagon Wheel (Springdale) Improved Interchange
Future I-42/Javello (Tontitown) New Interchange
Future I-42/Zion Road (Springdale) New Interchange
US 612/W. Mountain Road (Springdale) New Interchange
7 Various Freeway Crossings/Overpasses

Staging Period:
2029-2050

Est. Project Cost: $115,000,000



FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

APPENDIX E:
System Performance Report

SYSTEM PERFORMANCE REPORT

February 11, 2026

I. **Introduction and Background**
II. **PM1: Highway Safety**
III. **PM2: Pavement and Bridge Conditions**
IV. **PM3: System Performance**
V. **Transit Asset Management & Safety**
VI. **Progress Towards Achieving Targets**

Overview

Federal regulations require metropolitan planning organizations (MPOs) to carry out performance-based planning and transportation performance management (TPM), including the use of federally mandated performance measures and a coordinated performance target-setting process with state departments of transportation and transit providers. These requirements guide the content and purpose of the Northwest Arkansas Regional Planning Commission's (NWARPC) System Performance Report.

While the Forward 2050 Metropolitan Transportation Plan (MTP) establishes the region's performance-based planning framework, the System Performance Report documents the current condition and performance of the transportation system using required federal performance measures. The report identifies adopted performance targets and summarizes progress toward those targets over time, consistent with 23 U.S.C. §134(h)(2)(B)(i)(I).

TPM regulations require MPOs to either establish their own performance targets, support targets adopted by state or transit partners, or apply a combination of both approaches. MPOs must document coordination, target adoption or support, and progress toward targets within their metropolitan transportation planning processes. Unlike state departments of transportation, MPOs are not subject to federal penalties related to target achievement.

This System Performance Report addresses all federally required highway and transit performance measures applicable to NWARPC, including safety, infrastructure condition, system reliability, congestion, freight movement, transit asset management, and transit safety. The report demonstrates compliance with federal TPM requirements and supports coordination with state and transit partners through consistent, transparent performance reporting.

I. Introduction

Regulatory Framework

Federal transportation authorization acts—including MAP-21, the FAST Act, and the Infrastructure Investment and Jobs Act (IIJA)—established a national, performance- and outcome-based transportation program. These laws require metropolitan planning organizations (MPOs) to implement performance-based planning and programming and to either establish regional performance targets or support targets adopted by state departments of transportation and public transportation providers.

The program is guided by national transportation goals identified in 23 U.S.C. §150, including safety; infrastructure condition; congestion reduction; system reliability; freight movement and economic vitality; environmental sustainability; and reduced project delivery delays. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations—codified primarily in 23 CFR Part 490—establish required performance measures, methodologies, reporting cycles, and coordination requirements for states, MPOs, and transit agencies.

Performance is tracked over recurring four-year federal performance periods. For PM2 (Pavement and Bridge Condition) and PM3 (System Performance), states establish both two-year and four-year targets within each performance period. For PM1 (Safety), states establish annual targets that are assessed over the course of the performance period. The first full performance period spanned January 1, 2018, through December 31, 2021, followed by the current performance period from January 1, 2022, through December 31, 2025. Reporting occurs at established intervals within each period, with certain measures aligned to federal fiscal year data cycles and national reporting schedules.

Federal highway performance measures primarily focus on the National Highway System (NHS), which includes interstate highways, principal arterials, and select intermodal connectors critical to national mobility and economic activity. NHS designations have evolved over time; therefore, historical performance data reflect the NHS configuration in effect during each reporting year.

Regional Application and Coordination

Within the metropolitan planning area, the Northwest Arkansas Regional Planning Commission (NWARPC) implements transportation performance management through coordinated planning with the Arkansas Department of Transportation (ARDOT), the Missouri Department of Transportation (MoDOT), Ozark Regional Transit, and the University of Arkansas Razorback Transit. NWARPC fulfills federal requirements by adopting or supporting performance measures and targets established by its state and transit partners, consistent with IIJA direction to apply a performance-based approach to transportation decision-making.

The Metropolitan Planning Rule requires states, MPOs, and public transportation providers to document roles and responsibilities for implementing performance-based planning through formal Transportation Performance Management (TPM) agreements. These agreements define coordination procedures for

performance measure selection, target setting, reporting, and integration into metropolitan transportation plans and programs.

To meet these requirements, NWARPC is a signatory to the following TPM agreements:

- **ARDOT Transportation Performance Management Planning Agreement** between NWARPC, ARDOT, Ozark Regional Transit, and Razorback Transit (executed May 21, 2018).
- **MoDOT Transportation Performance Management Planning Agreement** between NWARPC and MoDOT (executed May 6, 2021).
- **3C Agreement** between NWARPC, ARDOT, MoDOT, Ozark Regional Transit, and the University of Arkansas Razorback Transit (executed June 12, 2018).

Together, these agreements establish a coordinated metropolitan planning framework that ensures consistency in performance measure implementation, target adoption or support, and reporting across the region.

Implementation, Process, and Adoption

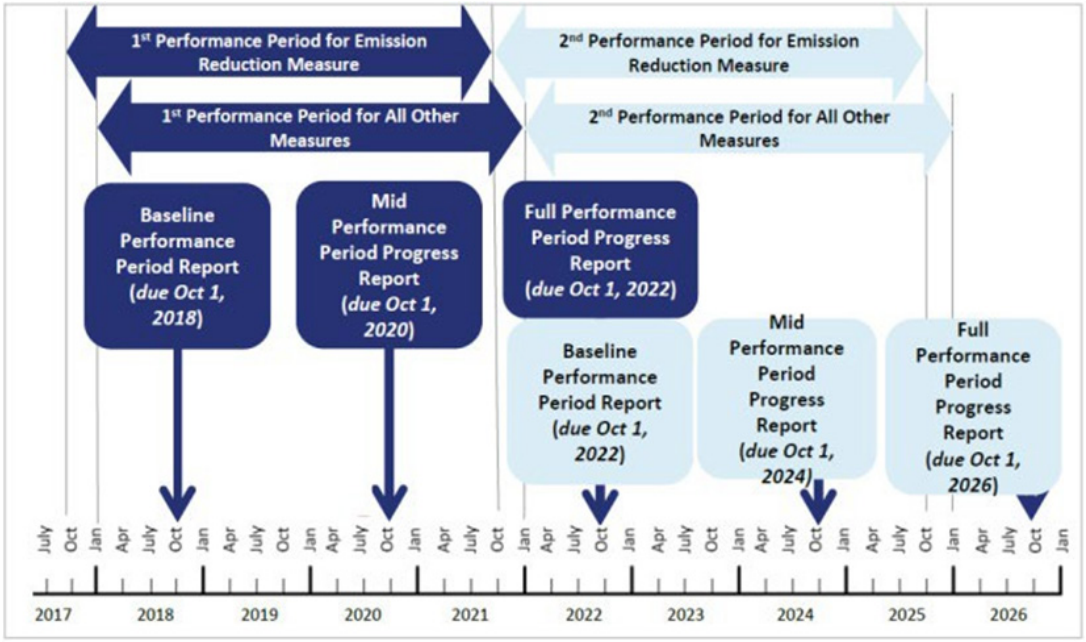
Adopted performance measures and targets are a core component of ***Forward 2050*** and provide the foundation for performance-based planning, programming, and implementation. Transportation projects are developed, programmed, and delivered through a collaborative process designed to support ARDOT and MoDOT performance targets and regional safety and mobility priorities.

Implementation is further supported through coordination on the FHWA Safe System Approach, Proven Safety Countermeasures, and recommendations from regional plans, including the Northwest Arkansas Comprehensive Safety Action Plan and the Complete Streets Design Guidelines. NWARPC advances performance outcomes by programming projects in the Transportation Improvement Program (TIP), awarding suballocated federal funds, and pursuing discretionary grant opportunities for regionally significant investments.

NWARPC annually administers funding from the Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP). For public transportation, NWARPC consults with Ozark Regional Transit and the University of Arkansas Razorback Transit and adopts, by resolution, each agency's Public Transportation Agency Safety Plan (PTASP) targets and Transit Asset Management (TAM) Plan targets.

Since 2018, NWARPC has taken formal action through a series of resolutions supporting performance measures and targets established by ARDOT, MoDOT, Ozark Regional Transit, and the University of Arkansas Razorback Transit. Updated performance measures, required targets, and supporting data are presented to the NWARPC Technical Advisory Committee (TAC) and subsequently adopted by the Policy Committee by resolution, documenting ongoing compliance with federal transportation performance management requirements and demonstrating sustained regional commitment to performance-based transportation planning.

Performance Period and State DOT Biennial Performance Reporting (FHWA)



Source: ARDOT

Adoption History

- On January 28, 2026, the RPC/Policy Committee approved Resolution #2026-01 to support Ozark Regional Transit Authority and University of Arkansas Razorback Transit established performance measures and targets for **transit safety**.
- On October 26, 2025, the RPC/Policy Committee approved Resolution #2025-19 to support the ARDOT and MODOT established 2026 performance targets for **Safety**.
- On October 23, 2024, the RPC/Policy Committee approved Resolution #2024-15 to support the ARDOT and MODOT established 2025 performance targets for **Safety** and adjusted targets based on the 2024/2026 mid-performance report for **Pavement and Bridge Condition and Travel Time Reliability**.
- On October 25, 2023, the RPC/Policy Committee approved Resolution #2023-20 to support the ARDOT and MODOT established 2024 performance targets for **Safety**.
- On February 22, 2023, the RPC/Policy Committee approved Resolution #2023-02 to support the ARDOT and MODOT established performance targets for **Pavement and Bridge Condition and Travel Time Reliability**.
- On October 26 2022, the RPC/Policy Committee approved Resolution #2022-14 to support the ARDOT and MODOT established performance targets for Safety and Resolution #2022-15 to support University of Arkansas Razorback Transit FY 2022-2026 Transit Asset Management (TAM) Plan **State of Good Repair (SGR)** Performance Targets.
- On March 23, 2022, the RPC/Policy Committee approved Resolution #2022-04 to support Ozark Regional Transit (ORT) Authority Transit Asset Management (TAM) Plan FY 2022-2026 **State of Good Repair (SGR)** Performance Targets.

- On October 27, 2021, the RPC/Policy Committee approved Resolution #2021-12 to support the ARDOT and MODOT established performance targets for **safety**.
- On December 11, 2020, the RPC/Policy Committee approved Resolution #2020-12 to support Ozark Transit Authority and University of Arkansas Razorback Transit established performance measures and targets for **transit safety**.
- On December 2, 2020, the RPC/Policy Committee approved Resolution #2020-07 to support ARDOT and MODOT established performance targets for **safety** and adjusted targets based on the 2020/2022 mid-performance report.
- On September 26, 2018, the RPC/Policy Committee approved Resolution #2018-13 to support the ARDOT and MODOT established performance targets for **safety, pavement control, bridge condition and travel time reliability**.

System Conditions and Performance Overview

The Federal Highway Administration's (FHWA) Transportation Performance Management (TPM) framework requires states and Metropolitan Planning Organizations (MPOs) to establish and monitor performance targets across multiple national goal areas. The required performance measures include:

PM1: Roadway Safety

1) Number of Fatalities
2) Rate of Fatalities per 100 million vehicle miles traveled (VMT)
3) Number of Serious Injuries
4) Rate of Serious Injuries per 100 million VMT
5) Number of Non-Motorized Fatalities and Serious Injuries

PM2: Pavements and Bridges on the National Highway System (NHS)

1) Percent of Interstate Pavements in Good Condition
2) Percent of Interstate Pavements in Poor Condition
3) Percent of Non-Interstate NHS Pavements in Good Condition
4) Percent of Non-Interstate NHS Pavements in Poor Condition
5) Percent of NHS Bridges by Deck Area in Good Condition
6) Percent of NHS Bridges by Deck Area in Poor Condition

PM3: System Reliability, Freight, Congestion, and Air Quality

1) Percent of Reliable Person-miles Traveled on the Interstate System
2) Percent of Reliable Person-miles Traveled on the Non-Interstate NHS
3) Truck Travel Time Reliability Index on the Interstate System
4) Total Emissions Reductions by applicable pollutants under the CMAQ program *
5) Annual Hours of Peak Hour Excessive Delay per capita *
6) Percent of Non-Single Occupancy Vehicle travel*

*Not applicable to Northwest Arkansas. In Arkansas, currently only applies to West Memphis MPO

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION SUPPORTED ARDOT AND MoDOT TARGETS
2022 Safety Targets - October 27, 2021 Res. No. 2021-12
2023 Safety Targets - October 26, 2022 Res. No. 2022-14
2023 PM2 & PM3 - February 22, 2023 Res. No. 2023-02
2024 Safety Targets - October 25, 2023 Res. No. 2023-20
2025 Safety Targets and Mid-Performance Report Target Adjustments - October 23, 2024 - Res No. 2024-15
2026 Safety Targets - October 22, 2025 Res. No. 2025-19

SAFETY	MoDOT					ARDOT				
	CY 2022	CY 2023	CY 2024	CY 2025	CY 2026	CY 2022	CY 2023	CY 2024	CY 2025	CY 2026
Number of Fatalities	877	948.2	972.4	968.7	969.0	631.5	704.9	698.5	694.0	694.0
Fatality Rate per 100 Million VMT	1.126	1.212	1.258	1.212	1.198	1.808	1.895	1.854	1.854	1.854
Number of Serious Injuries	4,299.0	4,848.7	4,861.8	~4,961.4	~5,147.6	2,996.9	2,790.1	2,775.7	2,816.6	2,816.6
Serious Injury Rate per 100 Million VMT	5.520	6.205	6.227	6.259	6.445	8.608	7.815	7.686	7.686	7.686
Number of Non-Motorized Fatalities and Serious Injuries	485	499.2	523.0	~567.0	~603	229.2	274.4	266.8	277.8	307.1

PAVEMENTS	MoDOT 2021-2025*				ARDOT 2022-2025*			
	2021 Baseline	2023 Target (2-year)	2025 Target (4-year)	2025 Target (Revised)	Baseline (2022)	2023 Target (2-year)	2025 Target (4-year)	2025 Target (Revised)
Percentage of Interstate Pavements in Good Condition	79.9%	77.5%	77.5%	65.0%	65.2%	54.0%	48.0%	45.0%
Percentage of Interstate Pavements in Poor Condition	0.0%	0.1%	0.1%	1.0%	1.3%	5.0%	5.0%	5.0%
Percentage of non-Interstate NHS Pavements in Good Condition	61.3%	61.1%	61.1%	50.0%	34.8%	41.0%	45.0%	35.0%
Percentage of non-Interstate NHS Pavements in Poor Condition	0.9%	1.0%	1.0%	3.0%	5.3%	4.0%	4.0%	6.0%

BRIDGE	MoDOT 2021-2025*				ARDOT 2022-2025*			
	2021 Baseline	2023 Target (2-year)	2025 Target (4-year)	2025 Target (not revised)	Baseline (2022)	2023 Target (2-year)	2025 Target (4-year)	2025 Target (not revised)
Percent of NHS bridges by deck area classified as Good condition	27.2%	22.8%	19.2%	19.2%	43.6%	39.0%	40.0%	40.0%
Percent of NHS bridges by deck area classified as Poor condition	7.1%	7.7%	7.8%	7.8%	3.5%	6.0%	8.0%	8.0%

TRAVEL TIME RELIABILITY	MoDOT 2021-2025*				ARDOT 2022-2025*			
	2021 Baseline	2023 Target (2-year)	2025 Target (4-year)	2025 Target (not revised)	Baseline (2022)	2023 Target (2-year)	2025 Target (4-year)	2025 Target (not revised)
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	98.4%	87.1%	86.0%	86.0%	98.5%	93.0%	93.0%	93.0%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	95.5%	87.8%	87.0%	87.0%	95.6%	92.0%	92.0%	92.0%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.18	1.45	1.45	1.45	1.24	1.35	1.35	1.35

**MoDOT refers to data years; ARDOT refers to report years*
***ARDOT: Non-interstate NHS data analysis transitioned from IRI-only to full distress in 2020; Interstate analysis transitioned in 2018*

II. PM1: Highway Safety

Highway safety performance measures (PM1) are required to be included in the System Performance Report for any Metropolitan Transportation Plan (MTP) adopted or amended after May 27, 2018. Accordingly, this section presents highway safety conditions, performance measures, and trends for the Northwest Arkansas Regional Planning Commission (NWARPC) Metropolitan Planning Area (MPA), consistent with Federal Highway Administration (FHWA) Transportation Performance Management requirements.

Safety is a foundational priority for the region and is reinforced through the ***Northwest Arkansas Vision Zero Regional Comprehensive Safety Action Plan***, adopted in 2024. The plan establishes a long-term goal of eliminating traffic-related fatalities and serious injuries and identifies emphasis areas, priority corridors, and systemic risk factors contributing to severe crashes. The region's **High-Injury Network (HIN)** further informs this work by identifying roadway segments and intersections with a disproportionate concentration of fatal and serious injury crashes, particularly those involving vulnerable road users.

PM1 measures—including fatalities, serious injuries, and related rates—provide a consistent framework for tracking regional safety performance over time and for supporting ARDOT and MoDOT safety targets. NWARPC supports these targets and integrates safety performance considerations into regional planning, project prioritization, and funding decisions, including alignment with the Safe System Approach and proven safety countermeasures.

While crash data are currently analyzed through state and partner-provided datasets, continued implementation of the Vision Zero Action Plan highlights the need for more timely, regionally focused tools to support safety decision-making. NWARPC recognizes the value of developing a consistent regional approach—such as a dashboard or analytic platform—to monitor crash trends within the MPA, evaluate progress on Vision Zero strategies, and better identify recurring safety issues, particularly those affecting vulnerable road users. Advancing these capabilities will support more proactive, data-driven safety investments over time.

Adopted Statewide Targets – Safety

SAFETY	Missouri Statewide					Arkansas Statewide				
	Baseline 2020-2024	CY 2023	CY 2024	CY 2025	CY 2026	Baseline 2018-2022	CY 2023	CY 2024	CY 2025	CY 2026
Number of Fatalities	1001.2	948.2	972.4	968.7	969.0	602.2	704.9	698.5	694.0	694.0
Fatality Rate per 100 Million VMT	1.276	1.212	1.258	1.212	1.198	1.634	1.895	1.854	1.854	1.854
Number of Serious Injuries	5,147.6	4,848.7	4,861.8	~4,961.4	~5,147.6	2,566.2	2,790.1	2,775.7	2,816.6	2,816.6
Serious Injury Rate per 100 Million VMT	6.551	6.205	6.227	6.259	6.445	6.988	7.815	7.686	7.686	7.686
Number of Non-Motorized Fatalities and Serious Injuries	603.0	499.2	523.0	~567.0	~603	249.6	274.4	266.8	277.8	307.1

*MoDOT refers to data years; ARDOT refers to report years

**ARDOT: Non-interstate NHS data analysis transitioned from IRI-only to full distress in 2020; Interstate analysis transitioned in 2018

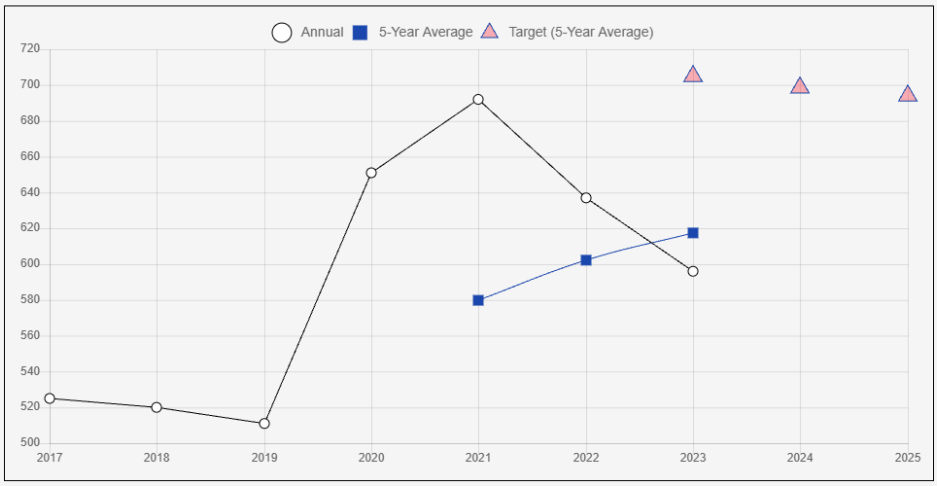
FHWA Performance Assessment for Arkansas

Data Source: https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Arkansas

Arkansas 2023 Safety Performance Target Assessment

Performance Measure	2019-2023 Target	2019-2023 Actual	2017-2021 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	704.9	617.4	579.8	Yes	N/A	
Rate of Fatalities	1.895	1.654	1.592	Yes	N/A	
Number of Serious Injuries	2,790.1	2,659.2	2,593.8	Yes	N/A	Yes
Rate of Serious Injuries	7.815	7.126	7.124	Yes	N/A	
Number of non-motorized fatalities and serious injuries	274.4	264.8	235.6	Yes	N/A	

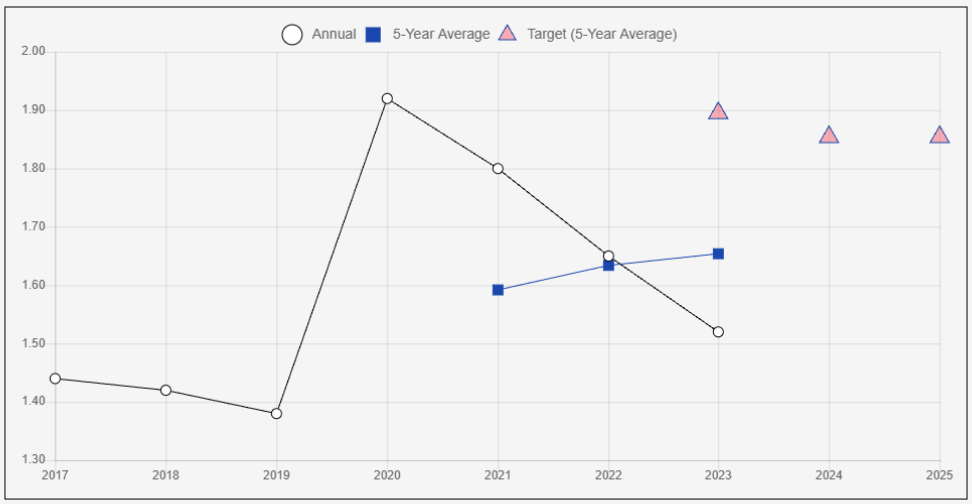
Number of Fatalities



Number of Fatalities	2017	2018	2019	2020	2021	2022	2023	2024	2025
Annual	525	520	511	651	692	637	596		
5-Year Average					579.8	602.2	617.4		
Target (5-Year Average)							704.9	698.5	694.0

Data Sources:
Fatalities: 2017-2022 Final FARS, 2023 FARS Annual Report File
Targets: 2022-2024 Arkansas HSIP Annual Reports

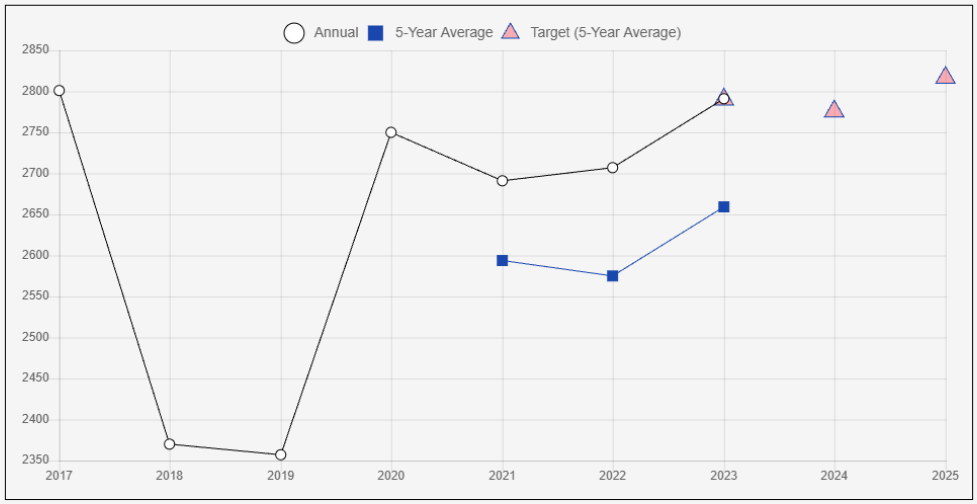
Fatality Rate (per 100 million VMT)



Fatality Rate (per 100 million VMT)	2017	2018	2019	2020	2021	2022	2023	2024	2025
Annual	1.44	1.42	1.38	1.92	1.80	1.65	1.52		
5-Year Average					1.592	1.634	1.654		
Target (5-Year Average)							1.895	1.854	1.854

Data Sources:
Fatalities: 2017-2022 Final FARS, 2023 FARS Annual Report File
VMT: 2017-2023 FHWA Highway Statistics Series, VM-2 Table
Targets: 2022-2024 Arkansas HSIP Annual Reports

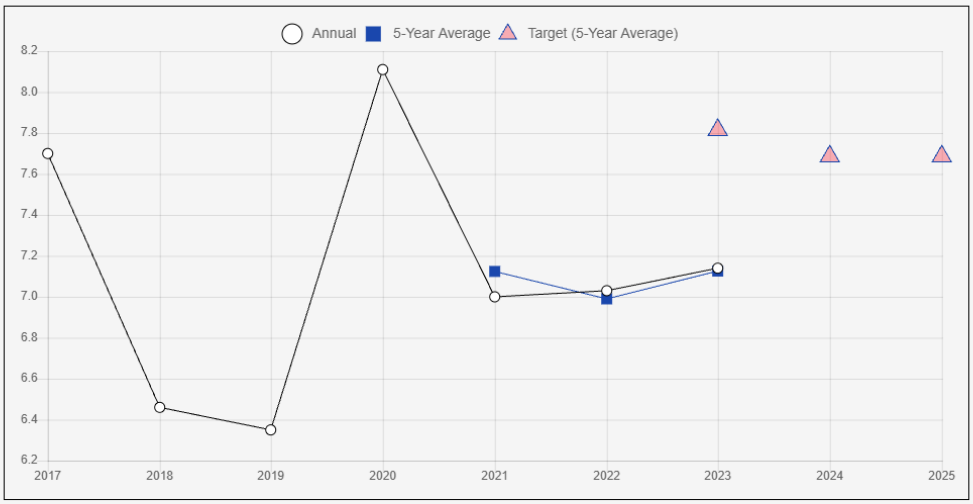
Number of Serious Injuries



Number of Serious Injuries	2017	2018	2019	2020	2021	2022	2023	2024	2025
Annual	2,801	2,370	2,357	2,750	2,691	2,707	2,791		
5-Year Average					2,593.8	2,575.0	2,659.2		
Target (5-Year Average)							2,790.1	2,775.7	2,816.6

Data Sources:
Serious Injuries: 2024 Arkansas HSIP Annual Report
Targets: 2022-2024 Arkansas HSIP Annual Reports

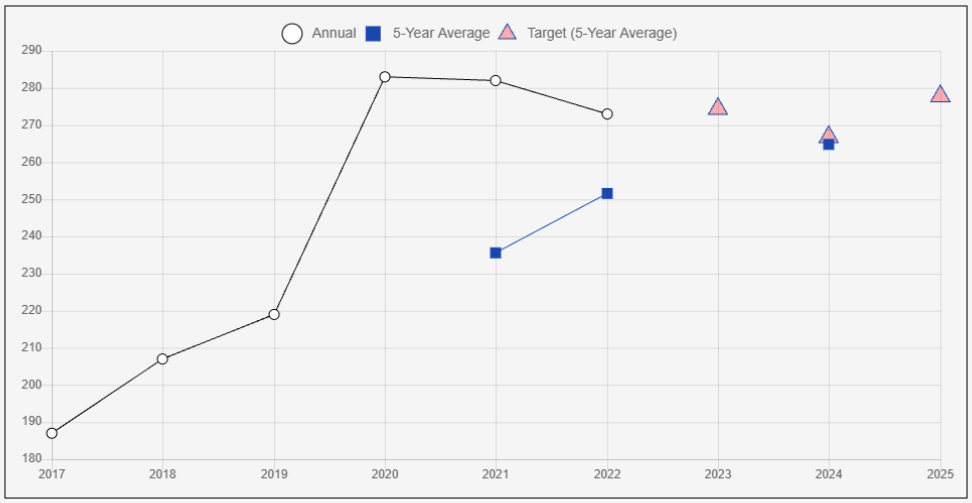
Rate of Serious Injuries (per 100 million VMT)



Rate of Serious Injuries (per 100 million VMT)	2017	2018	2019	2020	2021	2022	2023	2024	2025
Annual	7.70	6.46	6.35	8.11	7.00	7.03	7.14		
5-Year Average					7.124	6.990	7.126		
Target (5-Year Average)							7.815	7.686	7.686

Data Sources:
Serious Injuries: 2024 Arkansas HSIP Annual Report
VMT: 2017-2023 FHWA Highway Statistics Series, VM-2 Table
Targets: 2022-2024 Arkansas HSIP Annual Reports

Number of Non-Motorized Fatalities and Serious Injuries



Number of Non-Motorized Fatalities and Serious Injuries	2017	2018	2019	2020	2021	2022	2023	2024	2025
Annual	187	207	219	283	282	267	273		
5-Year Average					235.6	251.6	264.8		
Target (5-Year Average)							274.4	266.8	277.8

Data Sources:
Fatalities: 2017-2022 Final FARS, 2023 FARS Annual Report File
Serious Injuries: 2024 Arkansas HSIP Annual Report
Targets: 2022-2024 Arkansas HSIP Annual Reports

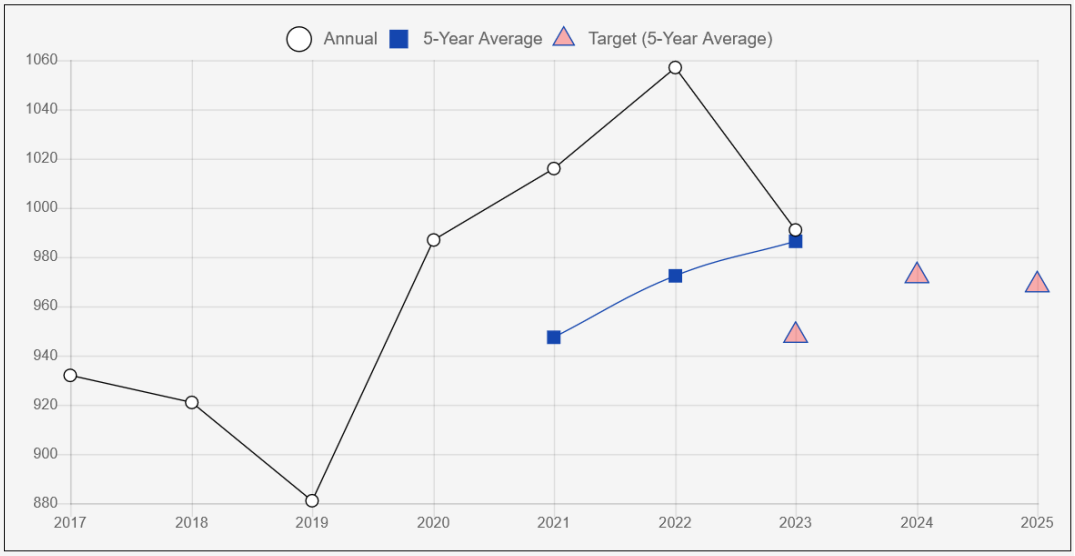
FHWA Performance Assessment for Missouri

Data Source: https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Missouri

Missouri 2023 Safety Performance Target Assessment

Performance Measure	2019-2023 Target	2019-2023 Actual	2017-2021 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	948.2	986.4	947.4	No	No	No
Rate of Fatalities	1.212	1.260	1.234	No	No	
Number of Serious Injuries	4,848.7	4,965.6	4,829.6	No	No	
Rate of Serious Injuries	6.205	6.336	6.290	No	No	
Number of non-motorized fatalities and serious injuries	499.2	566.2	499.0	No	No	

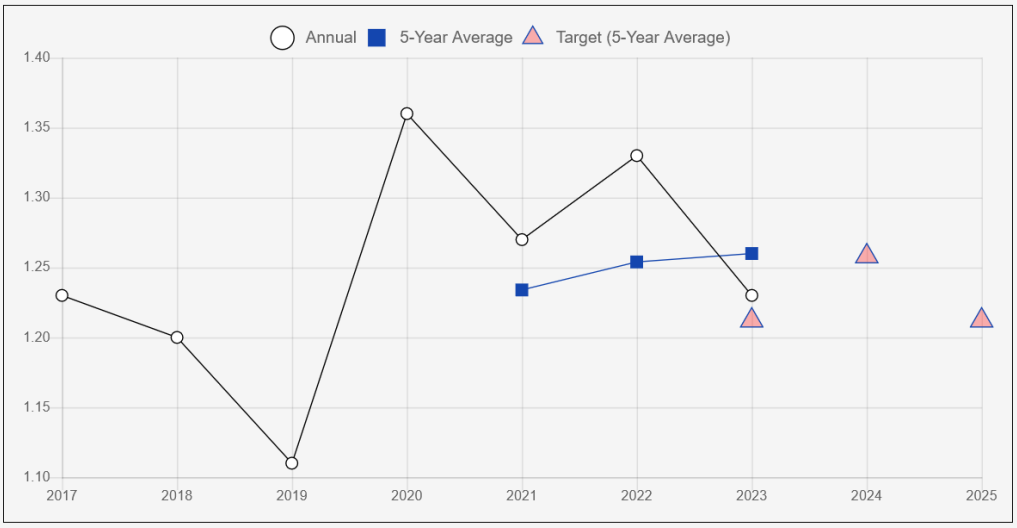
Number of Fatalities



Number of Fatalities	2017	2018	2019	2020	2021	2022	2023	2024	2025
Annual	932	921	881	987	1,016	1,057	991		
5-Year Average					947.4	972.4	986.4		
Target (5-Year Average)							948.2	972.4	968.7

Data Sources:
Fatalities: 2017-2022 Final FARS, 2023 FARS Annual Report File
Targets: 2022-2024 Missouri HSIP Annual Reports

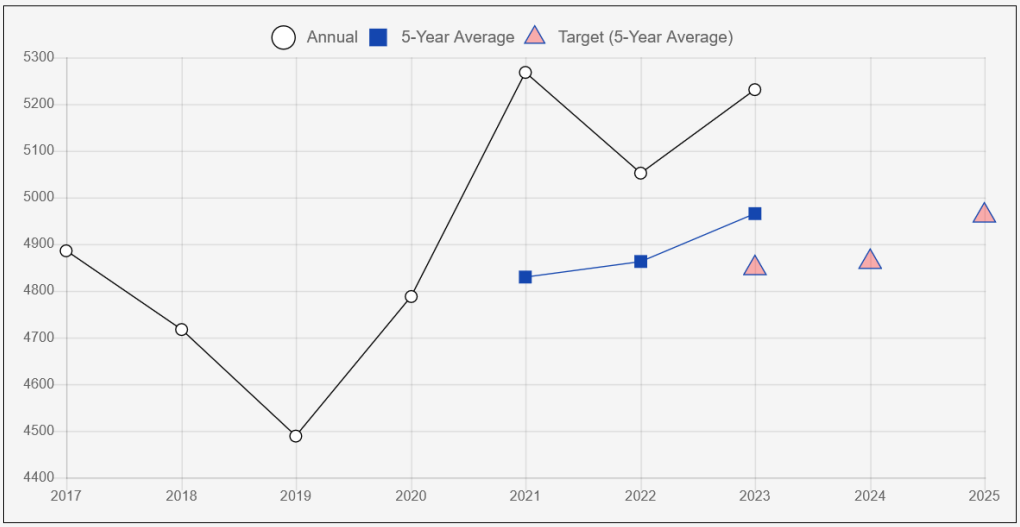
Fatality Rate (per 100 million VMT)



Fatality Rate (per 100 million VMT)	2017	2018	2019	2020	2021	2022	2023	2024	2025
Annual	1.23	1.20	1.11	1.36	1.27	1.33	1.23		
5-Year Average					1.234	1.254	1.260		
Target (5-Year Average)							1.212	1.258	1.212

Data Sources:
Fatalities: 2017-2022 Final FARS, 2023 FARS Annual Report File
VMT: 2017-2023 FHWA Highway Statistics Series, VM-2 Table
Targets: 2022-2024 Missouri HSIP Annual Reports

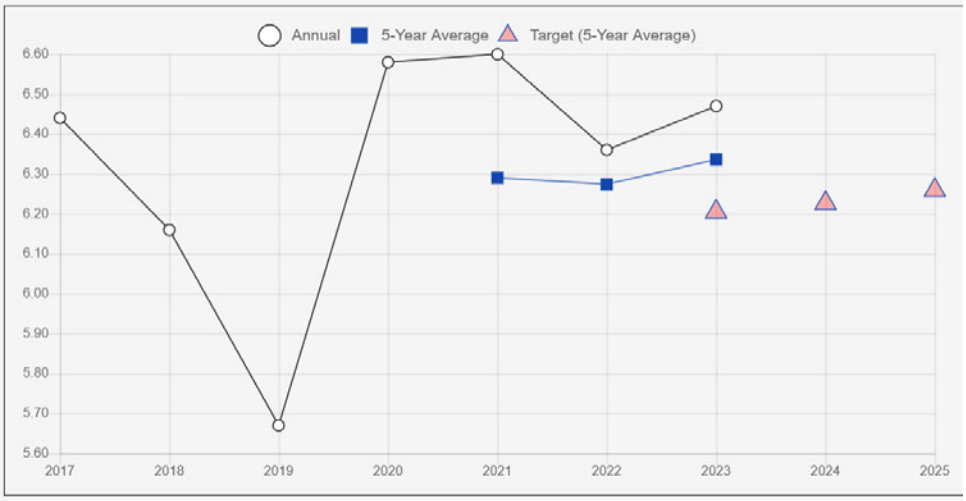
Number of Serious Injuries



Number of Serious Injuries	2017	2018	2019	2020	2021	2022	2023	2024	2025
Annual	4,886	4,717	4,489	4,788	5,268	5,052	5,231		
5-Year Average					4,829.6	4,862.8	4,965.6		
Target (5-Year Average)							4,848.7	4,861.8	4,961.4

Data Sources:
Serious Injuries: 2024 Missouri HSIP Annual Report
Targets: 2022-2024 Missouri HSIP Annual Reports

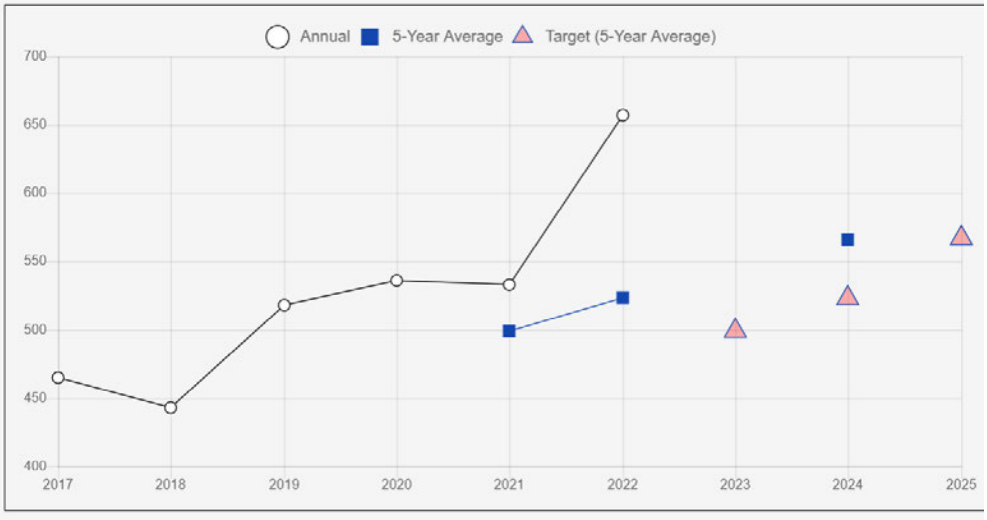
Rate of Serious Injuries (per 100 million VMT)



Rate of Serious Injuries (per 100 million VMT)	2017	2018	2019	2020	2021	2022	2023	2024	2025
Annual	6.44	6.16	5.67	6.58	6.60	6.36	6.47		
5-Year Average					6.290	6.274	6.336		
Target (5-Year Average)							6.205	6.227	6.259

Data Sources:
Serious Injuries: 2024 Missouri HSIP Annual Report
VMT: 2017-2023 FHWA Highway Statistics Series, VM-2 Table
Targets: 2022-2024 Missouri HSIP Annual Reports

Number of Non-Motorized Fatalities and Serious Injuries



Number of Non-Motorized Fatalities and Serious Injuries	2017	2018	2019	2020	2021	2022	2023	2024	2025
Annual	465	443	518	536	533	587	657		
5-Year Average					499.0	523.4	566.2		
Target (5-Year Average)							499.2	523.0	567.0

Data Sources:
Fatalities: 2017-2022 Final FARS, 2023 FARS Annual Report File
Serious Injuries: 2024 Missouri HSIP Annual Report
Targets: 2022-2024 Missouri HSIP Annual Reports

Crash Analysis for Northwest Arkansas

The tables below were developed as part of the ***Northwest Arkansas "Vision Zero" Comprehensive Safety Action Plan*** adopted by NWARPC on June 28, 2023. The descriptive crash analysis methodology consisted of data collection, consolidation, processing, and contextualization based on available crash and roadway attribute data in Arkansas and Missouri to develop the results shown below. A series of high-level descriptive summary tables capture relationships between region-wide crash data, infrastructure data, and contextual variables. These tables explore overall crash trends and patterns that can be used to guide the selection of variables warranting deeper analysis, new roadway behavior programs, policy changes, or the selection of safety countermeasures for project development. The Descriptive Crash Analysis Report provides information for engineers and decision makers to aid in roads design that responds to historical crashes and determines where similar crash conditions exist across the system. The complete Descriptive Crash Analysis can be found here.

Number of Crashes by Year (2017-2021):

Year	Total # of Crashes	% Crashes by Year	# KA Crashes	% KA Crashes by Year	% Crashes resulting in KA
2017	12,154	20.64%	284	20.75%	2.34%
2018	11,664	19.80%	266	19.43%	2.28%
2019	12,309	20.90%	264	19.28%	2.14%
2020	10,433	17.71%	280	20.45%	2.68%
2021	12,336	20.95%	275	20.09%	2.23%
Total	58,896	100.00%	1,369	100.00%	2.32%

Crashes by Injury Severity and Mode, 2017-2021:

Injury Severity	Bicycle	Pedestrian	Motorcycle	Motor Vehicle	Unknown Mode
Fatal injury (K)	4	37	38	138	3
Suspected serious injury (A)	41	79	248	760	21
Suspected minor injury (B)	112	125	399	3,950	119
Possible injury (C)	51	59	167	6,743	166
No apparent injury (O)	37	20	227	43,852	1,500
Total	245	320	1,079	55,443	1,809

Share of crashes compared to the percent of crashes that resulted in a KA, 2017- 2021:

Mode	Total # of Crashes	% Share of Cashes	Total # of KA Crashes	%KA crashes by Mode	% Crashes resulting in KA
Bicycle	245	0.4%	45	3.3%	18.4%
Pedestrian	320	0.5%	116	8.5%	36.3%
Motorcycle	1,079	1.8%	286	20.9%	26.5%
Motor Vehicle	55,443	94.1%	898	65.6%	1.6%
Unknown	1,809	3.1%	24	1.8%	1.3%
Total	58,896	100.00%	1,369	100.00%	2.3%

Crashes by Injury Severity 2017-2021:

Injury Severity	# Crashes	% Crashes
Fatal injury (K)	220	0.37%
Suspected serious injury (A)	1,149	1.95%
Suspected minor injury (B)	4,705	7.99%
Possible injury (C)	7,186	12.20%
No apparent injury (O)	45,636	77.49%
Total	58,896	100.00%

National Highway Traffic Safety (NHTSA) Administration Data

The tables below were published by the National Highway Traffic Safety (NHTSA) as part of the State Traffic Safety Information (STSI).

The Traffic Safety Performance measures use data definitions established by NHTSA's National Center for Statistics and Analysis (NCSA). These data definitions are documented in the FARS Analytical User's Manual (AUM), Appendix D: Additional Data Element Information.

*These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811 025)

Benton County:

Fatality Type	Fatalities					Fatalities Per 100,000 Population				
	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
Total Fatalities (All Crashes)*	23	35	35	27	26	8.22	12.21	11.89	8.92	8.36
(1) Alcohol-Impaired Driving (BAC=.08+) Fatalities	6	8	9	4	7	2.14	2.79	3.06	1.32	2.25
(2) Single Vehicle Crash Fatalities	15	16	16	12	13	5.36	5.58	5.44	3.96	4.18
(3) Large Truck Involved Crash Fatalities	0	7	7	3	7	0.00	2.44	2.38	0.99	2.25
(4) Speeding Involved Crash Fatalities	7	10	17	4	3	2.50	3.49	5.78	1.32	0.96
(5) Rollover Involved Crash Fatalities	4	7	9	2	5	1.43	2.44	3.06	0.66	1.61
(6) Roadway Departure Involved Crash Fatalities	15	22	23	11	16	5.36	7.68	7.82	3.63	5.14
(7) Intersection (or Intersection Related) Crash Fatalities	5	11	9	6	1	1.79	3.84	3.06	1.98	0.32
Passenger Car Occupant Fatalities	4	10	11	7	3	1.43	3.49	3.74	2.31	0.96
Light Truck Occupant Fatalities	7	13	15	8	10	2.50	4.54	5.10	2.64	3.22
Motorcyclist Fatalities	8	7	4	7	3	2.86	2.44	1.36	2.31	0.96
Pedestrian Fatalities	2	4	2	4	4	0.71	1.40	0.68	1.32	1.29
Bicyclist (or Other Cyclist) Fatalities	1	0	0	0	1	0.36	0.00	0.00	0.00	0.32

Washington County:

Fatality Type	Fatalities					Fatalities Per 100,000 Population				
	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
Total Fatalities (All Crashes)*	21	28	29	33	30	8.77	11.35	11.52	12.86	11.47
(1) Alcohol-Impaired Driving (BAC=.08+) Fatalities	4	6	8	8	6	1.67	2.43	3.18	3.12	2.29
(2) Single Vehicle Crash Fatalities	13	13	21	20	16	5.43	5.27	8.34	7.79	6.12
(3) Large Truck Involved Crash Fatalities	3	3	1	5	2	1.25	1.22	0.40	1.95	0.76
(4) Speeding Involved Crash Fatalities	4	4	7	14	6	1.67	1.62	2.78	5.45	2.29
(5) Rollover Involved Crash Fatalities	2	1	5	7	3	0.84	0.41	1.99	2.73	1.15
(6) Roadway Departure Involved Crash Fatalities	10	12	14	16	14	4.18	4.86	5.56	6.23	5.35
(7) Intersection (or Intersection Related) Crash Fatalities	3	5	5	6	7	1.25	2.03	1.99	2.34	2.68
Passenger Car Occupant Fatalities	4	9	4	11	9	1.67	3.65	1.59	4.29	3.44
Light Truck Occupant Fatalities	5	7	8	7	8	2.09	2.84	3.18	2.73	3.06
Motorcyclist Fatalities	5	4	6	6	5	2.09	1.62	2.38	2.34	1.91
Pedestrian Fatalities	7	7	8	8	6	2.92	2.84	3.18	3.12	2.29
Bicyclist (or Other Cyclist) Fatalities	0	0	2	0	2	0.00	0.00	0.79	0.00	0.76

McDonald County:

Fatality Type	Fatalities					Fatalities Per 100,000 Population				
	2019	2020	2021	2022	2023	2019	2020	2021	2022	2023
Total Fatalities (All Crashes)*	10	8	8	9	6	43.65	34.36	34.15	38.15	25.10
(1) Alcohol-Impaired Driving (BAC=.08+) Fatalities	1	1	1	5	2	4.36	4.30	4.27	21.19	8.37
(2) Single Vehicle Crash Fatalities	3	2	6	2	3	13.09	8.59	25.61	8.48	12.55
(3) Large Truck Involved Crash Fatalities	2	2	1	0	2	8.73	8.59	4.27	0.00	8.37
(4) Speeding Involved Crash Fatalities	2	3	3	1	3	8.73	12.89	12.80	4.24	12.55
(5) Rollover Involved Crash Fatalities	3	3	3	2	1	13.09	12.89	12.80	8.48	4.18
(6) Roadway Departure Involved Crash Fatalities	3	5	7	5	4	13.09	21.48	29.88	21.19	16.73
(7) Intersection (or Intersection Related) Crash Fatalities	2	4	0	1	3	8.73	17.18	0.00	4.24	12.55
Passenger Car Occupant Fatalities	6	3	2	6	1	26.19	12.89	8.54	25.43	4.18
Light Truck Occupant Fatalities	3	3	2	2	2	13.09	12.89	8.54	8.48	8.37
Motorcyclist Fatalities	0	1	3	1	2	0.00	4.30	12.80	4.24	8.37
Pedestrian Fatalities	1	0	0	0	0	4.36	0.00	0.00	0.00	0.00
Bicyclist (or Other Cyclist) Fatalities	0	0	0	0	0	0.00	0.00	0.00	0.00	0.00

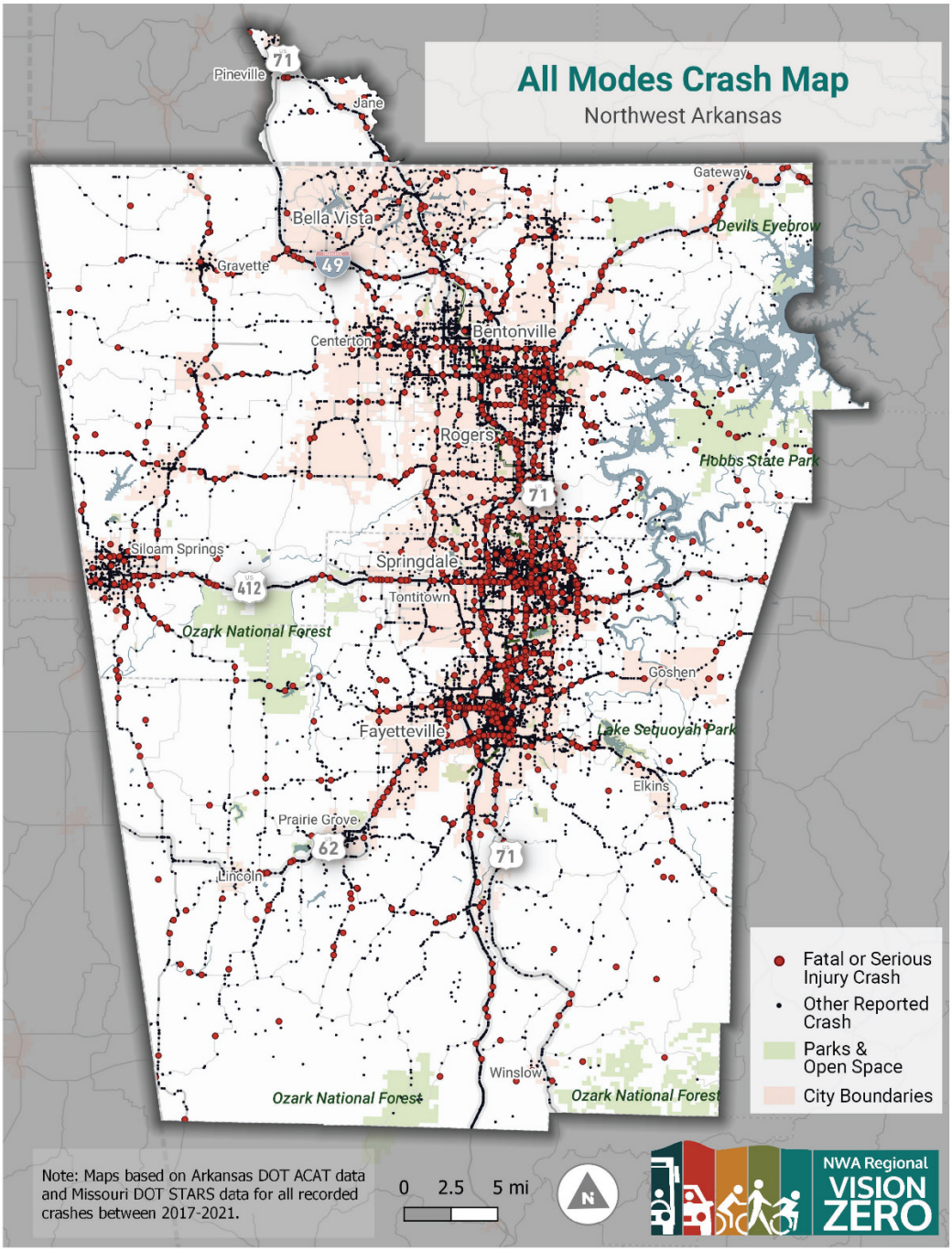
(1) Crash Involved at Least One Driver or Motorcycle Rider With a BAC of .08 or Above
(2) Crash Involved Only One Vehicle In Transport
(3) Crash Involved at Least One Large Truck
(4) Crash Involved at Least One Vehicle Speeding
(5) Crash Involved at Least One Vehicle That Rolled Over
(6) Crash Involved at Least One Vehicle That Departed the Roadway (FHWA Definition)
(7) Crash Occured Within an Intersection or Within the Approach to an Intersection

*A Fatality Can Be in More Than One Category. Therefore Sum of the Individual Cells Will Not Equal the Total Due to Double Counting

All Modes Crash Map

Source: NWA Vision Zero – based on ARDOT ACAT data and MODOT STARS data for all recorded crashes 2017-2021. A complete Crash Maps Report as part of the Northwest Arkansas "Vision Zero" Comprehensive Safety Plan [can be found at this link]

All Modes Crash Map



III. PM2: Pavement and Bridge Conditions

Pavement and bridge condition performance measures (PM2) are required to be included in the System Performance Report for any Metropolitan Transportation Plan (MTP) adopted or amended after May 27, 2018. This section presents pavement and bridge conditions, associated performance measures, and trends for the Northwest Arkansas Regional Planning Commission (NWARPC) Metropolitan Planning Area (MPA), in accordance with Federal Highway Administration (FHWA) Transportation Performance Management requirements.

Maintaining the condition of the region's National Highway System (NHS) roadways and bridges is critical to ensuring safe, reliable, and efficient travel for people and freight. PM2 measures—including the percentage of pavements and bridges in good or poor condition—provide a standardized framework for tracking infrastructure performance over time and for supporting ARDOT and MoDOT targets for roadway and bridge maintenance.

NWARPC monitors and reports these conditions as part of its coordinated, performance-based planning approach, integrating state and regional data to inform project prioritization, funding allocation, and long-term investment strategies. Continued evaluation of pavement and bridge conditions supports the region's goals of reducing infrastructure deterioration, improving system reliability, and maximizing the effectiveness of maintenance and rehabilitation investments.

While current condition data are provided by ARDOT and MoDOT, NWARPC recognizes the value of developing regional analytic tools to better visualize pavement and bridge performance trends, identify recurring deficiencies, and support proactive decision-making. These capabilities will enable the region to more efficiently allocate resources, optimize project selection, and improve long-term infrastructure outcomes.

Adopted Statewide Targets – Pavement & Bridge Condition

PAVEMENTS	Missouri Statewide 2021-2025*				Arkansas Statewide 2022-2025*			
	2021 Baseline	2023 Target (2-year)	2025 Target (4-year)	2025 Target (Revised)	Baseline (2022)	2023 Target (2-year)	2025 Target (4-year)	2025 Target (Revised)
Percentage of Interstate Pavements in Good Condition	79.9%	77.5%	77.5%	65.0%	65.2%	54.0%	48.0%	45.0%
Percentage of Interstate Pavements in Poor Condition	0.0%	0.1%	0.1%	1.0%	1.3%	5.0%	5.0%	5.0%
Percentage of non-Interstate NHS Pavements in Good Condition	61.3%	61.1%	61.1%	50.0%	34.8%	41.0%	45.0%	35.0%
Percentage of non-Interstate NHS Pavements in Poor Condition	0.9%	1.0%	1.0%	3.0%	5.3%	4.0%	4.0%	6.0%

BRIDGE	Missouri Statewide 2021-2025*				Arkansas Statewide 2022-2025*			
	2021 Baseline	2023 Target (2-year)	2025 Target (4-year)	2025 Target (not revised)	Baseline (2022)	2023 Target (2-year)	2025 Target (4-year)	2025 Target (not revised)
Percent of NHS bridges by deck area classified as Good Condition	27.2%	22.8%	19.2%	19.2%	43.6%	39.0%	40.0%	40.0%
Percent of NHS bridges by deck area classified as Poor Condition	7.1%	7.7%	7.8%	7.8%	3.5%	6.0%	8.0%	8.0%

*MoDOT refers to data years; ARDOT refers to report years

**ARDOT: Non-interstate NHS data analysis transitioned from IRI-only to full distress in 2020; Interstate analysis transitioned in 2018

FHWA Performance Assessment for Arkansas

Data Source: https://www.fhwa.dot.gov/tpm/reporting/state/condition.cfm?state=Arkansas

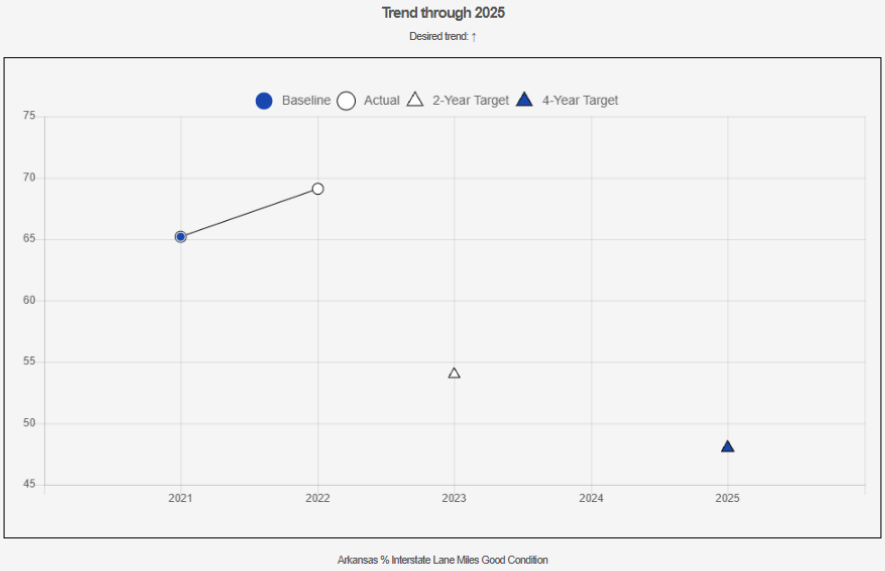
Arkansas 2022 Full Performance Period Significant Progress Determination Results

Measure Area	Measures		Baseline	Target	Actual	Better than Baseline?	Achieved Target?	Made Significant Progress?	Consequences [23 CFR 490.109(f)]
The condition of pavements on the Interstate System	Percentage of pavements of the Interstate System in Good condition		67.2[1]	72.0	65.2	No	No	No	Additional Reporting
	Percentage of pavements of the Interstate System in Poor condition		0.3[2]	5.0	1.3	No	Yes	Yes	
The condition of pavements on the National Highway System (NHS) (excluding the Interstate)	Percentage of pavements of the non-Interstate NHS in Good condition	Based only on IRI	53.0	59.0	65.9	Yes	Yes	Yes	None
		Based on Full Distress + IRI	---	---	---	---	---		
	Percentage of pavements of the non-Interstate NHS in Poor condition	Based only on IRI	9.7	7.0	7.7	Yes	No	Yes	
		Based on Full Distress + IRI	---	---	---	---	---		
The condition of bridges on the National Highway System	Percentage of NHS bridges classified as in Good condition		50.3	42.0	43.6	No	Yes	Yes	None
	Percentage of NHS bridges classified as in Poor condition		3.9	6.0	3.5	Yes	Yes	Yes	

[1] The 2-year condition/performance, in 2020 Mid Performance Period Progress Report, as the baseline condition/performance, as required in 23 CFR 490.105(e)(7)(iii).

[2] Ibid.

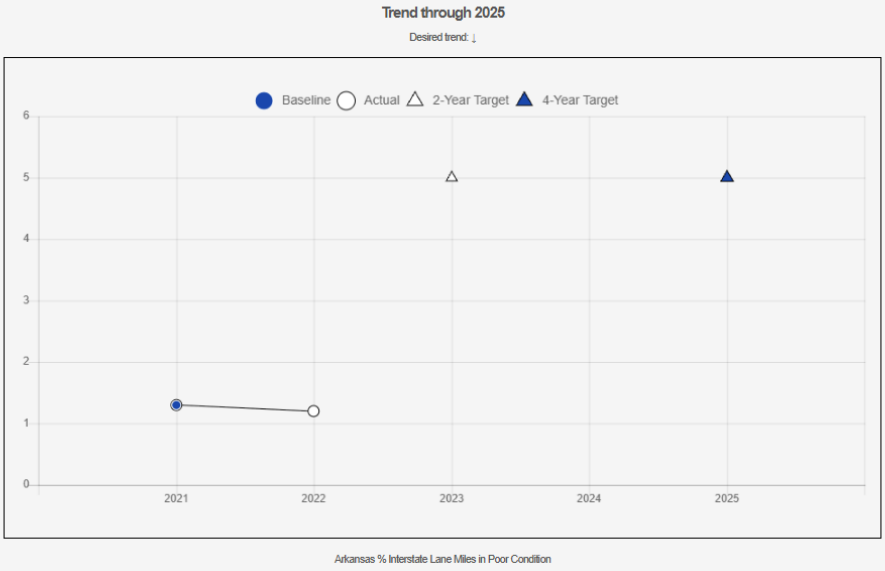
Interstate Pavement in Good Condition



Interstate Pavement in Good Condition	2021	2022	2023	2024	2025
Condition/Performance	65.2	69.1	--	--	--
Target	--	--	54.0	--	48.0

Data Sources:
Arkansas 2022 Biennial Performance Report
Arkansas 2022, 2023 HPMS Data Submittal

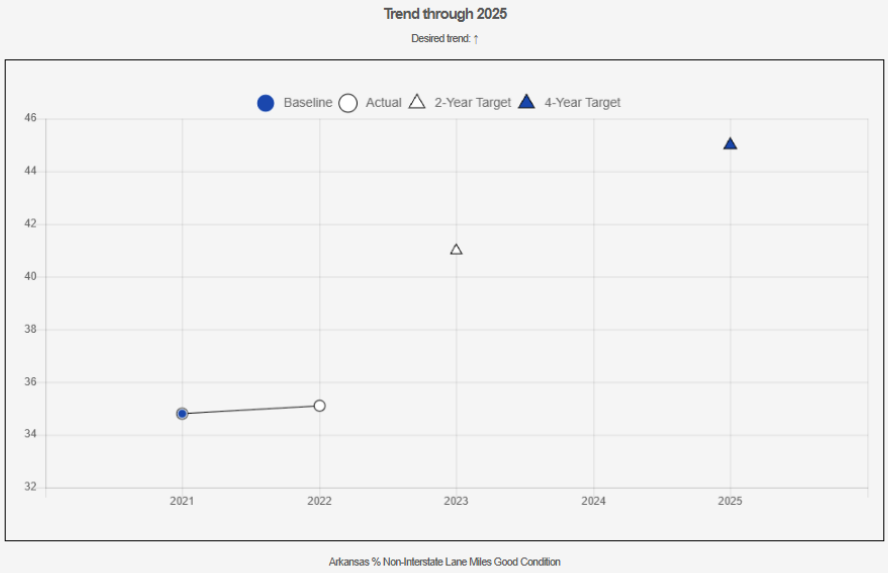
Interstate Pavement in Poor Condition



Interstate Pavement in Poor Condition	2021	2022	2023	2024	2025
Condition/Performance	1.3	1.2	--	--	--
Target	--	--	5.0	--	5.0

Data Sources:
Arkansas 2022 Biennial Performance Report
Arkansas 2022, 2023 HPMS Data Submittal

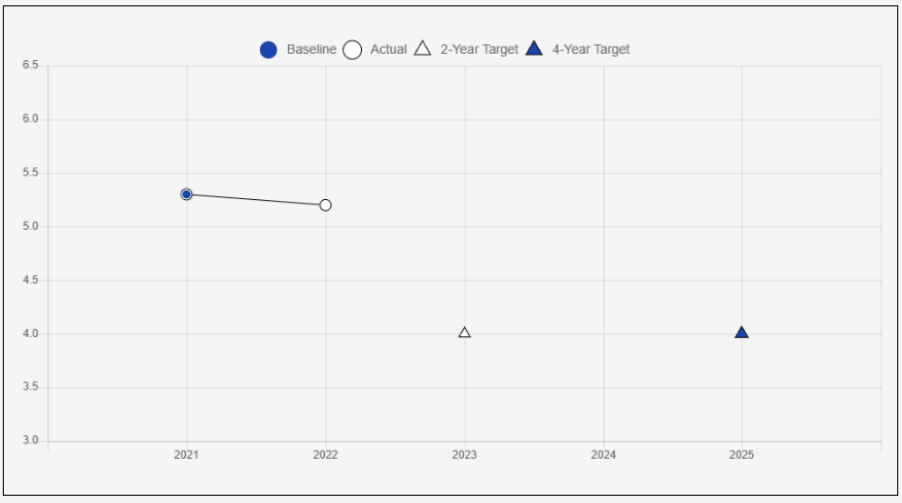
Non-Interstate National Highway System (NHS) Pavement in Good Condition



Non-Interstate National Highway System (NHS) Pavement in Good Condition	2021	2022	2023	2024	2025
Condition/Performance	34.8	35.1	--	--	--
Target	--	--	41.0	--	45.0

Data Sources:
Arkansas 2022 Biennial Performance Report
Arkansas 2022, 2023 HPMS Data Submittal

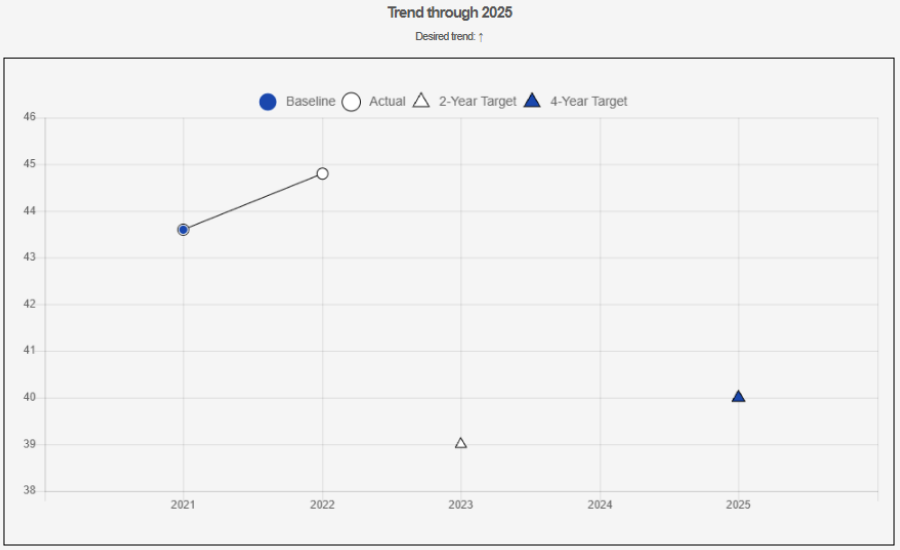
Non-Interstate National Highway System (NHS) Pavement in Poor Condition



Non-Interstate National Highway System (NHS) Pavement in Poor Condition	2021	2022	2023	2024	2025
Condition/Performance	5.3	5.2	--	--	--
Target	--	--	4.0	--	4.0

Data Sources:
Arkansas 2022 Biennial Performance Report
Arkansas 2022, 2023 HPMS Data Submittal

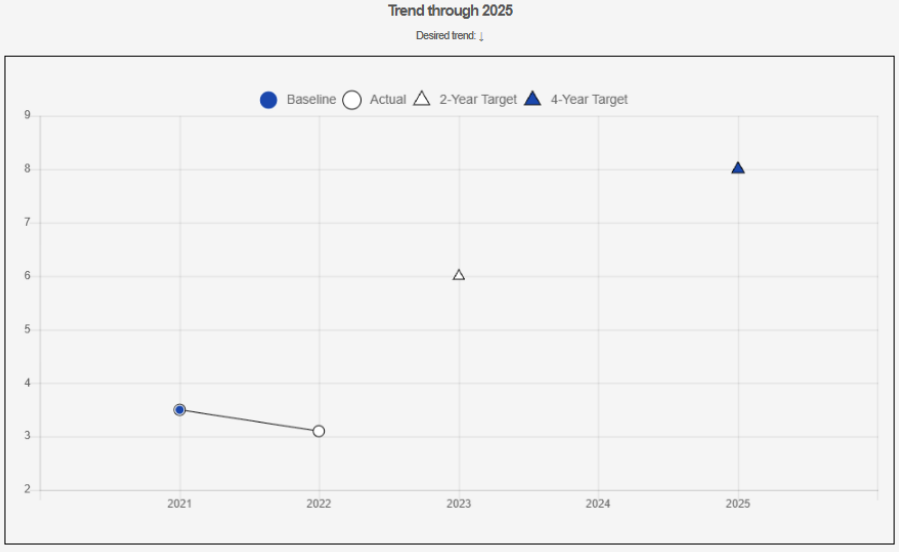
National Highway System (NHS) Bridges in Good Condition



National Highway System (NHS) Bridges in Good Condition	2021	2022	2023	2024	2025
Condition/Performance	43.6	44.8	--	--	--
Target	--	--	39.0	--	40.0

Data Sources:
Arkansas 2022 Biennial Performance Report
Arkansas 2022, 2023 NBI Data Submittal

National Highway System (NHS) Bridges in Poor Condition



National Highway System (NHS) Bridges in Poor Condition	2021	2022	2023	2024	2025
Condition/Performance	3.5	3.1	--	--	--
Target	--	--	6.0	--	8.0

Data Sources:
Arkansas 2022 Biennial Performance Report
Arkansas 2022, 2023 NBI Data Submittal

FHWA Performance Assessment for Missouri

Data Source: https://www.fhwa.dot.gov/tpm/reporting/state/condition.cfm?state=Missouri

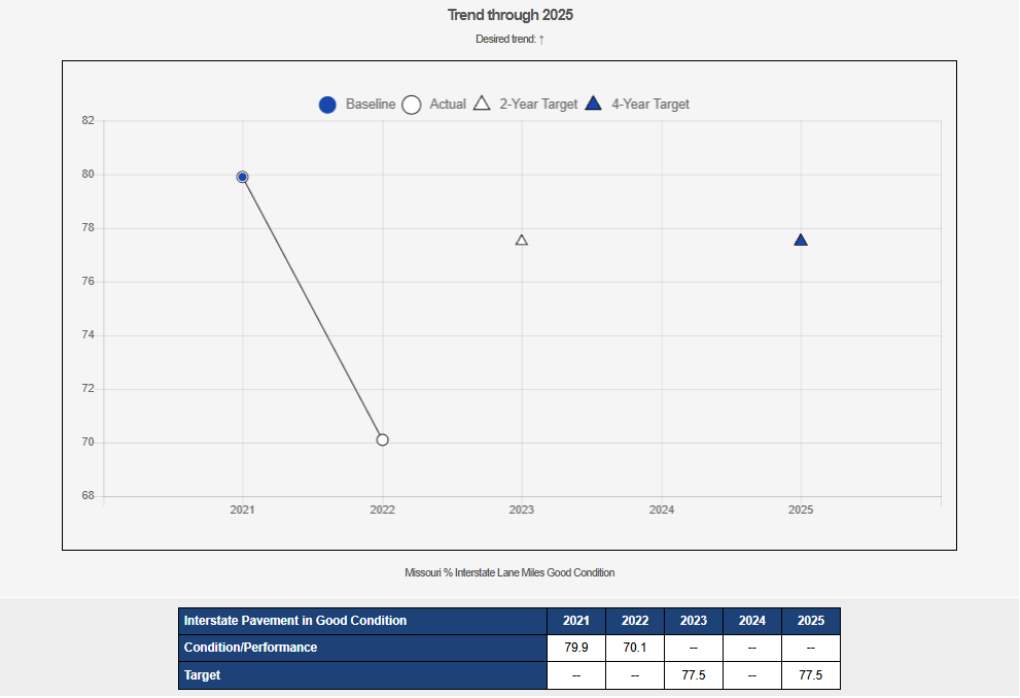
Missouri 2022 Full Performance Period Significant Progress Determination Results

Measure Area	Measures		Baseline	Target	Actual	Better than Baseline?	Achieved Target?	Made Significant Progress?	Consequences [23 CFR 490.109(f)]
The condition of pavements on the Interstate System	Percentage of pavements of the Interstate System in Good condition		75.0[1]	77.5	79.9	Yes	Yes	Yes	None
	Percentage of pavements of the Interstate System in Poor condition		0.1[2]	0.1	0.0	Yes	Yes	Yes	
The condition of pavements on the National Highway System (NHS) (excluding the Interstate)	Percentage of pavements of the non-Interstate NHS in Good condition	Based only on IRI	74.8	---	74.0	No	---	Yes	None
		Based on Full Distress + IRI	---	61.1	61.3	---	Yes		
	Percentage of pavements of the non-Interstate NHS in Poor condition	Based only on IRI	5.1	---	5.7	No	---	Yes	
		Based on Full Distress + IRI	---	1.0	0.9	---	Yes		
The condition of bridges on the National Highway System	Percentage of NHS bridges classified as in Good condition		34.0	26.4	27.2	No	Yes	Yes	None
	Percentage of NHS bridges classified as in Poor condition		7.1	8.2	7.1	No	Yes	Yes	

[1] The 2-year condition/performance, in 2020 Mid Performance Period Progress Report, as the baseline condition/performance, as required in 23 CFR 490.105(e)(7)(iii).

[2] Ibid.

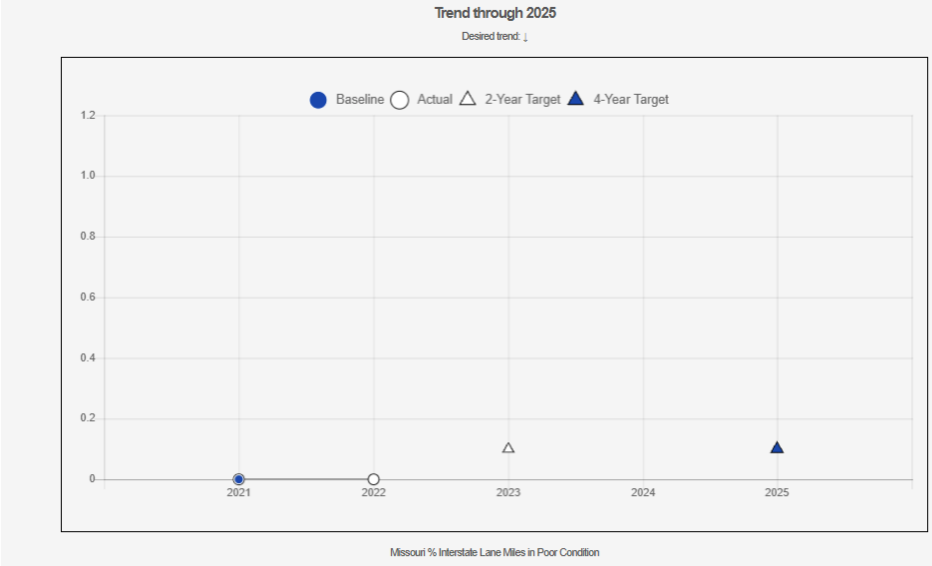
Interstate Pavement in Good Condition



Interstate Pavement in Good Condition	2021	2022	2023	2024	2025
Condition/Performance	79.9	70.1	--	--	--
Target	--	--	77.5	--	77.5

Data Sources:
Missouri 2022 Biennial Performance Report
Missouri 2022, 2023 HPMS Data Submittal

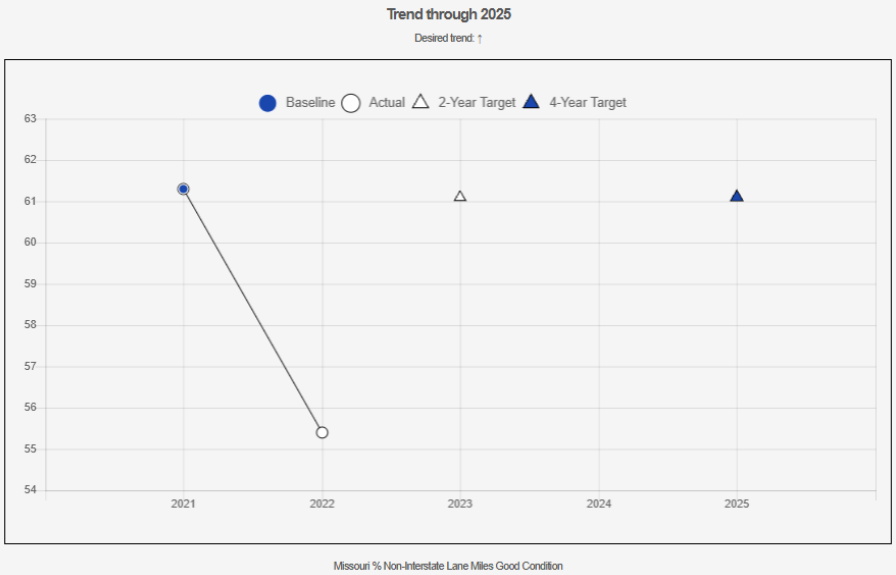
Interstate Pavement in Poor Condition



Interstate Pavement in Poor Condition	2021	2022	2023	2024	2025
Condition/Performance	0.0	0.0	--	--	--
Target	--	--	0.1	--	0.1

Data Sources:
Missouri 2022 Biennial Performance Report
Missouri 2022, 2023 HPMS Data Submittal

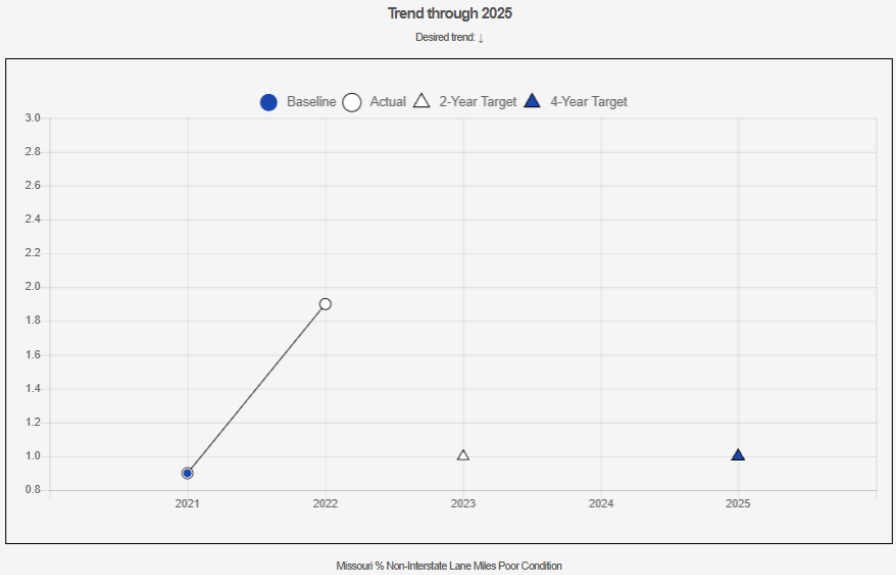
Non-Interstate National Highway System (NHS) Pavement in Good Condition



Non-Interstate National Highway System (NHS) Pavement in Good Condition	2021	2022	2023	2024	2025
Condition/Performance	61.3	55.4	--	--	--
Target	--	--	61.1	--	61.1

Data Sources:
Missouri 2022 Biennial Performance Report
Missouri 2022, 2023 HPMS Data Submittal

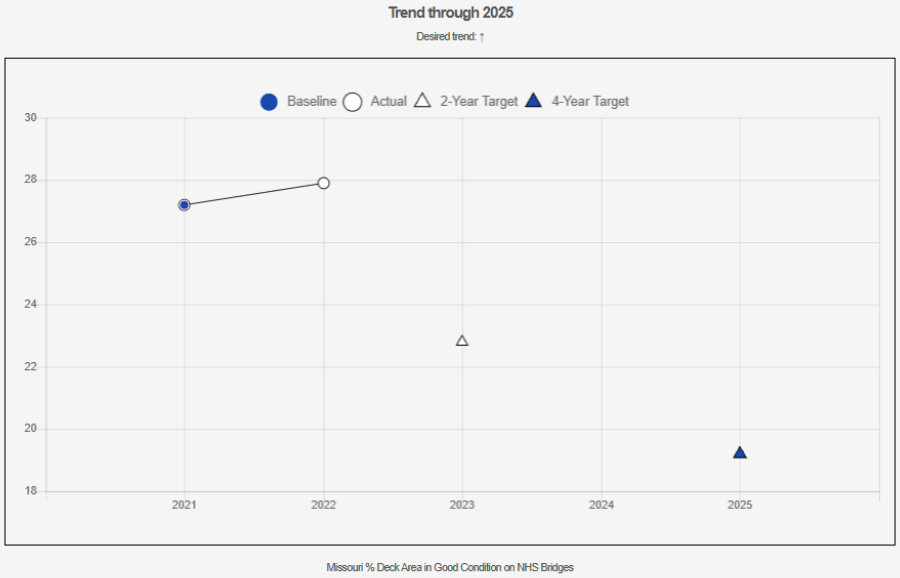
Non-Interstate National Highway System (NHS) Pavement in Poor Condition



Non-Interstate National Highway System (NHS) Pavement in Poor Condition	2021	2022	2023	2024	2025
Condition/Performance	0.9	1.9	--	--	--
Target	--	--	1.0	--	1.0

Data Sources:
Missouri 2022 Biennial Performance Report
Missouri 2022, 2023 HPMS Data Submittal

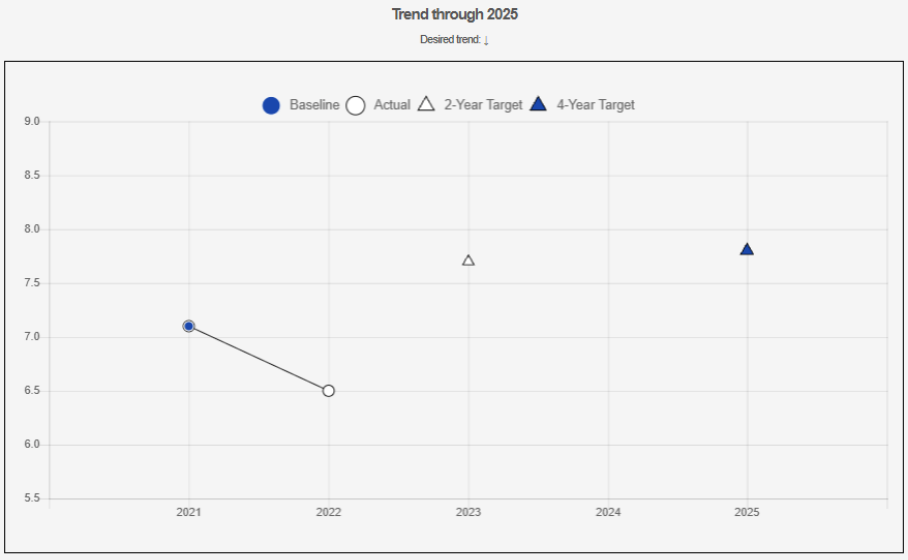
National Highway System (NHS) Bridges in Good Condition



National Highway System (NHS) Bridges in Good Condition	2021	2022	2023	2024	2025
Condition/Performance	27.2	27.9	--	--	--
Target	--	--	22.8	--	19.2

Data Sources:
Missouri 2022 Biennial Performance Report
Missouri 2022, 2023 NBI Data Submittal

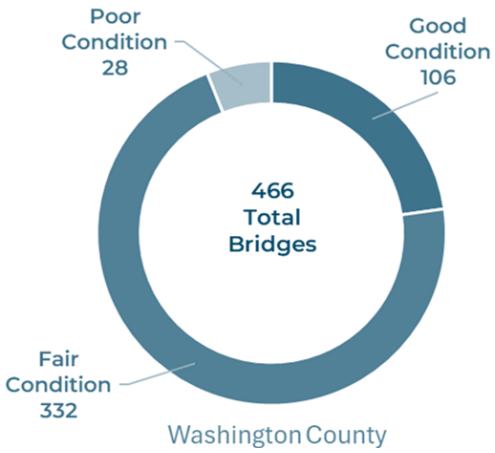
National Highway System (NHS) Bridges in Poor Condition

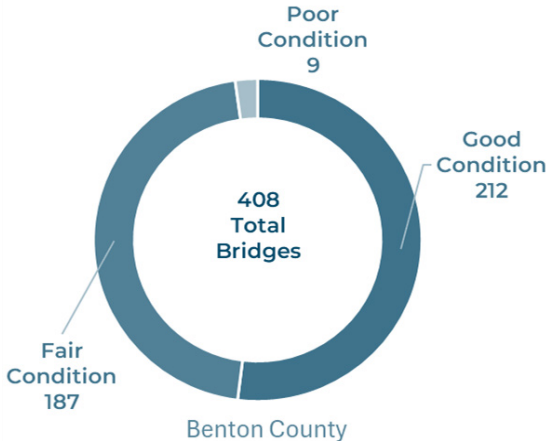


National Highway System (NHS) Bridges in Poor Condition	2021	2022	2023	2024	2025
Condition/Performance	7.1	6.5	--	--	--
Target	--	--	7.7	--	7.8

Data Sources:
Missouri 2022 Biennial Performance Report
Missouri 2022, 2023 NBI Data Submittal

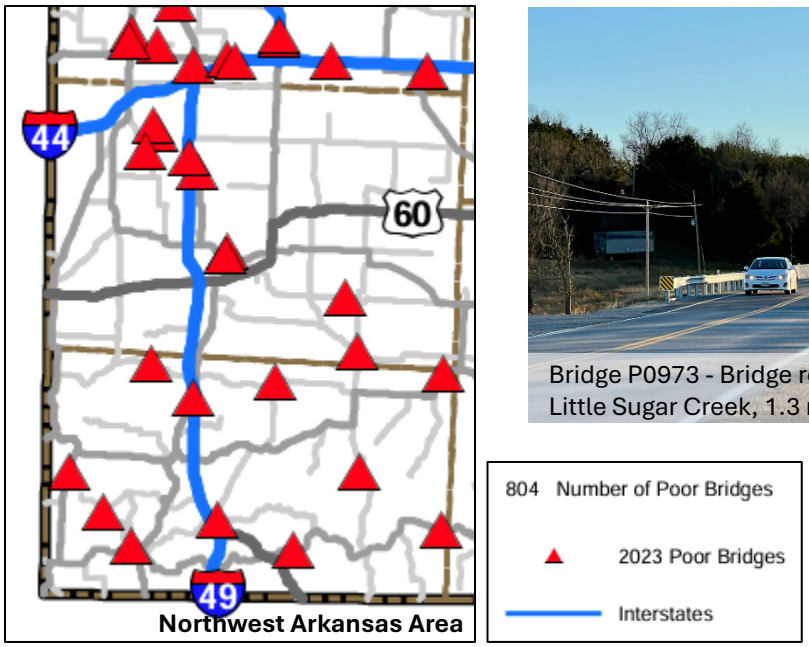
Northwest Arkansas Bridge Condition – Benton & Washington County





Data Sources: ARDOT Arkansas Bridges Dashboard

Northwest Arkansas Bridge Condition – McDonald County – Poor Bridges




Bridge P0973 - Bridge replacement over Little Sugar Creek, 1.3 miles east of Jane.

Data Sources: MoDOT; https://www.modot.org/Bridges

IV. PM3: System Performance

System reliability and freight movement performance measures (PM3) are required in the System Performance Report for any Metropolitan Transportation Plan (MTP) adopted or amended after May 27, 2018. This section summarizes travel time reliability, freight performance, and congestion trends for the Northwest Arkansas Regional Planning Commission (NWARPC) Metropolitan Planning Area (MPA), in accordance with **FHWA Transportation Performance Management requirements**.

Reliable travel is critical for economic vitality, freight movement, and commuter predictability. NWARPC monitors system reliability and congestion through the **Congestion Management Process (CMP)**, identifying high-delay corridors, top congested segments, and freight patterns. Travel time analyses and truck count mapping inform investment strategies, project prioritization, and regional planning decisions.

Coordination with ARDOT, MoDOT, and local jurisdictions ensures improvements support broader goals, including **safety, multimodal access, and sustainability**. Monitoring PM3 measures over time allows NWARPC to document progress toward federally established targets and evaluate the impact of regional investments.

Adopted Statewide Targets – Travel Time Reliability

TRAVEL TIME RELIABILITY	Missouri Statewide 2021-2025*				Arkansas Statewide 2022-2025*			
	2021 Baseline	2023 Target (2-year)	2025 Target (4-year)	2025 Target (not revised)	Baseline (2022)	2023 Target (2-year)	2025 Target (4-year)	2025 Target (not revised)
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	98.4%	87.1%	86.0%	86.0%	98.5%	93.0%	93.0%	93.0%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	95.5%	87.8%	87.0%	87.0%	95.6%	92.0%	92.0%	92.0%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.18	1.45	1.45	1.45	1.24	1.35	1.35	1.35

*MoDOT refers to data years; ARDOT refers to report years

**ARDOT: Non-interstate NHS data analysis transitioned from IRI-only to full distress in 2020; Interstate analysis transitioned in 2018

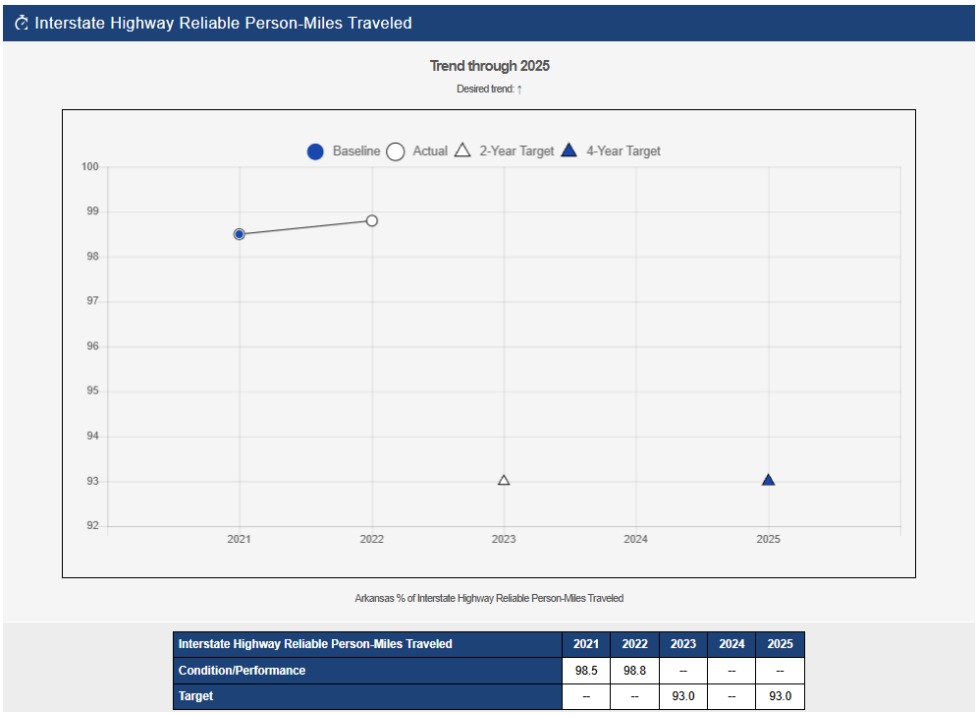
FHWA Performance Assessment for Arkansas

Data Source: https://www.fhwa.dot.gov/tpm/reporting/state/reliability.cfm?state=Arkansas

Arkansas 2022 Full Performance Period Significant Progress Determination Results

Measure Area	Measures	Baseline	Target	Actual	Better than Baseline?	Achieved Target?	Made Significant Progress?	Consequences [23 CFR 490.109(f)]
The performance of the National Highway System	Interstate Travel Time Reliability	95.4	93.0	98.5	Yes	Yes	Yes	None
	Non-Interstate NHS Travel Time Reliability	95.8[3]	92.0	95.6	No	Yes	Yes	
Freight movement on the Interstate System	Freight Reliability	1.20	1.40	1.24	No	Yes	Yes	None

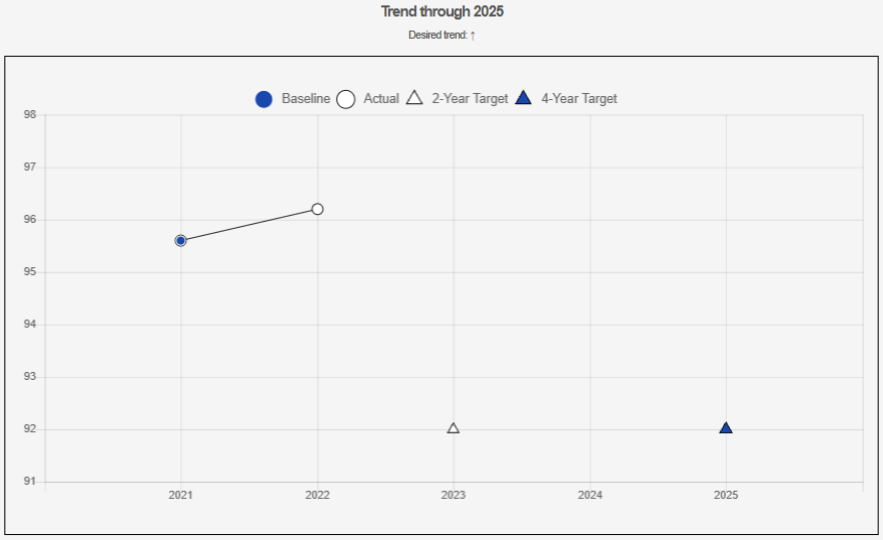
[3] The 2-year condition/performance, in 2020 Mid Performance Period Progress Report, as the baseline condition/performance, as required in 23 CFR 490.105(e)(7)(iii).



Interstate Highway Reliable Person-Miles Traveled	2021	2022	2023	2024	2025
Condition/Performance	98.5	98.8	--	--	--
Target	--	--	93.0	--	93.0

Data Sources:
Arkansas 2022 Biennial Performance Report
Arkansas 2022, 2023 HPMS Data Submittal

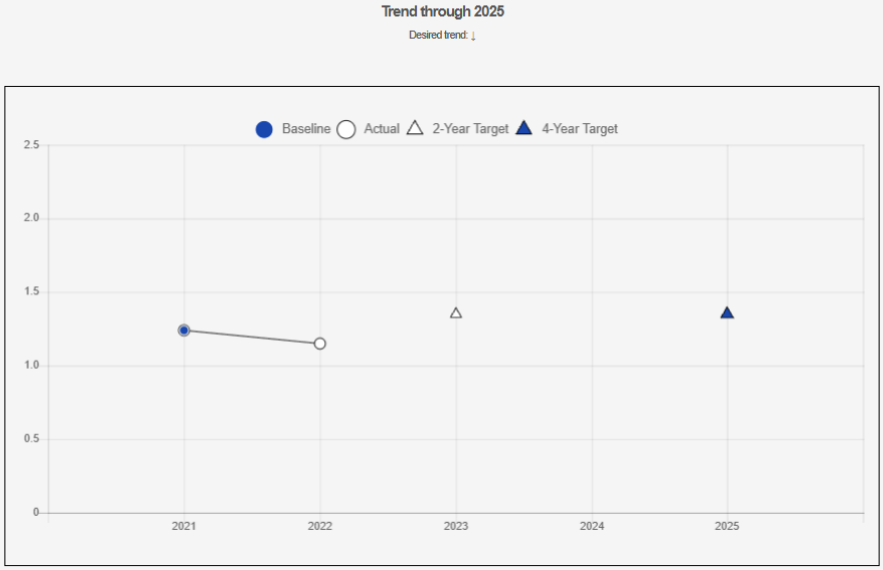
Non-Interstate National Highway System (NHS) Reliable Person-Miles Traveled



Non-Interstate NHS reliable Person-Miles Traveled	2021	2022	2023	2024	2025
Condition/Performance	95.6	96.2	--	--	--
Target	--	--	92.0	--	92.0

Data Sources:
Arkansas 2022 Biennial Performance Report
Arkansas 2022, 2023 HPMS Data Submittal

Interstate Highway Truck Travel Time Reliability (TTTR) Index



Truck Travel Time Reliability Index	2021	2022	2023	2024	2025
Condition/Performance	1.24	1.15	--	--	--
Target	--	--	1.35	--	1.35

Data Sources:
Arkansas 2022 Biennial Performance Report
Arkansas 2022, 2023 HPMS Data Submittal

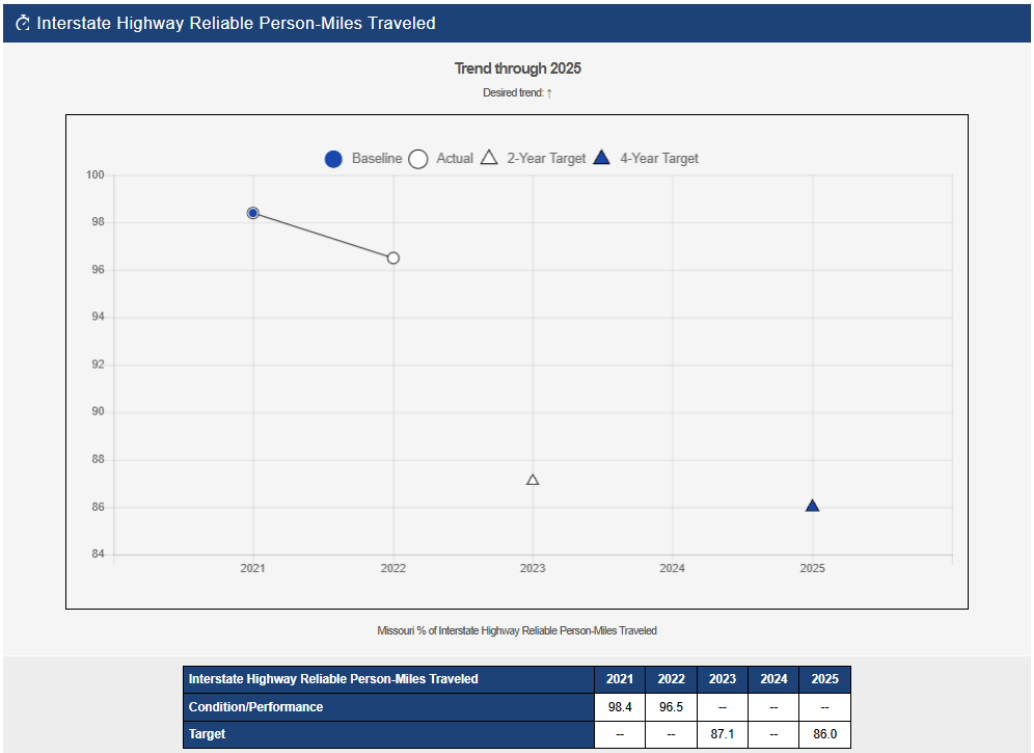
FHWA Performance Assessment for Missouri

Data Source: https://www.fhwa.dot.gov/tpm/reporting/state/reliability.cfm?state=Missouri

Missouri 2022 Full Performance Period Significant Progress Determination Results

Measure Area	Measures	Baseline	Target	Actual	Better than Baseline?	Achieved Target?	Made Significant Progress?	Consequences [23 CFR 490.109(f)]
The performance of the National Highway System	Interstate Travel Time Reliability	91.6	87.1	98.4	Yes	Yes	Yes	None
	Non-Interstate NHS Travel Time Reliability	91.7[3]	87.8	95.5	Yes	Yes	Yes	
Freight movement on the Interstate System	Freight Reliability	1.25	1.45	1.18	Yes	Yes	Yes	None

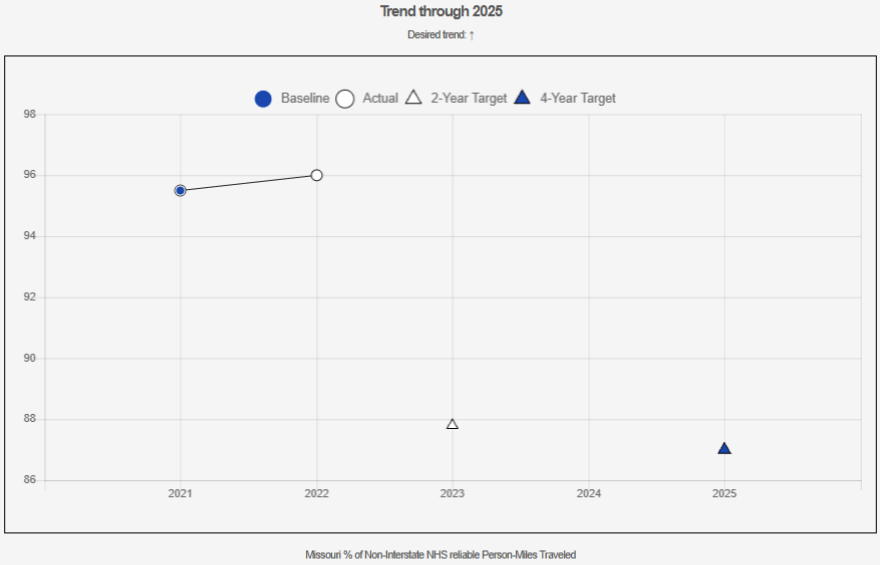
[3] The 2-year condition/performance, in 2020 Mid Performance Period Progress Report, as the baseline condition/performance, as required in 23 CFR 490.105(e)(7)(iii).



Interstate Highway Reliable Person-Miles Traveled	2021	2022	2023	2024	2025
Condition/Performance	98.4	96.5	--	--	--
Target	--	--	87.1	--	86.0

Data Sources:
Missouri 2022 Biennial Performance Report
Missouri 2022, 2023 HPMS Data Submittal

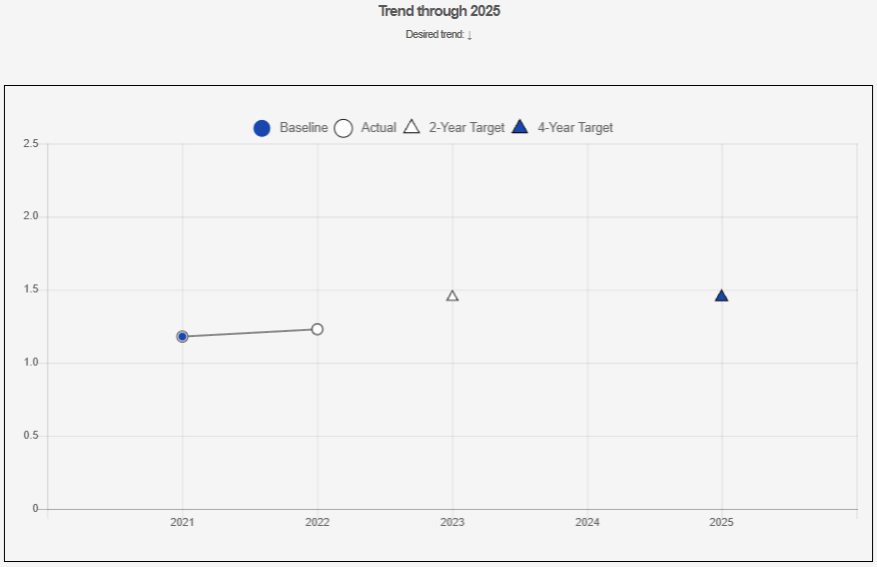
Non-Interstate National Highway System (NHS) Reliable Person-Miles Traveled



Non-Interstate NHS reliable Person-Miles Traveled	2021	2022	2023	2024	2025
Condition/Performance	95.5	96.0	--	--	--
Target	--	--	87.8	--	87.0

Data Sources:
Missouri 2022 Biennial Performance Report
Missouri 2022, 2023 HPMS Data Submittal

Interstate Highway Truck Travel Time Reliability (TTTR) Index



Truck Travel Time Reliability Index	2021	2022	2023	2024	2025
Condition/Performance	1.18	1.23	--	--	--
Target	--	--	1.45	--	1.45

Data Sources:
Missouri 2022 Biennial Performance Report
Missouri 2022, 2023 HPMS Data Submittal

Congestion and System Performance for Northwest Arkansas

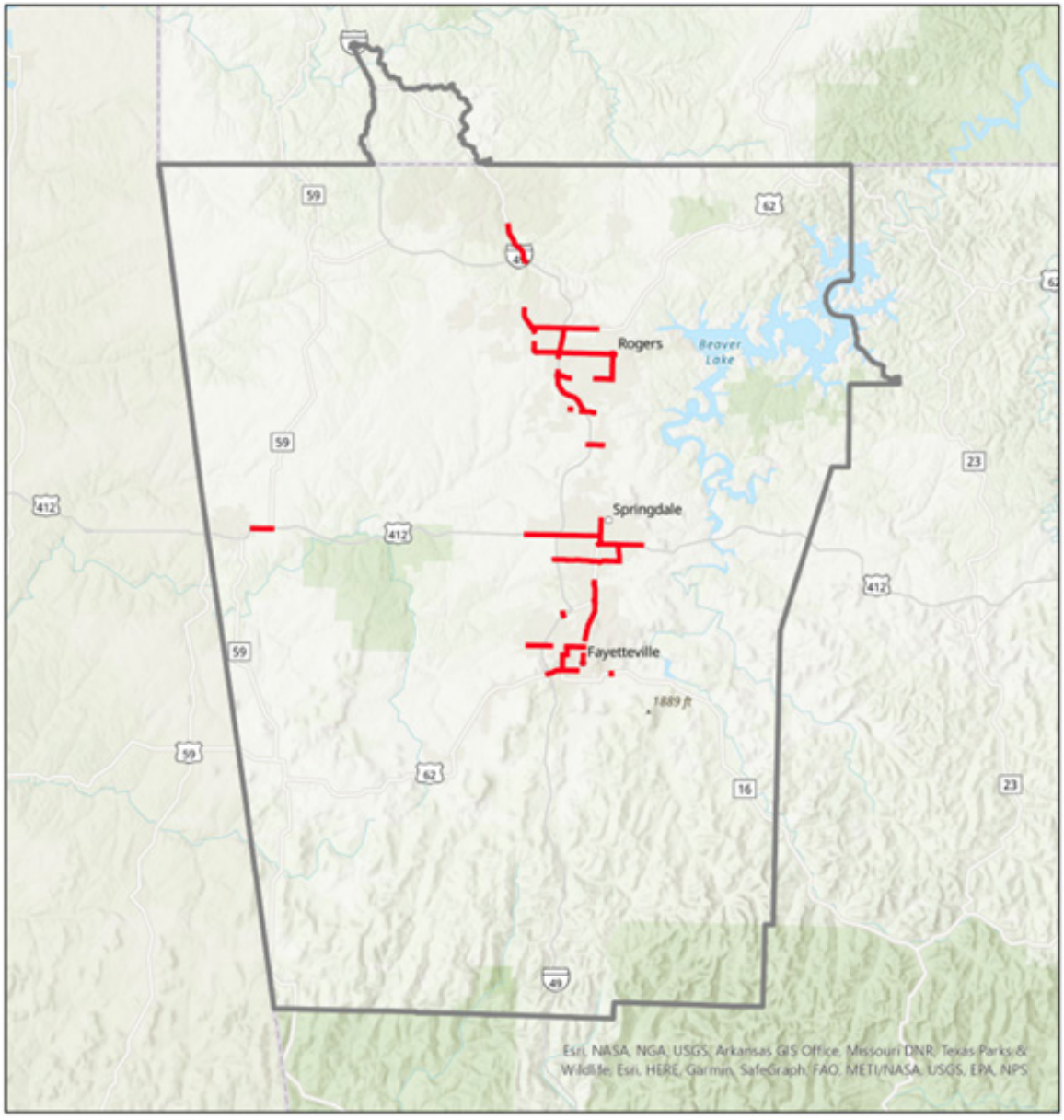
The congestion and system performance analysis presented below is based on the **Northwest Arkansas Congestion Management Process (CMP)**, which provides a systematic, regionwide framework for monitoring congestion, evaluating travel time reliability, and supporting performance-based planning. The CMP uses travel time and freight movement data to identify recurring congestion locations and assess system reliability for both passenger and freight travel.

Exhibits include a congested corridors map and a ranking of the Top 20 congested roadway segments, summarizing the most significant reliability challenges in the metropolitan planning area. These outputs are consistent with CMP methodologies documented in NWARPC reports and support data-driven identification of corridors for operational improvements, multimodal strategies, and capital investments.

The analysis is intended to inform planning decisions and guide investment priorities while complementing other performance considerations such as safety, equity, and land use. For more detail, NWARPC maintains CMP data and methodology documentation on its website.

Additional information on the Northwest Arkansas Congestion Management Process is available at: https://www.nwarpc.org/transportation/congestion-management-process/

NWARPC Congested Corridors – 2019



Top 20 Congested Segments

Rank	Route	Direction	Segment Limits	Length
1	US 412/W. Sunset Ave	EB and WB	Within I-49 Interchange	0.22 mi
2	AR 16/W. Wedington Dr	EB	From N. Rupple Rd. to US 71	0.86 mi
3	W. Pleasant Grove Rd	EB and EB	From I-49 to S. Dixieland Rd.	0.45 mi
4	I-49	NB and SB	At Promenade Blvd/E Pauline Whitaker Pkwy/Exit 82	0.74 mi
5	AR 264/E. Monroe Ave.	WB	From Bloomington St. to US 71	0.81 mi
6	SE Walton Blvd	EB and WB	From SE Macy Rd to US 71	1.38 mi
7	W. Martin Luther King Blvd/W. 6th St.	WB	From Razorback Rd to I-49	0.76 mi
8	SE 14th St.	WB	From I-49 to Walton Blvd.	1.81 mi
9	N. College Ave.	NB	From Rolling Hills Dr. to Millsap Rd.	0.58 mi
10	W. Walnut St.	EB and WB	From I-49 to Dixieland Rd	2.16 mi
11	AR 16/W. Wedington Dr	WB	From N. Rupple Rd. to US 71	0.86 mi
12	Thompson St.	NB and SB	From US 412/W. Sunset Ave to Robinson Ave.	0.34 mi
13	AR 264/E. Monroe Ave.	EB	From Bloomington St. to US 71	0.58 mi
14	SE 14th St	EB	From Walton Blvd. to US 71	1.81 mi
15	US 412/W. Sunset Ave	WB	From Thompson St to I-49	2.52 mi
16	W. Hudson Rd.	WB	From N. Dixieland Rd to I-49	1.90 mi
17	I-49	SB	At Walton Blvd interchange	0.50 mi
18	N. College Ave	SB	From US 71 to Rolling Hills Dr	0.67 mi
19	New Hope Rd	WB	From I-49 to Bellview Rd	0.67 mi
20	US 71	NB	At Exit 93	0.36 mi

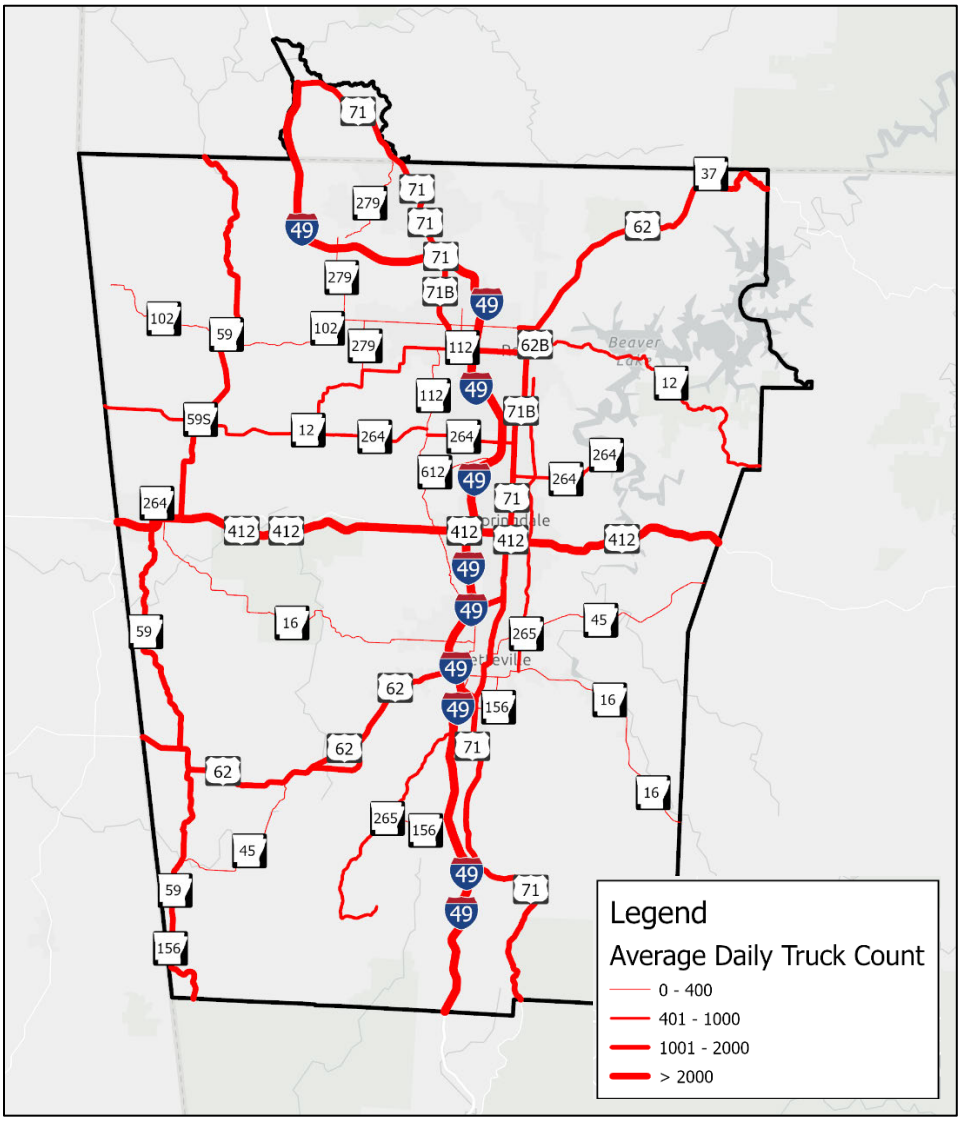
Freight Movement Analysis for Northwest Arkansas

To better understand regional freight patterns, NWARPC analyzed average daily truck volumes on major regional corridors. This analysis identifies the roadways most heavily used by freight traffic and provides insight into the movement of goods across the metropolitan planning area.

The results are presented in a regional average daily truck count map, highlighting corridors with the highest freight activity. These data support planning and investment decisions by identifying priority routes for maintenance, operational improvements, and safety enhancements to ensure reliable and efficient freight movement.

Freight performance is considered alongside other system performance measures, including travel time reliability and congestion, to guide multimodal and performance-based transportation planning across Northwest Arkansas.

Average Daily Truck Traffic on Key Corridors in Northwest Arkansas



V. Transit Asset Management & Safety

The System Performance Report documents the Northwest Arkansas Regional Planning Commission's (NWARPC) approach to monitoring and supporting federally required transit performance measures within the metropolitan planning area. In accordance with Federal Transit Administration (FTA) requirements, the report includes performance measures, targets, and progress related to Transit Asset Management (TAM) and Transit Safety, as established through the applicable TAM and Safety Plans.

NWARPC is the designated recipient of FTA transit funds within the NARTS metropolitan planning area and is responsible for determining the allocation of funding between Ozark Regional Transit (ORT) and Razorback Transit. While NWARPC does not directly manage or operate transit services, it coordinates closely with both providers to ensure compliance with federal performance-based planning requirements.

NWARPC supports the TAM and Transit Safety performance targets adopted by ORT and Razorback Transit across all required performance categories. These targets are incorporated into the metropolitan transportation planning process and are approved by NWARPC through formal resolution.

NWARPC coordinates annually with ORT and Razorback Transit on updates to their TAM and Safety Plans and takes action on any necessary performance target revisions when appropriate. This coordinated approach ensures alignment between transit system performance, funding decisions, and regional transportation goals.

Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation requires Ozark Regional Transit and the University of Arkansas Razorback Transit to establish and adopt safety performance targets consistent with the safety performance measures outlined in the National Public Transportation Safety Plan. Safety performance rates are calculated using vehicle revenue miles (VRM), as defined by and reported to the National Transit Database (NTD).

The fourteen (14) safety performance measures applicable to public transit agencies include the following:

1. **Major Events** – This includes all safety and security major events as defined by the NTD.
2. **Major Event Rate** – This includes all safety and security major events as defined by the NTD, divided by VRM.
3. **Collision Rate** – This includes collisions reported to the NTD, divided by VRM.
4. **Pedestrian Collision Rate** – This includes all collisions "with a person," as defined by the NTD, divided by VRM.
5. **Vehicular Collision Rate** – This includes all collisions "with a motor vehicle," as defined by the NTD, divided by VRM.
6. **Fatalities** – This includes all fatalities as defined by the NTD.
7. **Fatality Rate** – This includes all fatalities as defined by the NTD, divided by VRM.

8. **Transit Worker Fatality Rate** – This includes all transit worker fatalities as defined by the NTD, including the categories “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM.
9. **Injuries** – This includes all injuries as defined by the NTD.
10. **Injury Rate** – This includes all injuries as defined by the NTD, divided by VRM.
11. **Transit Worker Injury Rate** – This includes all transit worker injuries as defined by the NTD, including the categories “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM.
12. **Assaults on Transit Workers** – This includes all assaults on transit workers as defined by the NTD.
13. **Rate of Assaults on Transit Workers** – This includes all assaults on transit workers as defined by the NTD, divided by VRM.
14. **System Reliability** – This includes Major Mechanical System failures as defined by the NTD.

Ozark Regional Transit FY2025 Safety Performance Targets

Table 6: Fixed Route (Bus) Safety Performance Targets

Mode	Baseline	Target
Major Events	0.0	0.0
Major Event Rate	0.0	0.0
Collision Rate	14.0	12.0
Pedestrian Collision rate	0.0	0.0
Vehicular Collision Rate	0.002800%	0.003400%
Fatalities	0.02	0.0
Fatalities rate	0.00003%	0.0
Transit Worker Fatality Rate	0.0	0.0
Injuries	0.08	0.0
Injury Rate	0.000136%	0.0
Transit Worker Injury Rate	0.0	0.0
Assaults on Transit Workers	0.0	0.0
Rate of Assaults on Transit Workers	0.0	0.0
System Reliability	30,447	47,000

*rate = total number for the year/total revenue vehicle miles traveled

Table 7: Demand Response Safety Performance Targets

Mode	Baseline	Target
Major Events	0.0	0.0
Major Event Rate	0.0	0.0
Collision Rate	3.6	3
Pedestrian Collision rate	0.0	0.0
Vehicular Collision Rate	0.003389%	0.004560%
Fatalities	0.0	0.0
Fatalities rate	0.0	0.0
Transit Worker Fatality Rate	0.0	0.0
Injuries	0.0	0.0
Injury Rate	0.0	0.0
Transit Worker Injury Rate	0.0	0.0
Assaults on Transit Workers	0.0	0.0
Rate of Assaults on Transit Workers	0.0	0.0
System Reliability	148,359	148,359

*rate = total number for the year/total revenue vehicle miles traveled

University of Arkansas Razorback Transit FY2025 Safety Performance Targets

Table 6: Fixed Route (Bus) Safety Performace Targets FY2025		
Mode	**Baseline**	**Target**
Major Events	No NTD Data	No NTD Data
Major Event Rate	No NTD Data	No NTD Data
Collision Rate	No NTD Data	No NTD Data
Pedestrian Collision Rate	No NTD Data	No NTD Data
Vehicular Collision Rate	No NTD Data	No NTD Data
Fatalities	0	0
Fatality Rate	0	0
Transit Worker Fatality Rate	No NTD Data	No NTD Data
Injuries	1.2	0
Injury Rate	0.00024%	0.00000%
Transit Worker Injury Rate	No NTD Data	No NTD Data
Assaults on Transit Workers	No NTD Data	No NTD Data
Rate of Assaults on Transit Workers	No NTD Data	No NTD Data
System Reliability	7.6	7.6

Table 7: Demand Response Safety Performance Targets FY2025		
Mode	**Baseline**	**Target**
Major Events	No NTD Data	No NTD Data
Major Event Rate	No NTD Data	No NTD Data
Collision Rate	No NTD Data	No NTD Data
Pedestrian Collision Rate	No NTD Data	No NTD Data
Vehicular Collision Rate	No NTD Data	No NTD Data
Fatalities	0	0
Fatality Rate	0	0
Transit Worker Fatality Rate	No NTD Data	No NTD Data
Injuries	0.4	0
Injury Rate	0.00082%	0.00000%
Transit Worker Injury Rate	No NTD Data	No NTD Data
Assaults on Transit Workers	No NTD Data	No NTD Data
Rate of Assaults on Transit Workers	No NTD Data	No NTD Data
System Reliability	3	3

Transit Asset Management Plan (TAM)

A Transit Asset Management (TAM) Plan is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR). Every agency must develop a TAM plan, including SGR performance targets, if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 USC Chapter 53 as a recipient or subrecipient.

Each agency has their own individual plan due to the differences in services provided and replacement needs, and Northwest Arkansas Regional Planning Commission (NWARPC), as Metropolitan Planning Organization (MPO), is required to set performance targets, per 23 CFR § 450.306, which must be established 180 days after the transit agency established their performance targets. Agencies are required to update their TAM plan in its entirety at least once every four years.

In 2018, NWARPC sponsored the initial TAM plans for the region, which includes both Ozark Regional Transit (ORT) and Razorback Transit. After the TAM plans were completed in the summer of 2018, the RPC/Policy Committee approved Resolution #2018-12 to adopt the MPO sponsored TAM Plan and establish one region-wide State of Good Repair (SGR) performance targets for each transit asset type for public transit providers in Northwest Arkansas.

On March 23, 2022, the RPC/Policy Committee approved Resolution #2022-04 to support Ozark Regional Transit (ORT)'s updated Transit Asset Management (TAM) Plan State of Good Repair (SGR) Performance Targets:

Table 6.1 Annual State of Good Repair Performance Targets

Asset Category		Current	FY2022	FY2023	FY2024	FY2025	FY2026
Revenue Vehicles							
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	BU - Bus	0.0%	20%	20%	20%	20%	20%
	CU - Cutaway Bus	0.0%	20%	20%	20%	20%	20%
	MV - Mini-van	0.0%	20%	20%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	BU - Bus	0.0%	20%	20%	20%	20%	20%
	CU - Cutaway Bus	0.0%	20%	20%	20%	20%	20%
	MV - Mini-van	0.0%	20%	20%	20%	20%	20%
Cumulative Condition Score - % of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	BU - Bus	0.0%	20%	20%	20%	20%	20%
	CU - Cutaway Bus	0.0%	20%	20%	20%	20%	20%
	MV - Mini-van	0.0%	20%	20%	20%	20%	20%
Equipment							
Cumulative Condition Score - % of non-revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	Non-Revenue/Service Vehicle	71%	50%	50%	50%	50%	50%
Facilities							
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	Administration	0%	25%	25%	25%	25%	25%
	Maintenance	0%	25%	25%	25%	25%	25%

On October 26, 2022, the RPC/Policy Committee approved Resolution #2022-15 to support Razorback Transit's updated 2022-2026 Transit Asset Management (TAM) Plan State of Good Repair (SGR) Performance Targets:

Table 7: Guiding TAM Targets

Asset Category		Current	2023	2024	2025	2026
Revenue Vehicles Performance and Targets						
Condition Score - % of revenue vehicles within a particular asset class that have exceeded their age ULB	BU - Bus	16%	20%	20%	20%	20%
	CU – Cutaway Bus	83%	40%	40%	40%	40%
Equipment Performance and Targets						
Condition Score - % of service vehicles within a particular asset class that have exceeded their age ULB	Non-Revenue / Service Vehicle	33%	50%	50%	50%	50%
Facilities Performance and Targets						
Condition Score - % of facilities that score below 3.0 on the TERM scale	Administrative	0%	25%	25%	25%	25%
	Maintenance	0%	25%	25%	25%	25%
	Passenger Facility	0%	20%	20%	20%	20%

VI. Progress Towards Achieving Targets

Case Studies: Collaborating to Support and Achieve Targets

Northwest Arkansas has advanced performance-based transportation goals through a combination of strategic planning, regional collaboration, and targeted investment in safety, reliability, and mobility. NWARPC coordinates with ARDOT, MoDOT, and regional transit providers to implement projects that support federal and state performance targets, including travel time reliability, freight movement, pavement condition, and the reduction of serious injuries and fatalities.

The following case studies illustrate how regional coordination and investment translate adopted targets into tangible outcomes. These projects demonstrate the region's commitment to integrating safety, multimodal connectivity, and system reliability into planning, design, and implementation, while leveraging federal funding and state partnerships.

Highway 112 Complete Streets - Connected Communities: Advancing Safety, Connectivity, and Regional Mobility

At the request of the NWARPC, the Arkansas State Highway Commission passed Minute Order 2012-027, which authorized a study of Highway 112 from Fayetteville to Bentonville, a total length of approximately 20 miles. The purpose of the Study was to determine the feasibility of improvements to Highway 112 to address capacity and safety needs that will improve reliability, reduce congestion, reduce serious and fatal crashes and develop an urban arterial that address all modes of transportation.

After years of planning, collaboration, and coordinated investment, the Highway 112 improvements project is advancing complete streets and connecting communities by moving from concept to implementation as programmed in the current Transportation Improvement Program (NARTS FFY 2025-2028 TIP). This project represents a significant regional commitment to enhancing safety, increasing capacity, and strengthening multimodal connectivity throughout Northwest Arkansas.

Key milestones in the development of this safety and reliability project include:

2012 – The Northwest Arkansas Regional Planning Commission (NWARPC) requested a formal study of Highway 112, which was authorized by the Arkansas State Highway Commission. Completed in 2015, the study established a comprehensive framework for corridor improvements and identified a series of proven safety countermeasures.

2019 – NWARPC convened regional partners to formally adopt and incorporate the study's recommendations into the Highway 112 Regional Vision, ensuring alignment among jurisdictions and long-term implementation strategies.

2020 – NWARPC identified a shared-use side path as the preferred bicycle accommodation for the corridor, consistent with existing improvements in Bentonville and planned enhancements in Fayetteville. When fully constructed, Highway 112 will serve as a critical segment of the 31-mile Heritage Springs Trail and will connect to the Razorback Greenway, creating a regional loop that expands opportunities for active transportation, recreation, and intercity mobility.

2025 - NWARPC subsequently secured a $25 million U.S. Department of Transportation grant to advance this transformative safety and reliability project.

Anticipated Project Performance and Benefits

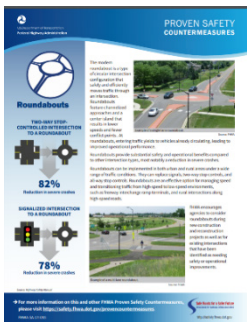
The Highway 112 improvements are expected to deliver substantial, measurable safety benefits supporting adopted safety targets through the incorporation of FHWA Proven Safety Countermeasures, including:

- A 25–31% reduction in corridor crashes through enhanced access management
- A 78–82% reduction in intersection crashes resulting from the installation of roundabouts
- A 53% reduction in pedestrian and bicyclist crashes from the addition of sidewalks and a separated side path
- A 33–38% reduction in nighttime intersection crashes through lighting installed at roundabouts

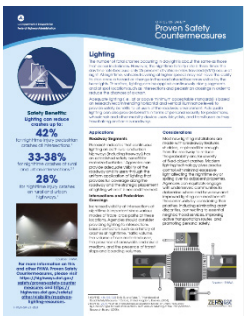
Over a 20-year period, the combined safety and reliability benefits are projected to exceed $380 million, including more than $217 million in reduced fatal and serious injury crashes and $163 million in travel time savings based on a benefit cost analysis.

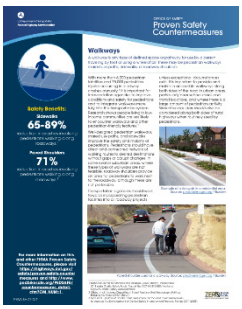
NWARPC Supported DOT Performance Targets: Truck Travel Time Reliability, Travel Time Reliability, Number and Rate of Serious Injury and Fatal Crashes, and Pavement Condition.

Hwy. 112 Implementation of FHWA Supported Proven Safety Countermeasures:









Interstate 49 Improvements

In summer 2002, the NWARPC requested that the Arkansas Department of Transportation study future capacity needs for the Interstate 49 (I-49) corridor through Washington and Benton Counties. In September 2003, Parsons Transportation Group was selected to complete the study, which was completed in April 2006.

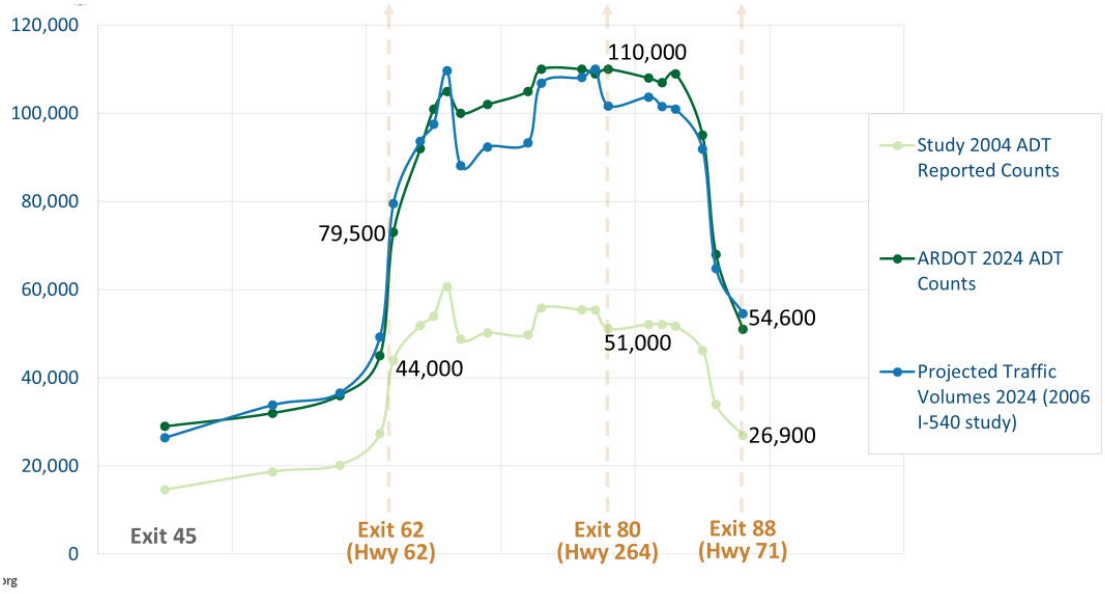
I-49 is the transportation spine of the Northwest Arkansas region. Due to the rapid growth that is occurring in the region, traffic volumes have grown to levels that are producing urban traffic congestion. The commercial growth of the region has gravitated to the interchanges on I-49, resulting in queues that back up on Interstate ramps to such an extent that they occasionally interfere with Interstate operations. This study considered Interstate widening, focused on nineteen interchanges, and recommended short-term, interim and long-term improvements.

The I-49 study examined crash data and found some segments of the Interstate that exceeded statewide average crash rates. The crash rates for the cross-roads that are state highways were also considered. Crash rates for these were uniformly very high, but this is seen as indicative of the urban congestion in the vicinity of the interchanges, which are not typical of the data used to develop the statewide crash rates for these facilities.

The study examined anticipated traffic flow conditions for the year 2024 and found that severe deficiencies could be expected. Freeway and ramp junction conditions were reviewed. Also, the cross-street at each of the 19 interchanges was examined for anticipated traffic flow conditions.

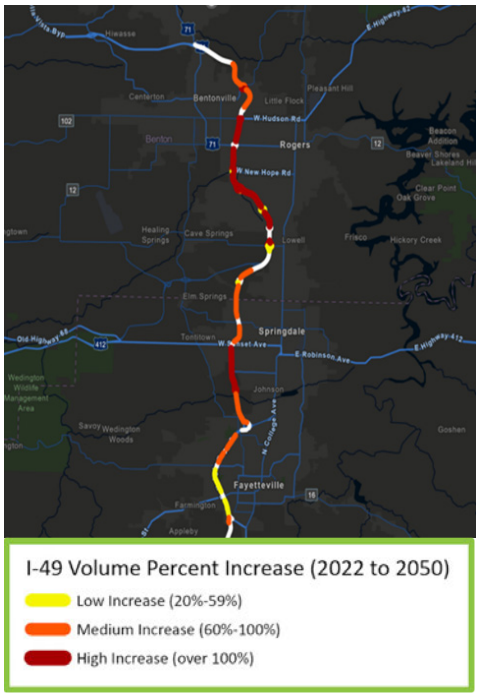
The recommendations in the 2006 study provided the basis for allocating estimated funding resources in past plans and helped guide over $500,000,000 in infrastructure investment in CAP and GARVEE Bond I-49 implemented projects.

I-49 Average Daily Traffic 2004-2024



In November 2025, the NWARPC passed Resolution No. 2025-21 requesting ARDOT to update the 2006 I-49 study and consider including managed lanes. ARDOT has agreed to place a Minute Order for the February 11, 2026, Highway Commission meeting agenda for consideration, authorizing ARDOT to study the I-49 Corridor in Benton and Washington County including managed lanes.

NWARPC Supported DOT Performance Targets: Truck Travel Time Reliability, Travel Time Reliability, Number and Rate of Serious Injury and Fatal Crashes, and Pavement Condition.



U.S. Highway 612 (412 Northern Bypass) (NHS)

The FHWA issued a Record of Decision on February 15, 2006 that approved a Selected Alignment Alternative for the proposed US 612 bypass. This project is considered an essential east-west corridor improvement to the highway system.

In 2012, the Connecting Arkansas Program (CAP) was approved by Arkansas voters and included funding for the segment between I-49 and Highway 112 including one-half of the I-49/Highway 412 interchange. The contract was awarded in December 2014, and groundbreaking was held on April 2015 on the $100 million, 4.57-mile segment. A ribbon cutting ceremony opening the facility occurred on April 18, 2018.

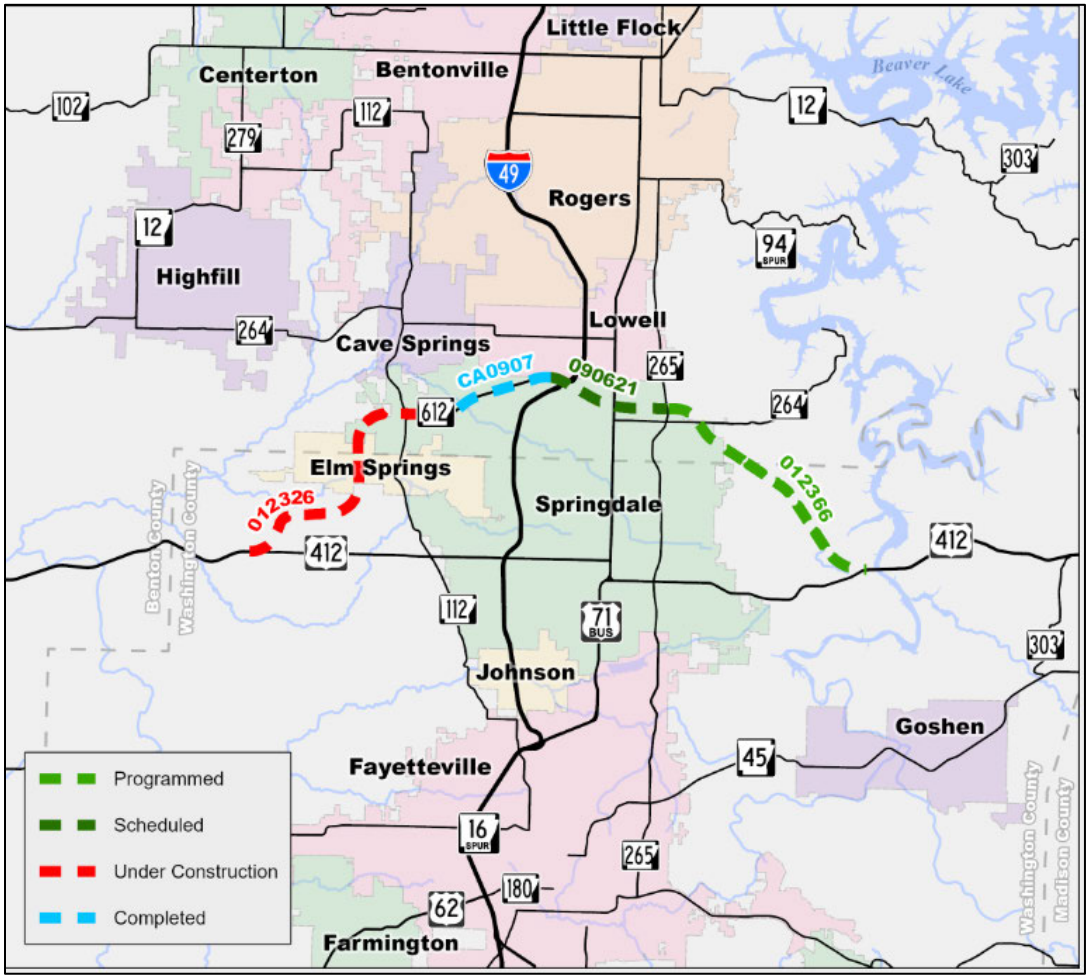
The second phase of the project began construction in 2024 from Hwy 112 to US 412. The project includes 7 miles of new four-lane divided highway, 15 bridges, and an interchange connecting to Highway 412 and to the XNA Access Road. Construction is expected to be completed in 2027.

The third phase of the project is expected to go to bid in late 2026 that will connect from I-49 to Hwy 265 and will complete the existing I-49/U.S. 612 interchange and construct two additional interchanges at US 71B and Highway 265.

The fourth and final phase is anticipated to be completed by 2035 that will connect from Hwy 265 to US 412 East with a new interchange at US 412 East.

NWARPC Supported DOT Performance Targets: Truck Travel Time Reliability, Travel Time Reliability, Number and Rate of Serious Injury and Fatal Crashes, and Pavement Condition.

U.S. 612 Highway Project Completion Phases



Future I-42 - U.S. 412 Planning and Environmental Linkages (PEL) Study

In April 2024 the American Association of State Highway Officials approved I-42 as the future interstate designation for US 412 from I-35 in Nobel County OK to I-49 in Benton County AR.

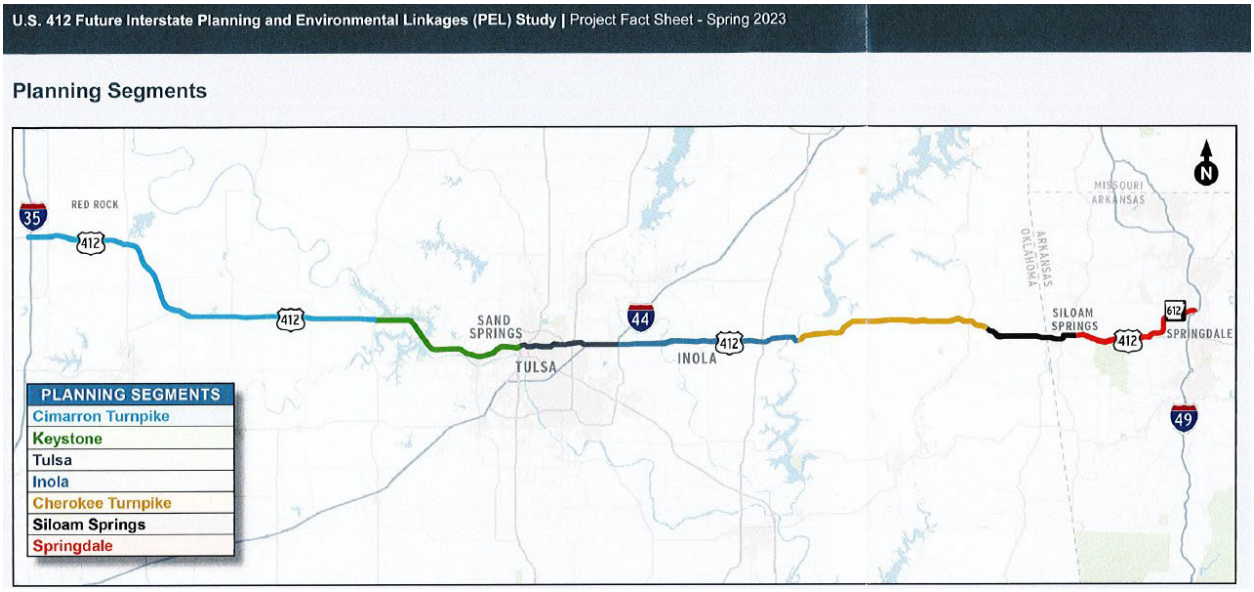
The Oklahoma Department of Transportation (ODOT) and Arkansas Department of Transportation (ARDOT) collaborated with the Oklahoma Turnpike Authority (OTA) and Federal Highway Administration (FHWA) on a Planning and Environmental Linkages (PEL) Study of U.S. 412.

This study was a response to a federal mandate in the Infrastructure Investment and Jobs Act (IIJA) to upgrade U.S. 412 to an interstate highway from I-35 in Noble County, Oklahoma, to I-49 in Benton County, Arkansas, approximately 190 miles. Infrastructure upgrades are required before U.S. 412 can be designated I-42.

The project will continue to improve reliability and safety for freight and commuters by providing a four-lane fully controlled access freeway through the urbanized area and reliving traffic congestion and improving safety on the existing US 412 through Springdale.

NWARPC Supported DOT Performance Targets: Truck Travel Time Reliability, Travel Time Reliability, Number and Rate of Serious Injury and Fatal Crashes, and Pavement Condition.

U.S. 412 Highway Planning Segments



USDOT Safe Streets and Roads for All (SS4A) Grants

The federal **Safe Streets and Roads for All (SS4A) grant program** provides competitive funding to support locally driven efforts that prevent roadway fatalities and serious injuries and advance performance-based planning consistent with the **Vision Zero Regional Comprehensive Safety Action Plan (CSAP)**. The SS4A program, established through the Infrastructure Investment and Jobs Act (IIJA), prioritizes implementation of actionable safety strategies identified in comprehensive safety action plans, supporting the national goal of zero roadway deaths and serious injuries.

The development and adoption of the Northwest Arkansas Vision Zero CSAP positioned communities across the region to pursue SS4A implementation funding. Having an approved CSAP is a prerequisite for SS4A Implementation Grants, enabling jurisdictions across the region to compete for substantial federal awards to construct and implement safety infrastructure and multimodal improvements. NWARPC and its local partners have **successfully leveraged over $41 million in SS4A funding** to advance corridor-level and system-wide safety and multimodal improvements that support federally required performance targets.

Regionally Awarded Safe Streets and Roads for All (SS4A) Grants

FFY	Jurisdiction	Project / Scope	Federal Share	Notes / Performance Focus
2022	Fayetteville - Implementation	Corridor-level safety and multimodal improvements on high-injury corridors	$25,000,000	Supports Vision Zero CSAP implementation and safety targets across identified high-injury corridors
2023	Springdale- Implementation	Dean's Trail Phase IIIB – closes a key gap in active transportation network to separate trail users from high-speed arterial traffic	$5,187,280	Enhances multimodal safety and connectivity as part of the regional Vision Zero framework
2025	Springdale- Implementation	County Line Road Multimodal Extension & US 71B Intersection Improvements – reconstructs corridor, installs separated side path, improves intersection safety	$7,081,352	Applies FHWA Proven Safety Countermeasures; includes crash analytics tools for performance tracking; aligns with high-injury network strategies
2025	Rogers- Planning & Demonstration	Update CSAP, prepare Rogers Active Transportation Plan, supplemental planning activities, and temporary demonstration treatments on high-injury network corridors	$3,987,536	Planning grant will inform future implementation projects and safety investments through data-driven planning

These projects demonstrate regional coordination across local, regional, and state levels, integrating Vision Zero principles into project design, implementation, and monitoring. Through these SS4A-funded initiatives, NWARPC and its partner jurisdictions document progress toward federally required performance targets, provide measurable evidence of safety improvements, and advance the region's commitment to performance-based planning.

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

APPENDIX F:
Travel Demand Model Validation Report

Northwest Arkansas Model

v4.0.6

Documentation and Validation of Version 4.0.6 of the NW Arkansas Travel Demand Model

Prepared for:

Northwest Arkansas Regional Planning Commission

Prepared by:

WSP - Systems Analysis Group

December 2025

Contents

1 Introduction 4
2 Model Description 6
2.1 Model Flow Chart 6
2.2 Set Link Speed and Capacity: 01 – SpeedCapacity.rsc 6
2.3 Skim the Networks: 02 – HighwaySkim, 03 – TransitSkim, 04 -HybridSkim 8
2.4 Calculate Accessibilities: 05 – Accessibility.rsc 9
2.5 Determine Auto-Ownership: 06 – AutoOwnership.rsc 10
2.6 Trip Generation: 07 – TripGeneration.rsc 11
2.7 Calculate Mode Choice Probabilities: 08 – ModeChoice.rsc 16
2.8 Destination Choice: 09 – DestinationChoice.rsc 19
2.9 Mode Choice: 10 – ModeChoiceTrips.rsc 22
2.10 Split Trips into Time Periods: 11 – TimeOfDay.rsc 23
2.11 Determine Number of Truck Trips: 12 – TruckModel.rsc 25
2.12 Assign Highway Trips: 13 – HighwayAssignment.rsc 27
2.13 Assign Transit Trips: 14 – TransitAssignment.rsc 29
2.14 Automated Reports: 15 – Reports.rsc 30
2.15 Development of Parking Costs 37
3 Base Year Model Calibration and Validation 42
3.1 Trip Generation: Person Trips by Purpose 42
3.2 Destination Choice: Average Trip Length by Purpose 43
3.3 Destination Choice: Trip Length Frequency Distributions by Purpose 43
3.4 Mode Choice: Aggregate Mode Share 47
3.5 Mode Choice: Mode Share by Purpose 48
3.6 Roadway Validation: Error in Regionwide, 24-hour VMT 49
3.7 Roadway Validation: Error in 24-hour VMT by Facility Type 49
3.8 Transit Validation: Percent Error of Boardings by Transit Operator (ORT and Razorback) 50
3.9 Sensitivity Tests 51
3.9.1 Percent Change in Mode Shares Due to Parking Cost Increase 51

3.9.2 Sensitivity Test: Percent Increase in Forecast (2050) Year Transit Boardings Relative to Base 51
4 Appendix A: 2022 Base Year Updates 53
4.1 Network Updates 53
4.2 TAZ Additions 53
4.3 Household Data 53
4.4 Employment Data 54
4.4.1 Data Cleaning 54
4.5 K-12 Enrollment 56
4.6 Post-Secondary Data 57
4.6.1 Enrollment 57
4.6.2 On/Off Campus Student Resident Population 57
5 Appendix B: Mode Choice Model Updates 58
6 Appendix C: 2050 Forecast Year Updates 61
6.1 Overview 61
6.2 Data and Methods 61
6.3 Results 63
7 Appendix D: 2050 Alternative Land User Forecasts 68
7.1 Overview 68
7.2 Methodology 68
7.3 Results 74
7.3.1 Density Checks 74
7.3.2 Sensitivity test runs 77

Figure 2-1 - Model v4.0.6 Flow 6
Figure 2-2 - Mode Choice Model Structure 16
Figure 2-3 - General Formula of a Logit Model 18
Figure 2-4 - Roadways classified for LOS mapping 34
Figure 2-5 - Example of Mode Summary Report (City of Rogers) 36
Figure 3-1: Trip Length Distribution by Source: Home-Based Other Trips 44
Figure 3-2: Trip Length Distribution by Source: Home-Based School Trips 44

Figure 3-3: Trip Length Distribution by Source: Home-Based Shopping and Business Trips45
Figure 3-4: Trip Length Distribution by Source: Home-Based University Trips 45
Figure 3-5: Trip Length Distribution by Source: Home-Based Work Trips 46
Figure 3-6: Trip Length Distribution by Source: Non-Home-Based Work Trips 46
Figure 3-7: Trip Length Distribution by Source: Non-Home-Based Other Trips.....47
Figure 5-1: Prior Mode Choice Structure 59
Figure 5-2: New Mode Choice Structure (STOPS-like) 59
Figure 6-1: Woods & Poole Total Employment Data by Year and by County.....65
Figure 6-2: Population Estimates for UAEDI and Model ("TAZ") by Year and by County.....66
Figure 7-1: Urban and TOD Corridors Map.....69
Figure 7-2: Suburban Scenario Focus Areas Map 71
Figure 7-3: 2050 Population Density (Baseline vs. Urban Scenario vs. Suburban Scenario)75
Figure 7-4: 2050 Employment Density (Baseline vs. Urban Scenario vs. Suburban Scenario) 76
Table 2-1 - Estimated Parking Cost by TAZ 39
Table 3-1: Share of Person Trips by Purpose and Source 42
Table 3-2: Average Trip Length (miles) by Purpose and Source.....43
Table 3-3: Aggregate Mode Shares (Observed versus Modeled).....47
Table 3-4: Mode Shares by Purpose (Observed versus Modeled) 48
Table 3-5: Traffic Assignment Statistics by Roadway Volume Group 49
Table 3-6: Traffic Assignment Statistics by Detailed Facility Type.....50
Table 3-7: Traffic Assignment Statistics by General Facility Type 50
Table 3-8: Transit Boardings by Transit Operator 50
Table 3-9: Mode Share without Parking Cost Increase (Fayetteville) 51
Table 3-10: Mode Share with Parking Cost Increase (Fayetteville; $5 short term/$20 long term) 51
Table 3-11: Transit Rides by Transit Operator, 2022 versus 2050 52
Table 4-1. Records manually assigned to the nearest TAZ 54
Table 4-2. 2-digit NAICS codes with model industry category.....54
Table 5-1: Initial Sensitivity (Add HCT Routes in 2018 Scenario) Test Mode Shares 58
Table 6-1: 2022 Comparison of Total Employment by Data Source 63
Table 6-2: 2022 Base Year TAZ HH Size and School Enrollment by County 63
Table 6-3: 2022 Base Year TAZ HH Workers and Income by County.....63
Table 6-4: 2022 Woods & Poole Employment Data by Employment Category.....64
Table 6-5: Total Household and Employment Projections by Year and by County 67
Table 6-6: Share of Household and Employment Projections by Year and by County 67

1 Introduction

The NW Arkansas Regional Planning Commission Travel Demand Model (NWA TDM) was updated in 2024-2025. It is a state-of-the-practice 4-step model that generates and assigns both highway and transit trips. The most recent release of the model can be found at https://github.com/wsp-sag/client_nwarpc_model/releases. As of November 2025, version 4.0.6 is the most recent release. The model was built and validated using TransCAD 9 (Build 32960), 64-bit. Results may vary if different versions and/or builds of TransCAD are used.

The updates and current features of the NWA TDM are listed below:

- The base year has been updated to 2022 and the long-range forecast horizon year has been updated to 2050.
    - *The 2022 base year update details are discussed further in Appendix A: 2022 Base Year Updates.*
    - *The 2050 horizon year update details are discussed further in Appendix C: 2050 Forecast Year Updates.*
- Scenarios available in this model version are 2022, 2030, 2040 and 2050
- Socioeconomic Forecasts were done by NWARPC and WSP based on data from the Arkansas State Demographer, Woods & Poole, Data Axle, Census Bureau, and Bureau of Labor Statistics data
- Highway and transit networks have been developed by NWARPC
    - 2022 highway reflects current conditions
    - 2022 transit reflects transit networks circa 2024
        - Note: ORD and Razorback have changed from year-to-year post-COVID. 2024 routes and ridership are used as the best representation of base year conditions
    - 2050 master highway networks include links within the fiscally constrained plan and the unconstrained plan.
    - 2050 master transit network include the High-Capacity Transit options (BRT, Light Rail, and Commuter Rail) from the Transit Alternatives Study from 2025.
- The following components of the NWA TDM have been updated:
    - Mode choice model's transit choice set was expanded to include local bus, fixed guideway only, and combined local bus/fixed guideway choices.
        - *More information on the mode choice model update is available in Appendix B: Mode Choice Model Updates.*
    - Roadway capacity calculations were updated to reflect 3 hours of capacity in the AM and PM time periods.

    - Unused and deprecated GISDK macros were removed from/updated in the model code
- Several reporting features were added including:
    - PowerBI workbook and supporting scripts to further automate model reporting and facilitate easier scenario comparisons
    - Volume-to-Capacity ratio maps for all three traffic assignment time periods
    - Updated link selection sets for Level-of-Service (LOS) mapping
    - *More detail on the reporting features is available in the current model user guide "NWARPC Model Users Guide.pdf" available in the "nwarpc_model\resource\documentation" directory of the model package.*
- Highway assignment is done for 3 time periods – AM Peak (6 am to 9 am), PM Peak (3 pm to 6 pm) and Off-peak (all other hours). Transit assignments are done for Peak and Off-Peak.
- Resident trip purposes include Home-based Work (HBW), Home-based University (HBU), Home-based School (HBSC), Home-based Shopping and Personal Business (HBSB), Home-based Other (HBO), Non-Home-Based Work (NHBW), and Non-Home-Based Other (NHBO).
- All files necessary for a scenario are stored in the "nwarpc_model/resource" directory. Per the User's Guide, when a scenario is created, the appropriate files are copied from the resource directory into the scenarios directory with the given scenario name (for the sake of this document, assume "2022_Example"). The input table shows both the resource and scenarios directory locations. Outputs are listed according to their scenario location.

This document is divided into the following sections:

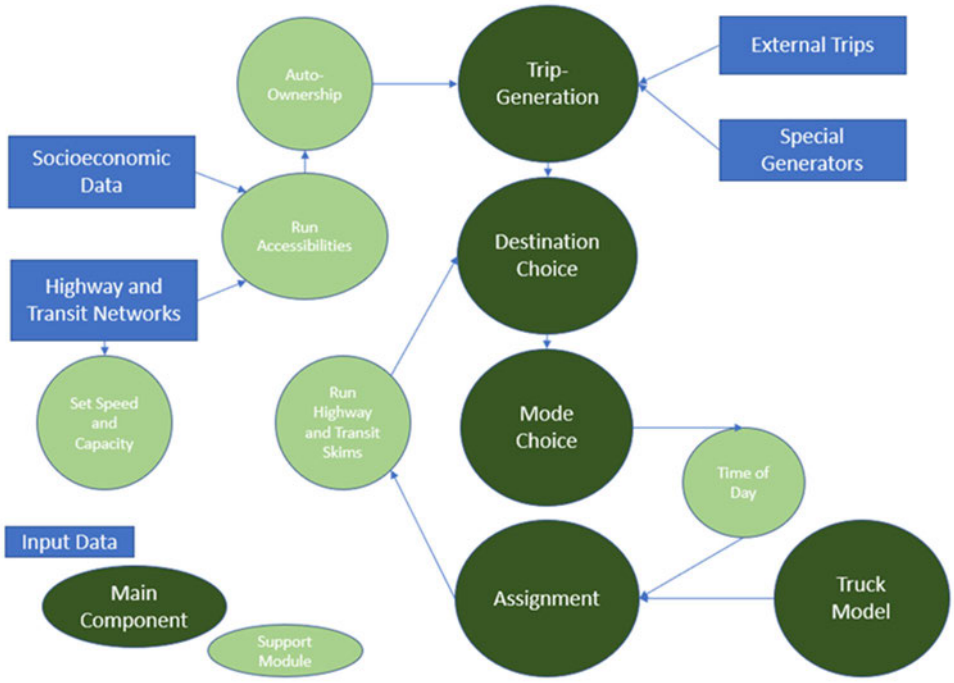
- Section 1 is this introduction
- Section 2 describes each model component, including inputs and outputs
- Section 3 describes the calibration and validation of the revised model to targets in a 2022 base year
- Appendices

2 Model Description

2.1 Model Flow Chart

Below is a flow-chart of the model. The main model steps are Trip Generation, Destination Choice, Mode Choice and Assignment (both highway and transit). There are several initial steps, like setting the initial speed and capacity of highway links based on area type, and determining the number of households in each zone that own 0, 1, 2 or 3+ cars, that are executed prior to the main steps. In addition, the NWA TDM models external trips, special generator trips and truck/commercial vehicle trips. Each step is explained in more detail below.

Figure 2-1 - Model v4.0.6 Flow



2.2 Set Link Speed and Capacity: 01 – SpeedCapacity.rsc

Description: This module determines the starting speeds and period-specific capacities for the highway links based on functional classification and area type. Several look-up tables are used to determine the speed and capacity values.

Inputs:

File/Property Name	*Scenario Location*	*Copied From ("nwarpc_model/resource/")*	*Description*

	("nwarpc_model /scenarios/")		
Area_type.csv	.../2022_Example/inputs/speed/	.../parameters/speed/	Sets urban, suburban and rural densities and centroid connector speeds
FF_speed.csv	.../2022_Example/inputs/speed/	.../parameters/speed/	Defines adjustments to posted speeds based on Area Type and Functional Classification
Hourly_capacities.csv	.../2022_Example/inputs/speed/	.../parameters/speed/	Defines per hour, per lane capacities for level of service D and E by Functional Classification and Area Type (LOS E factors are used)
Period_capacity_factors.csv	.../2022_Example/inputs/speed/	.../parameters/speed/	Defines number of hours in each model time period – AM Peak, PM Peak and OP

Methodology: The AreaType of each link is determined based on the number of households and employment per TAZ square mile. The Area_type look-up table defines the density breaks for rural, suburban and urban designations. Next, each link in the model is defined as a Freeway, Principal Arterial, Minor Arterial, Collector, Local, Ramp or Centroid Connector based on the FHWA_FC defined in the network. The table below shows the mapping between FHWA_FC and the Highway Capacity Manual classification used to set the capacity.

FHWA_FC – network attribute	*Highway Capacity Manual Type (HCMType)*
1, 11	Freeway
2, 14	Principal Arterial
6, 16	Minor Arterial
7, 8, 17	Collector
9, 19	Local
71, 72, 73, 74, 75, 81, 82	Ramp
97, 98, 99	Centroid Connectors

With each highway link now having an area type and an HCMType, the per lane per hour capacities are set using the hourly_capacities.csv look-up table. The final step in setting the capacities for each link is to multiply the number of lanes by the per lane capacity and the length of the time period as defined in the period_capacitiy_factors.csv file to get the link capacities by time period. These values are set in the Highway Line Layer ("AB/BA_AM/PM/OP_CAP") and used when the Highway Network is built.

The final two steps in this module is to set the centroid connector speeds (based on area_type.csv look- up table) and the free flow link speeds and times. The free flow travel speed (FFSpeed) is set for each link based on the Area Type and HCMType and the modification of the posted speed as defined in the ff_speed.csv look-up table. The free flow time (FFTime in minutes) is calculated as the link length divided by speed, converted to

minutes (i.e. “times 60”). These values are set in the Highway Line Layer and used when the Highway Network is built.

Outputs:

- AB_AM_CAP, BA_AM_CAP, etc. fields in the Highway Line Layer
- FFSpeed and FFTime fields in the Highway Line Layer

2.3 Skim the Networks: 02 – HighwaySkim, 03 – TransitSkim, 04 - HybridSkim

Description: The three modules listed above use the highway and transit networks to determine necessary origin to destination attributes such as in-vehicle time, distance, etc. that are used in the Auto Ownership, Destination Choice and Mode Choice models. The hybrid skim is the skim needed for the “Drive to Razorback” mode in Mode Choice. This mode describes trips where the drive-access portion of the Razorback transit trip is longer than 5 miles. All highway, transit and hybrid skims are saved in the “…scenarios/2022_Example/outputs/skims” directory.

Inputs:

File/Property Name	*Scenario Location (“nwarpc_model/scenarios/”)*	*Copied From (“nwarpc_model/resource/”)*	*Description*
Streets.dbd	…/2022_Example/inputs/gis/streets/	…/data/gis/streets/NWAMPA_Master_Network.dbd	Scenario-specific Highway layer that has been extracted from the Master file
Transit.rts;transitS.dbd	…/2022_Example/inputs/gis/transit/	…/data/gis/transit/routes; route_lines; route_stops	Scenario-specific Transit route files that have been built from the CSV files in the resource directory when scenario was created.
Mode_table.bin	…/2022_Example/inputs/assignment/mode_table.bin	…/parameters/assignment/mode_table.bin	Provides transit hierarchy and defines access modes
Various walk and wait threshold properties	…/2022_Example/inputs/nwarpc.properties	…/parameters/settings/nwarpc.properties	20 minutes for walk/bike access to transit, 5 minutes for short- walk and wait threshold

Methodology: Highway networks are created from the highway line layer for each time period and each drive mode – drive-alone, shared ride 2 and shared ride 3+. These network files are then used to skim information from the network such as drive, walk and bike time (in minutes) between origin/destination pairs; distance (in miles) between

origin/destination pairs; and drive time to the Razorback transit lines. Similarly, transit networks are created from the transit route files for each time period and access mode (drive and walk). From these transit networks, transit-related information between origin/destination pairs that are accessible via transit, such as access time, wait time, in-vehicle time, are stored in the transit skim matrices. Finally, the hybrid skims are a special set of skims used for the "Drive to Razorback" mode. This mode is unique to the NW Arkansas region because of the University of Arkansas Razorback Transit system. As documented by the recent on-board survey, many students drive more than 5 miles, park their car and use Razorback Transit to access the campus. While this is sometimes thought of as a transit trip, the NWA TDM considers it an auto trip that uses transit for the final portion of the journey.

Outputs:

- nwarpc_models/scenarios/2022_Example/outputs/skims/street_skim.mtx
- nwarpc_models/scenarios/2022_Example/outputs/skims/transit_am (and op and pm), drive (and walk)_transit_skim.mtx
- nwarpc_models/scenarios/2022_Example/outputs/skims/hybrid/ transit_am (and op and pm) drive_transit_skim.mtx

2.4 Calculate Accessibilities: 05 – Accessibility.rsc

Description: This module calculates the accessibility term used in the auto-ownership model. For each origin zone, it calculates how much employment is accessible by transit across all destinations and how much employment is accessible by auto across all destinations. Households in zones that have accessibility to many jobs by transit are likely to have fewer cars.

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*
transit_am_walk_transit_skim.mtx	.../2022_Example/outputs/skims/	Not applicable, this file only exists as a scenario output	Walk to transit skims
street_skim_auto_ownership.mtx	.../2022_Example/outputs/skims/	Not applicable, this file only exists as a scenario output	Highway skims
se_data.bin	.../2022_Example/outputs/generation/	Not applicable, this file only exists as a scenario output	Working copy of the socio-economic data that is updated as the model progresses

Methodology: A matrix of transit and drive accessibilities to employment is created. Logsums are created by summing across the rows and the final accessibilities used are transit logsum minus drive logsum. These are stored in a table to use in the Auto Ownership model but also written out to the ../outputs/generation/se_data.bin file (see field called "accessibility").

Outputs:

- .../ 2022_Example/outputs/skims/Accessiblity.bin

2.5 Determine Auto-Ownership: 06 – AutoOwnership.rsc

Description: The purpose of the auto ownership model is to estimate the number of autos owned by households in each TAZ, either 0, 1, 2 or 3+. The auto ownership model considers household size, household income, number of workers, and accessibility to employment as calculated above.

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*
se_data.bin	.../ 2022_Example/outputs/ generation	Not applicable, this file only exists as a scenario output	Data file is updated with model results

	Parameter	*Coefficient*
Constants	constant 2 (1-auto)	-0.5299
	constant 3 (2-auto)	-0.2133
	constant 4 (3+ autos)	-3.7739
Size Coefficients	k1hhsize3 (1-auto coefficient for hh size 3)	1.8808
	k2hhsize3 (2-auto coefficient for hh size 3)	2.135
	k3hhsize3 (3+ auto coefficient for hh size 3)	2.9267
	k1hhsize4 (1- auto coefficient for hh size 4+)	3.0977
	k2hhsize4 (2-auto coefficient for hh size 4+)	3.8765
	k3hhsize4 (3+ auto coefficient for hh size 4+)	4.5004
Worker Coefficients	k1nwork1 (1-auto coefficient for 1 worker)	1.1297
	k2nwork1 (2-auto coefficient for 1 worker)	0.445
	k1nwork2 (1-auto coefficient for 2 worker)	0.8572
	k2nwork2 (2-auto coefficient for 2 workers)	0.4841
	k3nwork2 (3-auto coefficient for 2 workers)	-0.8808
	k1nwork3 (1-auto coefficient for 3 workers)	0.8979
	k2nwork3 (2-auto coefficient for 3 workers)	2.0246
	k3nwork3 (3-auto coefficient for 3 workers)	0.3904
Income Coefficients	k1income2 (1-auto coefficient for medium income)	0.9203
	k2income2 (2-auto coefficient for medium income)	0.2229
	k3income2 (3-auto coefficient for medium income)	0.6077
	k1income3 (1-auto coefficient for high income)	1.583
	k2income3 (2-auto coefficient for high income)	1.7644

	k3income3 (3+ auto coefficient for high income)	2.3278
Accessibility Coefficients	k1colsum (1-auto coefficient for auto logsum)	0.0278
	k2colsum (2-auto coefficient for auto logsum)	0.0193
	k3colsum (3+ auto coefficient for auto logsum)	-0.2652

Methodology: For each zone, the percentage of households owning 0, 1, 2 or 3+ autos are calculated based on a utility function that includes household size, household income, household workers and the accessibility calculation done in the previous module. The estimated coefficients were transferred from Asheville, North Carolina. These percentages are written out to the se_data.bin file (see fields called "pctAutoX", where X = 0, 1, 2 or 3). The total number of households in each zone are then multiplied by the percentages to get the number of households by auto-ownership category which are written out to the se_data.bin file (see fields called "vehX", where X = 0, 1, 2 or 3).

Outputs:

- .../2022_Example/outputs/generation/se_data.bin – see fields listed above

2.6 Trip Generation: 07 – TripGeneration.rsc

Description: The trip generation model determines the number of trips for each resident trip purpose in the model (HBW, HBO, etc.), along with special generator auto trips, and external auto trips. Truck trips are generated in the Truck Model component. The resident trip production rates are based on the household size, number of autos owned and the income level of the household in each origin zone. The resident trip attraction rates are based on the number of households, employment and school/university enrollment in the destination zones. The special generator trips are based on ITE trip generation rates of the land-use types specified in the special generator file. And the external trips are based on observed values at the external stations and a projected annual growth rate.

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*
se_data.bin	.../ 2022_Example/outputs/ generation/	Not applicable, this file only exists as a scenario output	Data file is updated with model results
Disagg_hh_joint.csv	.../2022_Example/inputs/ generation/	.../parameters/trip_generation/	Census-based joint distribution used as seed matrix
Prod_rates_work.csv	.../ 2022_Example/inputs/ generation/	.../parameters/trip_generation/	Production rates by joint distributions for work purposes (HBW and NHBW)

Prod_rates_nonwork.csv	.../ 2022_Example/inputs/generation/	.../parameters/trip_generation/	Production rates for non-work purposes (with exception of HBU)
Attr_rates.csv	.../ 2022_Example/inputs/generation/	.../parameters/trip_generation/	Formulas for determining resident trip attractions
Univ_generation.csv	.../ 2022_Example/inputs/generation/	.../parameters/trip_generation/	Formulas for determining university productions and attractions
Special_generator_data.bin	.../2022_Example/inputs/generation/spgenerator/	.../data/trip_generation/	Special generator data files exist for each model year in reference directory. User specifies file during scenario creation.

Methodology: The first step of this module is to determine the number of households by cross- classification. Up to this step, the se_data.bin file has the number of households by size, the number of households by income, the number of households by workers and the number of households by auto. A joint distribution of those categories is formed using a multi-dimensional matrix balancing routine. The categories listed above are used as marginals and census data is used as a seed matrix. The 4 size categories, 3 income groupings, 4 worker sizes, and 4 auto-ownership categories results in 192 (4 x 3 x 4 x 4) household categories (ex. Households with 1 person (who is a worker, i.e. 1 worker), low income, and owns 1 car is an example of a joint distribution. There are 191 more written out to HHDisaggregation.csv (see list of outputs)).

Trip productions and trip attractions for the various trip purposes are then calculated. Different methodologies are used for different purposes. Each methodology is described below:

- Unbalanced HBW and NHBW trip productions – these trip rates are based on the number of workers, number of autos and income levels. Three household segments are considered – households without vehicles, households with more workers than vehicles which are considered “vehicle-insufficient”, and households that have as many or more vehicles than workers which are considered “vehicle-sufficient” households. High, medium and low-income levels for auto- insufficient and auto-sufficient households are also part of the trip production rate segmentation. In general, households with more workers make more work trips. Similarly, vehicle-sufficient households tend to make more work trips. Households with 0 vehicles make fewer trips; and households with 0 workers do not make any work trips. University student work trips are calculated separately. The HBW and NHBW trip

production rates are found in prod_rates_work.csv (see Input table above). The resulting trips by TAZ are in the productions.csv output file in the following fields:

Field	*Description*
HBW_v0	HBW trips by HHs with 0 vehicles
HBW_vHi	HBW trips by High Income, Vehicle-Insufficient households
HBW_vHs	HBW trips by High Income, Vehicle-Sufficient households
HBW_vLFi	HBW trips by Low Income, Vehicle-Insufficient households
HBW_vLFs	HBW trips by Low Income, Vehicle-Sufficient households
HBW_vMFi	HBW trips by Medium Income, Vehicle-Insufficient households
HBW_vMFs	HBW trips by Medium Income, Vehicle-Sufficient households

- Unbalanced HBO, HBSC, HBSB, NHBO trip productions – these trip rates vary by purpose and are based on household size, number of autos and income levels. In the non-work case, vehicle-insufficient households are ones where household size is greater than number of vehicles and vehicle-sufficient households are ones where the number of vehicles is greater than or equal to household size. As with work trips, the number of trips per household increases with household size, increases with vehicle-sufficiency and tends to increase with income. The non-work trip productions rates are found in the prod_rates_nonwork.csv file. While different household segments have different number of trips, the segmentation is not maintained and the trips by segment are summed up in productions.csv by purpose.
- Unbalanced HBW, NHBW, HBO, HBSC, HBSB, NHBO trip attractions – the trip attractions are used later in the destination choice model as size terms. Zones with more activity – in the form of households, employment or enrollment – will see more trips ends. The trip attractions are calculated based on the se_data fields and factors defined in the attr_rates.csv file. The number of attractions for each purpose (to_field) is calculated by multiplying the se_data value in the from_field and the factor for each TAZ. The calculated attractions are stored in the se_data.bin file in the following fields:

l_HBWa_v0	HBW attractions for 0-car households
l_HBWa_vHi	HBW attractions for High Income, Vehicle-Insufficient households
l_HBWa_vHs	HBW attractions for High Income, Vehicle-Sufficient households
l_HBWa_vLi	HBW attractions for Low Income, Vehicle-Insufficient households
l_HBWa_vLs	HBW attractions for Low Income, Vehicle-Sufficient households
l_HBSCa	HBSC attractions
l_HBSBa	HBSB attractions
l_NHBOa	NHBO attractions
l_NHBWa	NHBW attractions

- Unbalanced HBU Trip Productions and Attractions – University students make university trips as well as home-based work, home-based other and non-home-based trips. These are all defined in the univ_generation.csv file. The UAEnrollOff

(UA students living off-campus) and UAEnrollOn (UA students living on-campus) values in the se_data.bin file are multiplied by the factors shown in the file. The results are written back to the se_data.bin file in the following fields:

sHBW	University student home-based work trips
sHBO	University student home-based other trips
sNHB	University student non-home-based trips
I_HBU	Home-based University Trip Productions
I_HBUa	Home-based University Trip Attractions

- Unbalanced Special Generator Trip Productions and Attractions – The special generators are a set of user defined land types that generate/attract trips at rates that are not always consistent with zonal data such as households or employment. Examples of special generators are museums, distribution centers, etc. For each special generator listed in the file, the ITE trip rate by land-use code is used to calculate trip productions and trip attractions. These are added to the se_data.bin file in the fields below:

HBW_P_SPGEN	HBW special generator production
HBU_P_SPGEN	HBU special generator production
HBSC_P_SPGEN	HBSC special generator production
HBSB_P_SPGEN	HBSB special generator production
HBO_P_SPGEN	HBO special generator production
NHBW_P_SPGEN	NHBW special generator production
NHBO_P_SPGEN	NHBO special generator production
HBW_A_SPGEN	HBW special generator attraction
HBU_A_SPGEN	HBU special generator attraction
HBSC_A_SPGEN	HBSC special generator attraction
HBSB_A_SPGEN	HBSB special generator attraction
HBO_A_SPGEN	HBO special generator attraction
NHBW_A_SPGEN	NHBW special generator attraction
NHBO_A_SPGEN	NHBO special generator attraction

- Unbalanced Internal-External (IE) and External-Internal (EI) Car Trip Productions and Attractions: The external car trips are calculated based on observed external station counts in 2010. The external trucks and commercial vehicles are handled in the Truck model, described later. For cars, the number of IE_EI car trips at each external station is factored up to the scenario year based on the annual car growth rate specified in the file (1%). These trips are then split into trip purposes and trip productions and attractions based on the percentage splits in the ext_trip_purpose_split and ext_trip_pa_split files respectively. These trips are then added to the se_data.bin file in the fields below:

HBW_P_EXT	External HBW productions
HBU_P_EXT	External HBU productions
HBSC_P_EXT	External HBSC productions

HBSB_P_EXT	External HBSB productions
HBO_P_EXT	External HBO productions
NHBW_P_EXT	External NHBW productions
NHBO_P_EXT	External NHBO productions
HBW_A_EXT	External HBW attractions
HBU_A_EXT	External HBU attractions
HBSC_A_EXT	External HBSC attractions
HBSB_A_EXT	External HBSB attractions
HBO_A_EXT	External HBO attractions
NHBW_A_EXT	External NHBW attractions
NHBO_A_EXT	External NHBO attractions

The next step in the Trip Generation module is to combine all the Trip Productions and Attractions by purpose so that they can be balanced in the final step. The aggregated groups are stored in the se_data.bin file. A couple of combinations to note:

- Because there are five HBW segments (no cars, high income insufficient, high income sufficient, low income insufficient and low income sufficient), the external HBW productions/attractions are split evenly into each segment (20% to each).
- The NHB trips made by University students (sNHB) are combined with the NHBO trip productions.

The final step is to balance the Trip Productions and Trip Attractions by purpose. For all purposes except NHBW and NHBO, the trip attractions are scaled to the trip productions. The scaling factor is the sum across all zones of trip productions by purpose divided by the sum of trip attractions by purpose. For the NHB purposes, the trip attractions are set to the trip productions for each zone. The final balanced productions and attractions are written to the se_data.bin file in the following fields:

Balanced Trip Production Field	Balanced Trip Attraction Field
HBW_v0	HBWa_v0
HBW_vHi	HBWa_vHi
HBW_vHs	HBWa_vHs
HBW_vLi	HBWa_vLi
HBW_vLs	HBWa_vLs
HBU	HBUa
HBSC	HBSCa
HBSB	HBSBa
HBO	HBOa
NHBW	NHBWa
NHBO	NHBOa

Outputs:

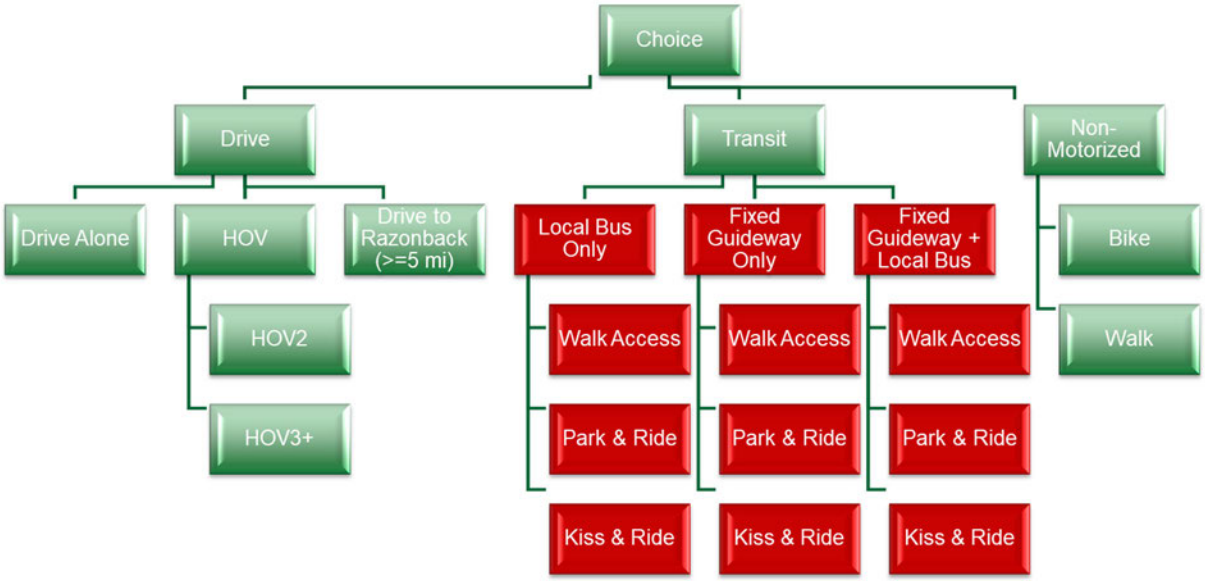
- .../ 2022_Example/outputs/generation/HHDisaggregation.csv

- .../2022_Example/outputs/generation/productions.csv
- .../2022_Example/outputs/generation/se_data.bin
- .../2022_Example/outputs/generation/balance_report.csv
- .../2022_Example/outputs/generation/unbalanced_pa.csv

2.7 Calculate Mode Choice Probabilities: 08 – ModeChoice.rsc

Description: This module calculates the mode choice probability for each origin/destination pair in the model region by using different variables (e.g., in-vehicle travel time and value of time) and coefficients defined in the model files (see the inputs table for the details). This module does not actually apply the probabilities to the trip tables, that is done after Destination Choice – but the probabilities (and logsums) are calculated here so that they can be used as a variable in the Destination Choice logit model. The figure below shows the nesting structure used in the probability calculations. As discussed previously and shown in the figure below, the drive to Razorback trips with drive distance more than 5 miles are considered in the auto/drive nest of the nesting structure. The module also creates mode choice logsums which are later used in the destination choice model.

Figure 2-2 - Mode Choice Model Structure



Inputs:

Methodology: The first step in this module is to create a matrix that determines, for each Production- Attraction zone pair, the combination of long/short walk access and egress to transit. This is determined using the transit stop file, short and long-distance walk distance thresholds set in the model property file and scenario-specific TAZ layer. Based on the

combination of the access/egress distance thresholds (i.e., short, long and none), nine cores are created in this matrix (i.e., short-short, short-long, short-none, long-short, long-long, long-none, none-short, none-long, none-none). Later, these nine cores are collapsed into three tables - short, long and none. The matrix is used as one of the inputs to the mode choice model.

The mode choice model parameters can be found in the directory shown in the inputs table. The coefficients listed in this file should not be modified as they are calibrated values, but for informational purposes, the first column lists the variables and the columns give the coefficient values for each purpose. 'Nest' refers to the nesting coefficient which is a parameter used in the nested logit model. 'Asc' is the alternative specific constant which is simply a number that represents un-included attributes of each mode (for example, feelings of safety on a mode). 'Value_of_time', which should more appropriately be named "cost coefficient", captures the sensitivity of the traveler to travel costs. It is this coefficient that is applied to the parking cost, fares, and auto-operating cost variables. The parameters file also includes the coefficients on in-vehicle time (ivt) and coefficients on the various transit attributes such as wait time and walk time to and from the transit stop to the destination. Additional parameters used in the mode-choice model such as 'sr2_persons' and 'sr3_persons' are used to convert the value of time or cost coefficient for SR2 and SR3+ modes.

Note that for the home-based work purposes, there are different coefficients for income and auto sufficiency segments. For income segmentation, the 2010 Census puts Washington County's median income at $41,000 and Benton County's at $53,000. The survey also allows people to select "above $50,000" or "below $50,000" if they do not wish to disclose their income more precisely, so we decided to use $50,000 as the division between low and high incomes. "Sufficient" means that the number of autos in a household is either greater than or equal to the number of workers in the household. "Insufficient" means that the number of vehicles is less than the number of workers.

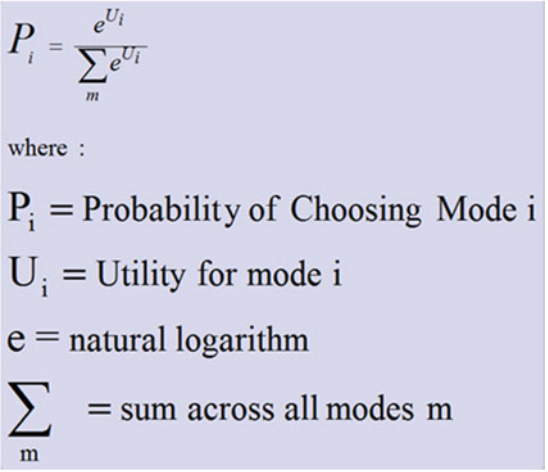
The parking costs for TAZs in Fayetteville were recently updated (they were $0 in previous datasets). There is now a "work" and "non-work" cost for eight zones in the model. The "work" cost is used in the mode choice calculations for the HBW purposes and the "non-work" cost is used for all other purposes. The development of the parking costs is detailed in Section 2.15 below.

The coefficients in the model were originally transferred from models developed for Indianapolis, IN and Austin, TX and they have not been re-estimated in this update as household survey data is not available. It is common to use asserted mode choice parameters as the FTA provides guidelines for parameters that this model adheres to. For

this update, we did adjust the alternative specific constants slightly to account for the new on-board survey results, namely the transit and drive-to-razorback mode shares.

For each trip purpose and walk segment, the mode choice model calculates the utility (the desirability) of each mode of a given origin/destination pair by using the variables and the coefficients defined in the model. The calculated utilities are then converted into a probability of each trip using each mode for a given origin/destination pair using the nested logit model formulation

Figure 2-3 - General Formula of a Logit Model



The mode choice model is sensitive to changes in the highway network as well as the transit network. With the current mode choice model, congestion levels, which result in slower auto times, will affect the transit shares, as will additional routes, more frequent service on existing routes, or any combination of transit and/or highway network changes. This allows NWARPC to test numerous scenarios.

Additionally, while there are not currently HOV lanes present in the NWA highway network, the mode choice model is able to forecast potential users of such a system if it is introduced since all trips using SR2 or SR3 modes are eligible to use an HOV lane. To use this feature, the network will have to have HOV lanes coded and the network and assignment procedures will need to be modified, but the basic capability is there.

Outputs:

Mode Choice Probability Matrices:

- .../2022_Example/outputs/mode_choice/mode_choice_probability_X_Y_Z.mtx (where X = hbw; Y = zero, low_insufficient, low_sufficient, high_insufficient, or high_sufficient; Z = short, long or none)

- .../2022_Example/outputs/mode_choice/mode_choice_probability_X_Z.mtx (where X = hbu, hbsc, hbsb, hbo, nhbw, or nhbo; Z = short, long or none)

Model Specification Files:

- .../2022_Example/outputs/mode_choice/mode_choice_X_Y.mdl (where X = hbw; Y = zero, low_insufficient, low_sufficient, high_insufficient, or high_sufficient)
- .../2022_Example/outputs/mode_choice/mode_choice_X.mdl (where X = hbu, hbsc, hbsb, hbo, nhbw, or nhbo)

Mode Choice Log Files:

- .../2022_Example/outputs/mode_choice/mode_choice_X_Y.log (where X = hbw; Y = zero, low_insufficient, low_sufficient, high_insufficient, or high_sufficient)
- .../2022_Example/outputs/mode_choice/mode_choice_X.log (where X = hbu, hbsc, hbsb, hbo, nhbw, or nhbo)

Other Outputs:

- .../ 2022_Example/outputs/mode_choice/walk_segment_fractions.mtx
- .../ 2022_Example/outputs/mode_choice/stop_access.csv
- .../ 2022_Example/outputs/mode_choice/_mc_logsums_DL.mtx

2.8 Destination Choice: 09 – DestinationChoice.rsc

Description: The destination choice model links the trip productions and attractions created in the Trip Generation step. The logit-based destination choice model incorporated in the model set up uses several variables such as distance, size terms and mode choice logsums. The size terms may be considered equivalent to the attractions in the gravity model. The mode choice logsums represent accessibilities between the origin and destination zones of the model region – the more modes that serve a particular OD pair, the more accessible that pairing is. To use mode choice logsums in the destination choice model, this module is run after the mode choice probability creation step.

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*
d_purp_conversion.csv	.../2022_Example/inputs/distribution/	.../parameters/trip_distribution/	Defines the trip purposes to combine and the fields in the se_data.bin file to store them in

			for destination choice model
dc_parameters.csv	.../2022_Example/inputs/distribution/	.../parameters/trip_distribution/	Destination choice model parameters
dc_variables.csv	.../2022_Example/inputs/distribution/	.../parameters/trip_distribution/	Variables used in the destination choice model
template.dcm	.../2022_Example/inputs/distribution/	.../parameters/trip_distribution/	Template required by the GISDK tools for destination choice model
se_bin_file	.../2022_Example/outputs/generation/	Not applicable, this file only exists as a scenario output	Working copy of the socio-economic data that is updated as the model progresses
_hwy_skim_DL.mtx	.../2022_Example/outputs/skims/	Not applicable, this file only exists as a scenario output	Renamed "street_skim.mtx" for use in the destination choice model
_mc_logsums_DL.mtx	.../2022_Example/outputs/mode_choice/	Not applicable, this file only exists as a scenario output	Mode choice logsums created by "ModeChoice.rsc"

Methodology: The first step of this module is to collapse Trip Generation purposes into the purposes for the Destination Choice model by using an equivalency table (see "d_purp_conversion.csv" for the details) if needed. In the current version, the destination choice model uses the same segmentation as the Trip Generation step; therefore, aggregation is not required. The capability was kept for future use if needed. The Trip Generation productions and attractions are copied into the "se_data.bin" file in the fields listed below:

Trip Productions Used in the Destination Model	*Trip Attractions Used in the Destination Model*
d_HBW_v0_DL	d_HBWa_v0_DL
d_HBW_vLi_DL	d_HBWa_vLi_DL
d_HBW_vHi_DL	d_HBWa_vHi_DL
d_HBW_vLs_DL	d_HBWa_vLs_DL
d_HBW_vHs_DL	d_HBWa_vHs_DL
d_HBU_all_DL	d_HBUa_all_DL
d_HBSC_all_DL	d_HBSCa_all_DL
d_HBSB_all_DL	d_HBSBa_all_DL
d_HBO_all_DL	d_HBOa_all_DL

d_NHBW_all_DL	d_NHBWa_all_DL
d_NHBO_all_DL	d_NHBOa_all_DL

NOTE: DL indicates Daily

The next step in this module is to run the destination choice model for each trip purpose. The model coefficients can be found in the "dc_parameters.csv" file (see the inputs table). The coefficients listed in this file should not be modified as they are calibrated values, but for informational purposes, the first column lists the trip purposes and the second column lists the auto sufficiency categories (for HBW trip purpose). The fifth column "value" lists the coefficients, parameters and the trip production and attraction field names in the "se_data.bin" file required by the destination choice model.

For each trip generated in the trip generation step, the model first calculates the utility from the origin to different destination zones by using the variables and coefficients defined in the destination choice model files listed in the inputs table. The calculated utilities are then converted into a probability of the trip going to each destination zone for a given origin zone using the logit model formulation. To improve the performance of the model, a shadow pricing mechanism is used in the destination choice model. This is an iterative procedure that attempts to match the total number of trips attracted to the destination zones with the size term of those zones (ex. if a zone has 100 jobs, shadow pricing ensures that the number of HBW trips is close to 100). The iterative procedure is controlled by a maximum number of iterations set in the parameter file. The module produces zone-to-zone trip matrices for each trip purpose and stores them in a file called "trips_resident_DL.mtx". The file contains the following trip matrices:

Trip Matrices (Destination Choice Model Outputs)
HBW_zero
HBW_low_insufficient
HBW_high_insufficient
HBW_low_sufficient
HBW_high_sufficient
HBU_all
HBSC_all
HBSB_all
HBO_all
NHBW_all
NHBO_all

Outputs:

Trip Outputs:

- .../2022_Example/outputs/distribution/trips_resident_DL.mtx

Model Specification Files:

- .../2022_Example/outputs/distribution/DL_X_Y.dcm (X = HBW; Y = v0, vLi, vHi, vLs or vHs)
- .../2022_Example/outputs/distribution/DL_X.dcm (X = HBU, HBSC, HBSB, HBO, NHBW, NHBO)

Model Log Files:

- .../2022_Example/outputs/distribution/DL_X_Y.log (X = HBW; Y = v0, vLi, vHi, vLs or vHs)
- .../2022_Example/outputs/distribution/DL_X.log (X = HBU, HBSC, HBSB, HBO, NHBW, NHBO)

2.9 Mode Choice: 10 – ModeChoiceTrips.rsc

Description: This module multiplies the mode choice probabilities by the number of trips distributed to different zones by the destination choice model and creates trip matrices by mode for each trip purpose considered in the model.

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*
trips_resident_DL.mtx	.../2022_Example/outputs/distribution/	Not applicable, this file only exists as output	Destination choice model outputs
walk_segment_fractions.mtx	.../2022_Example/outputs/mode_choice/	Not applicable, this file only exists as output	Used to split the destination choice model outputs into three walk segments - short, long, none.
mode_choice_probability_hbw_Y_Z.mtx (where Y = zero, low_sufficient, high_sufficient, low_insufficient, or high_insufficient; Z= short, long or none) mode_choice_probability_hbu_Z.mtx (where, Z= short, long or none) mode_choice_probability_hbsc_Z.mtx (where, Z= short, long or none) mode_choice_probability_hbsb_Z.mtx (where, Z= short, long or none) mode_choice_probability_hbo_Z.mtx (where, Z= short, long or none)	.../2022_Example/outputs/mode_choice/	Not applicable, these files only exist as a scenario output	Mode choice probability matrices

mode_choice_probability_nhbw_Z.mtx (where, Z= short, long or none) mode_choice_probability_nhbo_Z.mtx (where, Z= short, long or none)			

Methodology: This module first splits the destination choice model outputs into three walk segments (i.e., short, long and none) by multiplying them with the walk segment fraction matrix (discussed in section 2.4) so that the dimensions of the trip matrices match with the dimensions of the mode choice probability matrices. The resulting trip matrices are written out to the "trips_X_Y.mtx" files (where X = HBW, HBU, HBSC, HBSB, HBO, NHBW or NHBO, and Y = zero, low_sufficient, high_sufficient, low_insufficient or high_insufficient when X = HBW) in the ".../2022_Example/outputs/distribution/" directory. Each of these files contains three matrices – short, long and none. The mode choice probabilities are then multiplied by these matrices to get the total number of trips by mode for each purpose, market segment and walk segment in each origin/destination pair. Next, for each trip purpose, the trip matrices for all walk segments and market segments are combined, and the final trip matrices are written out to the "mc_ trips_X.mtx" files (where X = HBW, HBU, HBSC, HBSB, HBO, NHBW or NHBO) in the ".../2022_Example/outputs/ mode_choice/" directory.

Outputs:

Final Trip Matrices:

- .../2022_Example/outputs/mode_choice/mc_trips_X.mtx (where X = hbw, hbu, hbsc, hbsb, hbo, nhbw or nhbo)

Trip Matrices Before Aggregation:

- .../2022_Example/outputs/mode_choice/mc_trips_X_Y_Z.mtx (where X = hbw; Y = zero, low_sufficient, high_sufficient, low_insufficient, or high_insufficient; Z = short, long or none)
- .../2022_Example/outputs/mode_choice/mc_trips_X_Z.mtx (where X = hbu, hbsc, hbsb, hbo, nhbw or nhbo; Z = short, long or none)

2.10 Split Trips into Time Periods: 11 – TimeOfDay.rsc

Description: This module splits the auto trips into three time periods (AM Peak, PM Peak and OP) and transit trips into two time periods (Peak and Off-peak). The output files are saved in the ".../2022_Example/outputs/tod/" directory.

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*
mc_trips_hbw.mtx mc_trips_hbu.mtx mc_trips_hbsc.mtx mc_trips_hbsb.mtx mc_trips_hbo.mtx mc_trips_nhbw.mtx mc_trips_nhbo.mtx	.../2022_Example/outputs/mode_choice/	ot applicable, these files only exist as a scenario output	Mode choice trips by purpose
tod_split.csv tod_split_transit.csv	.../2022_Example/inputs/tod/	.../parameters/tod/	Time-of-day factor files used to split the auto, truck, commercial vehicle and transit trips into different time periods
PAOD_AM.bin PAOD_PM.bin PAOD_OP.bin	.../2022_Example/inputs/tod/	.../parameters/tod/	PA and AP factors used to convert the auto trip tables from PA to OD format
Ext_Summary.bin	.../2022_Example/inputs/external/	.../data/external/	2010 ADT by external station, split into trucks, commercial vehicles and cars
EE_Car_Base.mtx	.../2022_Example/inputs/external/	.../data/external/	2010 External-External (E-E) auto trips
sce_ext_year; data_year	.../2022_Example/inputs/nwarpc.properties	.../parameters/settings/nwarpc.properties	Scenario specific model year and data year for the external data
Car_EE_Marginals.dbf	.../2022_Example/inputs/external/	.../data/external/	Marginals used to grow the 2010 E-E auto trips

Methodology: The model uses different time-of-day (TOD) factors for auto and transit trips. To apply different TOD factors, the module first splits the trip tables into auto and transit trip tables. The trip tables are saved in ".../2022_Example/outputs/mode_choice/mc_trips_X_Y.mtx" files (where, where X = hbw, hbu, hbsc, hbsb, hbo, nhbw or nhbo; Y = auto or transit). Next, the auto trips are multiplied by the auto TOD factors in "tod_split.csv" file to split them into three time periods – AM Peak, PM Peak and Off-peak. Up to this point, the auto trips are person trips and they are in PA (production-attraction) format. The SR2 and SR3+ auto person trips are converted to vehicle trips using vehicle occupancies of 2 and 3.5 respectively. In addition to the vehicle trips, the highway assignment requires the trip tables in OD (origin-destination) format. To

convert the auto trip tables from PA to OD format, the PA and AP factors in "PAOD_X.bin" (where X = AM, PM or OP) are used. Next, the 2010 auto E-E (External-External) trip marginals are factored up to the scenario year based on the annual car growth rate (1%) specified in the external data file (i.e., Ext_Summary.bin) and the factored marginals are used to grow the 2010 auto E-E matrix to the scenario year. This matrix is then added to the drive alone trips in the auto trip tables.

The transit trips in the trip files are split into two time periods (Peak and Off-peak) using the TOD factors in the "tod_split_transit.csv" file. These factors were developed from the transit on-board survey.

Outputs:

- .../2022_Example/outputs/tod/trips_X.mtx (where X = am, pm, or op)
- .../2022_Example/outputs/tod/trips_transit_Y.mtx (where Y = pk or op)

2.11 Determine Number of Truck Trips: 12 – TruckModel.rsc

Description: The truck model determines the number of truck and commercial vehicle (CV) trips in the model. The truck and CV trip rates vary by employment type (e.g., industry, office, retail, and service) and truck type (i.e., single-unit vs. multi-unit). The special generator truck trips are based on ITE trip generation rates of the land-use types specified in the special generator file. And the external truck and CV trips are based on observed values at the external stations and a projected annual growth rate.

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*
truck_trip_rates.csv	.../2022_Example/inputs/generation/truck/	.../parameters/trip_generation/truck/	Truck (single-unit and multi- unit) and commercial vehicle (CV) trip rates
taz.dbd	.../2022_Example/inputs/gis/taz/	Not applicable, this file only exists as a scenario output	Employment data from this layer is used to calculate the truck and CV trips
Truck trip generation adjustment factor, ext.trk.data.year	.../2022_Example/inputs/nwarpc.properties	.../parameters/settings/nwarpc.properties	Adjustment factors used to adjust the CV and truck trips; Truck data year is used to calculate the scenario- specific growth year to extrapolate the 2010 external data
special_generator_data.bin	.../2022_Example/inputs/generation/spgenerator/	.../data/trip_generation/	Special generator data files exist for each model year in reference directory.

			User specifies file during scenario creation.
itedata7.bin	.../2022_Example/inputs/generation/spgenerator/	.../data/trip_generation/	ITE trip rates for various land-use types
special_gen_splits.csv	.../2022_Example/inputs/generation/spgenerator	.../parameters/trip_generation/	Shares by trip purpose and truck types to split the special generator trips
truck_ffactor.bin	.../2022_Example/inputs/distribution/	.../parameters/trip_distribution/	Friction factors used in truck trip balancing procedure
Ext_Summary.bin	.../2022_Example/inputs/external/	.../data/external/	2010_ADT by external station, split into trucks, commercial vehicles and cars
EE_ComVeh_Base.mtx	.../2022_Example/inputs/external/	.../data/external/	2010 External-External (E-E) truck trips
ComVeh_EE_Marginals.dbf	.../2022_Example/inputs/external/	.../data/external/	External-External (E-E) commercial vehicle trip marginals
street_skim.mtx	.../2022_Example/outputs/skims/	Not applicable, this file only exists as a scenario output	Highway skim file
tod_split.csv	.../2022_Example/inputs/tod/	.../parameters/tod/	Time-of-day factor file used to split the truck trips into three time periods – am peak, pm peak and off-peak.

Methodology: The first step of this module is to calculate the truck and CV trips based on the truck and CV trip rates and employment of the TAZs in the model region. As discussed in the Trip Generation module, the special generators are a set of user defined land types that generate/attract trips at rates that are not always consistent with zonal data such as households or employment. Truck trips are also generated by the special generators. The special generators truck trips are calculated using the ITE trip rates by land-use code listed in the special generator file (i.e., special_generator_data.bin) and added to the regular truck trips calculated based on the trip rates and employment type. The single and multi-unit truck trips from these steps are combined to get the total truck trips. To calculate the internal-external (I-E) and external-internal (E-I) trips for truck and CV, the number of I-E_E-I truck and CV trips at each external station is factored up to the scenario year based on the annual truck growth rate (1%) specified in the external data file (Ext_Summary.bin). The Internal-Internal (I-I) truck trips are calculated by subtracting the I-E and E-I trips from the total truck trips. All these trips are then added to the truck trip generation file (TruckTripGeneration.bin) in the fields below:

SUT_O	Single-unit truck trip origins
MUT_O	Multi-unit truck trip origins

Truck_II_O	Internal-Internal truck trip origins
Truck_IE_O	Internal-External truck trip origins
Truck_EI_O	External-Internal truck trip origins
TotalT_O	Total truck trip origins
ComVeh4T_O	Commercial vehicle trip origins
SUT_D	Single-unit truck trip destinations
MUT_D	Multi-unit truck trip destinations
Truck_II_D	Internal-Internal truck trip destinations
Truck_IE_D	Internal-External truck trip destinations
Truck_EI_D	External-Internal truck trip destinations
TotalT_D	Total truck trip destinations
ComVeh4T_D	Commercial vehicle trip destinations

The next step in this module is to balance the truck and CV trips. The balanced I-I truck trips and CV trips are saved in a separate file called "TruckTripGeneration_Balanced.bin". After balancing, a Gravity Model is used to distribute these trips as well as the truck External-External (E-E) trips among different origin-destination (O-D) pairs in the model region. Next, all the truck trip matrices are combined as "Trucks" and the CV trip matrices are combined as "ComVeh4T". They are saved in a file called "truck_trips.mtx" in the ".../2022_Example/outputs/distribution/truck" directory. Finally, the time-of-day factors in "tod_split.csv" file are applied to these truck and CV trips to split them into three time periods (am peak, pm peak and off-peak) and the split truck and CV trips are added to the auto trip matrices in the ".../2022_Example/outputs/tod/" directory. See the tables "Trucks" and "ComVeh4T" in the "trips_X.mtx" files (where X = am, pm, or op).

Outputs:

- .../2022_Example/outputs/tod/trips_X.mtx (where X = am, pm, or op) (see the matrix names listed above)

2.12 Assign Highway Trips: 13 – HighwayAssignment.rsc

Description: This module loads the travel demand represented by vehicle trip tables to the highway network. In addition, it also updates the highway network with the predicted congested travel time and checks the convergence of the model based on the Percent RMSE (root mean square error) calculated from the highway assignment results.

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*

Streets.dbd	.../2022_Example/inputs/gis/Streets/	.../data/gis/streets/NWAMPA_Master_Network.dbd	Scenario-specific Highway layer that has been extracted from the Master file
streets_am.net streets_pm.net streets_op.net	.../2022_Example/outputs/assignment/	Not applicable, these files only exist as a scenario output	These networks are created by "02 – HighwaySkim.rsc" and are required for highway assignment
trips_am.mtx trips_op.mtx trips_pm.mtx	.../2022_Example/outputs/tod/	Not applicable, these files only exist as a scenario output	Contains auto, truck and commercial trip matrices by time period (am peak, pm peak and off-peak)
Feedback convergence threshold	.../2022_Example/inputs/nwarpc.properties	.../parameters/settings/nwarpc.properties	Threshold (0.01) set for checking the convergence before starting a new feedback loop

Methodology: This module assigns auto, truck and commercial vehicle trips to the highway network. In one of the previous modules, the vehicle trip tables were created by three time periods - AM peak, PM peak and Off-peak. In this module, they are assigned to their corresponding highway networks (i.e., streets_am.net, streets_pm.net and streets_op.net). NWARPC model uses “User Equilibrium” as the highway assignment algorithm. This minimizes the travel cost for all vehicle trips assigned to the network in such a way that no traveler can improve their travel time by changing the paths in the network. This is an iterative assignment algorithm that calculates congested travel time as a function of link volume and shifts travelers to the shortest path. After each iteration within the highway assignment, the user equilibrium traffic assignment algorithm computes a relative gap based on the difference between the previous and current iteration volumes. The algorithm stops when a pre-selected relative gap/convergence criteria is achieved, indicating the network has reached equilibrium and users have found their optimal paths. In the user equilibrium procedure, the Bureau of Public Roads (BPR) curve was used as the cost delay function. The alpha and beta values required in the BPR curve were set to 0.15 and 4. After the highway assignment, to convert the traffic flows into passenger car equivalent flows, the PCE (passenger car equivalent) factors in the table below was used for truck and commercial vehicles. The convergence criteria set within the highway assignment is 0.0001 and the maximum iteration specified is 1000.

Vehicle Class	*PCE Factor*
Truck	2.1
Commercial Vehicle	1.5

In this module, a travel time feedback loop was also implemented to ensure that the destination choice and mode choice models are exposed to the level-of-service predicted by the assignment module. After the highway assignment, the average congested travel time on the highway links is calculated using the Method of Successive Averages (MSA) procedure and the highway network is updated with the average

travel time for use in the next feedback loop. Although the user sets the maximum number of iterations for feedback loops, the model can converge before that depending on the percent root-mean square error (PRMSE) calculated from the highway assignment results. Specifically, after each iteration, percent root mean square error (PRMSE) is calculated and compared with the convergence threshold set (0.01) in the property file. If the convergence criteria are met (i.e., PRMSE < 0.01), the model run stops.

Outputs:

- .../2022_Example/outputs/assignment/assignment_"X"_iteration"Y".bin (where X = am, pm, or op; Y = 1 to 10 depending on the max number of iterations set by the user in the GUI or when the model converges)
- .../2022_Example/outputs/assignment/assignment_rmse_"X".csv (where X = am, pm, or op)

2.13 Assign Transit Trips: 14 – TransitAssignment.rsc

Description: This module assigns transit trips to the transit network. The output files are saved in the ".../2022_Example/outputs/assignment/transit" directory.

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*
mode_table.bin	.../2022_Example/inputs/ assignment/	.../parameters/assignment/	Provides transit hierarchy and defines access modes
transit.rts; transitS.bin	.../2022_Example/inputs/gis/ transit/	.../data/gis/transit/routes; route_lines; route_stops	Scenario-specific Transit route files that have been built from the CSV files in the resource directory when scenario was created.
trips_transit_pk.mtx trips_transit_op.mtx	.../2022_Example/outputs/tod/	Not applicable, these files only exist as a scenario output	Transit trips by time period (peak and off-peak)

Methodology: This module first creates transit networks for each time period (AM Peak, PM Peak and Off-peak) and each access mode (walk and drive). Headway and fare information from the route file (transit.rts) and stop information (e.g., presence of park and ride options) from the stop file (transitS.bin) are used to create these networks. The network files (transit_assignment_X_Y.tnw where X = am, pm or op; Y = walk, pnr or knr) are saved in the "…/2022_Example/outputs/assignment/transit/" directory. Next, the previously split transit trip tables by time period are assigned to their corresponding transit networks in production-attraction (PA) format. Specifically, the peak transit trips are assigned to AM network (the PM network is not used) and the off-peak transit trips are assigned to the Off-peak network. A mode table which provides transit hierarchy and defines access modes is used in building the transit paths for transit assignment.

Outputs:

Transit Networks for Assignment:

- …/2022_Example/outputs/assignment/transit/transit_assignment_"X"_"Y". tnw (where X = walk, pnr or knr; Y = pk or op)

Transit Assignment Outputs:

- …/2022_Example/outputs/assignment/transit/"X"_transit_"Y"_aggregate_flow.bin (where X = walk, pnr or knr; Y = pk or op)
- …/2022_Example/outputs/assignment/transit/"X"_transit_"Y"_on_off.bin (where X = walk, pnr or knr; Y = pk or op)
- …/2022_Example/outputs/assignment/transit/"X"_transit_"Y"_flow.bin (where X = walk, pnr or knr; Y = pk or op)
- …/2022_Example/outputs/assignment/transit/"X"_transit_"Y"_walk_flow.bin (where X = walk, pnr or knr; Y = pk or op)

2.14 Automated Reports: 15 – Reports.rsc

Description: This module encapsulates several reporting procedures and each is described below:

Highway and Transit Assignment Summary – the assignment module produces results for each iteration so the output directory has many files. This summary includes the relevant information in a line layer that can be used for reporting and mapping results. The processed summaries are saved in the "…/2022_Example/outputs/reports" directory.

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*
Streets.dbd	.../2022_Example/inputs /gis/streets/	Not applicable, this file only exists as a scenario output	Scenario-specific Highway layer that has been extracted from the Master file
assignment_"X"_"Y".bin (where X = am, pm or op; Y = iteration4 if the max iteration is set to 4)	.../2022_Example/outputs /assignment/	Not applicable, these files only exist as scenario outputs	Highway assignment outputs
transitS.dbd; transitR.bin	.../2022_Example/inputs /gis/transit/	.../data/gis/transit/routes; route_lines; route_stops	Scenario-specific Transit route files that have been built from the CSV files in the resource directory when scenario was created
"X"_transit_"Y"_on_off.bin (where X = walk, pnr or knr; Y = pk or op)	.../2022_Example/outputs /assignment/transit/	Not applicable, these files only exist as scenario outputs	Transit assignment outputs

Methodology: The highway assignment module generates the outputs by three time periods – AM peak, PM peak and Off-peak. The output files contain traffic volumes by different modes such as drive alone, shared ride 2, shared ride 3+, commercial vehicle and truck. The volumes are aggregated by main mode (e.g., auto and truck) and attached to the highway line layer. Depending on the requirements, the user can summarize the volumes by time period or for the entire day. The following fields are added to the "assignment_X.dbd" (where, X = am, pm, op or daily) files.

Fields	*Description*
total_flow_pce	Passenger Car Equivalent Volume
total_flow_da	Drive Alone Volume
total_flow_sr2	Shared Ride 2 Volume
total_flow_sr3	Shared Ride 3+ Volume
total_flow_drvraz	Drive to Razorback Volume
total_flow_comveh	Commercial Vehicle Volume
total_flow_autos	Auto Volume (da+sr2+sr3+drvraz+comveh)
total_flow_trucks	Truck Volume
total_flow	Total Volume (autos + trucks)

As discussed in the previous section, the transit assignment module generates the outputs by time period (peak and off-peak) and access mode (walk, pnr and knr). The output files contain boardings and alightings at different stops of the Ozark and Razorback routes. In this module, the boardings/alightings at different stops are aggregated by transit route and the daily ridership is attached to the route file in a field called "Daily_Ridership".

Outputs:

Highway Assignment Summary:

- .../2022_Example/outputs/reports/assignment_X.dbd (where, X = am, pm, op or daily). – see the fields listed above

Transit Assignment Summary:

- .../2022_Example/outputs/reports/TransitRidershipSummary.bin – see the field listed above

LOS Mapping – In order to evaluate the effectiveness of future system improvements and transportation policies, DAILY level-of-service (LOS) maps are created for the Freeways, Multi-lane Highways, Rural 2-lane Highways, and Signalized Principal Arterials. The FHWA Tables (Simplified Highway Capacity Calculation Method - Appendix A - Policy | Federal Highway Administration (dot.gov)) were used for determining a daily capacity and for the definition of LOS breakpoints. There are 4 tables relevant for this exercise:

1. Table 13 – Freeway Generalized Service
2. Table 14 – Multi-lane Highway
3. Table 15 – Signalized Highway
4. Table 17 – Rural 2-lane Highway

Below is a description of how each is mapped to the roadways in the NWARPC network. The tables are described below in increasing order of difficulty.

Table 13 Freeway Generalized Service is segmented by Rural/Urban; 4,6,8,10,12 lanes; and 0,10,20,30% trucks – the Urban, 4, 6, or 8 lanes, 10% trucks service levels were used.

The links that fall in the Freeway Generalized Service category are defined by the following SELECTION CRITERIA: HCMType = "Freeway" and ramp != "Yes" (see RED LINKS in Figure below).

Table 17 Rural 2-lane Highways is segmented by speed limit, terrain (flat, rolling, mountainous), and % trucks (0-10) – the 50mph, flat, 10% truck service levels were used. These are Rural arterials that have 1 lane in each direction. Note that Table 17 only has breakpoints for LOS B, C and D (not E or F).

SELECTION CRITERIA: (HCMType = "PrArterial" or HCMType = "MinArterial") and AreaType = "Rural" and ((DIR=0 and total_lanes = 2) or (DIR != 0 and total_lanes = 1)) and ramp != "Yes" (BLUE LINKS in Figure below).

The split between Multi-lane Highway and Signalized Highway basically comes down to AreaType. The Multi-lane Highways are at least 2 lanes in each direction and are not in the Urban areas where there are traffic signals.

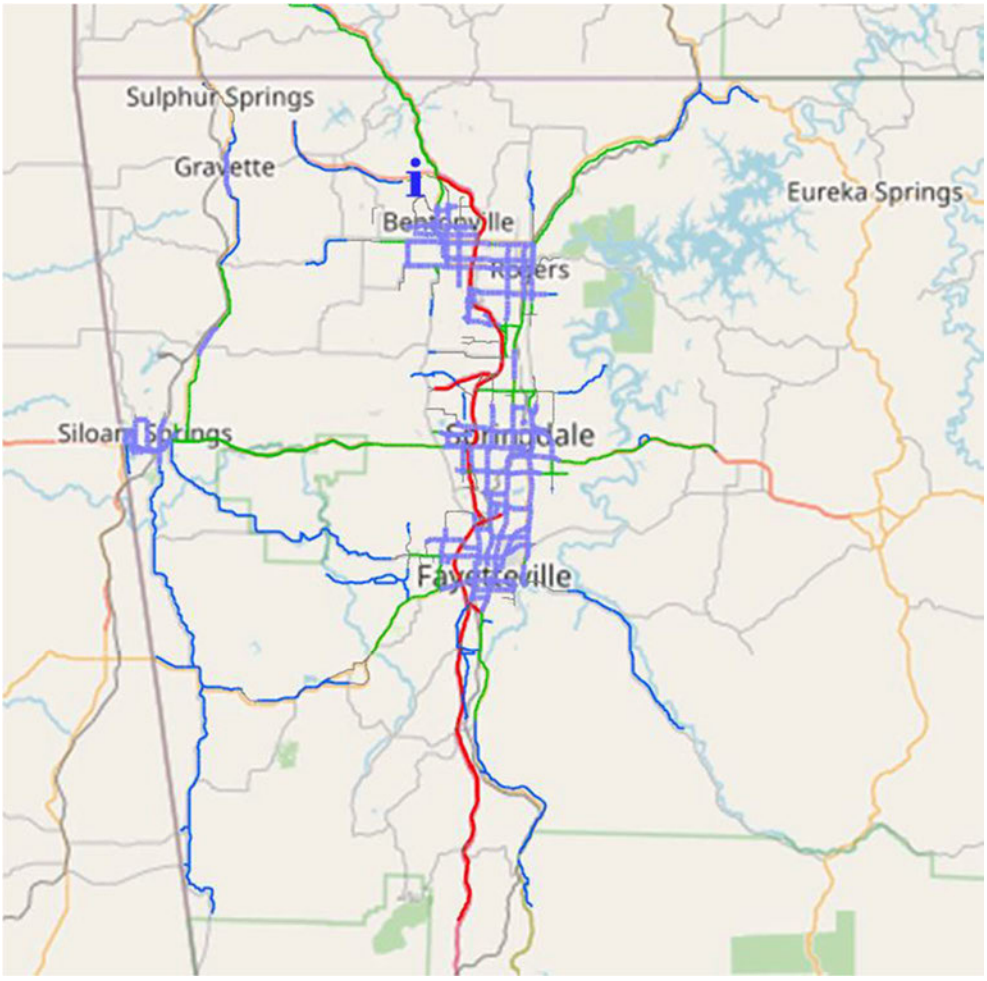
Table 14 Multi-lane Highway is segmented by Rural/Urban; 4,6,8,10,12 lanes; 0,10,20,30% trucks – the links in this selection criteria are Rural and have at least 4 lanes (2 in each direction). The Rural, 4, 5, or 6-lane, 20% trucks service levels were used.

SELECTION CRITERIA – (HCMType = "PrArterial" or HCMType = "MinArterial") and (AreaType = "Rural" or AreaType = "Suburban") and (DIR=0 and total_lanes > 2 or DIR != 0 and total_lanes >= 2) and ramp != "Yes" (GREEN LINKS in Figure below).

Table 15 Signalized Highway is segmented by 2,4,6,8 lanes; seconds of Green Time for signals, and Speed Limit (35-60). These links are Urban or Suburban and have either 2, 4 or 6 lanes, with speed limits that vary between 65 and 25. The 2-, 4-, 6-lane, 50 seconds of Green Time, Speed Limit 40 service levels were used.

SELECTION CRITERIA - (HCMType = "PrArterial" or HCMType = "MinArterial") and (AreaType = "Urban") and ramp != "Yes" (PURPLE LINKs in the Figure below).

Figure 2-4 - Roadways classified for LOS mapping



The LOS maps by default will not show Centroids. And "Open Street Map" is used as the imagery behind the map to show the study area.

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*
Assignment_daily.dbd	.../2022_Example/outputs /reports	Not applicable, this file only exists as a scenario output	Daily summary of assignment results – either produced as a result of user running the summary or as part of this procedure if the summary wasn't already run.
Level_of_service_volumes.bin	.../2022_Example/inputs /assignment/	parameters/assignment	Relevant rows from the FHWA LOS tables referenced above

Methodology: The procedure uses the AreaType, HCMType, and number of lanes functional classifications in the scenario street layer to create the selection sets defined above. Using the LOS breakpoints from the tables, that are copied into the level_of_service_volumes.bin file, the LOS is designated for each link. A thematic map is then created of the LOS levels – LOS C or better, LOS D, LOS E and LOS F.

Outputs:

LOS Mapping:

- .../2022_Example/outputs/reports/LOS.map

Mode Share by City – City and county leaders within the NWARPC jurisdiction were interested in understanding the modes used for trip making with their boundaries. This report provides several summaries:

- Mode_choice_summary_P_based.html – this summarizes the mode choice results based on the production end of the trip, without consideration of the attraction end. The trips by mode in this summary are trips with the "home" end (i.e. the "production" end) of the trip in the city or county boundary – i.e., summarizes mode of all trips starting in Fayetteville, ending anywhere in model area.
- Mode_choice_summary_PA_based.html – this summarizes the mode choice results based on both the production and attraction end of the trip. The trips by mode in this summary are trips with the "home" end and the "non-home" end in the city or county boundary – i.e., summarizes mode of all trips starting and ending in Bentonville.

These reports can be opened in a browser, like Edge or Chrome, but they can also be opened in Word or Excel for further processing or editing. Both files start out with a summary of the entire model area and then a similar summary for each city/county designated.

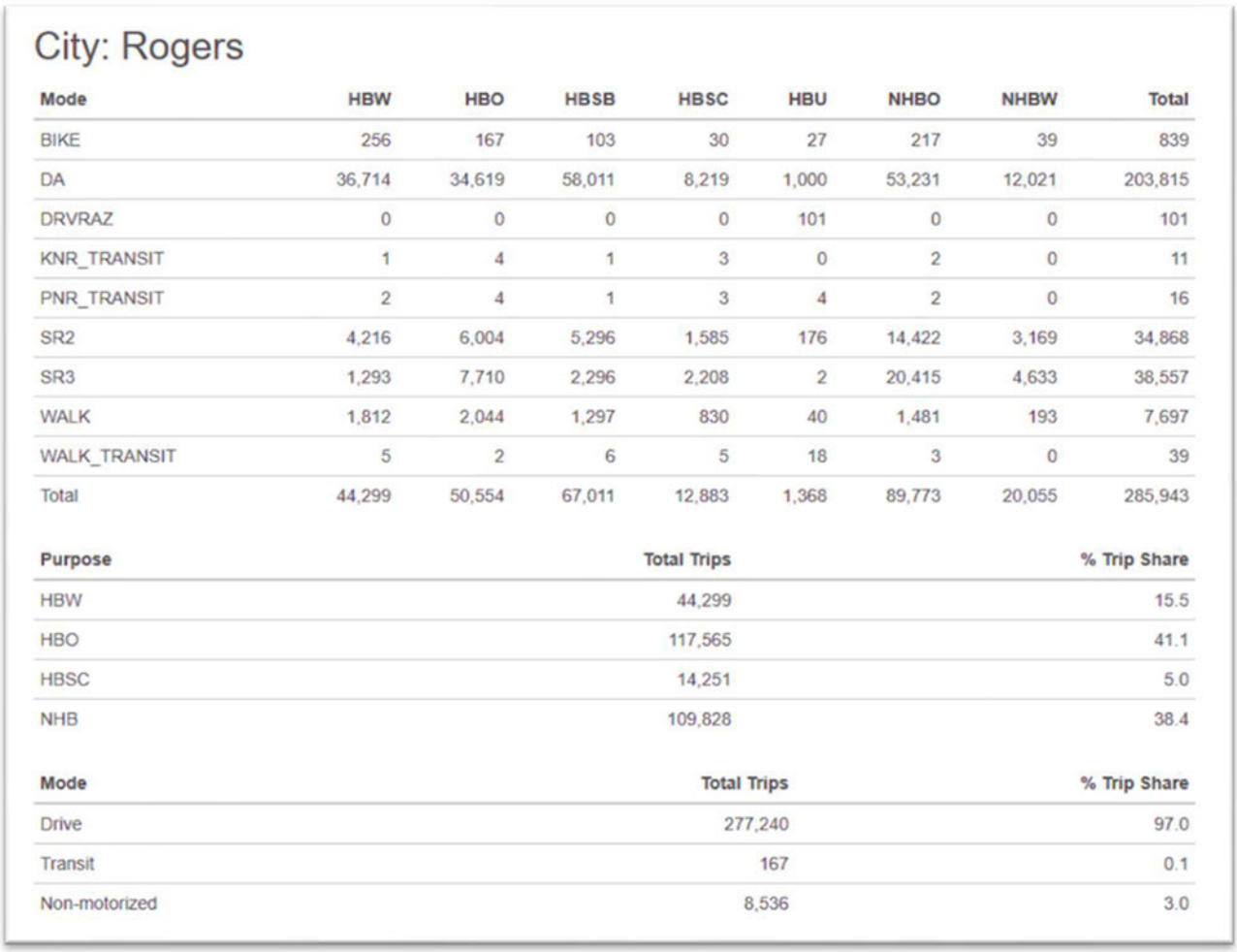
There are three parts to the summary:

- Trips by individual mode and purpose
- Total number of trips and share of trips by collapsed purposes
    - HBO is a combination of HBO and HBSB (shopping and personal business).
    - HBSC (school) is a combination of HBSC and HBU (university)
    - NHB is a combination of NHBO (other) and NHBW (work)
- Total trips and total share of trips by mode
    - Drive is a combination of DA, SR2, SR3 and DRVRAZ (drive to Razorback transit)

- Transit is a combination of WALK_TRANSIT (walk to transit), PNR_TRANSIT (park-n-ride) & KNR_TRANSIT (kiss-n-ride)
- Non-motorized is a combination of BIKE and WALK.

Below is an example for Rogers:

Figure 2-5 - Example of Mode Summary Report (City of Rogers)



City: Rogers

Mode	HBW	HBO	HBSB	HBSC	HBU	NHBO	NHBW	Total
BIKE	256	167	103	30	27	217	39	839
DA	36,714	34,619	58,011	8,219	1,000	53,231	12,021	203,815
DRVRAZ	0	0	0	0	101	0	0	101
KNR_TRANSIT	1	4	1	3	0	2	0	11
PNR_TRANSIT	2	4	1	3	4	2	0	16
SR2	4,216	6,004	5,296	1,585	176	14,422	3,169	34,868
SR3	1,293	7,710	2,296	2,208	2	20,415	4,633	38,557
WALK	1,812	2,044	1,297	830	40	1,481	193	7,697
WALK_TRANSIT	5	2	6	5	18	3	0	39
Total	44,299	50,554	67,011	12,883	1,368	89,773	20,055	285,943

Purpose	Total Trips	% Trip Share
HBW	44,299	15.5
HBO	117,565	41.1
HBSC	14,251	5.0
NHB	109,828	38.4

Mode	Total Trips	% Trip Share
Drive	277,240	97.0
Transit	167	0.1
Non-motorized	8,536	3.0

Inputs:

File/Property Name	*Scenario Location ("nwarpc_model/scenarios/")*	*Copied From ("nwarpc_model/resource/")*	*Description*
taz.dbd	/2022_Example/inputs/gis/taz.dbd	/data/gis/NWAMPA_Master_TAZ.dbd	Scenario-specific TAZ file (TAZ spec)
mc_trips_{purpose}.mtx"	.../2022_Example/outputs/mode_choice	Not applicable, only exists as a model output	Matrices in Production/Attraction format that contain the

			results of the mode choice model. One matrix for each purpose, one core for each mode.

Methodology: There are two fields in the Master TAZ file that are copied into the scenario TAZ file when the scenario is created – they are "county" and "city". The summary uses those fields to determine the production and attraction zones to include for the P_based and the PA_based summaries. The code the runs the summary is written in R and requires the Pandoc library. All required executables come packaged with the NWARPC model and are in the nwarpc_model/resource/runtime directory. The summary will be run for the selected scenario when the User presses the "Mode Choice Summary" button on the Post Process tab of the NWARPC model interface.

Outputs:

Mode Share by City:

- .../2022_Example/outputs/reports/ mode_choice_summary_P_based.html
- .../2022_Example/outputs/reports/ mode_choice_summary_PA_based.html

2.15 Development of Parking Costs

To estimate the average parking cost for work and non-work trips in zones with paid parking, the following procedure was used:

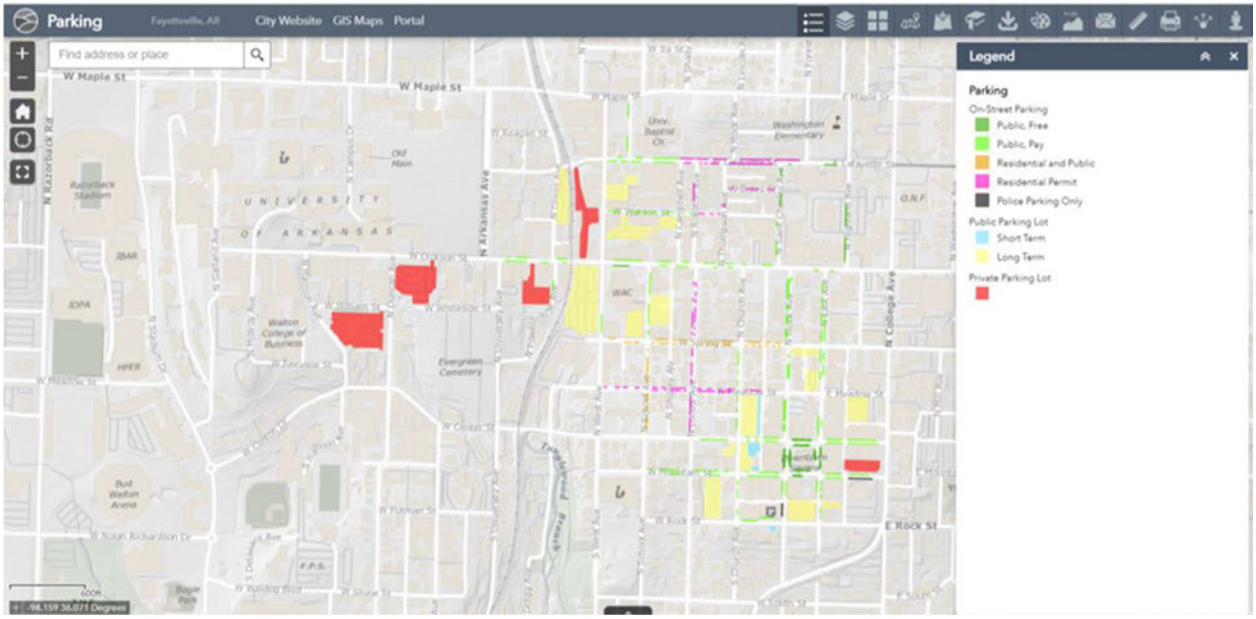
1. Identify the parking facilities within each zone, including single- and multi-level parking garages, parking lots, metered and non-metered street parking.
2. Collect information on the fee structure and/or permit requirements for each facility.
3. Develop an estimate of the parking cost associated with a typical work and a typical non-work trip during a weekday at each facility.
4. Estimate the number of parking spaces at each facility.
5. Develop a weighted average parking cost for work and work trips associated with each zone based on the cost per facility (from step 3) and the spaces per facility (from step 4) in the zone.

The steps of the procedure are explained in the more detail below.

Step 1 - Identify parking facilities

In downtown Fayetteville there are public and private parking lots and garages as well as on-street parking spaces. On-street parking includes paid (metered) parking, free parking and parking for which a residential permit is required. A map of the parking in downtown

Fayetteville can be accessed via the City of Fayetteville GIS Portal (https://maps.fayetteville-ar.gov/portal/home/index.html)



Source: https://maps.fayetteville-ar.gov/viewer/index.html?webmap=e9aa8a59892a48479f085778c9d3774c

Step 2 – Collect data on parking cost and restrictions for each parking facility

The GIS Portal parking map used in Step 1 includes attribute data on the parking fee structure during weekdays and weekends for each facility. For some paid facilities, the parking fee varies throughout the day. Some facilities are reserved for permit holders all or part of the day.

Step 3 - Estimate parking cost for work and non-work trip for each facility

Based on a review of the fee structure in Step 2, estimate the cost of parking for a typical work trip and a typical non-work trip at each facility. The current parking cost estimates were based on the following assumptions:

- Work Trip: A work trip was assumed to require 8 hours of parking during business hours. The parking cost for work trips was calculated by multiplying the facility's hourly cost between 8AM and 5PM by 8 or, if available, the full-day parking cost. For some facilities, the cost was adjusted to reflect the 2-hour free parking that is offered for some facilities. For University of Arkansas (UA) facilities, a permit is required during business hours. The cost of UA parking for a work trips was assumed to equal the average daily cost of a UA parking permit, which was estimated by dividing the annual parking permit cost for UA faculty and students by 180 school

days. For garages with a monthly rental fee, the average daily cost for work trips was estimated by dividing the monthly cost by 20 workdays.

- Non-Work Trip: A non-work trip was assumed to require 4 hours of parking and was assumed to occur during business hours or in the evening. The parking cost for a non-work trip was calculated by multiplying the facility's hourly cost by 4. For some facilities the cost was reduced because the facility offers 2 hour free parking. In some locations the cost of street parking after 5PM is higher than during business hours while in other locations street parking become free after 6PM. To estimate an average parking cost associated with non-work trips, it was assumed that a portion of the non-work parking at each facility would occur after 5PM or 6PM. The portion ranged from 50 percent of trips after 5PM to 25 percent of trips after 6PM.

Step 4 – Estimate number of spaces by facility

Estimates of the number of spaces at each parking lot and garage were obtained from Parkopedia (https://en.parkopedia.com). The number spaces were summarized by TAZ. For each TAZ, the number of spaces was increased to reflect the on-street parking spaces not included in the Parkopedia data. If detailed data on the number of street parking spaces becomes available, the information can be added to this parking inventory to refine the estimate of the total number of parking spaces by facility and by TAZ.

Step 5 – Develop weighted average work and non-work parking cost by TAZ

At the start of this step, facilities with the same fee structure that are located within the same TAZ were grouped (see Table 1: Estimated Parking Cost by TAZ.) For each facility group, the number of spaces in the group as a percent of the total number of spaces in the TAZ was calculated and then multiplied by the work trip parking cost for that group.

Next, the resulting weighted work trip parking costs were summed at the TAZ level. The calculations were repeated for non-work trips.

The result, which is shown in bold in the parking cost columns in Table 1, is the weighted average parking cost for work and non-work trips for each TAZ with paid parking. Because no parking cost information was available for TAZ 50600, it was assumed that the average parking cost for TAZ 50600 was the same as for TAZ 50021.

Table 2-1 - Estimated Parking Cost by TAZ

TAZID	*Type of Parking*	*Owner*	*Parking Cost Work Trip*	*Parking Cost Non-Work Trip*	*Estimated % of Spaces*	*Parking Cost Work Trip (in bold)*	*Parking Cost Non-Work Trip (in bold)*
			a	b	c	d	e

50010	Parking Lot	PUBLIC	$2.00	$0.75	33%	$0.67	$0.25
50010	Parking Lot	PUBLIC	$2.50	$3.50	67%	$1.67	$2.33
50010	**All parking in 50010**					**$2.33**	**$2.58**
50021	On-Street Parking	PUBLIC	$5.00	$2.00	50%	$2.50	$1.00
50021	Residential Permit	PUBLIC	$0.00	$0.00	50%	$0.00	$0.00
50021	**All parking in 50021**					**$2.50**	**$1.00**
50023	On-Street Parking	PUBLIC	$2.00	$0.75	40%	$0.80	$0.30
50023	On-Street Parking	PUBLIC	$1.50	$0.38	9%	$0.14	$0.03
50023	Parking Lot	PUBLIC	$1.33	$4.00	19%	$0.26	$0.77
50023	Parking Lot	PUBLIC	$5.00	$2.00	32%	$1.59	$0.64
50023	**All parking in 50021**					**$2.78**	**$1.74**
50024	Parking Lot	PUBLIC	$5.00	$2.00	67%	$3.33	$1.33
50024	On-Street Parking	PUBLIC	$2.00	$0.75	33%	$0.67	$0.25
50024	**All parking in 50024**					**$4.00**	**$1.58**
50025	On-Street Parking	PUBLIC	$1.50	$0.38	10%	$0.15	$0.04
50025	On-Street Parking	PUBLIC	$2.00	$0.75	10%	$0.21	$0.08
50025	Parking Lot	PUBLIC	$2.00	$0.75	79%	$1.59	$0.60
50025	**All parking in 50025**					**$1.95**	**$0.71**
50031	Parking Lot	PUBLIC	$4.00	$2.00	32%	$1.27	$0.64
50031	Parking Lot	PRIVATE	$8.00	$6.00	57%	$4.55	$3.41
50031	On-Street Parking	PUBLIC	$5.00	$2.00	11%	$0.57	$0.23
50031	**All parking in 50031**					**$6.39**	**$4.27**
50032	Parking Lot	PRIVATE	$1.33	$7.40	88%	$1.17	$6.51
50032	Parking Lot	PRIVATE	$5.00	$5.00	11%	$0.56	$0.56
50032	On-Street Parking	PUBLIC	$5.00	$2.00	1%	$0.04	$0.01
50032	**All parking in 50032**					**$1.76**	**$7.08**

50060	Residential Permit	PUBLIC	$0.00	$0.00			
50060	**All parking in 50060**					**$2.50**	**$1.00**

Note:

- non-bold entries in column d = column a times column c;
- non-bold entries in column e = column b times column c.

3 Base Year Model Calibration and Validation

Version 4.0.6 of the NWA TDM was calibrated and validated to confirm that the changes made to the model subcomponents still provided highway and transit assignments that could be validated against observed data in the 2022 base year.

The following sections document the 2022 updated base model performance against the acceptance criteria by category. Many validation targets from the 2017 NHTS[1] which were used in the previous model update from April 2021 were carried over as targets for this model update. However, if a validation metric could be calculated from the 2022 Replica data, that was done. Mode choice validation targets based on the 2018 on-board survey were carried over to this model update. In the absence of a recent household travel survey for the region, the 2017 NHTS, 2018 on-board survey, and 2022 Replica estimates were the best available data sources for demand model (trip generation, distribution, and mode choice) validation and calibration. For network assignments (traffic and transit), more recent traffic counts and transit boardings were used.

With Replica 2022 and NHTS 2017 being used as validation targets, this presents many cases where the model estimates can be compared to a range, rather than a single metric. Given that Replica is another model of the regional travel behavior, and NHTS 2017 covers larger geographies, it's difficult to declare one data source more authoritative than the other. Ideally, for a given submodel, the NWARPC model estimate would be between NHTS 2017 and Replica 2022. However, in some cases the model falls outside the bounds of Replica and NHTS.

3.1 Trip Generation: Person Trips by Purpose

Trip generation model results in the table below show the percentage of trips by purpose versus the same distributions from NHTS 2017 and Replica 2022. The model's Home-Based Other share slightly lags NHTS and Replica, while the model's home-based work share leads NHTS and Replica. Because Replica does not have the university trip purpose, its share of Home-Based School trips is higher.

Table 3-1: Share of Person Trips by Purpose and Source

Trip Purpose	Model (N=2,023,364)	NHTS (N=60,059,694)	Replica (N=1,975,530)
Home-Based Other	18.9%	20.3%	23.9%
Home-Based School	4.6%	2.7%	10.6%

[1] As with the model validation in 2021, NHTS 2017 sample records from Louisiana, Missouri, and Mississippi will be used.

Home-Based Shopping and Business	24.8%	25.9%	17.7%
Home-Based University	1.7%	0.7%	0.0%
Home-Based Work	17.8%	15.1%	15.8%
Non-Home-Base Work	6.6%	6.5%	11.4%
Non-Home-Based Other	25.6%	28.8%	20.7%
Total	**100.0%**	**100.0%**	**100.0%**

3.2 Destination Choice: Average Trip Length by Purpose

The model estimates for average trip length by purpose fall within or near the bounds of the NHTS and Replica metrics. The model exceeds NHTS and Replica metrics for Home-Based School and lags Home-Based Shopping and Business. As noted above Replica lacks a university trip purpose, and trips for that purpose may be grouped with Home-Based School.

Table 3-2: Average Trip Length (miles) by Purpose and Source

Trip Purpose	Model	NHTS	Replica
Home-Based Other	6.9	9.1	6.9
Home-Based School	6.7	5.8	4.8
Home-Based Shopping and Business	4.6	6.7	6.4
Home-Based University	5.2	7.6	
Home-Based Work	9.8	11.9	9.2
Non-Home-Base Work	9.1	11.5	5.7
Non-Home-Based Other	6.8	7.4	6.6

3.3 Destination Choice: Trip Length Frequency Distributions by Purpose

The following series of trip length distributions show the model versus trip length distributions from NHTS and Replica.

Figure 3-1: Trip Length Distribution by Source: Home-Based Other Trips

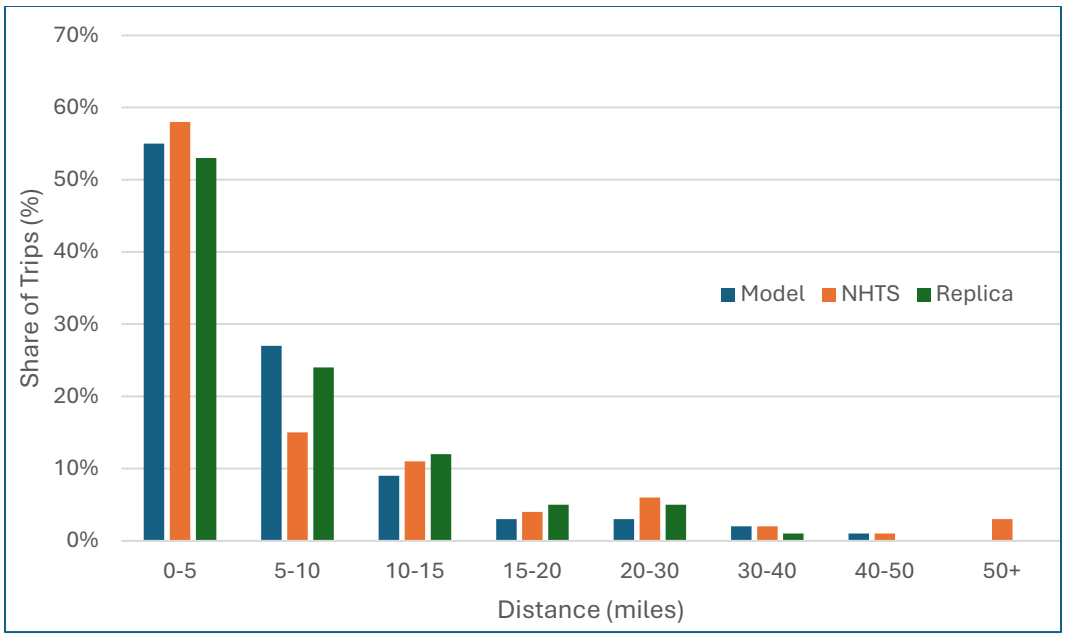


Figure 3-2: Trip Length Distribution by Source: Home-Based School Trips

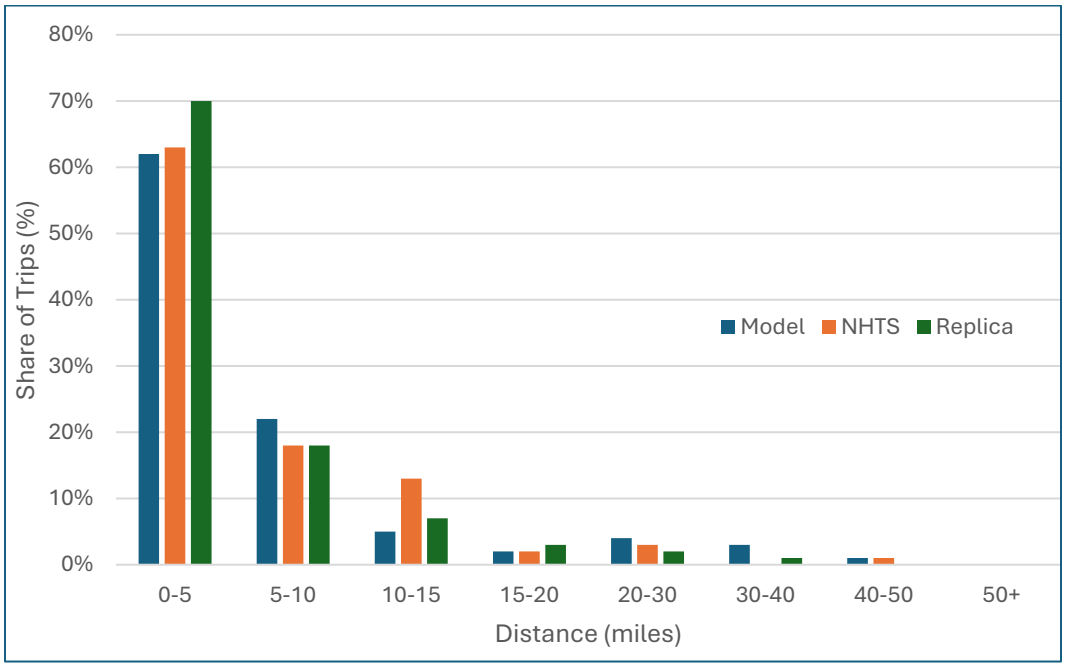


Figure 3-3: Trip Length Distribution by Source: Home-Based Shopping and Business Trips

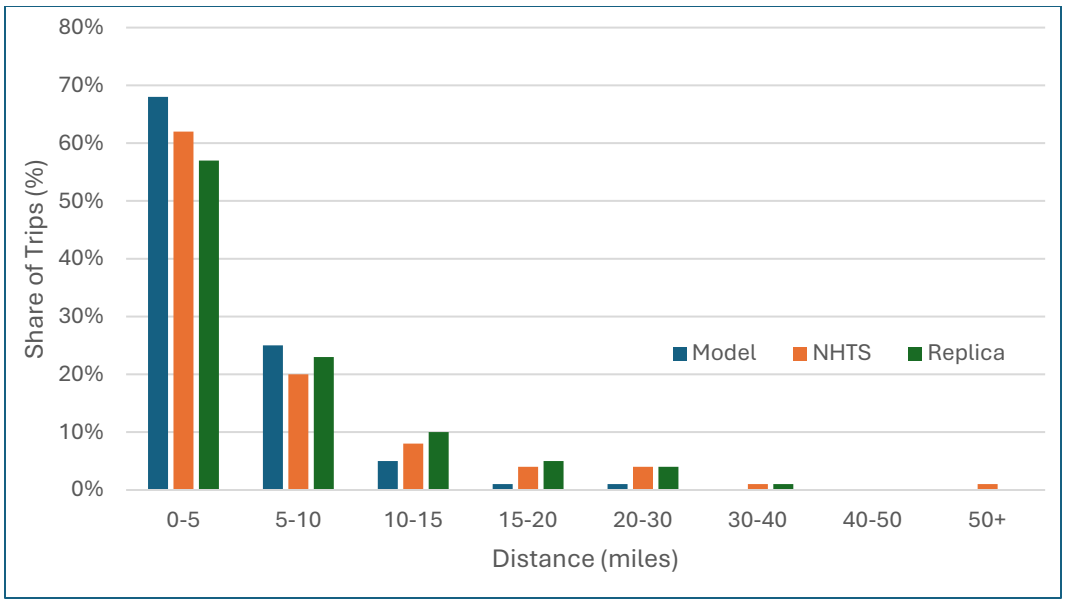


Figure 3-4: Trip Length Distribution by Source: Home-Based University Trips

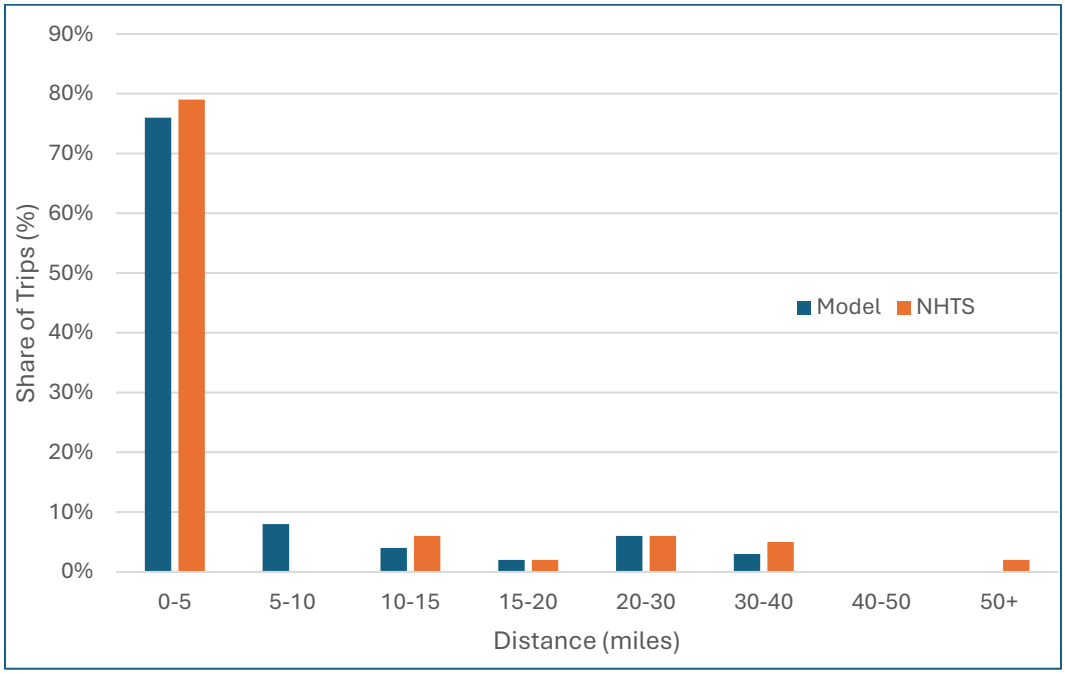


Figure 3-5: Trip Length Distribution by Source: Home-Based Work Trips

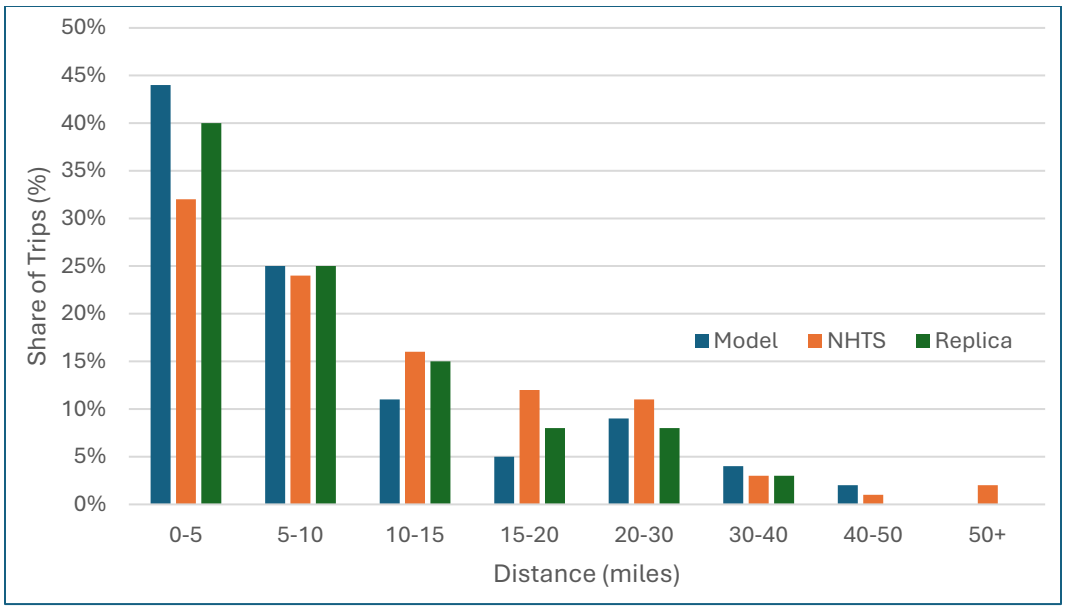


Figure 3-6: Trip Length Distribution by Source: Non-Home-Based Work Trips

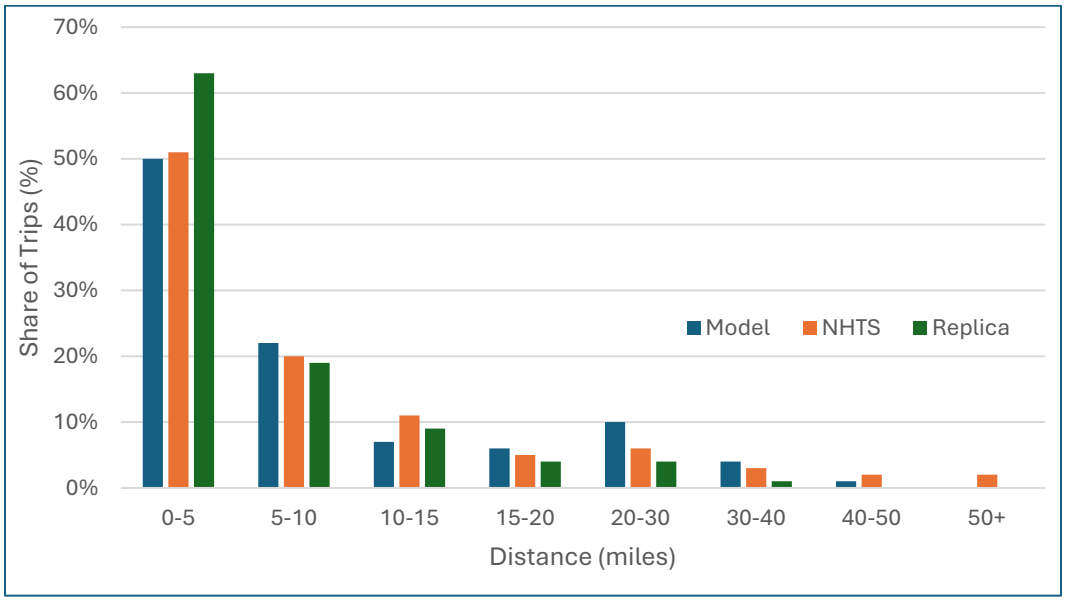
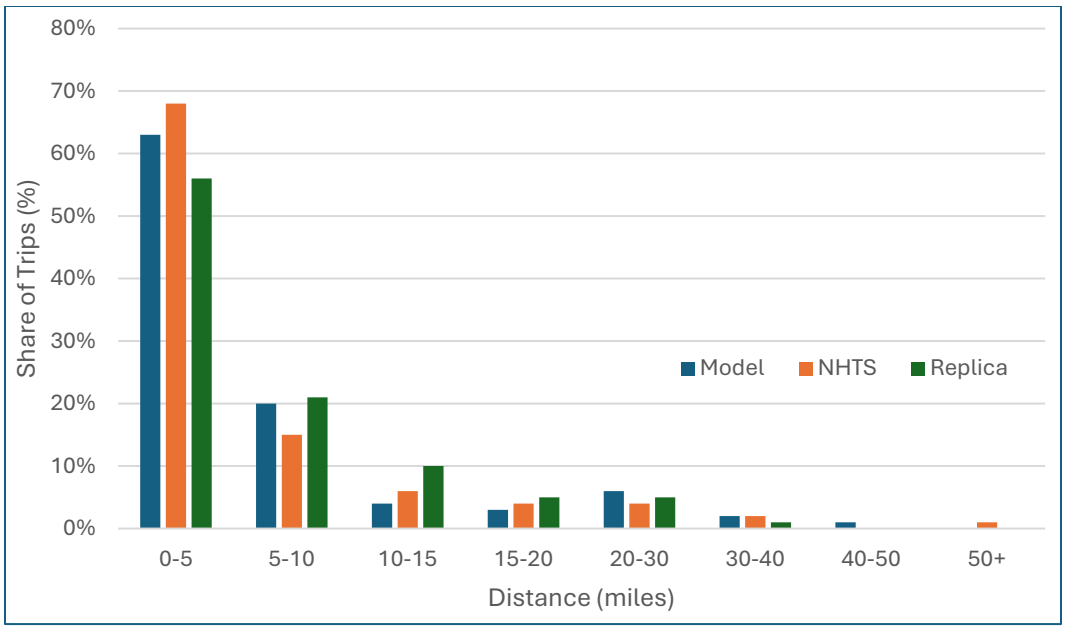


Figure 3-7: Trip Length Distribution by Source: Non-Home-Based Other Trips



3.4 Mode Choice: Aggregate Mode Share

For mode choice, modeled auto, transit, and non-motorized mode shares in the region were compared to the mode shares developed from the 2018 on-board survey. An attempt was made to update the 2018 mode shares by reviewing changes in Replica trip estimates between 2018 and 2022. Replica trips from 2018 and 2022 were summarized for district-to-district pairs to evaluate if person trip demand patterns had changed significantly in percentages, which would require incremental adjustment of mode share targets. No remarkable shifts were observed, and so the mode share targets derived from the 2018 survey were used for this model update.

Table 3-3: Aggregate Mode Shares (Observed versus Modeled)

Mode	Observed	Estimated
Auto	97.1%	96.2%
Transit	0.6%	0.3%
Non-motorized (walk + bike)	2.3%	3.5%
Total	100.0%	0.0%

3.5 Mode Choice: Mode Share by Purpose

Modeled mode shares by purpose were compared to the mode shares developed from the 2018 on-board survey (which were kept for this model update as explained in the prior section).

Table 3-4: Mode Shares by Purpose (Observed versus Modeled)

Observed

Trip Mode	Observed Trip Pecent						
	HBW	HBU	HBSC	HBSB	HBO	NHB	Total
Drive Alone	87%	47%	61%	87%	69%	58%	68%
Shared Ride 2	8%	9%	13%	8%	11%	16%	13%
Shared Ride 3	3%	1%	20%	4%	17%	24%	17%
Drive to Razorback (>= 5 miles)	0%	4%	0%	0%	0%	0%	0%
Walk to Transit	0%	21%	0%	1%	0%	0%	0%
PnR to Transit (<5 miles)	0%	4%	0%	0%	0%	0%	0%
KnR to Transit	0%	0%	0%	0%	0%	0%	0%
Walk	2%	11%	5%	1%	3%	2%	2%
Bike	0%	2%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%

Trip Mode	Modeled Trip Percent						
	HBW	HBU	HBSC	HBSB	HBO	NHB	Total
Drive Alone	77%	55%	61%	86%	66%	56%	69%
Shared Ride 2	13%	10%	14%	8%	13%	17%	13%
Shared Ride 3	5%	0%	20%	4%	16%	24%	14%
Drive to Razorback (>=5 miles)	0%	1%	0%	0%	0%	0%	0%
Walk to Transit	0%	2%	0%	0%	0%	0%	0%
PnR to Transit (<5 miles)	0%	11%	0%	0%	0%	0%	0%
KnR to Transit	0%	0%	0%	0%	0%	0%	0%
Walk	5%	17%	5%	2%	4%	2%	3%
Bike	1%	3%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%

3.6 Roadway Validation: Error in Regionwide, 24-hour VMT

Observed AADT values from 2022 and onward from Arkansas DOT were acquired and conflated with the NWARPC model network in order to compare observed VMT versus daily model VMT. The preferred validation metric for regionwide traffic assignment was 24-hour VMT percent error of less than +/- 3%. As shown in the table below, the model's regionwide VMT metric is 3.6% lower than target.

Table 3-5: Traffic Assignment Statistics by Roadway Volume Group

Volume Group	N	Observed VMT	Model VMT	% Error
(0 - 5000]	342	452,827	421,742	-6.9%
(5,000 – 10,000]	201	664,303	507,755	-23.6%
(10,000 – 20,000]	187	1,501,009	1,208,247	-19.5%
(20,000 – 30,000]	90	609,822	581,917	-4.6%
(30,000 – 40,000]	35	400,808	420,379	4.9%
(40,000 – 999,999]	28	1,235,242	1,550,003	25.5%
Total	**883**	**4,864,012**	**4,690,044**	**-3.6%**

3.7 Roadway Validation: Error in 24-hour VMT by Facility Type

Observed AADT values from 2022 and onward from Arkansas DOT were acquired and conflated with the NWARPC model network in order to compare observed AADT. The preferred validation metrics for traffic assignment were 24-hour VMT percent errors of:

- Less than 7 percent on Freeways;
- Less than 10 percent on Arterials;
- Less than 15 percent on other roads.

The following two tables show the observed versus model VMT by facility type. The first table uses the major facility types from the model network. Percent errors on Freeways and Principal Arterials (the two categories with the highest VMT) are both within +/- 3% error. Lower functional classes have lower VMT that falls just outside the 10% and 15% categories. The second table groups the VMT into three general categories. In each category, the model VMT is within the preferred percent error range listed above (7, 10, and 15 % thresholds).

Table 3-6: Traffic Assignment Statistics by Detailed Facility Type

Facility Type	N	Observed VMT	Model VMT	% Error
Collector	353	728,372	604,577	-17.0%
Freeway	57	2,157,031	2,193,974	1.7%
Local	12	16,461	14,388	-12.6%
Minor Arterial	159	573,474	470,405	-18.0%
Principal Arterial	244	1,311,510	1,317,190	0.4%
Ramp	58	77,166	89,510	16.0%
Total	**883**	**4,864,014**	**4,690,044**	**-3.6%**

Table 3-7: Traffic Assignment Statistics by General Facility Type

Facility Type	N	Observed VMT	Model VMT	% Error
Freeways	57	2,157,031	2,193,974	1.7%
Arterials	403	1,884,984	1,787,595	-5.2%
Minor Roads	423	821,999	708,475	-13.8%
Total	**883**	**4,864,012**	**4,690,044**	**-3.6%**

3.8 Transit Validation: Percent Error of Boardings by Transit Operator (ORT and Razorback)

A common transit validation goal is to be within 10% error of observed boardings by mode or region. The calibrated 2022 NWARPC scenario exceeds this goal for Razorback and for the region. While getting within 10% is ideal, doing so requires further penalizing transit (by increasing the transit alternative specifics constants) to force additional trips off of transit. This would make the model more insensitive to improvements in transit level of service in the transit alternatives study scenarios.

Table 3-8: Transit Boardings by Transit Operator

Operator	Observed Boardings	Scenario Boardings	% Error
Ozark	482	492	2.0%
Razorback	3,986	5,228	23.8%
Total	**4,468**	**5,720**	**21.9%**

3.9 Sensitivity Tests

3.9.1 Percent Change in Mode Shares Due to Parking Cost Increase

A sensitivity test was performed with the updated model (with new 2022 base year inputs and the updated mode choice model) where paid parking in Fayetteville was removed. The following two tables show the results for the scenario without parking cost, followed by the scenario with parking cost (the existing condition). As one would expect, the drive mode share increases as parking cost decreases. This confirmed a previous sensitivity test result from the prior model update in 2021.

Table 3-9: Mode Share without Parking Cost Increase (Fayetteville)

Mode	Total Trips	% Trip Share
Drive	324,672	92.4
Transit	4,822	1.4
Non-motorized	21,893	6.2
Total	**351,387**	**100**

Table 3-10: Mode Share with Parking Cost Increase (Fayetteville; $5 short term/$20 long term)

Mode	Total Trips	% Trip Share
Drive	319,857	91.5
Transit	4,818	1.4
Non-motorized	24,792	7.1
Total	**349,467**	**100**

3.9.2 Sensitivity Test: Percent Increase in Forecast (2050) Year Transit Boardings Relative to Base

Another sensitivity test was conducted to verify that in a future no-build scenario, that a reasonable increase in future transit boardings is observed given the planned land use and no-build network changes. For the default growth trend in 2050, seeing boarding increase by a similar magnitude with population and employment growth is expected. If growth in transit boardings severely lags or exceeds the population or employment growth, then it may be due to congestion that is too severe in the future scenario, which may cause transit boardings growth to exceed population or employment trends. Alternatively, if transit growth lags population and employment growth, it may be that transit constants are overly punitive and cause transit boarding growth to lag.

Table 3-11: Transit Rides by Transit Operator, 2022 versus 2050

Operator	2022 Base	2050 Forecast	% Change
Ozark	482	878	82.2%
Razorback	3,986	7510	88.4%
Total	**4,468**	8388	87.7%

4 Appendix A: 2022 Base Year Updates

This appendix describes the process of updating the model base year data to represent 2022 socio-economic and network conditions.

4.1 Network Updates

NWARPC staff provided an updated 2022 roadway network to reflect local projects implemented between 2018 and 2022.

The 2022 transit network was updated using GTFS feeds from circa 2023-2024 from ORT and Razorback. Post-COVID service provision and ridership has been recovering steadily, and using the most recently available GTFS data reflected a more stable base year condition.

4.2 TAZ Additions

The model TAZs increased from 711 to 734, with all changes being for internal TAZs, not externals. Where TAZs were split or merged, the network centroid connectors were edited to reflect realistic connectivity to the roadway network.

4.3 Household Data

The household data was updated using the ACS 2022 5-year estimates. The source data tables from ACS were:

- For households by number of workers: B08202
- For households by size: B11016
- For households by income: B19001

For each ACS table, the data was read at the tract level or block group level. To allocate data from tracts or block groups to TAZs, 2020 decennial census block population was used to proportionally disaggregate values, which were then summarized to TAZ geographies.

As with the previous model version, households were summarized into the following categories:

- By number of persons: 1, 2, 3, and 4+
- By number of workers: 0, 1, 2, and 3+
- By annual income: low (< $50k), middle (>= $50k and < $100k), and high (>= $100k)

4.4 Employment Data

Employment data was updated using data from Data Axle[2] (year 2024) and the Longitudinal Employment Household Dynamics (LEHD) 2022 dataset from the Census Bureau. The Data Axle dataset is point-level establishment records and had 23,865 records, with 238,552 employees in total. The regional control total is 267,852 from LEHD.

4.4.1 Data Cleaning

Using the point shapefile of Data Axle and the TAZ polygon shapefile, a correspondence table was created to identify which TAZ each Data Axle record belonged to. Out of 23,865 records, 6 were not assigned to any TAZ. These 6 records were manually assigned to the nearest TAZ and are shown in Table 4-1.

Table 4-1. Records manually assigned to the nearest TAZ

contact_na	company_na	actual_loc	latitude	longitude	TAZ_ID
DONNA FLANT	GEORGIA POULTRY	4	36.176501	-94.565259	74461
MARK SCHULZ	CAMPGROUND AT THE FALLS	2	36.583669	-94.371685	70300
RYAN KINNAMAN	CROSSFIT SILOAM SPRINGS	3	36.176501	-94.565259	74461
ANGIE BREWER	PINEVILLE PRIMARY	16	36.609729	-94.406789	70400
MIKE LUCARIELLO	HOGSLAT	3	36.176501	-94.565259	74461
BLAYKE SNOW	LOCKE SUPPLY CO	5	36.167186	-94.563742	74450

To allocate the employment to the model's four industry categories (i.e., [2022_emp_industry], [2022_emp_retail], [2022_emp_office], and [2022_emp_service]), all of the records were classified based on the first 2 digits of the 'naics_code' field in the Data Axle dataset. Also, 761 of the establishment records were labeled as 'UNCLASSIFIED ESTABLISHMENTS' in the 'naics_desc' field. The employment for these unclassified establishments was proportionally allocated according to the office, retail, service, and industry employment in the TAZ. All records with meaningful 'naics_code' values were assigned based on the following table of 2-digit NAICS codes with model industry category.

Table 4-2. 2-digit NAICS codes with model industry category

Sector	Description	Model Employment Category
11	Agriculture, Forestry, Fishing and Hunting	Industry

[2] Data Axle is formerly known as InfoUSA

21	Mining, Quarrying, and Oil and Gas Extraction	industry
22	Utilities	industry
23	Construction	industry
31-33	Manufacturing	industry
42	Wholesale Trade	industry
44-45	Retail Trade	retail
48-49	Transportation and Warehousing	industry
51	Information	office
52	Finance and Insurance	office
53	Real Estate and Rental and Leasing	office
54	Professional, Scientific, and Technical Services	office
55	Management of Companies and Enterprises	office
56	Administrative and Support and Waste Management and Remediation Services	office
61	Educational Services	service
62	Health Care and Social Assistance	service
71	Arts, Entertainment, and Recreation	retail
72	Accommodation and Food Services	service
81	Other Services (except Public Administration)	service
92	Public Administration (not covered in economic census)	office
Source: https://www.census.gov/programs-surveys/economic-census/year/2022/guidance/understanding-naics.html		

The following manual adjustments were made for the following zones after review from NWARPC staff:

- For zone 50162, service employment was set to 100, office employment to 100, and total employment to 200.

- For zone 60483, service employment reduced from 1,340 to 340, industry from 1,345 to 445, and total employment from 3,362 to 1,462.
- For zone 60481, service employment increased from 2,178 to 3,178 and total employment from 2,178 to 3,178.
- For zone 60551, industry employment increased from 188 to 1,088 and total employment from 353 to 1,253.
- For zone 71970, office employment increased from 121 to 10,121 and total employment from 7,244 to 17,244.
- For zone 20480, industry employment increased from 35 to 1,235 and total employment from 73 to 1,273.

After adjusting values for the zones above, the remaining zonal employment values were scaled accordingly to ensure that the regional total employment matched the control total of 267,852.

The following additional employment updates were completed:

- In the special generator files for 2022, 2030, 2040, and 2050:
  - For zones 72023 & 72030 (new Walmart HQ), set employment to 0
  - For zone 71970 (JB Hunt HQ), set employment to 0
- For the 2022 base year, manual adjustments to the following zones:
  - For zone 72070, retail reduced from 12,275 to 1,275, and increased office from 839 to 11,839 - total employment stayed at 13,889.
  - For zone 80436, retail reduced from 5,803 to 803, and increased office from 101 to 5,101 - total employment stayed at 6,261.
- In the 2050 future year:
  - Moved 11k * [2022 to 2050 growth_factor] from zone 72070 (old Walmart HQ) to zones 72023 & 72030 (new Walmart HQ)
    - The “office” category growth factor (“2022 to 2050 growth_factor”) for county 05007 (Benton) is 1.804
    - 11,000 * 1.804 = 19,844 employment
  - For zone 72070 (old Walmart HQ), office employment reduced from 21,357 to 1,513 and total employment from 25,233 to 5,379.

4.5 K-12 Enrollment

Based on the shapefile of NWA Schools Enrollment and the new TAZ polygons, a correspondence table was created to identify which TAZ each NWA Schools Enrollment record belonged to. K-12 enrollment for each school was summed to the TAZ geography for

the base year. For future years, enrollment was scaled by the county level population growth rate from 2022 to the forecast year.

4.6 Post-Secondary Data

4.6.1 Enrollment

Base year post-secondary enrollment was provided by NWARPC. The model base year (2022) assumes the following enrollment for the University of Arkansas, NWACC, and John Brown University:

- University of Arkansas: 30,936 (Fall 2022)
- NWACC: 8,804 (Fall 2023)
- John Brown: 2,253 (Fall 2023)

4.6.2 On/Off Campus Student Resident Population

The residential population of post-secondary students (student housing locations) were allocated in two stages. The on-campus student values for the University of Arkansas and John Brown University TAZs were adjusted proportionally, based on the total enrollment growth on each campus from 2018 to 2022. The remaining student population was distributed to all other TAZs as off-campus students, proportional to the distribution of 2018 off-campus students by TAZ.

- For example, John Brown University had 2,316 students in 2018, with 944 of them being on-campus students. By 2023, enrollment decreased to 2,253 students. The growth rate of enrolled students was calculated as 2,253/2,316 = 0.972798. The 2023 estimate of on-campus students is 0.972798 * 944 = 918. The remaining 1,335 students were allocated as off-campus students, following the 2018 off-campus distribution by TAZ.

5 Appendix B: Mode Choice Model Updates

The updated mode choice model was a key task for using the new model in the Transit Alternatives Study. As such, careful design decisions and implementation were required. To this end, the following tasks were completed to update the mode choice model.

Prior model sensitivity test: The prior mode choice model was tested by adding the future high-capacity transit fixed-guideway projects to the transit network and then documenting the mode choice results for the base and test scenarios. Table 5-1 documents the results.

Table 5-1: Initial Sensitivity (Add HCT Routes in 2018 Scenario) Test Mode Shares

		Base Scenario		Test Scenario	
Policy Test	**Mode**	**Trips**	**% Mode Share**	**Trips**	**% Mode Share**
Add High Capacity Transit Routes	Drive	1,848,642	96.2	1,846,756	96.1
	Transit	8,470	0.4	10,682	0.6
	Non-motorized	63,927	3.3	63,464	3.3
	Subtotal	***1,921,039***	***100.0***	***1,920,902***	***100.0***

Discuss model design alternatives: Various mode choice structures were discussed with pros and cons for NWARPC's context.

Figure 5-1 shows the prior mode choice structure. In the interest of being consistent with FTA's STOPS mode choice structure, the mode choice structure in Figure 2 was implemented.

Figure 5-1: Prior Mode Choice Structure

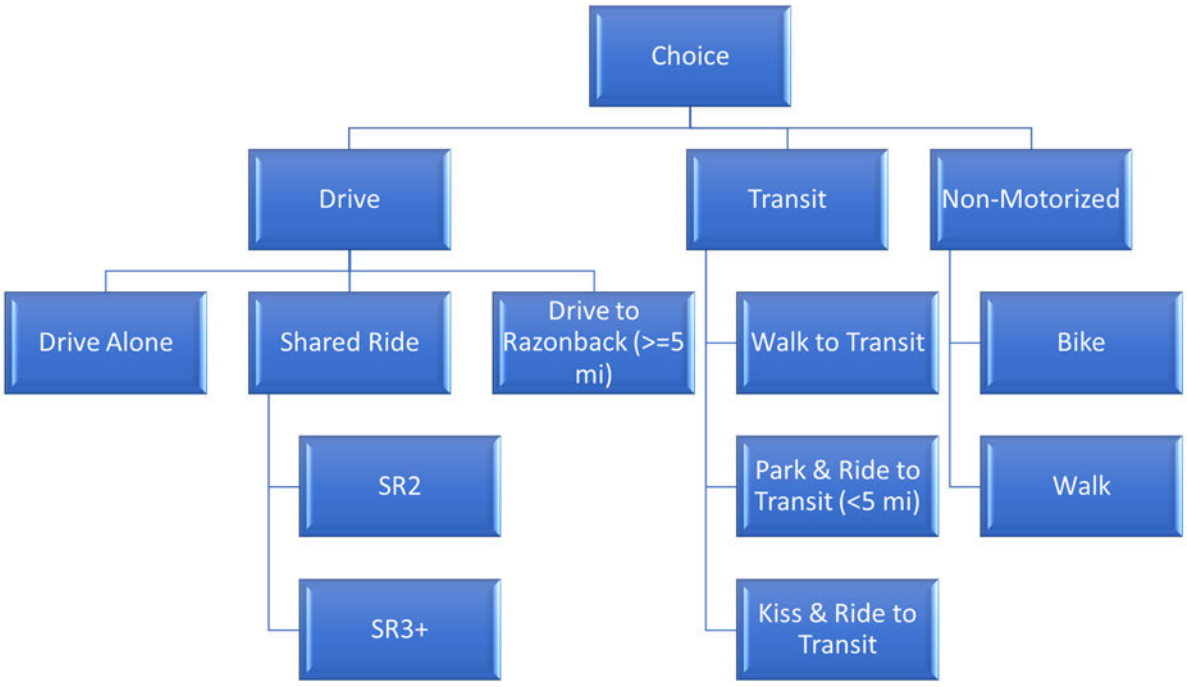
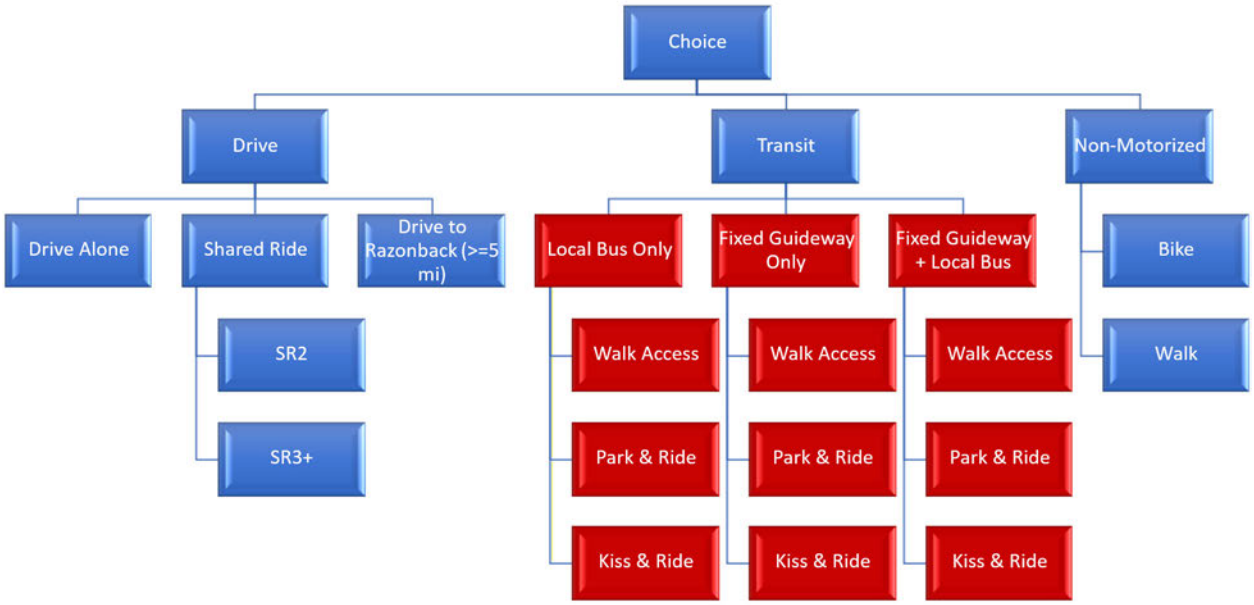


Figure 5-2: New Mode Choice Structure (STOPS-like)



Calibration: An attempt was made to update the 2018 on-board survey derived mode shares by reviewing changes in Replica's trip estimates between 2018 and 2022. Replica trips from 2018 and 2022 were summarized for district-to-district pairs to evaluate if person trip demand patterns had changed significantly in percentages, which would require incremental adjustment of mode share targets. No remarkable shifts were observed, and so the mode share targets derived from the 2018 on-board survey were used for this model update.

Test the new mode choice model: Using the same high-capacity transit fixed guideway service as tested in the prior model sensitivity test, the new model was run with and without the transit service. The mode share results were very similar to the prior model sensitivity test results

6 Appendix C: 2050 Forecast Year Updates

6.1 Overview

This memo summarizes the process of updating the forecast TAZ data for the NWARPC model, using the base year data 2022 to create input data for the years 2030, 2040, and 2050. While Woods & Poole data was used for updating employment variables, the UAEDI (Arkansas Economic Development Institute, 2024) was used for other sociodemographic variables.

6.2 Data and Methods

This task used employment data procured by NWARPC (Woods & Poole, Data Axle) as well as LEHD/LODES data, in addition to base year TAZ socio-economic variables. Then, UAEDI data was used to forecast household and sociodemographic variables. First, summaries were conducted for the 2022 base year at the county level for the three counties that comprise the study area: Benton County and Washington County, Arkansas, and McDonald County, Missouri:

- **Woods & Poole**: County-level employment, income, retail sales, household, earnings, and basic population data. Additional files included population by single year of age, race, and gender. Data was available from 1969 to 2060.
- **LEHD/LODES 8.3**: Census block-level data containing the number of jobs for workers by age, earnings, industry, race, ethnicity, education, gender, employment tenure, and employment size. The latest data available were for the year 2022.
- **Base Year TAZ Data**: Exported from updated *NWAMPA_Master_TAZ.dbd* file, contained TAZ-level data regarding the number of households by size, workers, income, as well as employment by industry, school and university enrollment, and parking costs. Data was available for years 2022, 2030, 2040, and 2050.

Next, household variables were factored to future year values using the UAEDI forecast. The base TAZ data was for the year 2022, and the UAEDI dataset was available for 2020 and 2025. Thus, an interpolation of the UAEDI dataset was done first to produce numbers for 2022. As a result, proper growth rates for the 2022-2030, 2022-2040, and 2022-2050 periods were calculated. Similarly, the same growth rates were produced from the Woods & Poole data for employment data. The employment growth rates were calculated for the three counties in the study area: Washington, Benton, and McDonald. The household and population growth rates were calculated for Washington and Benton counties only, and, due to data unavailability, the McDonald County household and population growth rates

were assumed to be the same as the ones from Benton County, given their proximity and similar land-use characteristics.

The TAZ data had the following employment category variables: industry, retail, office, service, and total employment. Based on the categories available in the Woods & Poole data, as well as their frequencies by year, the following Woods & Poole employment categories could appropriately represent these five TAZ employment variables:

- Industry: Manufacturing Employment
- Retail: Retail Trade Employment
- Office: Administrative and Waste Services Employment
- Service: Other Services, Except Public Administration Employment
- Total Employment: Total Employment

The future year data for the years 2030, 2040, and 2050 were calculated by multiplying the base 2022 numbers by the relevant county-level growth rate. The two parking cost variables were kept unchanged for all years, the five employment-related variables used their relative employment category growth rate, and all the other variables used the UAEDI data growth rate for all years.

To avoid mismatching numbers due to rounding processes following multiplication, the last household category was computed as a subtraction of the total by the lower categories computed for each household variable type. For instance, after calculating the 2030 total number of households, and the number of households sizes 1, 2, and 3, the total number of households 4+ (instead of simply multiplying the 2022 number of households 4+ by the growth rate, as done for their counterpart variables) was derived from the computed 2030 total number of households subtracted by the computed households for the other three categories. This procedure was also done for the number of workers per household and the number of households by income category. As a result, the sum of the number of households produced for each category would perfectly match the total number of households for each TAZ.

Data was prepared and summarized using an R script to prepare, clean the data, and produce summary tables for several variables of interest. The updated TAZ file included the original 2022 base year variables along with their projections for 2030, 2040, and 2050.

6.3 Results

After cleaning the datasets for the three counties of interest, an initial summary table (Table 6-1) of total employment was created to compare three data sources while assessing the consistency and precision of Woods & Poole data.

Table 6-1: 2022 Comparison of Total Employment by Data Source

County	FIPS	Total Employment		
		Base Year TAZ	LEHD/LODES	Woods & Poole
Benton	05007	124,159	144,456	191,744
Washington	05143	112,624	122,376	168,402
McDonald	29119	1,760	6,895	10,319
Total		**238,543**	**273,727**	**370,465**

Table 6-2 and Table 6-3 below show additional household characteristics at the county level available for the base year TAZ.

Table 6-2: 2022 Base Year TAZ HH Size and School Enrollment by County

County	FIPS	HH Size 1	HH Size 2	HH Size 3	HH Size 4+	K12 Enroll.	Univ. Enroll.
Benton	05007	23,129	34,867	17,460	28,703	57,159	11,057
Washington	05143	26,053	30,998	15,995	20,731	44,562	30,936
McDonald	29119	153	214	111	230	591	-
Total		**49,335**	**66,079**	**33,566**	**49,664**	**102,312**	**41,993**

Table 6-3: 2022 Base Year TAZ HH Workers and Income by County

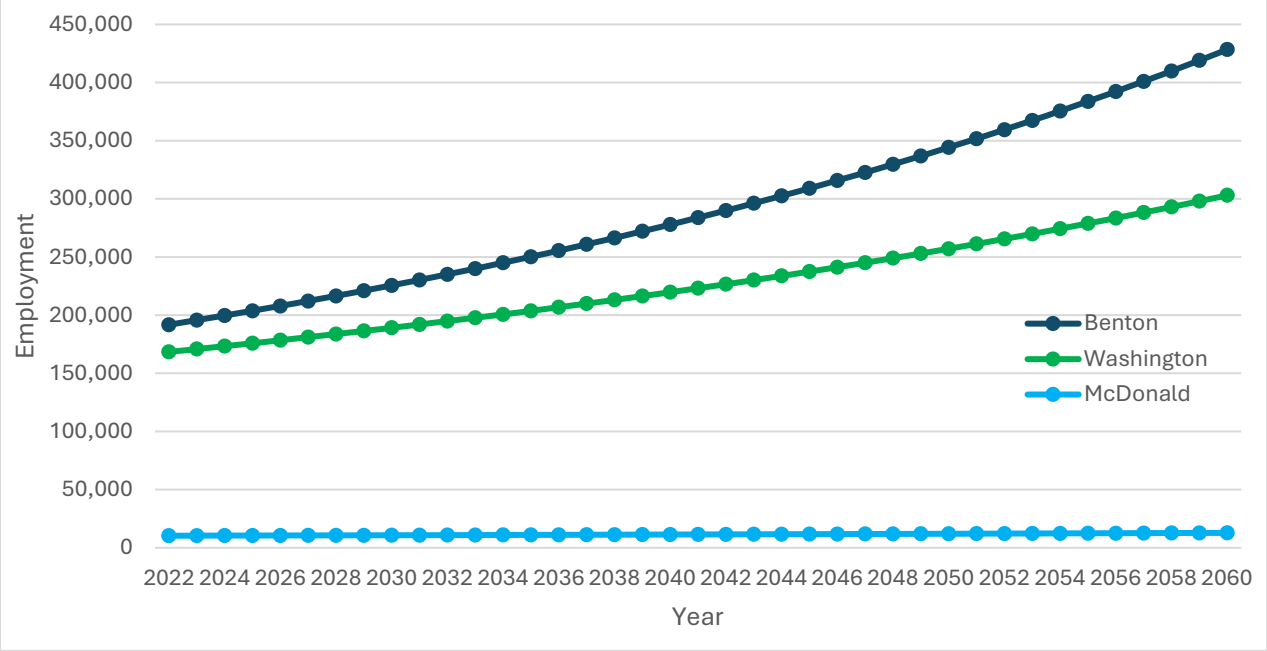
County	FIPS	0 Workers	1 Worker	2 Workers	3 Workers	Low Income	Medium Income	High Income
Benton	05007	21,508	39,047	35,816	7,788	27,638	45,837	30,684
Washington	05143	20,163	38,671	29,174	5,769	38,010	37,116	18,651
McDonald	29119	219	244	211	34	341	274	93
Total		**41,890**	**77,962**	**65,201**	**13,591**	**65,989**	**83,227**	**49,428**

Further exploration of the Woods & Poole data shows employment breakdown by category and county (Table 6-4). Additionally, Figure 6-1 approaches the expected temporal patterns of employment numbers for all three counties for future years.

Table 6-4: 2022 Woods & Poole Employment Data by Employment Category

Employment Category	County			Total
	Benton	Washington	McDonald	
ACCOMMODATION and FOOD SERVICES EMPLOYMENT	13,633	13,432	419	**27,484**
ADMINISTRATIVE and WASTE SERVICES EMPLOYMENT	10,381	10,010	517	**20,908**
ARTS, ENTERTAINMENT, and RECREATION EMPLOYMENT	3,428	2,953	68	**6,449**
CONSTRUCTION EMPLOYMENT	12,060	12,577	906	**25,543**
EDUCATIONAL SERVICES EMPLOYMENT	3,055	1,821	23	**4,899**
FARM EMPLOYMENT	2,345	2,575	884	**5,804**
FEDERAL CIVILIAN GOVERNMENT EMPLOYMENT	491	2,297	72	**2,860**
FEDERAL MILITARY EMPLOYMENT	1,122	936	72	**2,130**
FINANCE and INSURANCE EMPLOYMENT	7,014	5,735	199	**12,948**
FORESTRY, FISHING, RELATED ACTIVITIES and OTHER EMPLOYMENT	436	476	161	**1,073**
HEALTH CARE and SOCIAL ASSISTANCE EMPLOYMENT	13,720	18,104	371	**32,195**
INFORMATION EMPLOYMENT	1,870	1,694	50	**3,614**
MANAGEMENT of COMPANIES and ENTERPRISES EMPLOYMENT	22,025	4,153	-	**26,178**
MANUFACTURING EMPLOYMENT	13,678	14,779	2,983	**31,440**
MINING EMPLOYMENT	377	374	21	**772**
NON-FARM EMPLOYMENT	189,399	165,827	9,435	**364,661**
OTHER SERVICES, EXCEPT PUBLIC ADMINISTRATION EMPLOYMENT	9,090	7,849	530	**17,469**
PRIVATE NON-FARM EMPLOYMENT	177,883	143,176	8,491	**329,550**
PROFESSIONAL and TECHNICAL SERVICES EMPLOYMENT	15,663	9,125	230	**25,018**
REAL ESTATE and RENTAL and LEASE EMPLOYMENT	9,358	9,795	228	**19,381**
RETAIL TRADE EMPLOYMENT	16,866	16,011	1,206	**34,083**
STATE and LOCAL GOVERNMENT EMPLOYMENT	9,903	19,418	800	**30,121**
TOTAL GOVERNMENT EMPLOYMENT	11,516	22,651	944	**35,111**
TRANSPORTATION and WAREHOUSING EMPLOYMENT	15,682	8,882	406	**24,970**
UTILITIES EMPLOYMENT	433	468	19	**920**
WHOLESALE TRADE EMPLOYMENT	9,114	4,938	154	**14,206**
TOTAL EMPLOYMENT	**191,744**	**168,402**	**10,319**	**370,465**

Figure 6-1: Woods & Poole Total Employment Data by Year and by County



Finally, the projected growth rates were applied to the 2022 base TAZ variables to estimate values for 2030, 2040, and 2050. Figure 6-2 below shows a summary of the population comparison between the projected data and the UAEDI future estimates.

Figure 6-2: Population Estimates for UAEDI and Model ("TAZ") by Year and by County

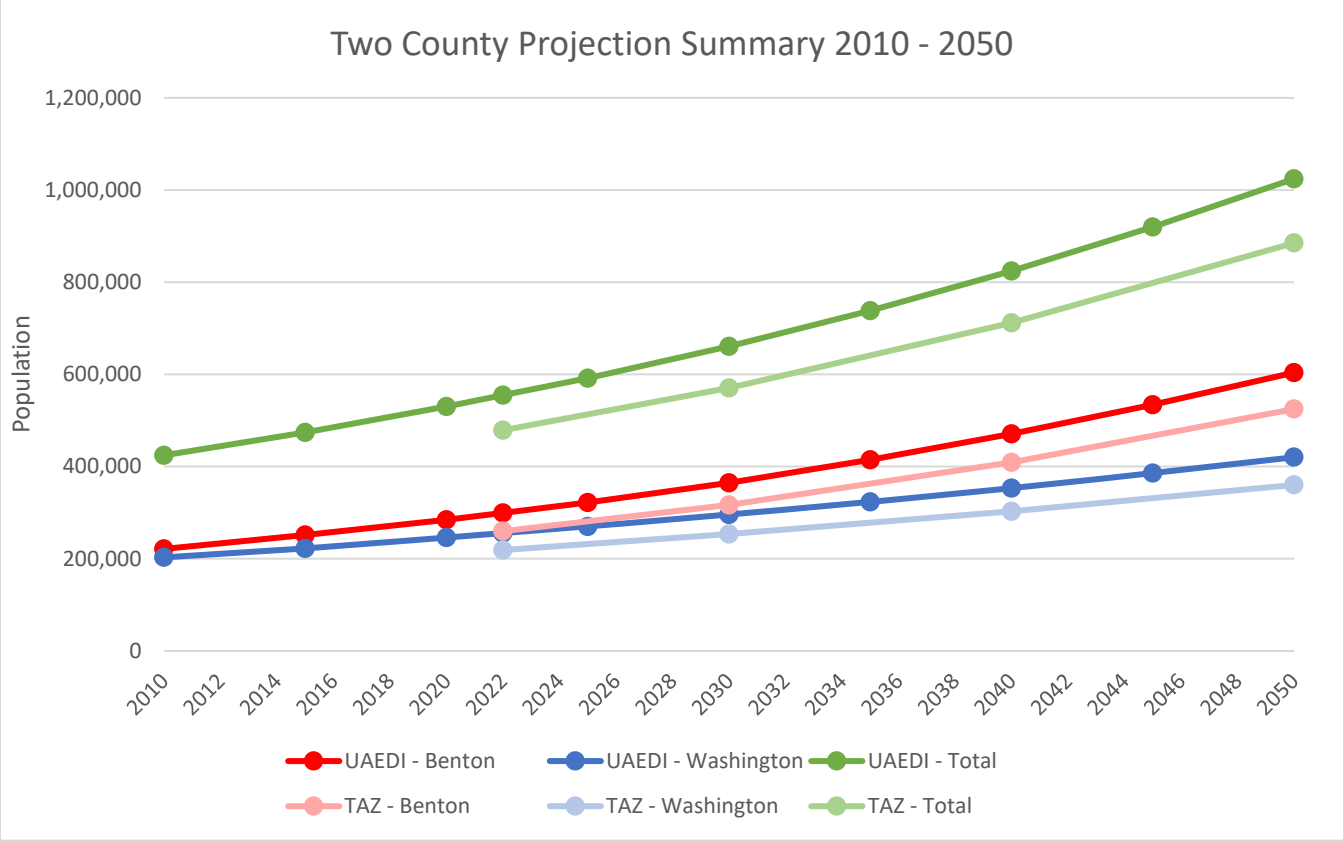


Table 6-5 and Table 6-6 present household and employment totals, along with percentages, by county for the base year 2022, with projections for 2030, 2040, and 2050.

Table 6-5: Total Household and Employment Projections by Year and by County

County	2022 HHs	2022 Emp.	2030 HHs	2030 Emp.	2040 HHs	2040 Emp.	2050 HHs	2050 Emp.
Benton	104,159	14,5460	138,075	175,788	180,538	221,197	222,870	276,405
Washington	93,777	120,494	114,095	148,076	139,552	175,218	164,897	192,432
McDonald	708	1,898	791	2,053	898	2,143	999	2,143
Total	**198,644**	**267,852**	**252,961**	**325,917**	**320,988**	**398,558**	**388,766**	**470,980**

Table 6-6: Share of Household and Employment Projections by Year and by County

County	2022 HHs	2022 Emp.	2030 HHs	2030 Emp.	2040 HHs	2040 Emp.	2050 HHs	2050 Emp.
Benton	52.4%	54.3%	54.6%	53.9%	56.2%	55.5%	57.3%	58.7%
Washington	47.2%	45.0%	45.1%	45.4%	43.5%	44.0%	42.4%	40.9%
McDonald	0.4%	0.7%	0.3%	0.6%	0.3%	0.5%	0.3%	0.5%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

7 Appendix D: 2050 Alternative Land User Forecasts

7.1 Overview

NWARPC's long-range plan utilized three future land use scenarios to evaluate transportation project performance. Similar to efforts in other MPOs, the intention was to consider how different land use development trajectories interact with transportation projects evaluated for the long-range plan.

WSP assisted NWARPC with preparing the baseline 2050 forecasts using growth rates for household and employment derived from AEDI and Woods & Poole.

NWARPC designated two "bookend" scenarios for 2050:

1) Urban Scenario: characterized by higher proportion of household and employment growth occurring in the urban core of the region.
2) Suburban Scenario: characterized by higher proportion of household and employment growth occurring in the suburban parts of the region.

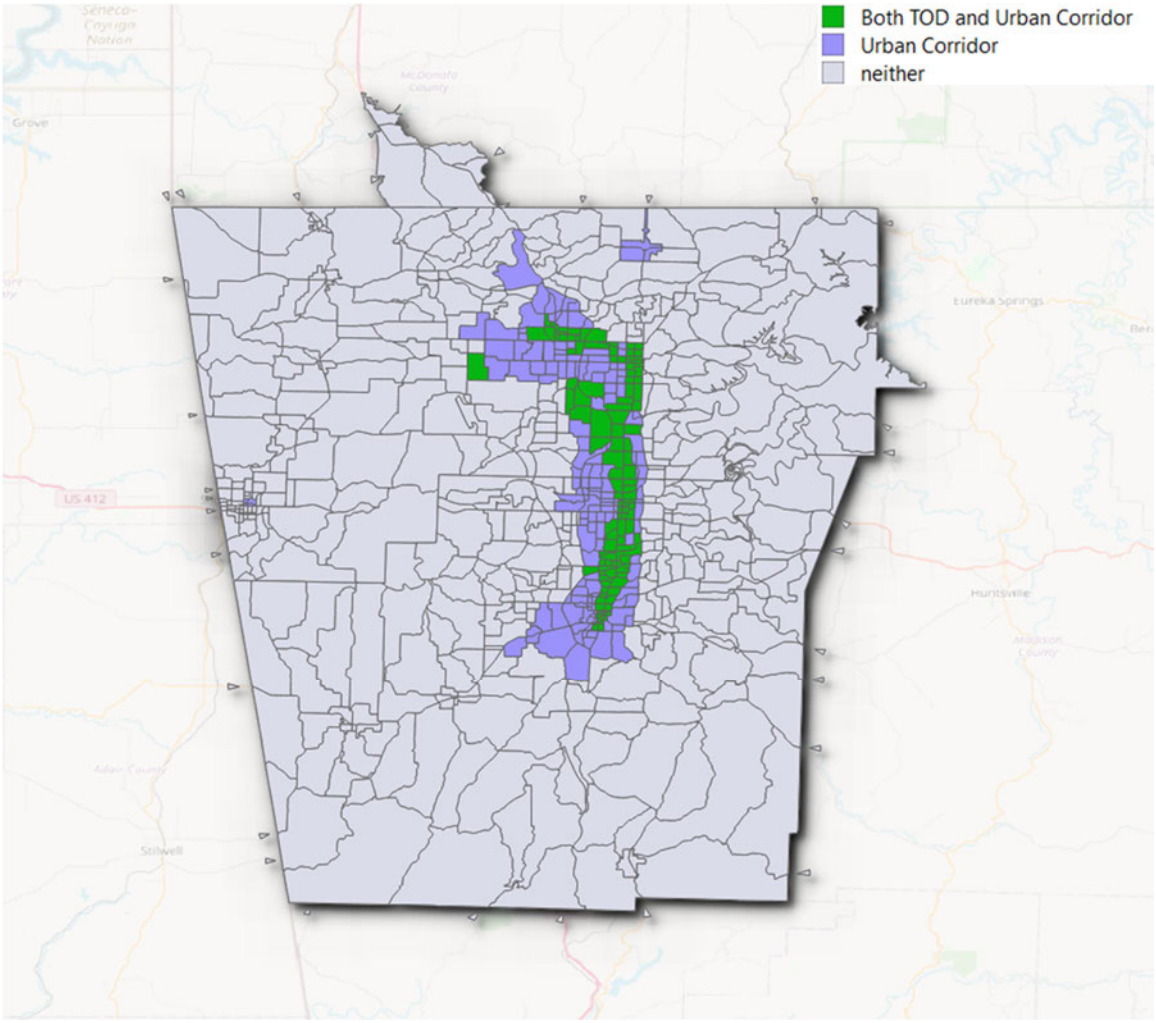
As the names suggest, these reflect growth patterns that diverged in opposite directions from the baseline 2050 forecast trends.

7.2 Methodology

NWARPC staff designated two areas of growth in the Urban Scenario: the Urban Corridor and the TOD (transit-oriented development) Corridor.

URBAN SCENARIO METHODOLOGY

Figure 7-1: Urban and TOD Corridors Map



Referring to Figure 7-1, in the Urban Scenario, the urban corridors received more household and employment growth in 2050, while areas outside of these corridors received little or no household and employment growth.

Employment and Household adjustments used separate methods due to different desired behavior, as well as differing initial distributions. The methodologies discussed below conserved total households and total employment across all TAZs in the region while re-distributing new employment and households to the target TAZs for the Urban or Suburban scenarios.

Urban Scenario - Household Adjustments

1) Each of the Urban TAZs' number of households was set to 1.1 times the 2050 households unless the TAZ was tagged as a low growth / no growth area.
2) The TOD TAZs' number of households was set to 1.3 times the 2050 households unless the TAZ was tagged as a low growth / no growth area.
3) The low growth and no growth TAZs were set to their 2050 projection with no change.
4) To prevent the 2050 adjusted households from being less than 2022 households, the TAZs 80180, 80111, 80171, 80164, 80020, 80121, 80080, 80023, 80211, 80242, 80310, 50220, 74450, 74436, 80014, 20182, 80441, 74431, 74433, 80320, 71870, 80354, 80331, 20091, 70100, 20391, 20361, 70300, 60560, 60631, 80012, 80323, 50380, 60841, 20254, 60830, 74440, 60540, 20382, were set to their 2022 number of households.
5) The remaining TAZs, which were not affected in steps 1-4, were proportionally drawn down by a common factor equal to:

$$\frac{total\ households\ in\ zones\ neither\ urban\ nor\ TOD - change\ in\ households\ in\ zones\ from\ step\ 1\ to\ 4}{total\ households\ in\ zones\ neither\ urban\ nor\ TOD}$$

This conserved the total households in the region.

6) Finally, for two TAZs, households were moved between donor TAZs and recipient TAZs due to known future developments.

Donor Zone	Recipient Zone	Total Households Moved
20262	20253	445
20411	20423	573

Urban Scenario - Employment Adjustments

1) TAZs 50040 and 20480, as well as TAZs tagged as low/no growth, were set to the 2050 employment. These TAZs were excluded in the calculation below.
2) Employment in non-urban, non-TOD TAZs were kept at 2022 levels with no projected growth. The total employment removed, when compared to the 2050 employment, was then calculated.

3) Add 60% of the removed employment from step 2 to the TOD TAZs (excluding low or no growth) by proportionally scaling their 2050 employment with a common factor equal to:

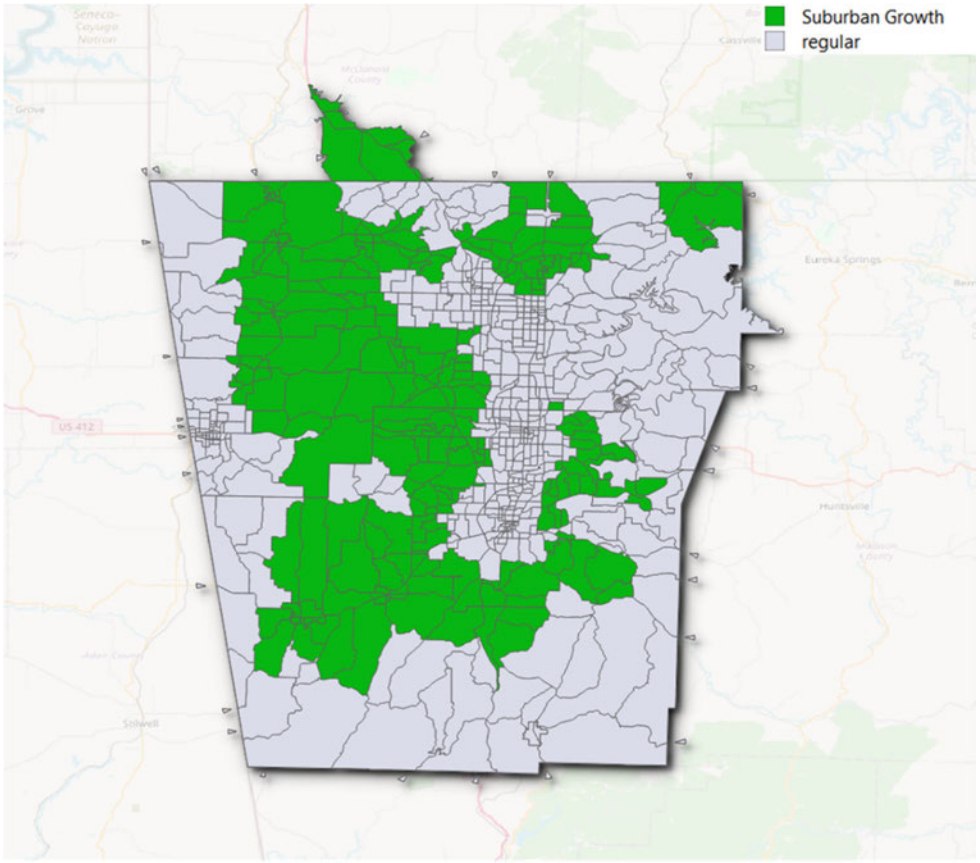
$$\frac{total\ employment\ in\ \ TOD\ zones + 60\%\ of\ employment\ change\ \ calculated\ in\ step\ 2}{total\ employment\ in\ \ TOD\ zones}$$

4) Similarly to step 2, add 40% of the removed employment from step 2 to Urban TAZs (excluding low or no growth) by proportionally scaling their 2050 employment with a common factor equal to:

$$\frac{total\ employment\ in\ \ urban\ zones + 40\%\ of\ employment\ change\ \ calculated\ in\ step\ 2}{total\ employment\ in\ \ urban\ zones}$$

SUBURBAN SCENARIO METHODOLOGY

Figure 7-2: Suburban Scenario Focus Areas Map



Referring to Figure 7-2, in the Low-Density suburban scenario, the household and employment growth was tilted toward the non-Urban Corridor and non-TOD Corridor TAZs, except for areas that were off-limits for development due to conservation and preservation priorities.

Reallocation of employment and household growth used similar but separate methods due to different desired behavior, as well as differing initial distributions. The methodologies below conserved number of household and total employment across all TAZs in the region, as they were only relocated rather than increased or decreased.

Suburban Scenario - Households Adjustments

1) The adjusted households for the TAZs below were manually adjusted using the below factors applied to the projected 2050 households.

TAZ Zone	2050 Growth Factor
80361	2
80351	2
70301	3.5
80370	2
80360	2
70101	3.5
70102	3.5
70100	2.5
70300	2
20230	2
60710	2
20240	2
20503	2.2
20241	2
20244	2
20511	2.2
20242	2
80362	2
70400	2

2) The adjusted household for the remaining (not listed in step 1) *regular* TAZs (primarily Urban and TOD TAZs) were then set to the 2022 households.

3) For the zones calculated in step 1 and 2, the total change was calculated as the difference between the projected 2050 households and the 2050 adjusted households.

4) The remaining number of households in the *Suburban Growth* TAZs were then adjusted with the following factor:

$$\frac{total\ 2050\ households\ in\ suburban\ growth\ \ zones + change\ in\ households\ calculated\ in\ step\ 3}{total\ 2050\ households\ in\ suburban\ growth\ \ zones}$$

Such that the total number of households in the base scenario and suburban scenario was conserved.

Suburban Scenario - Employment Adjustments

The following process generated adjusted employment for 2050, where a larger proportion of the growth occurred in suburban areas than the base scenario.

1) The adjusted employment for the TAZs below were manually adjusted using the factors below applied to the projected 2050 employment.

TAZ Zone	2050 Growth Factor
80361	2
80351	2
70301	3.5
80370	2
80360	2
70101	3.5
70102	3.5
70100	2.5
70300	2
20230	2
60710	2
20240	2
20503	2.2
20241	2
20244	2
20511	2.2
20242	2
80362	2
70400	2
72070	1
72023	1
72030	1
20421	3.5
20422	3.5
20423	3.5
20430	3.5
20483	3.5
20512	3.5
80423	3.5

74510	1

2) The adjusted employment for the remaining *regular* TAZs (primarily Urban and TOD TAZs) was linearly interpolated between the 2022 employment and 2050 projected employment with a 70% weight on 2050 employment.
3) For the zones calculated in step 1 and 2, the total change was calculated as the difference between the projected 2050 households and the 2050 adjusted households.
4) The remaining employment in the *Suburban Growth* TAZs was adjusted with the following factor:

$$\frac{total\ 2050\ employment\ in\ suburban\ growth\ \ zones + \ change\ in\ employment\ calculated\ in\ step\ 3}{total\ 2050\ employment\ in\ suburban\ growth\ \ zones}$$

Such that the total number of households in the base scenario and suburban scenario was conserved.

7.3 Results

7.3.1 Density Checks

For reasonableness checks, the population density and employment densities were calculated over the entire region for the base, urban and suburban scenarios. They are visualized below in Figure 7-3 and Figure 7-4.

Figure 7-3: 2050 Population Density (Baseline vs. Urban Scenario vs. Suburban Scenario)

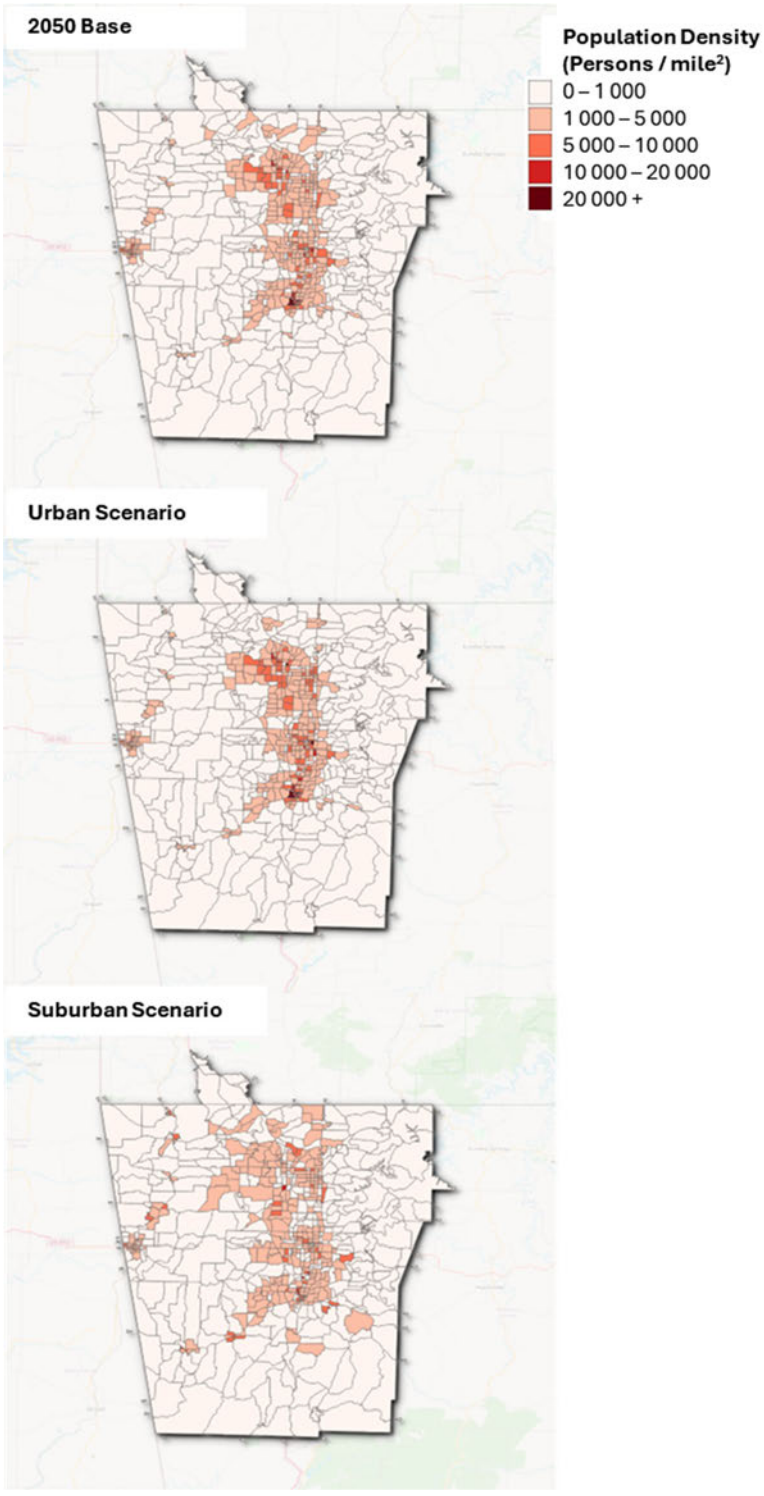
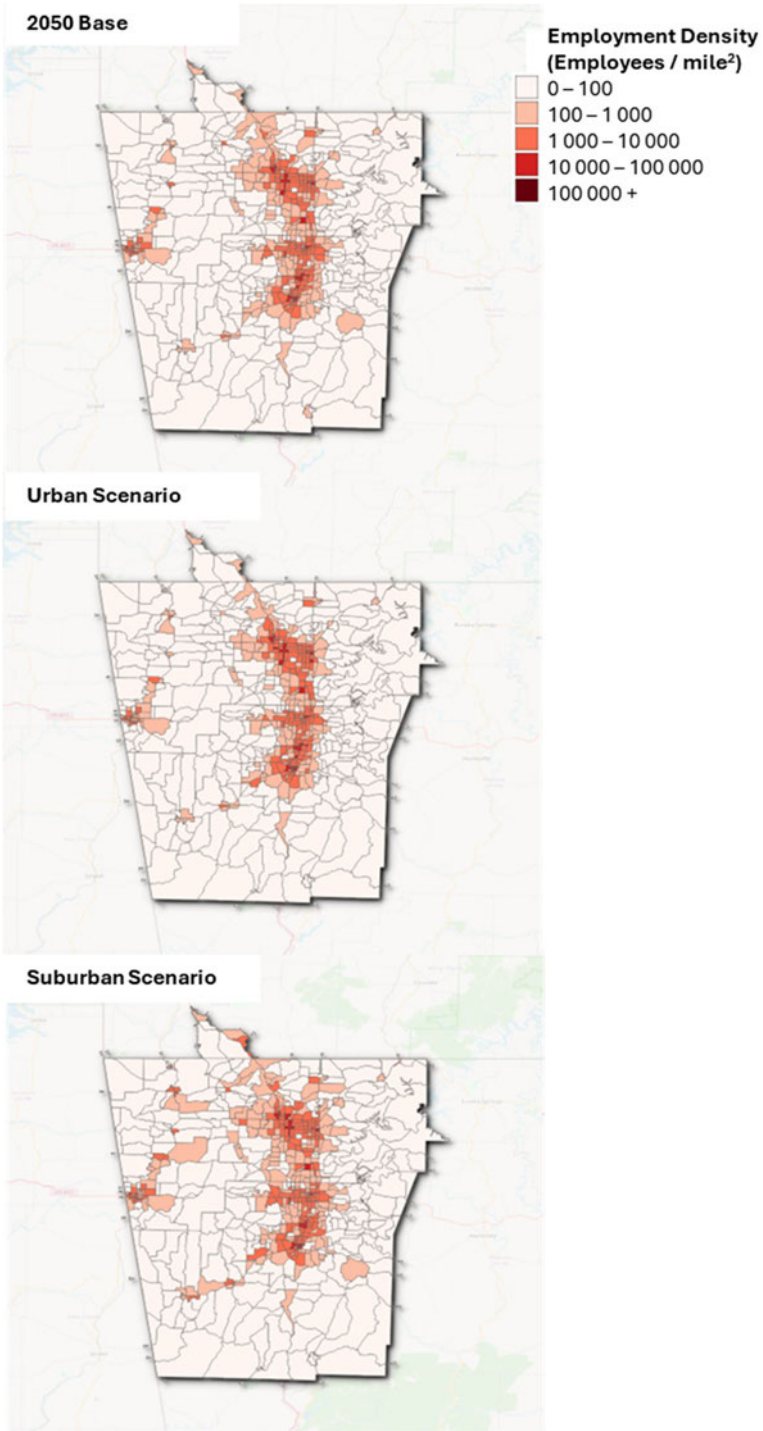


Figure 7-4: 2050 Employment Density (Baseline vs. Urban Scenario vs. Suburban Scenario)



7.3.2 Sensitivity test runs

The 2050 Urban and Suburban scenarios were run in the model and compared with the default 2050 scenario.

Trip Generation

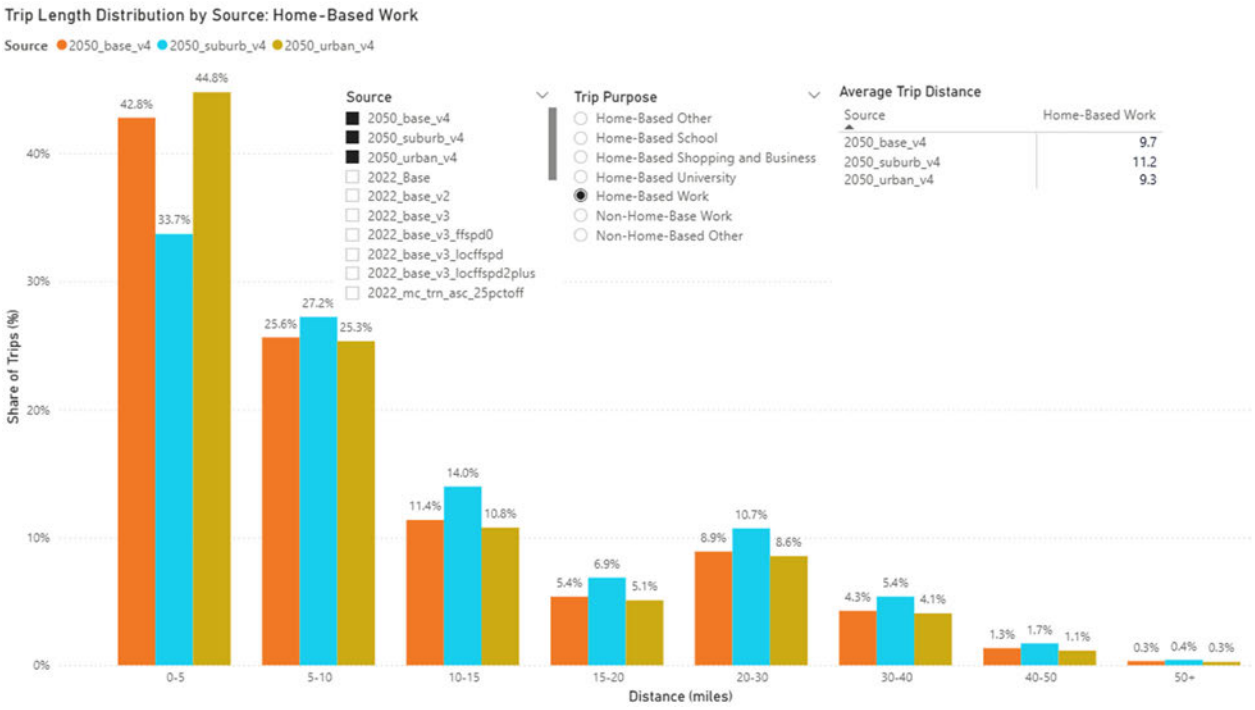
The table below shows trips by purpose across the three 2050 scenarios. The amount of trips by purpose should be fairly stable, which is what is observed.

Number of Trips by Purpose and Source

Trip Purpose	2050_base_v4	2050_suburb_v4	2050_urban_v4
Home-Based Other	706,558	720,203	702,164
Home-Based School	179,102	183,448	177,697
Home-Based Shopping and Business	945,233	957,981	940,803
Home-Based University	47,520	47,520	47,520
Home-Based Work	671,589	665,593	672,521
Non-Home-Base Work	251,841	249,971	252,205
Non-Home-Based Other	964,706	976,774	960,494
Total	**3,766,550**	**3,801,490**	**3,753,404**

Trip Distribution

The chart below shows the trips length distribution and average trip distance for home-based work trips across the three scenarios. As expected, the Urban scenario tends toward shorter trips and the Suburban scenario tends toward longer trips.



Mode Choice

The table below shows the mode choice results across the three scenarios. While the changes are modest, the Urban scenario sees absolute and relative increases in bike, walk, and all transit modes. The Suburban scenario sees reduced share for walk, bike, and all transit modes, while auto modes increase in absolute trips but keep similar drive alone share and increased shared ride mode share.

Number of Trips by Mode	**Scenarios**		
Mode	**2050 Base**	**2050 Suburban**	**2050 Urban**
BIKE	11,725	10,338	12,132
DA	2,639,413	2,659,531	2,630,236
DRVRAZ	496	496	500
KNR_BUS	495	392	537
PNR_BUS	5,570	5,473	5,610
SR2	483,593	491,810	480,862
SR3	511,739	523,601	507,289
WALK	111,919	108,541	114,512
WALK_BUS	1,600	1,307	1,727
Grand Total	**3,766,550**	**3,801,489**	**3,753,405**

Share of Trips by Mode	**Scenarios**		
Mode	**2050 Base**	**2050 Suburban**	**2050 Urban**
BIKE	0.31%	0.27%	0.32%
DA	70.08%	69.96%	70.08%
DRVRAZ	0.01%	0.01%	0.01%
KNR_BUS	0.01%	0.01%	0.01%
PNR_BUS	0.15%	0.14%	0.15%
SR2	12.84%	12.94%	12.81%
SR3	13.59%	13.77%	13.52%
WALK	2.97%	2.86%	3.05%
WALK_BUS	0.04%	0.03%	0.05%
Grand Total	**100.00%**	**100.00%**	**100.00%**