

City of Fayetteville, Arkansas

113 West Mountain Street

Fayetteville, AR 72701

(479) 575-8323



City Council Final Agenda

Thursday, July 6, 2023

5:30 PM

City Hall Room 219

City Council Members

Vacant Ward 1

Council Member D'Andre Jones Ward 1

Council Member Sarah Moore Ward 2

Council Member Mike Wiederkehr Ward 2

Council Member Scott Berna Ward 3

Council Member Sarah Bunch Ward 3

Council Member Teresa Turk Ward 4

Council Member Holly Hertzberg Ward 4

Mayor Lioneld Jordan

City Attorney Kit Williams

City Clerk Treasurer Kara Paxton

ZOOM INFORMATION:

1. **WEBINAR: 834 2286 1699**
PUBLIC REGISTRATION
**LINK: [HTTPS://US06WEB.ZOOM.US/WEBINAR/REGISTER/
WN F-NK-PV1QMKGb1HXPMGPLG](https://us06web.zoom.us/webinar/register/?wn=F-NK-PV1QMKGb1HXPMGPLG)**

CALL TO ORDER**ROLL CALL****PLEDGE OF ALLEGIANCE****MAYOR' S ANNOUNCEMENTS, PROCLAMATIONS AND RECOGNITIONS**

1. **SERVICE RECOGNITION FOR COUNCIL MEMBER SONIA HARVEY**

CITY COUNCIL MEETING PRESENTATIONS, REPORTS AND DISCUSSION ITEMS

1. **MONTHLY FINANCIAL REPORT - CHIEF FINANCIAL OFFICER**
2. **NOMINATING COMMITTEE REPORT - COMMITTEE CHAIR**

PROPOSED AGENDA ADDITIONS**A. CONSENT**

- A.1. **APPROVAL OF THE JUNE 6, 2023 AND JUNE 20, 2023 CITY COUNCIL MEETING MINUTES (2023-552)**

- A.2. **EVANS CONSTRUCTION & REMODELING, LLC (SERVICE CONTRACT):**

A RESOLUTION TO AUTHORIZE A CONTRACT WITH EVANS CONSTRUCTION AND REMODELING, LLC IN THE AMOUNT OF \$49,000.00 FOR LABOR AND MATERIALS FOR THE POLICE DEPARTMENT SUBSTATION FOUNDATIONS AND SLAB LOCATED IN THE REPLACEMENT PARKING DECK (2023-793)

- A.3. **SAFE STREETS FOR ALL / VISION ZERO RESOLUTION (ACTION PLAN):**

A RESOLUTION TO APPROVE AND ADOPT A VISION ZERO POLICY IN THE CITY OF FAYETTEVILLE (2023-815)

- A.4. **FPD DONATIONS FOR YCPA (BUDGET ADJUSTMENT):**

A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT IN THE AMOUNT OF \$4,750.00 RECOGNIZING DONATION REVENUE TO THE POLICE

DEPARTMENT IN SUPPORT OF THE YOUTH CITIZEN'S POLICE ACADEMY
(2023-823)

B. UNFINISHED BUSINESS

B.1. REZONING-2023-0014: (SE OF DEAD HORSE MOUNTAIN ROAD AND E. GOFF FARM ROAD/RIVERWOOD HOMES, 606, 607, 645, 646):

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 2023-014 LOCATED SOUTHEAST OF DEAD HORSE MOUNTAIN ROAD AND GOFF FARM ROAD IN WARD ONE FOR APPROXIMATELY 112.98 ACRES FROM R-A, RESIDENTIAL AGRICULTURAL AND RSF-4, RESIDENTIAL SINGLE FAMILY, 4 UNITS PER ACRE SUBJECT TO A BILL OF ASSURANCE TO NC, NEIGHBORHOOD CONSERVATION; CS, COMMUNITY SERVICES; AND R-A, RESIDENTIAL AGRICULTURAL (2023-792)

AT THE 06/20/2023 CITY COUNCIL MEETING THIS ITEM WAS LEFT ON THE FIRST READING.

C. NEW BUSINESS

C.1. FILL VACANCY FOR CITY COUNCIL MEMBER / WARD ONE, POSITION ONE (RESOLUTION):

A RESOLUTION TO CALL A SPECIAL ELECTION ON NOVEMBER 14, 2023 TO FILL A VACANCY IN THE OFFICE OF THE CITY COUNCIL MEMBER FOR WARD ONE, POSITION ONE OF THE CITY OF FAYETTEVILLE (2023-874)

C.2. FAYETTEVILLE HERITAGE & HISTORIC PRESERVATION PLAN:

A RESOLUTION TO APPROVE THE FAYETTEVILLE HERITAGE AND HISTORIC PRESERVATION PLAN (2023-833)

C.3. CROSSLAND HEAVY CONTRACTORS, INC (CHANGE ORDER #1):

A RESOLUTION TO APPROVE CHANGE ORDER #1 TO THE CONSTRUCTION MANAGER AT RISK CONTRACT WITH CROSSLAND HEAVY CONTRACTORS FOR THE LAKE FAYETTEVILLE SOFTBALL RENOVATION PROJECT IN THE AMOUNT OF \$2,702,903.00, TO ESTABLISH A GUARANTEED MAXIMUM PRICE FOR CONSTRUCTION IN THE AMOUNT OF \$2,702,903.00, TO APPROVE A PROJECT CONTINGENCY IN THE AMOUNT OF \$93,500.00, AND TO APPROVE A BUDGET ADJUSTMENT - 2019 PARK IMPROVEMENT BOND PROJECT (2023-834)

C.4. ORDINANCE AMENDMENT §118.01 (SHORT TERM RENTAL DENSITY CAP):

AN ORDINANCE TO AMEND §118.01 APPLICABILITY OF THE FAYETTEVILLE CITY CODE TO REDUCE THE CITYWIDE DENSITY CAP FOR

SHORT TERM RENTALS TO 475, AND TO DECLARE AN EMERGENCY
(2023-838)

D. CITY COUNCIL AGENDA SESSION PRESENTATIONS

**D.1. SALES TAX REPORT - PAUL BECKER AND ENERGY REPORT - PETER
NIERENGARTEN**

E. CITY COUNCIL TOUR

F. ANNOUNCEMENTS

G. ADJOURNMENT

NOTICE TO MEMBERS OF THE AUDIENCE

All interested persons may appear and address the City Council on Unfinished Business, New Business, and Public Hearings at City Council meetings. If you wish to address the City Council on an agenda item, please wait for the Mayor or Chair to request public comment. When the Mayor or Chair recognizes you, please start your public comment by giving your name and address. Comments are to be addressed to the Mayor or Chair. The Mayor or Chair will direct your comments to the appropriate elected officials, staff, or others for response. Keep your comments respectful, brief, to the point, and relevant to the agenda item being considered. Each speaker from the public will be allowed one turn to speak for discussion of an agenda item.

Below is a portion of the Rules of Order and Procedure of the Fayetteville City Council pertaining to City Council meetings:

Agenda Additions: A new item which is requested to be added to the agenda at a City Council meeting should only be considered if it requires immediate City Council consideration and if the normal agenda setting process is not practical. The City Council may only place such new item on the City Council meeting's agenda by suspending the rules by two-thirds vote. Such agenda addition shall be heard prior to the Consent Agenda.

Consent Agenda: Consent Agenda items shall be read by the Mayor and voted upon as a group without discussion by the City Council. If a Council Member wishes to comment upon or discuss a Consent Agenda item that item shall be removed and considered immediately after the Consent Agenda has been voted upon.

Unfinished Business and New Business:

Overview Period: Agenda items at a City Council meeting shall be introduced by the Mayor and, if an ordinance, read by the City Attorney. City staff shall then present a report. An agenda applicant (city contractor, rezoning or development applicant, etc.) may present its proposal only during this presentation period, but may be recalled by a Council Member later to answer questions. City staff, Council Members and applicants may use electronic visual aids in the City Council meeting as part of the presentation of the agenda item. City staff's presentation and an Applicant's presentation whether presented by one or more than one presenter shall each be

limited to a maximum of ten (10) minutes unless the City Council by unanimous consent or majority vote allows additional time.

Public Comments: Public comment at a City Council meeting shall be allowed for all members of the audience who have signed up prior to the beginning of the agenda item they wish to address being opened for public comment. Speakers shall be limited to a maximum of five (5) minutes to discuss the agenda item being considered by the City Council. Amendments may receive public comments only if approved by the City Council by unanimous consent or majority vote. If public comment is allowed for an amendment, speakers will only be allowed to speak for three (3) minutes. The City Council may allow both a speaker additional time and an unsigned-up person to speak by unanimous consent or majority vote. As part of a person's public comments allowed above, the speaker may use electronic visual aids during their five (5) minutes presentation period concerning the agenda item being considered by the City Council.

Courtesy and Respect: All members of the public, all city staff and elected officials shall accord the utmost courtesy and respect to each other at all times. All shall refrain from comments that are harassing or amount to a personal attack against any identifiable individual including abusive comments and derogatory remarks about integrity or offer any other comments that are also not limited to the discussion of the specific agenda item being considered by the City Council. Any member of the public who violates these standards shall be ruled out of order by the Mayor, must immediately cease speaking and shall leave the podium.

Interpreters or Telecommunications Device for the Deaf (TDD), for hearing impaired are available for all City Council meetings, a 72-hour advance notice is required. For further information or to request an interpreter, please call 479-575-8330.

A copy of the complete City Council agenda is available on our website at www.fayetteville-ar.gov or in the Office of the City Clerk, 113 W. Mountain, Fayetteville, Arkansas (479) 575-8323.

All cell phones must be silenced and may not be used within the City Council Chambers.

Vacant
Council Member
Ward 1 Position 1

Chair
Mike Wiederkehr
Council Member
Ward 2 Position 2



Sarah Bunch
Council Member
Ward 3 Position 2

Teresa Turk
Council Member
Ward 4 Position 1

Nominating Committee Report July 6, 2023

Council Members Present – Chair Mike Wiederkehr, Sarah Bunch and Teresa Turk. Sonia Harvey was present for the Nominating Committee process up to her term end-date of June 30, 2023.

The Nominating Committee recommends the following candidates for appointment:

ANIMAL SERVICES ADVISORY BOARD

Page Summers – Citizen at Large Term Ending (06/30/26)

Aaron Eng – Citizen at Large Term Ending (06/30/26)

COMMUNITY DEVELOPMENT AND ASSISTANCE PROGRAMS ADVISORY BOARD

Kathy Spigarelli – One Unexpired Member Involved in Housing Services Term Ending (12/31/26)

CONSTRUCTION BOARD OF ADJUSTMENT AND APPEALS

Ryan Hardin – One Unexpired Member-at-Large Term Ending (03/31/28)

ENERGY IMPROVEMENT DISTRICT NO. 1

This Board was Repealed by Ordinance 6662 at the May 16, 2023 City Council Meeting.

ENVIRONMENTAL ACTION COMMITTEE

Vicki Spencer – One Community Citizen at Large Term Ending (06/30/26)

Margaret Britain – One Science Discipline Term Ending (06/30/26)

FAYETTEVILLE ARTS COUNCIL

Lakeisha Edwards – One Arts and Culture Citizen at Large Term Ending (06/30/26)

Abigail Hill – One Working Artist Term Ending (06/30/26)

HISTORIC DISTRICT COMMISSION

Meredith Mahan – One Citizen at-Large Term Ending (06/30/26)

HOUSING AUTHORITY BOARD OF COMMISSIONERS

Vacant – One Unexpired Public-at-Large Term Ending (12/28/26)

KEEP FAYETTEVILLE BEAUTIFUL

Vacant – Two Unexpired Citizen-at-Large Term Ending (09/30/25)

URBAN FORESTRY ADVISORY BOARD

Vacant – One Unexpired Tree Service Community Representative Term Ending (12/31/24)

WALTON ARTS CENTER COUNCIL

Joel Freund – One Citizen at Large Term Ending (06/30/26)

Mark Kinion – One Citizen at Large Term Ending (06/30/26)



RECEIVED

JUN 30 2023

CITY OF FAYETTEVILLE
CITY CLERK'S OFFICE

OFFICE OF THE MAYOR

June 30, 2023

Mr. Mike Wiederkehr
Council Member, Ward 2
City of Fayetteville, AR

RE: A&P Commission

Dear Council Member Wiederkehr:

Please accept my appointment for you to replace Sonia Harvey and join Sarah Bunch as Mayor appointed City Council representatives on the Advertising and Promotion Committee, effective July 1, 2023.

Thank you very much for your service.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lioneld Jordan", is written over a horizontal line.

Lioneld Jordan
Mayor

City of Fayetteville Staff Review Form

2023-793

Item ID

6/20/2023

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Wade Abernathy

5/31/2023

FACILITIES MANAGEMENT (140)

Submitted By

Submitted Date

Division / Department

Action Recommendation:

Approval of proposal from Evans Construction and Remodeling LLC in the amount of \$49,000.00 to provide labor and materials for the PD substation foundations and slab in the Replacement Parking Deck.

Budget Impact:

2300.200.9300-5804.00

Impact Fees

Account Number

Fund

07001.7820

Police Impact Fee Impr - Police Substation

Project Number

Project Title

Budgeted Item? Yes

Total Amended Budget

\$ 605,000.00

Expenses (Actual+Encum)

\$ -

Available Budget

\$ 605,000.00

Does item have a direct cost? Yes

Item Cost

\$ 49,000.00

Is a Budget Adjustment attached? No

Budget Adjustment

\$ -

Remaining Budget

\$ 556,000.00

V20221130

Purchase Order Number:

Previous Ordinance or Resolution #

Change Order Number:

Approval Date:

Original Contract Number:

Comments:



MEETING OF JULY 6, 2023

TO: Mayor Jordan and City Council
THRU: Paul Becker, Chief Financial Officer
FROM: Waylon Abernathy, Bond Projects & Construction Dir
DATE: June 6, 2023
SUBJECT: **PD Substation Foundations and Slab**

RECOMMENDATION:

Staff recommends approval of the proposal from Evans Construction and Remodeling LLC in the amount of \$49,000.00 to provide labor and materials for the PD Substation foundations and slab located in the Replacement Parking Deck

BACKGROUND:

In April of 2021, City Council passed resolution #93-21 which authorized Architectural Services for the Replacement Parking Deck. Included in that scope was a new PD Substation located on the ground level of the Deck.

DISCUSSION:

The staff solicited bids for this work. Evans Construction and Remodeling LLC was the lowest of 3 bids received. With the Replacement Parking Deck nearing completion, staff wants to get this proposal secured in order to start the Substation as soon as possible. The anticipated completion of the Substation is early 2024.

BUDGET/STAFF IMPACT:

\$49,000.00 will be allocated from the Police Impact Fees Account 2300.200.9300-5804.00

ATTACHMENTS: 2023-793 SRF Police Substation, Contract PD Substation Foundations and Slab, Bid Tabulation PD Substation Foundation and Slab

City of Fayetteville
Police Substation Foundations and Slab
Contract – Between City and Evans Construction and Remodeling LLC

This contract executed this ____ day of _____, 2022, between the City of Fayetteville, Arkansas, and _____. In consideration of the mutual covenants contained herein, the parties agree as follows:

1. Evans Construction and Remodeling LLC at its own cost and expense shall furnish all labor, materials, supplies, machinery, equipment, tools, supervision, bonds, insurance, tax permits, and all other accessories and services necessary to complete items per Olsson Engineered Drawings dated 12-10-21 stated in 5923 bid proposal, dated 5/9/23.
2. The City of Fayetteville shall pay \$49,000.00 based on their bid proposal in an amount not to exceed \$\$49,000.00. Payments will be made after approval and acceptance of work and submission of invoice. Payments will be made approximately 30 days after receipt of invoice.
3. The Contract documents which comprise the contract between the City of Fayetteville and Evans Construction and Remodeling LLC consist of this Contract and the following documents attached hereto, and made a part hereof:
 - A. Quote 5923 bid proposal.
 - B. The Bid Tabulation.
 - C. Olsson drawing Labeled Police Substation Plan and Details dated 12-10-21.
4. These Contract documents constitute the entire agreement between the City of Fayetteville _____ and may be modified only by a duly executed written instrument signed by the City of Fayetteville and Evans Construction and Remodeling LLC.
5. Evans Construction and Remodeling LLC shall not assign its duties under the terms of this agreement.
6. Evans Construction and Remodeling LLC agrees to hold the City of Fayetteville harmless and indemnify the City of Fayetteville, against any and all claims for property damage, personal injury or death, arising from performance of this contract. This clause shall not in any form or manner be construed to waive that tort immunity set forth under Arkansas Law.
7. Evans Construction and Remodeling LLC shall furnish a certificate of insurance addressed to the City of Fayetteville, showing that he carries the following insurance which shall be maintained throughout the term of the Contract. Any work sublet; the contractor shall require the subcontractor similarly to provide worker's compensation insurance. In case any employee engaged in

City of Fayetteville
Police Substation Foundations and Slab
Contract – Between City and Evans Construction and Remodeling LLC

work on the project under this contract is not protected under Worker's Compensation Insurance, _____
Evans Construction and Remodeling LLC shall provide and shall cause each Subcontractor to
provide adequate employer's liability insurance for the protection of such of his employees as are not
otherwise protected. The premiums for all insurance shall be paid by _____ Evans Construction
and Remodeling LLC _____.

Workmen's Compensation

Statutory Amount

Comprehensive General &
Automobile Insurance

Bodily Injury Liability

\$500,000 for each person injured.

\$1,000,000 for each accident.

Property Damage Liability

\$1,000,000 aggregate.

8. This contract may be terminated by the City of Fayetteville or _____ Evans Construction and Remodeling LLC _____ with 30 calendar days written notice.
9. Freedom of Information Act: City of Fayetteville contracts and documents prepared while performing city contractual work are subject to the Arkansas Freedom of Information Act. If a Freedom of Information Act request is presented to the City of Fayetteville, the contractor will do everything possible to provide the documents in a prompt and timely manner as prescribed in the Arkansas Freedom of Information Act (A.C.A. 25-19-101 et. Seq.). Only legally authorized photo coping costs pursuant to the FOIA may be assessed for this compliance.
10. Changes in scope or price: Changes, modifications, or amendments in scope, price or fees to this contract shall not be allowed without a prior formal contract amendment approved by the Mayor and the Fayetteville City Council in **advance** of the change in scope, cost or fees.
11. Jurisdiction: Legal jurisdiction to resolve any disputes shall be **Washington County, Arkansas** with **Arkansas law** applying to the case.
12. Arbitration/Mediation: The City will not agree to be forced to mediate or arbitrate any dispute.
13. Interest charges for late payments by the City: The City of Fayetteville does NOT agree to any interest or penalty for "untimely" payments. The City will pay all invoices within 30 calendar days of accepted invoice.

City of Fayetteville

Police Substation Foundations and Slab

Contract – Between City and Evans Construction and Remodeling LLC

WITNESS OUR HANDS THIS _____ DAY OF _____, 2022.

CONTRACTOR NAME

CITY OF FAYETTEVILLE, ARKANSAS

By: _____

Signature

By: _____

LIONELD JORDAN, Mayor

Rendell C Evans President

Printed Contractor Name & Title

ATTEST (Signature)

ATTEST: (Signature)

Company Secretary (Printed Name)

Kara Paxton, City Clerk, Treasurer

Business Address

1123 Crutcher St Springdale AR

City, State & Zip Code

Date Signed: 6/6/23

Date Signed: _____

City of Fayetteville

Police Substation Foundations and Slab

Contract – Between City and Evans Construction and Remodeling LLC

Bid Tabulation

PD Substation Foundations and Slab

Evans Construction and Remodeling LLC. \$49,000.00

Nabholz Construction \$73,644.68

Backus Concrete, LLC \$91,640

Evans Construction and Remodeling LLC
1123 Crutcher St
Springdale, AR
479-530-0801



Date
5/9/23
Quote
5923

Job Name and Address

City of Fayetteville
PD Substation
Fayetteville AR
Attn: Matt Byron

Description

Cost

al for Foundations and Slab per Olsson Engineering Drawings dated 12-10-21.
Material and Labor \$49,000.00

Signature: Mayor Lioneld Jordan

Signature: Randy Evans



PCCOR #033

Nabholz Construction - HQ
3301 N 2nd Street
Rogers, Arkansas 72756
Phone: +14796597800

Project: 02-22-2674 - Downtown Parking Deck
325 N. West Ave
Fayetteville, Arkansas 72701

Prime Contract Change Order Request #033: Police Station Slab

TO:	CITY OF FAYETTEVILLE ATTN TRACY / ACCOUNTING 113 W MOUNTAIN FAYETTEVILLE, Arkansas 72701	FROM:	Nabholz Construction Corporation
CHANGE ORDER REQUEST NUMBER / REVISION:	033 / 0	PRIME CONTRACT CHANGE ORDER:	None
STATUS:	Pending - In Review	CREATED BY:	Jacob Keeney (NABHOLZ CONSTRUCTION CORP/ROG)
SCHEDULE IMPACT:		DATE CREATED:	4/25/2023
EXECUTED:	No	SIGNED CHANGE ORDER RECEIVED DATE:	
		TOTAL AMOUNT:	\$73,644.68

CHANGE ORDER REQUEST TITLE: Police Station Slab

CHANGE ORDER REQUEST DESCRIPTION:

CE #070 - Police Station Slab

Cost to bring the Police Department Substation to subgrade and pour a slab per the attached drawings from Olsson.

ATTACHMENTS:

Police Station Slab with Gravel.pdf , POLICE STATION DETAILS.pdf , Police Plan on West Ave 031822.pdf , 2023-04-20_020-02750_Structural_Police Station Slab.pdf

POTENTIAL CHANGE ORDERS IN THIS CHANGE ORDER REQUEST:

PCO #	Contract Company	Title	Schedule Impact	Amount
033	CITY OF FAYETTEVILLE	Police Station Slab		\$73,644.68
Total:				\$73,644.68

CHANGE ORDER REQUEST LINE ITEMS:

PCO # 033: Police Station Slab

#	Budget Code	Description	FS	Amount
1	32-4750.SUB SITE CONCRETE.SUBCONTRACT	Bring in additional fill, grade to subgrade, and form and pour slab.		\$69,545.00
Subtotal:				\$69,545.00
General Liability Insurance:				\$591.13
Builders Risk Insurance:				\$6.95
Fee:				\$3,192.12
PP Bond:				\$309.48
Grand Total:				\$73,644.68

CITY OF FAYETTEVILLE
ATTN TRACY / ACCOUNTING 113 W
MOUNTAIN
FAYETTEVILLE, Arkansas 72701

Nabholz Construction Corporation

SIGNATURE

DATE

SIGNATURE

DATE

BUDGET BID PROPOSAL



NABHOLZ CONSTRUCTION-CONCRETE

3301 NORTH 2ND STREET

ROGERS, AR 72756

Contact: JASON HAYDUK

Phone: 479-270-2216

Email: JASON.HAYDUK@NABHOLZ.COM

Quote To: Jacob Keeney

Job Name: Police Room at Fay PG

Phone:

Date of Plans:

Fax:

Revision Date:

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
BUILDING					
540	SLAB ON GRADE	2,379.00	SF	21.05	50,077.95
760	REINFORCING STEEL	1.75	TN	3,552.06	6,216.11
830	PLACE & FINISH SLAB ON GRADE	2,379.00	SF	5.57	13,251.03
BUILDING					69,545.09
GRAND TOTAL					69,545.09

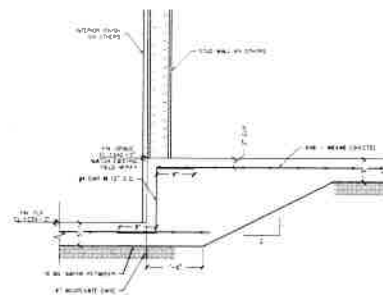
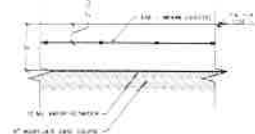
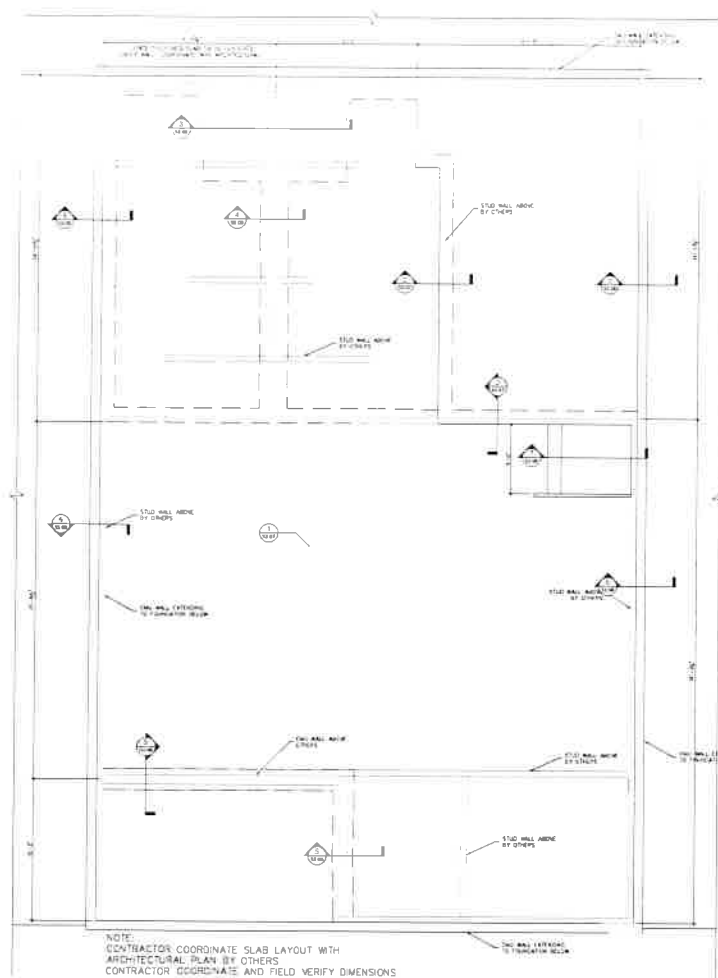
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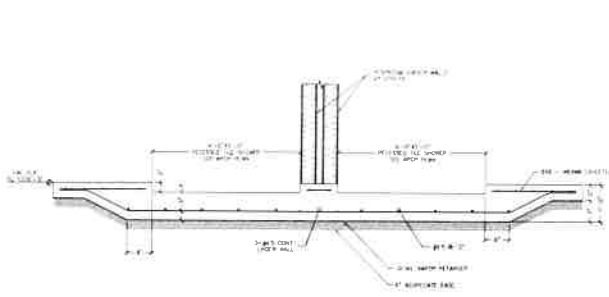
Terms and ConditionS

Building only

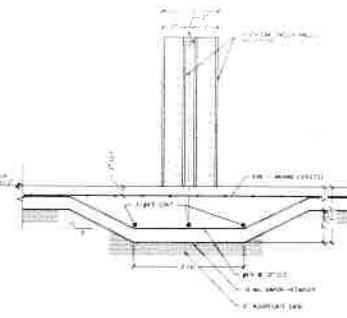
Add Alternate - Additional gravel fill: \$2,975.00

Total w/ Add Alternate: \$72,520.00

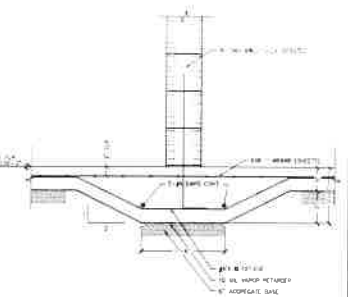




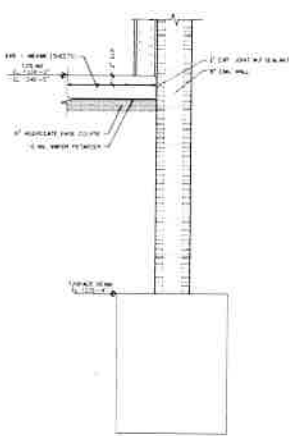
1 DETAIL - THICKENED SLAB
SCALE: 1/4\"/>



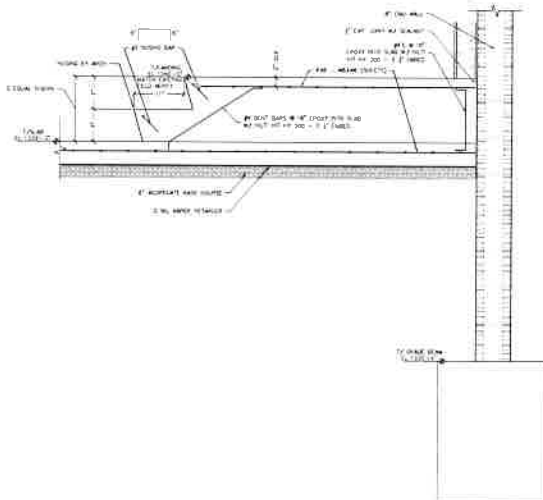
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SCALE: 1/4\"/>



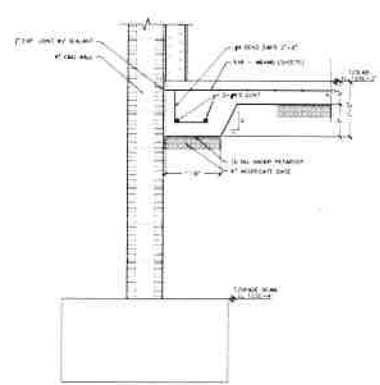
5 DETAIL - THICKENED SLAB
SCALE: 1/4\"/>



6 DETAIL
SCALE: 1/4\"/>



7 DETAIL
SCALE: 1/4\"/>



8 DETAIL
SCALE: 1/4\"/>



Backus Concrete, LLC

P.O. Box 10451
Fayetteville, AR 72703

Proposal

Project #	Date	Quote #
PD Substation Pad	5/4/2023	22-0265 CO5

Customer / Address
City of Fayetteville AR Wade Abernathy Facilities Management 115 S. Church Avenue Fayetteville, AR 72701

Project Address

Estimator	SE
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Description	Qty	Cost	Total
PD Substation Pad Per Plan 12/10/2021 Slab On Grade 2385 SF - Install Gravel base - Install Reinforcement - Place and finish concrete per plan		91,640.00	91,640.00
Thicken interior footing - Includes excavation - install reinforcement			
Stair/landing - Install reinforcement - place and finish concrete			
EXCLUSIONS: - All Items Not Listed Above - Utilities - Permits and Associated Fees - Concrete Testing - Colored & Polished Concrete - Hard Rock and Oversized Rock Excavation - Additional Excavation Due to Soil Quality - Termite Treatment - Anchor Bolts and Embed Materials - Barricades, Traffic Control, and Lane Closure Work - Handrail Materials and Installation - Trench Drains - Sealants and Caulking - Masonry Rebar - Waterproofing - Specialty Rebar Including ChromX (MMFX2) and Epoxy Coated - Engineered Drawings and Shop Drawings - Building Perimeter and Underslab Insulation - Landscape Protection - Subgrade to be $\pm 0.10'$ Prior to Work Commencement			
Total			

Signature



Backus Concrete, LLC

P.O. Box 10451
Fayetteville, AR 72703

Proposal

Project #	Date	Quote #
PD Substation Pad	5/4/2023	22-0265 CO5

Customer / Address
City of Fayetteville AR Wade Abernathy Facilities Management 115 S. Church Avenue Fayetteville, AR 72701

Project Address

Estimator	SE
-----------	----

Description	Qty	Cost	Total
DISCLAIMER: - Proposal does not include layout, testing, or permits. - Proposal price based on listed items and quantities only. - Proposal has been priced to perform work during normal duty hours Monday through Friday. - Evenings, weekends, and holidays may incur additional costs. - Invoices are due within 30 days of receipt. - This estimate is valid for 14 days. Please confirm price if scheduling after 14 days. LEGAL STATEMENT: Customer acknowledges and agrees that the above scope of work and pricing is an estimate only and is based on the visible project area. Customer further acknowledges and agrees that the scope of work to be performed and the related pricing is subject to change should Backus Concrete, LLC, encounter unforeseen circumstances including, but not limited to, unmarked utility lines, unstable or unsettled subsurfaces, and/or hidden defects within the project area. Upon encountering such circumstances, unless an emergency exists (i.e., ruptured utility lines), Backus Concrete, LLC, will make all reasonable efforts to advise Customer of the estimated increased costs of said unforeseen circumstances as they occur. Customer agrees to pay to Backus Concrete, LLC, any additional sums expended by Backus Concrete, LLC, for labor, materials, and overhead, necessitated by such unforeseen circumstances. Further, Customer acknowledges and agrees that the above estimate is based on representations made to Backus Concrete, LLC, by Customer as it relates to scope of work to be performed and materials to be used. Thus, any changes, additions, or upgrades requested by Customer after acceptance of this estimate may result in an increased scope of work and a resultant overall price increase and Customer acknowledges same and agrees to pay the amount of any such increase promptly when invoiced for same by Backus Concrete, LLC.			
Total			\$91,640.00

Signature _____

A.2. Evans Construction & Remodeling, LLC (Service Contract)

Item Approvals

Name:

Signature:

Date:

Waylon Abernathy

Approved on Civic clerk

05/25/23

Paul Becker

Approved on Civic clerk

06/06/23

Holly Black

Approved on Civic clerk

06/07/23

Les McGaugh

Approved on Civic clerk

06/07/23

~~Jodi Batker~~

~~[Signature]~~

6/14/2023

Blake Pennington

Paul A. Becker

6/14/2023

Paul Becker

Susan Norton

6/14/2023

Susan Norton

Lionel Jordan

Lionel Jordan



MEETING OF JULY 6, 2023

TO: Mayor Jordan and City Council

THRU: Chris Brown, Public Works Director
Susan Norton, Chief of Staff

FROM: Matt Mihalevich, Active Transportation Manager

DATE:

SUBJECT: Safe Streets for All Comprehensive Safety Action Plan & Vision Zero Resolution

RECOMMENDATION:

Staff recommends approval a Safe Streets for All Comprehensive Safety Action plan and a Vision Zero resolution to achieve the policy goal of eliminating all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all.

BACKGROUND:

The Northwest Arkansas Regional Planning Commission (NWARPC) has accepted a grant through the 2022 Safe Streets for All program to develop a comprehensive safety action plan for the Region. Toole Design Group has developed the comprehensive safety action plan through a series of public meetings and workshops. This Safety Action Plan uses the Safe System Approach to reduce and eliminate fatal and serious injury crashes on our transportation system and creates eligibility for Fayetteville to apply for Safe Streets for All grant funding for safe street infrastructure and programs. Three projects have been identified for the 2023 grant funding cycle including Maple Street Improvements, College Avenue and Joyce Blvd. safety improvements along with several safety programs.

The purpose of this resolution is to establish Fayetteville's commitment to Vision Zero as a goal and to ensure that the Safe System Approach is used when evaluating existing infrastructure and when implementing new infrastructure projects and programs. To accomplish these purposes, the Active Transportation Advisory Committee will be responsible for working with the community – including groups that traditionally have been underrepresented – to promote the Safety Action Plan and work toward achieving the goals of Vision Zero through a variety of strategies, prioritizing speed reduction and roadway infrastructure in underinvested areas that overlap with high-crash corridors.

DISCUSSION:

The Safe System Approach has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people. This is a shift from a conventional safety approach because it focuses on both human mistakes AND human vulnerability and designs a system with many redundancies in place to protect everyone.

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

The principles of a Safe System Approach are:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

The Vision Zero model resolution commits Fayetteville to the following actions:

- Actively working to eliminate traffic deaths and serious injuries on their streets within a specified time period.
- Collecting, analyzing, and using data to understand trends and potential disproportionate effects of traffic deaths on specific populations.
- Incorporate Vision Zero as part of the duties of the Active Transportation Advisory Committee to promote the Safety Action Plan that is guided by community input.
- Prioritizing the safety of pedestrians, bicyclists, transit riders, scooter riders, and people with disabilities over the ease of use of personal automobiles.
- Prioritizing strategies that benefit the safety of communities in historically underinvested areas and ensuring that no strategy results in racial profiling or otherwise exacerbates racial inequities.

The Active Transportation Advisory Committee has been updated on the development of the Safety Action Plan and have been involved in the surveys and workshops. On May 30th, 2023 the Transportation Committee reviewed the Safe streets for All information and the Vision Zero resolution and gave unanimously support.

BUDGET/STAFF IMPACT:

None

ATTACHMENTS: Item A.3 Approvals Signatures, NW Arkansas Safety Action Plan DRAFT_6-5-23, Fayetteville Vision Zero Resolution, Revised NW-Arkansas-Vision-Zero-Plan, NW Arkansas Safety Action Plan - Final approved by NWARPC

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov



City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Legislation Text

File #: 2023-815

Safe Streets for All Comprehensive Safety Action Plan & Vision Zero Resolution

A RESOLUTION TO APPROVE AND ADOPT A VISION ZERO POLICY IN THE CITY OF FAYETTEVILLE

WHEREAS, the life and health of all persons living and traveling within the City of Fayetteville is our utmost priority, and no one should die or be seriously injured while traveling on our city streets; and

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all; and

WHEREAS, streets and transportation systems have traditionally been designed primarily to move cars efficiently and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles; and

WHEREAS, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes; and

WHEREAS, 26 people in Fayetteville lost their lives to traffic deaths and 193 were seriously injured between 2017 to 2021, and traffic crashes are among the leading cause of deaths in the United States; and

WHEREAS, Fayetteville's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists; and

WHEREAS, according to data from the Arkansas Department of Transportation, non-motorists including pedestrians and bicyclists account for 8 of the 26 (31%) of the traffic deaths in Fayetteville; and

WHEREAS, speed is recognized as a major determining factor of survival in a crash and the likelihood of a pedestrian surviving a crash is only 10% if hit by a vehicle moving 40 miles per hour; and

WHEREAS, Fayetteville adopted Ordinance 6488 in 2021 to establish a default speed limit of 20 miles per hour in residential and business districts; and

WHEREAS, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic injuries and fatalities; and

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution; and

WHEREAS, successful Vision Zero programs are a result of both a complete government approach and community support of Vision Zero objectives and action plans; and

WHEREAS, Vision Zero resolutions have been adopted by many jurisdictions across the United States; and

WHEREAS, on February 7, 2023, the City Council approved an update to the Fayetteville Active Transportation Plan, which sets a goal for zero fatalities and severe injuries for vulnerable roadway users by the year 2030.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby affirms the policies set forth in the Fayetteville Active Transportation Plan and adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or serious injury is acceptable on our streets.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby adopts the goal of eliminating traffic deaths and serious injuries by 2030 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

A.3 Safe Streets for All/Vision Zero Resolution (Action Plan)

Item Approvals

Name:	Signature:	Date:
Matt Milhalevich	<u>Approved on Civic clerk</u>	<u>05/30/23</u>
Chris Brown	<u>Chris Brown</u>	<u>6/14/23</u>
John Batker <u>Blake Perrygo</u>	<u>[Signature]</u>	<u>6/14/2023</u>
Susan Norton	<u>Susan Norton</u>	<u>6/14/2023</u>
Lioneld Jordan	<u>Lioneld Jordan</u>	
	<u>Paula A. Behr</u>	<u>6-14-2023</u>



NWA Regional
**VISION
ZERO**

Northwest Arkansas Safety Action Plan

May 2023 | DRAFT



Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

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Northwest Arkansas' Vision Zero Plan (NWA Vision Zero Plan) recognizes that one life lost on the streets within the region is too many and that something must change. The Northwest Arkansas Regional Planning Commission (NWAPRC) has developed this Plan and sets a target to eliminate all killed and serious injuries (KSI) crashes that occur on the regional roadway network by 2038. Although the horizon is 15 years from the development of this Plan, action starts now. Traditional safety strategies have not proven to decrease the number of life-altering crashes, highlighted by the increase of fatal crashes in recent years. This Plan emphasizes a shift towards the prioritization of safe, accessible, and equitable mobility for all roadway users and away from the disproportionate focus on moving vehicles efficiently—less delay that often results in higher speeds.



Executive Summary

The purpose of the NWA Vision Zero Plan is to emphasize change related to traffic safety because fatal and serious injury crashes cannot be tolerated. The Plan outlines strategies and actions that should be taken within the next ten years, yet it must not be considered unchangeable. As a living document, this plan must be dynamic to address safety in a region that is experiencing rapid growth. The recommended actions included are meant to be a starting point, not an all-encompassing list. Over time, the actions taken by the NWARPC, member agencies, and partner organizations should measure and report actions that are proving to reduce fatal and serious injuries along with continuing to incorporate safety innovations and opportunities to eliminate traffic fatalities and injuries as time passes.

This Vision Zero Plan is organized into four sections. An overview of each section is provided below to serve as a summary of the NWA Vision Zero Plan in its entirety.

1. A Paradigm Shift

Fatal and serious injury crashes have increased across the nation, the state of Arkansas, and in the Northwest Arkansas Region. In the traditional approach to roadway safety, traffic deaths have been understood as inevitable. This alone is not acceptable and therefore a new approach to safety is needed. This section describes how Vision Zero is grounded in the Safe System Approach that anticipates human mistakes and

ensuring that when collisions occur that they do not result in death or serious injury. A clear understanding of the Principles and Elements of the Safe System Approach is foundational to the NWA Vision Zero Plan and will be instrumental in increasing safety for all roadway users moving forward.

2. Roadway Safety in NWA

Crashes over a 5-year period (2017-2021), resulted 220 people—mothers, fathers, children, grandparents, friends, and coworkers—losing their lives in Northwest Arkansas. An average of 44 people each year; however, 2021 alone was a year that 55 people died in roadway crashes—a 2% increase from the year before. These sobering numbers are part of today's roadway safety narrative in Northwest Arkansas. This section reviews existing plans, policies, and programs that are already in place that are attempting to increase safety in several communities in the region. It notes opportunities for communities to refine or add policies that can impact safety through capital projects and new development. This section uses crash data to establish a High Injury Network (HIN)—representing the corridors in Northwest Arkansas with the highest number of fatal and serious injury crashes. Along with the HIN, the Vision Zero Plan identifies historically disadvantaged communities, areas of persistent poverty, and locations with varying degrees of social vulnerability to understand where equitable investments can be made to increase safety

Traditional Approach

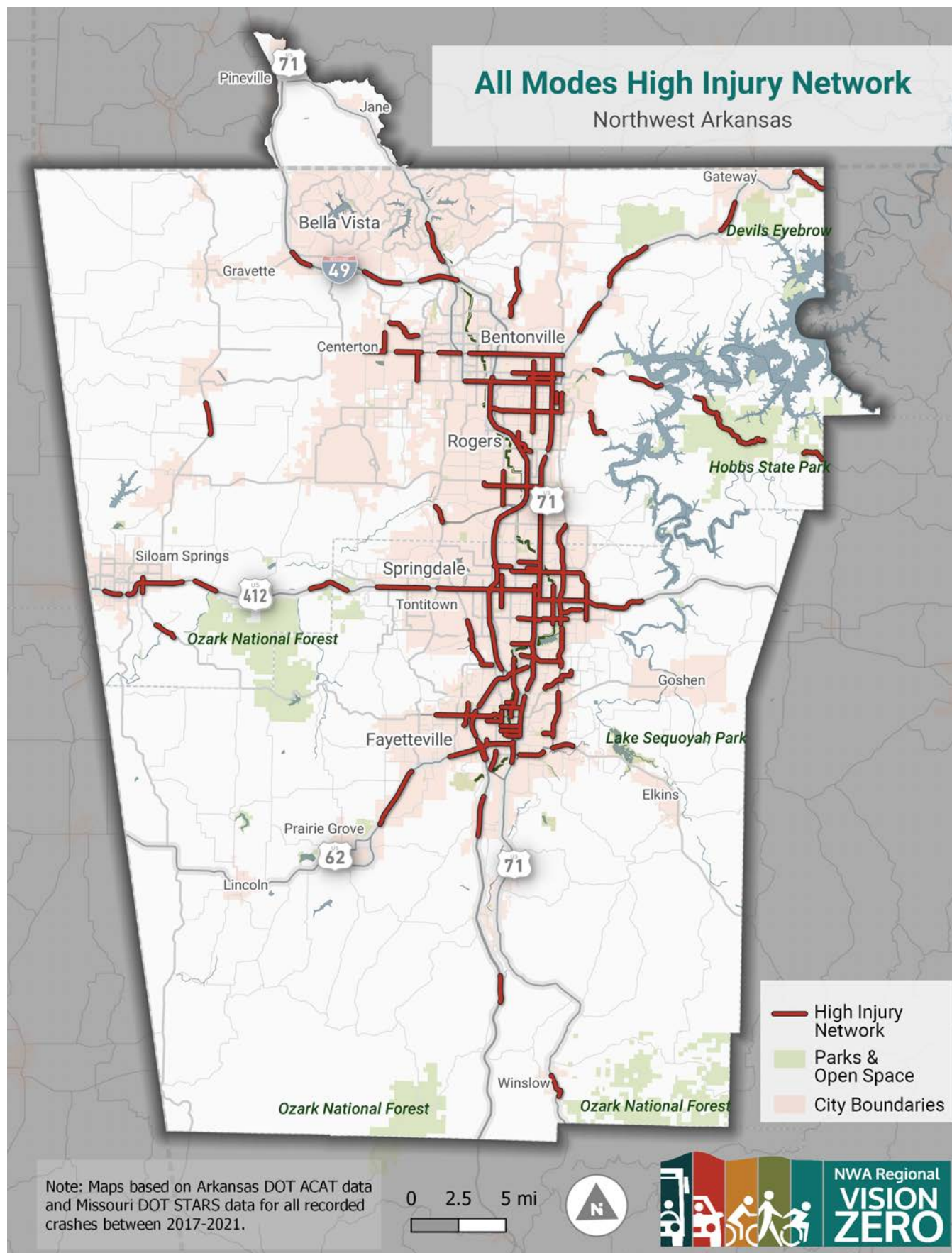
- Traffic deaths are inevitable
- Aims to fix humans
- Expects perfect human behavior
- Prevents collisions
- Exclusively addresses traffic engineering
- Doesn't consider disproportionate impacts

vs.

Vision Zero

- Traffic deaths are preventable
- Changes systems
- Integrates human failure
- Prevents fatal and serious crashes
- Considers the road system as a whole
- Regards road safety as an issue of social equity

High Injury Network Map



3. Community Outreach

Starting a conversation around roadway safety was a key component of the NWA Vision Zero Plan. Information about the current state of safety along with opportunities for feedback were distributed across the region. Online resources were developed that included surveys, an interactive map, and a series of safety webinars. To compliment online engagement opportunities, a “go-to” approach to engagement resulted in tabling and interacting with people at over a dozen existing events. Materials were available in English and Spanish to provide opportunities for people to review and provide input in the most convenient way possible. Additionally, a Regional Working Group provided guidance for the development of the NWA Vision Zero Plan through a series of meetings and listening sessions. Two safety demonstration site walks were included to see and experience how the Safe System Framework is already being used within the region. These site walks allowed municipal staff, local advocates, and elected officials to hear why the decisions made related to safety can have such an enormous impact. Engagement during the Vision Zero Plan development is only the beginning and must be continued at the regional and local levels to see real

change occur.

4. Goals and Actions

Achieving the goal of zero fatal and serious injury crashes by 2038 will not happen if the status quo is maintained. Roadway safety must be integrated into the work of various agencies and individual departments to see results. This section establishes goals that capture the desires for safety by the Regional Working Group along with a variety of actions that can be taken to change the roadway safety narrative in Northwest Arkansas. Goals include:

- Promote a culture that prioritizes people’s safety
- Reduce conflicts between roadway users
- Establish policies, practices, and programs that focus on safety at all levels
- Slow vehicle speeds

For each action, a timeline, action leader, and supporting partners are noted. Additionally, Elements of the Safe System Approach that align with each action are listed. The actions in this Vision Zero Plan are not intended to be an exhaustive list; rather, they are strategic and can begin to eliminate fatal and serious injury crashes on the transportation network.



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1

A Paradigm Shift

1. A Paradigm Shift

What is a Vision Zero Safety Action Plan?

Every year, people in the NWA Region lose family, friends, neighbors, and colleagues to preventable traffic crashes on our roads. Between 2017 and 2021 1,369 people were killed or seriously injured in crashes in NWA, averaging more than five people every week. Across the state, motor vehicle crashes account for more than twice the number of deaths as homicides.

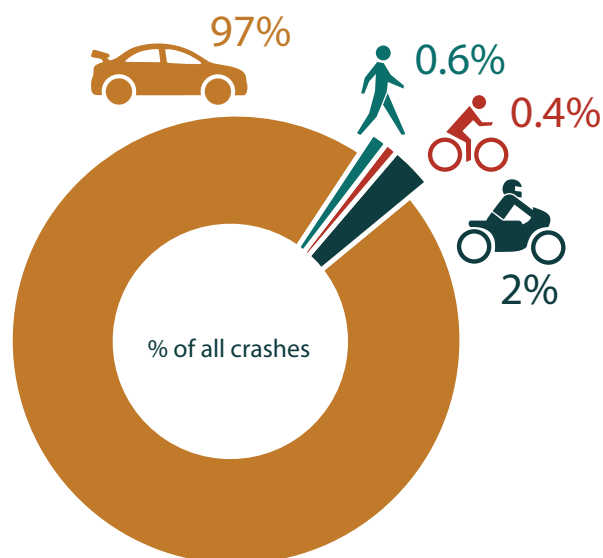
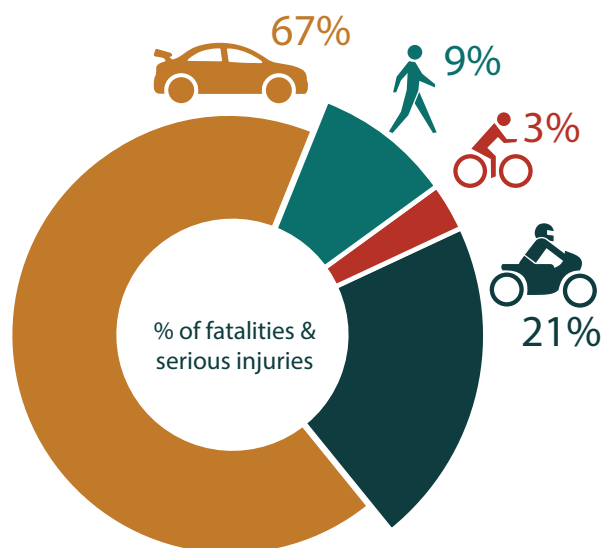
For the last century, our transportation system has been built on the belief that these crashes are accidents – events no one can fully prevent or predict. While no one thinks traffic deaths among friends and family are acceptable, the historical approach to transportation has taken roadway fatalities as an unfortunate inevitability rather than a preventable public health crisis.

Vision Zero is a traffic safety philosophy rooted in the belief that nothing on our roadways is more important than a human life. It represents paradigm shift in the region's approach to road safety beginning with the

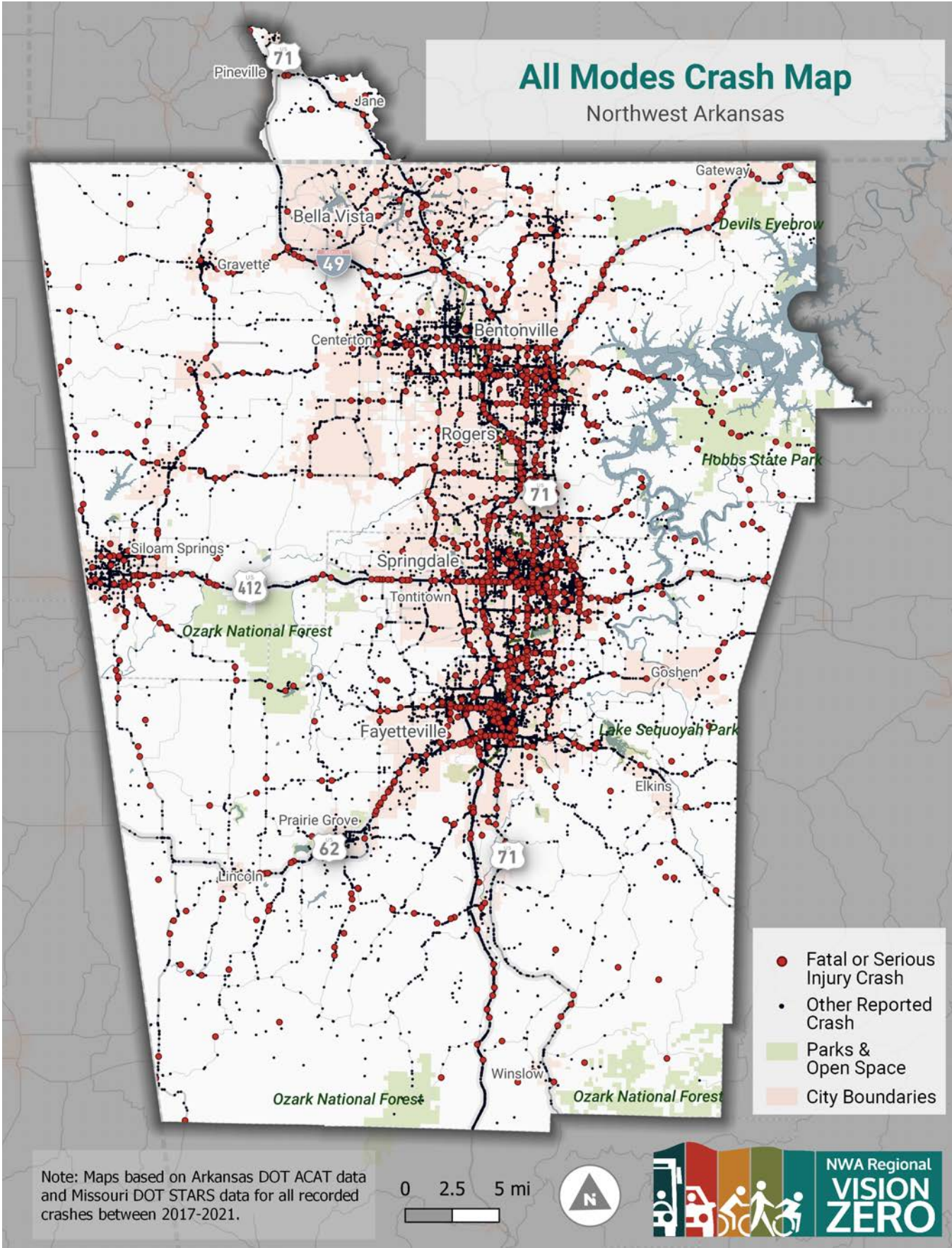
simple idea that traffic deaths and serious injuries are preventable. Since the 1990s Vision Zero has been successfully implemented across Europe and in more than 45 communities in the US-- some of which have now had consecutive years of zero roadway fatalities. Vision Zero lays out a new set of principles for engineering roads, educating travelers, and creating a sense of collective responsibility for ourselves and our fellow travelers.

Vulnerable Users

When a crash occurs, people walking, bicycling, and riding motorcycles are more likely to be killed or seriously injured. Vehicle safety technology has seen significant advancements in the last decades with airbags, anti-lock brakes and lane-awareness sensors all working to protect a driver in a crash. Pedestrians, bicyclists, and motorcyclists however are unprotected and are especially vulnerable to the impact of a crash. In Northwest Arkansas, vulnerable roadway users accounted for only 3% of all roadway crashes but 33% of serious injuries and fatalities.

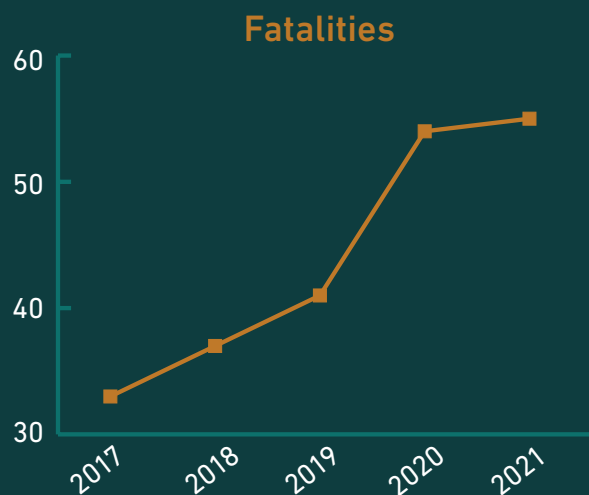
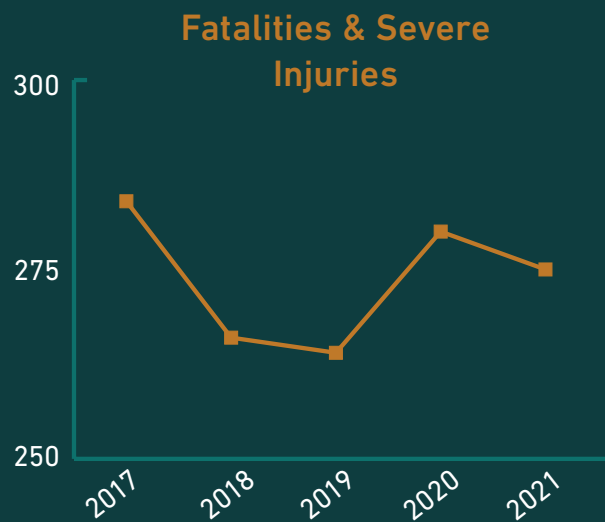
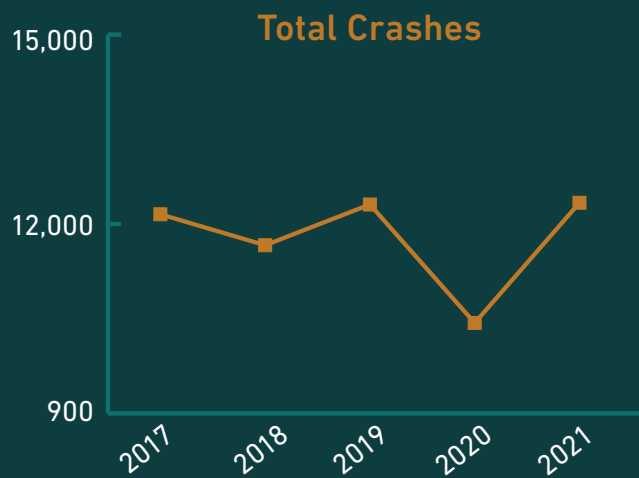


All Modes Crash Map





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



The Safe System Approach

This Plan is the NWA Region's roadmap to achieving Vision Zero. It is grounded in the Safe System Approach, which aims to eliminate fatal and serious injuries by anticipating human mistakes and minimizing impacts on the human body when crashes do occur.

The six Safe System Principles shown around the outside ring are the fundamental beliefs that the approach is built on.

1. Humans make mistakes

Even the best drivers will inevitably make mistakes that can lead to a crash. How we design and operate our transportation system can ensure these mistakes don't have life altering impacts.

2. Death & serious injuries are preventable

No one likes to get in a fender-bender but this plan will focus on crashes that lead to deaths and serious injuries.

3. Humans are vulnerable

Human bodies can only withstand so much impact from a crash before death or serious injuries occur.

4. Responsibility is shared.

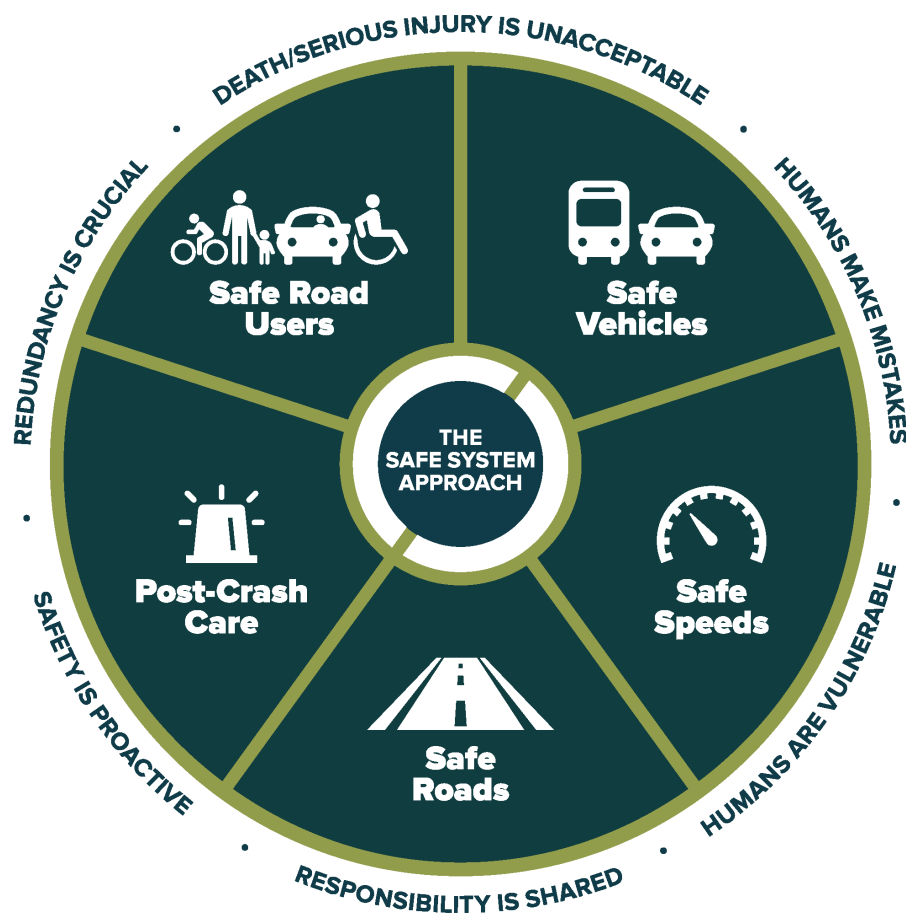
Every part of our transportation system, from elected officials to everyday users, to planners and engineers, has a role to play in vision zero.

5. Safety is Proactive

Rather than waiting for crashes to occur, transportation agencies should seek to proactively identify and address dangerous situations.

6. Redundancy is crucial

Redundancy means making sure every part of the transportation system is safe. This way if one part fails people are still protected.



The Safe System Approach is implemented through five Elements

1. Safe Road Users

Working towards a culture of safety starts with developing a network of civic partners, educating road users and creating personal connections to the community's vision zero efforts.

2. Safe Vehicles

Making vehicles safer can be done through advanced driver assistance systems and by ensuring future technology prioritizes vulnerable roadway users.

3. Safe Speeds

Slower vehicle speeds increase visibility and reaction times for drivers and reduce impact forces when a crash occurs. Moving towards safe speeds can be done through reducing speed limits and through traffic calming and roadway design.

4. Safe Roads

Safer roads come from providing physical separation (like separated bike lanes and sidewalks) as well as designing to accommodate human mistakes.

5. Post-Crash Care

A system-wide approach means working towards safety even after a crash has occurred. This comes from improving emergency response, and traffic incident reporting and management.



The Safe System Framework

ANTICIPATE HUMAN ERROR

SEPARATE USERS IN SPACE

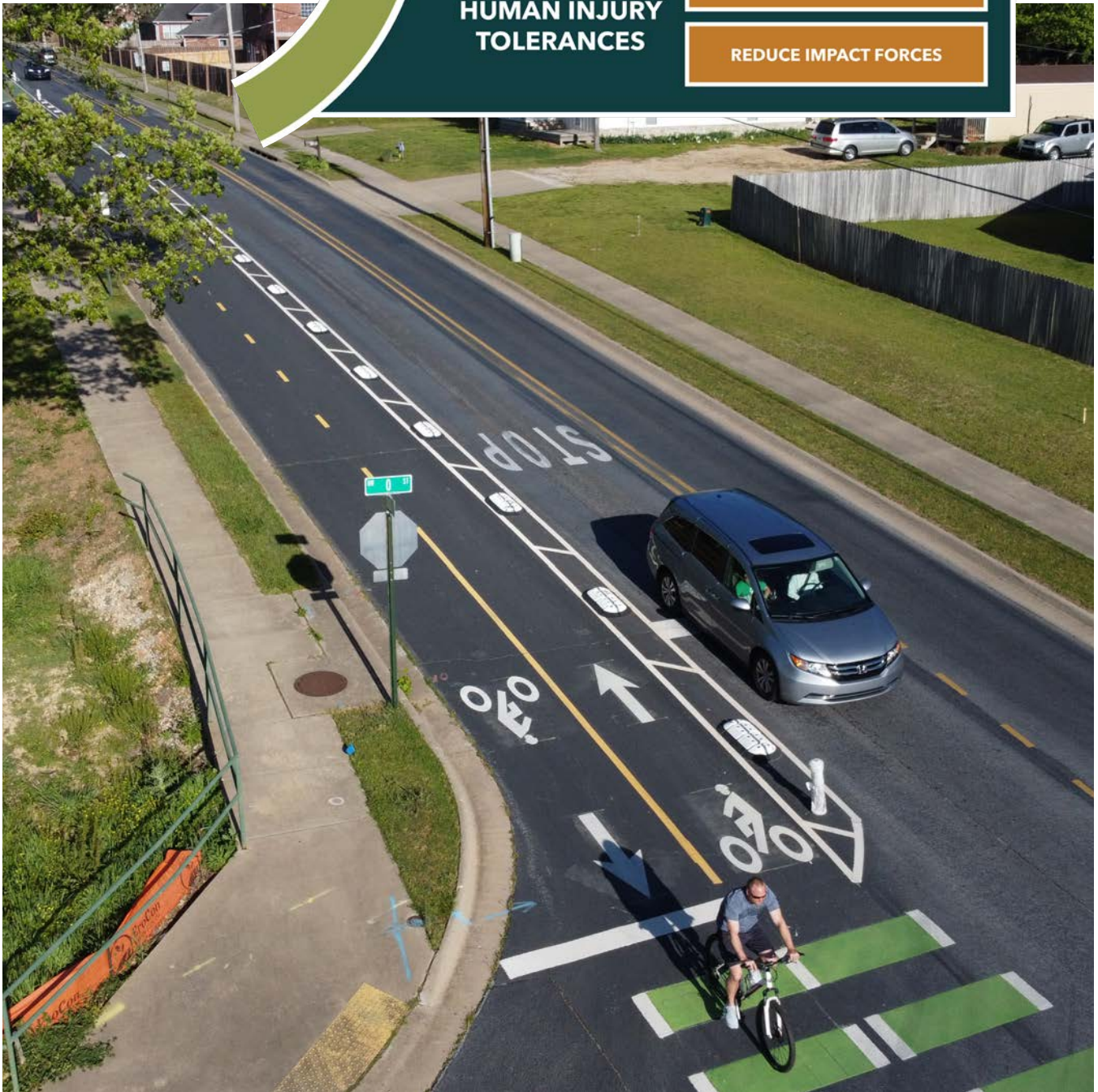
SEPARATE USERS IN TIME

INCREASE ATTENTIVENESS &
AWARENESS

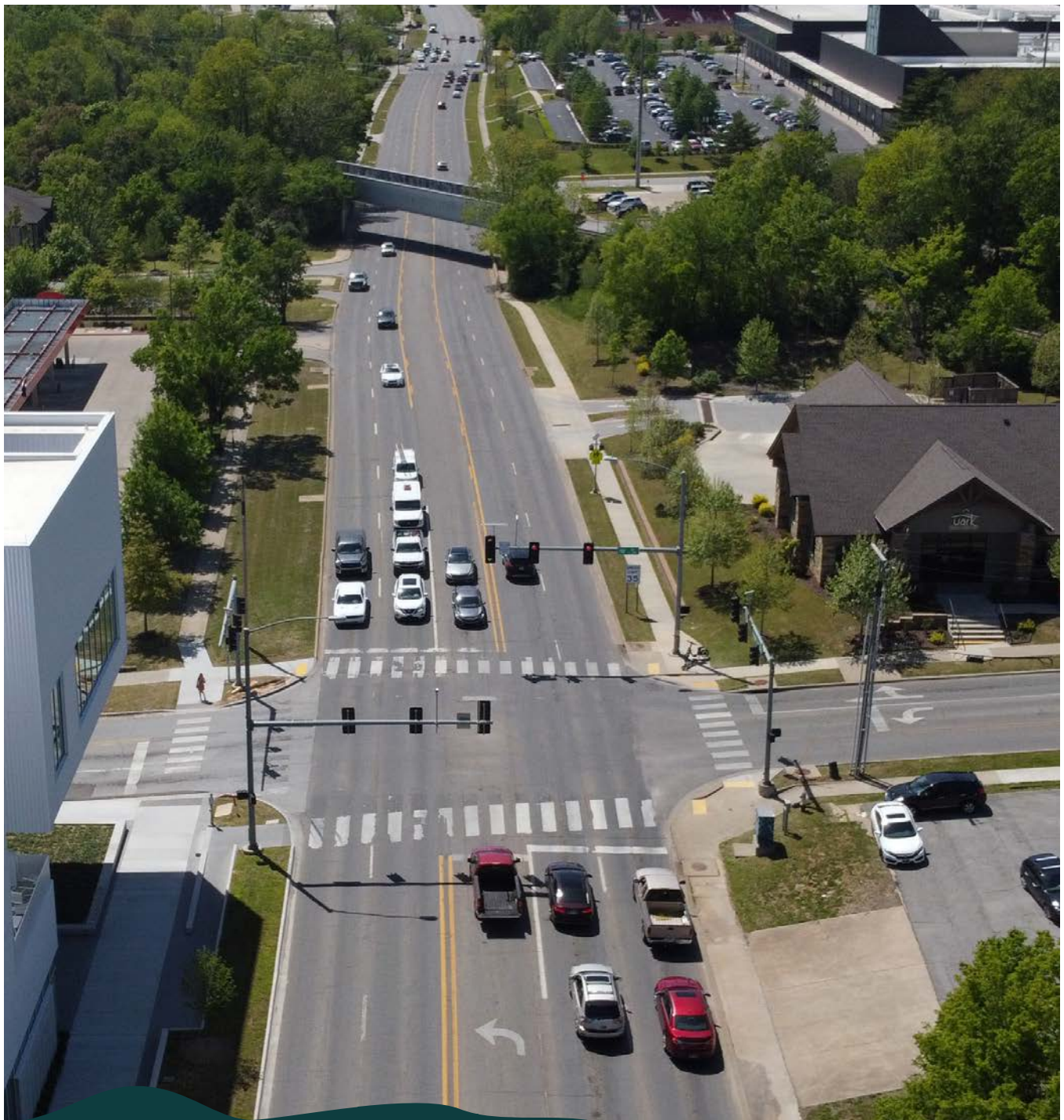
ACCOMMODATE HUMAN INJURY TOLERANCES

REDUCE SPEEDS

REDUCE IMPACT FORCES



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2

Roadway Safety in Northwest Arkansas

2. Roadway Safety in Northwest Arkansas

Plans, Policies, and Programs

In response to rapid population growth and an increase in fatal and serious crashes, Northwest Arkansas has addressed road safety both through targeted interventions and by integrating it into existing planning, policies, programs.

Planning Efforts

Many existing local, regional, and statewide plans have addressed the issue of road safety in some capacity. Examples include transportation plans, bicycle and pedestrian plans, and corridor studies. See Table 1 for a summary of plans reviewed during the development of this Plan.

Local Plans

At the local level, road safety has largely been addressed through transportation plans, bicycle and pedestrian plans, and safe routes to school plans. Many of these plans include recommendations for reducing vehicle speeds on local roads, improving sidewalk and bike lane networks, and increasing driver education and awareness. Recent examples include the [Fayetteville](#)

[Mobility Plan](#), the [Bella Vista Trail and Greenway Master Plan](#), the [Bentonville Bike & Pedestrian Master Plan](#), and the [University of Arkansas Active Transportation Plan](#).

Regional Plans

Regional plans addressing road safety include the [NWA Bike Infrastructure Plan](#), [NWARPC 2045 Metropolitan Transportation Plan](#), and the [NWA Congestion Management Process](#). These plans coordinate efforts across the region and offer insight on emerging trends and funding opportunities, many of which inform this Plan's approach to regional road safety.

Statewide Plans

[Arkansas](#) and [Missouri](#) have both adopted Strategic Highway Safety Plans that provide a statewide framework to eliminate traffic deaths and serious injuries through the Safe System Approach. The plans include strategies to address the top contributing factors to fatal and serious factors. Arkansas also has a statewide [Bicycle and Pedestrian Transportation Plan](#), which includes a focus on bicycle and pedestrian safety.

Regional Plan Highlight: 2019 NWA Bike Infrastructure Plan



The Northwest Arkansas Bike Infrastructure Plan identifies a priority network of bikeways focused on increasing safety and connectivity. It includes corridor concepts designed to make bicycling a safe and accessible travel option for riders of all ages and abilities.

Table 1: Summary Plans Reviewed

Plan Name	Year	Jurisdiction
Bella Vista Trail and Greenway Master Plan	2015	Bella Vista
Bentonville Bike and Pedestrian Master Plan	2021	Bentonville
Fayetteville Active Transportation Plan	2015	Fayetteville
Fayetteville Mobility Plan	2018	Fayetteville
University of Arkansas Transportation Plan	2022	Fayetteville
NWARPC 2045 Metropolitan Transportation Plan	2021	NWA Region
NWA Regional Bicycle and Pedestrian Master Plan	2014	NWA Region
NWA Congestion Management Process	2022	NWA Region
NWA Bike Infrastructure Plan	2019	NWA Region
NWA Regional ITS Architecture and Deployment Plan	2007	NWA Region
NWA Transportation Alternatives Analysis Study	2014	NWA Region
Connect Northwest Arkansas 10-Year Transit Development Plan	2020	NWA Region
Arkansas Bicycle and Pedestrian Transportation Plan	2017	Statewide
ARDOT Strategic Highway Safety Plan (SHSP)	2022	Statewide
Missouri Show-Me Zero	2021	Statewide

Policies

Safe Routes to School

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

Complete Streets

Complete Streets policies direct transportation planners and engineers to consistently design the right of way to accommodate all users, including drivers, transit riders, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities. Most local jurisdictions in Northwest Arkansas have not adopted any form of Complete Streets policy. The 2015 [NWA Regional Bicycle and Pedestrian Master Plan](#) identified the adoption of these policies as a catalyst program and provided a sample Complete Streets Resolution designed for NWA communities.

Design Standards

Street design standards have a significant impact on road safety. Context appropriate street design encourages safe behavior and reduces conflicts between users. Existing standards vary across the region, but some include provisions that promote safety. For example, the City of [Bentonville Minimum Standard Specifications](#) for Streets includes a section on Neighborhood Traffic Safety that includes design criteria for various traffic calming devices.

Design Standards Highlight: Fayetteville Minimum Street Design Standards

The [City of Fayetteville Minimum Street Design Standards](#) provide an example of how to prioritize safety for all road users. They include an emphasis on multimodal level of service and reference best practice design guidance such as NACTO's [Don't Give Up at the Intersection](#) and FHWA's [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#).





Traffic Calming Policy Highlight: Springdale Traffic Calming Policy

The City of Springdale has a policy that enables the installation of traffic calming measures such as curb extensions, raised intersections, speed cushions to address speeding and conflicts between people walking and driving. Criteria for installation include observed speeds, sidewalk connectivity, crash history, and the presence of children walking to school.

Traffic Calming

Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and bicyclists. Several cities in NWA have implemented traffic calming policies that facilitate the installation of traffic calming on residential streets.

Emergency Response

One component of the Safe System Approach is to streamline emergency response and medical care. Based on discussions from the NWA Active Transportation Committee, Bentonville and Fayetteville have updated their CAD systems and improved GIS data to assist with quicker emergency response on the trail system.

Parking Requirements

Minimum parking requirements for developments present a barrier to the creation of dense, walkable urban environments. The City of Fayetteville abolished its commercial parking minimums citywide in 2015 while retaining downtown parking maximums. This change has enabled new businesses to open using long-disused sites and buildings.

Evaluation of Existing Codes and Ordinances

The table on the following page provides a high-level review of local codes and ordinances for cities with over 2,000 residents.¹ For each element (e.g. building entrances) a score was assigned for each city to indicate the state of policy on that issue, ranging from 1 (Codes / ordinances do not include this element) to 3 (Codes / ordinances include this element and it generally meets best practices). This evaluation was based on the information available to the project and should be viewed as a starting point for where to focus attention with regard to code and ordinance amendments to promote road safety. Some issues, such as speed limits and crosswalk markings, were not included due to the limited presence of local policy on these issues.

¹ Population based on 2021 ACS data. Most cities with fewer than 2,000 residents do not have codes and ordinances addressing road safety through street design or land use, though there are some exceptions, including Highfill, Decatur, and Greenland.

Table 2: Review of local codes & ordinances

City	Population (2021)	Sidewalks / Frontage Improvements	Connectivity / Block Sizes	Mid-Block Access / Crossings	Building Entrances	Parking	Parking Placement	Access Management / Driveways	Complete Streets	Traffic Calming
Fayetteville	95,230	3	3	3	3	3	3	3	2	3
Springdale	89,576	2	1	1	1	1	1	1	1	1
Rogers	71,112	3	1	1	3	1	3	3	2	3
Bentonville	56,734	3	3	2	3	2	3	3	2	3
Bella Vista	30,808	2	2	2	1	1	1	3	1	2
Center-ton	19,984	3	1	1	1	1	1	2	1	1
Siloam Springs	17,575	3	3	1	1	1	1	3	1	1
Lowell	10,177	2	3	2	1	2	1	3	1	1
Farmington	8,242	3	2	1	1	1	1	1	1	1
Prairie Grove	7,434									
Pea Ridge	7,140	2	2	2	1	1	1	3	1	1
Cave Springs	5,916	3	2	2	1	2	1	3	1	1
Tontitown	5,633	3	2	2	2	2	1	3	2	3
Gentry	4,000	2	3	2	1	1	1	1	1	1
Elkins	3,743	3	3	1	1	1	1	1	1	1
Gravette	3,647	3	3	1	2	1	3	1	1	2
Johnson	3,631	3	1	1	1	2	1	3	2	1
Little Flock	3,004	1	2	1	1	1	1	1	1	1
Huntsville	2,981	2	2	3	1	1	1	3	1	1
Elm Springs	2,581	2	2	1	3	1	3	1	1	1
West Fork	2,335	3	2	2	1	1	1	2	1	1
Lincoln	2,306	2	3	1	1	2	2	1	1	2
Goshen	2,188	2	2	2	1	1	1	2	1	1

Key:**1** Codes / ordinances do not include this element**2** Codes / ordinances include this element but it could use improvement**3** Codes / ordinances include this element and it generally meets best practices

Laws and Enforcement

Traffic laws and enforcement has been a central piece of Northwest Arkansas' approach to addressing traffic fatalities and serious injuries.

Speed Limits

Addressing speed is a crucial step to making streets safer. Vehicle speed increases both the likelihood of a crash, as well as the severity of the crash. Higher speeds diminish drivers' ability to recognize and avoid potential conflicts and increase the force of impact, increasing the chances of fatalities and serious injuries, particularly for more vulnerable road users. Many streets throughout NWA have relatively high speed limits that do not match the roadway context.

Context Appropriate Speed Limits: University of Arkansas and Residential Areas

Responding to road safety concerns and [new guidance from the National Association of City Transportation Officials \(NACTO\)](#), the City of Fayetteville lowered the default residential speed limit from 25 to 20 mph in 2021. The following year, the University of Arkansas also lowered posted speed limits on most campus streets, including a default campus area speed limit of 20 mph.

Distracted Driving

Since 2009, when Arkansas first banned texting while driving for all drivers, the state has strengthened laws around distracted driving to include a ban on all use of handheld devices for drivers under 18 and in certain areas. In 2021, the State passed a new distracted driving law that prohibits all drivers from holding or using a handheld device while driving, with a few exceptions, such as using a phone in a hands-free mode or in an emergency.

Driving Under the Influence

Arkansas also has strict laws around driving under the influence. In 2015, the State lowered the blood alcohol level (BAC) limit for drivers to 0.08%, which is consistent with recommendations from the National Highway Traffic Safety Administration (NHTSA). Arkansas also mandates ignition interlock devices (IIDs) for certain driving under the influence (DUI) offenders, as a condition of license reinstatement. Washington and Benton Counties have established diversion court programs that offer an alternative to traditional punitive measures, such as jail time, and allows participants to receive treatment, counseling, and other support services to help them overcome their addiction and avoid future DUI offenses. Benton County also has a Driving While Intoxicated (DWI) unit that is responsible for the pro-active detection, investigation and arrest of alcohol and/or drug-impaired drivers.²

Automated Enforcement

Arkansas prohibits the use of unmanned traffic enforcement systems, which includes both red light cameras and speed cameras. Speed cameras are only allowed in school zones or rail crossings and a police officer must be present and issue citation at time and place of violation.³ Red light cameras are not allowed under any circumstances. These legal requirements severely limit the potential use and efficacy of automated enforcement in Northwest Arkansas.

Programs

Bicycle Education

Over the last decade, bicycle education has become a part of the school curriculum in Fayetteville, Springdale, Rogers, and Bentonville. These programs, provided by [NWA Trailblazers](#), help to train the next generation of responsible road users by teaching kids the rules of the road and make bicycling accessible to kids who may not otherwise have the opportunity to ride.

Pilot and Demonstration Projects

Resolution 2016-2 authorized NWARPC to coordinate, manage, and assist with the implementation of bicycle pilot/demonstration projects in various locations to test protected bike lane concepts. NWA Trailblazers has

² Benton County Sherriff's Office. [DWI Unit](#).

³ Governors Highway Safety Association. [Speed and Red Light Cameras: Arkansas](#).

partnered with NWARPC and the Walton Foundation on a series of pilot projects in Bella Vista, Bentonville, Rogers, Springdale, Fayetteville, and Siloam Springs. These projects tested the feasibility of design treatments focused on creating safer streets for all users.

Slow Streets

Local cities have partnered with Trailblazers on the temporary installation of [Slow Streets](#). Through temporary installations of traffic calming materials, Slow Streets create safe, family-friendly routes for people to bike and walk, sometimes for a single day or weekend and sometimes seasonally.



A temporary Slow Street installation in Bentonville

Pilot Project Highlight: Siloam Springs Neighborhood Greenway Pilot Project

Trailblazers worked with the City of Siloam Springs to design and install a [Neighborhood Greenway pilot project](#) from downtown Siloam Springs to the Dogwood Springs Walking trail. A neighborhood greenway is a traffic calmed, slow-speed street that creates a shared space for drivers, bicyclists, and pedestrians. The project rollout included an evaluation of vehicle speeds and volumes, bicycle volumes, and crash data, as well as a post-installation survey to collect public feedback.



Roadway Safety Analysis

Crashes occur because of a variety and often a combination of contributing factors. These factors may include excessive speed, roadway conditions, equipment failure, inexperience, environmental conditions (e.g., weather, lighting, glare), and human behaviors, including distraction, impairment, and not complying with traffic laws. With 1,369 KSI crashes over

a five-year period, the HIN represents the most critical corridors that should be addressed in the region. Crash analysis resulted in numerous findings related to street characteristics and contexts in Northwest Arkansas. The following highlights a few of those findings along with the full HIN map for all modes.

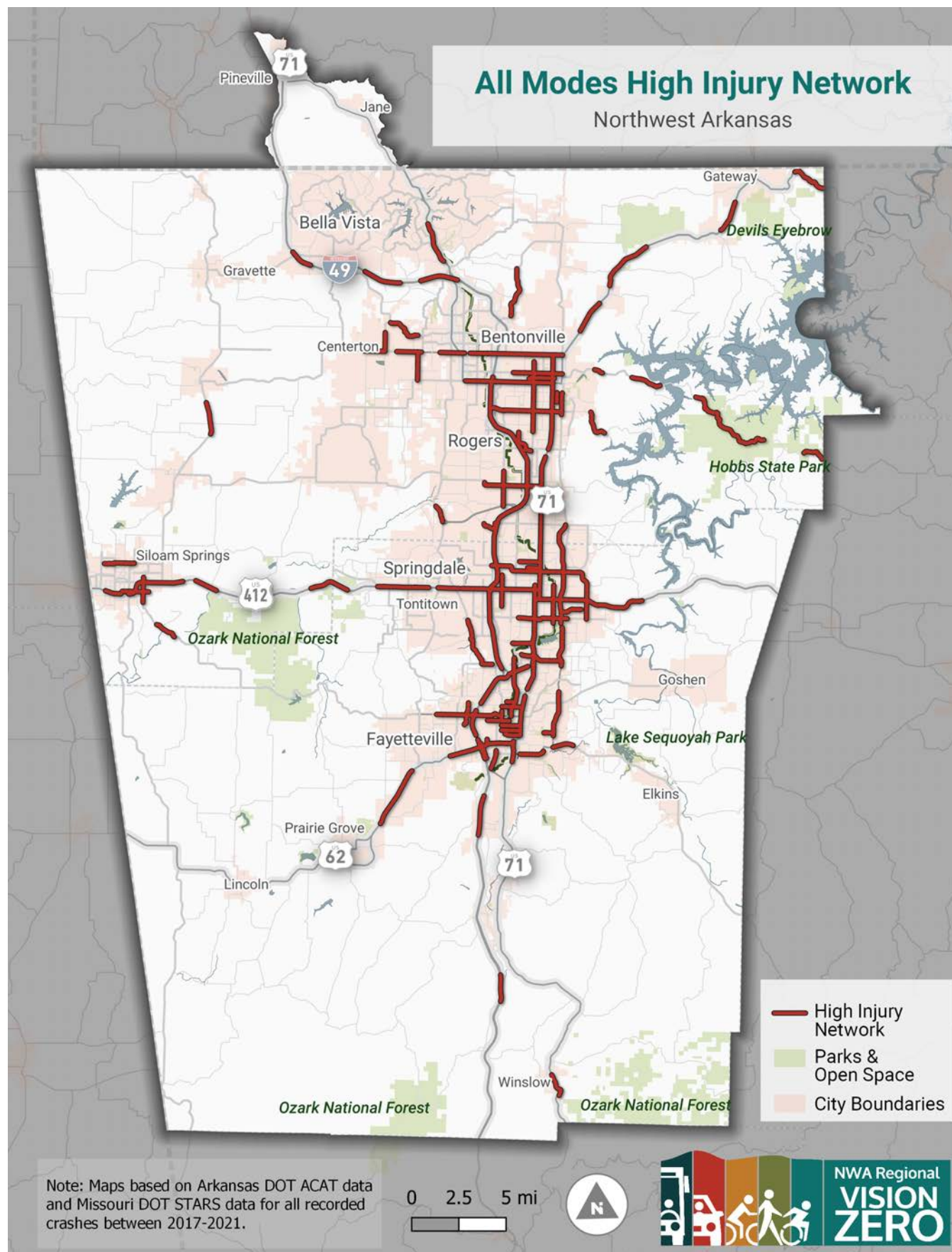


43%

speeding crashes resulted in a fatality or serious injury for vulnerable users



High Injury Network



Equity

Increasing safety across the region cannot succeed without a focus on equity and identifying communities that have disproportionate traffic safety impacts. The transportation system in Northwest Arkansas must work for everyone across the region; therefore, equity is integrated throughout the NWA Vision Zero Plan. Together with the Safe System Approach, recommended actions can address safety for people that have experienced a historical disadvantage, persistent poverty, and/or social vulnerability.

To create a broad characterization of communities that have sociodemographic vulnerabilities and to define the populations this Plan used criteria for Areas of Persistent Poverty, Historically Disadvantaged Communities as identified by the USDOT RAISE Mapping Tool, and the Social Vulnerability Index (SVI) as defined by the Centers for Disease Control and Prevention (CDC) and Agency for Toxic Substances and Disease Registry (ATSDR).

Historically Disadvantaged Communities⁴ refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life.

- Transportation access disadvantage identifies communities and places that spend more, and take longer, to get where they need to go.
- Health disadvantage identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures.
- Environmental disadvantage identifies communities with disproportionately high levels of certain air pollutants and high potential presence of lead-based paint in housing units.
- Economic disadvantage identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality.
- Resilience disadvantage identifies communities vulnerable to hazards caused by climate change.
- Equity disadvantage identifies communities with a high percentile of persons (age 5+) who speak English “less than well.”

Equity Defined

Equity is a pluralistic concept that centers on the concept of fairness and justice. Any equitable effort should consider and address historical marginalization, disenfranchisement, and disinvestment. The equity analysis for the NWA Vision Zero Plan examined the disproportionate impacts and disparate outcomes for those who have been harmed.

Area of Persistent Poverty⁵ is defined by the USDOT as any County or Census Tract that has consistently had greater than or equal to 20 percent of the population living in poverty over a defined period.

Social Vulnerability⁶ refers to the potential negative effects on communities caused by external stresses on human health. Factors include:

- Socioeconomic status (below 150% poverty, unemployed, housing cost burden, no high school diploma, no health insurance)
- Household characteristics (aged 65 or older, aged 17 or younger, civilian with a disability, single-parent households, English language proficiency)
- Racial and ethnic minority status (Hispanic or Latino (of any race); Black and African American, Not Hispanic or Latino; American Indian and Alaska Native, Not Hispanic or Latino; Asian, Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander, Not Hispanic or Latino; Two or More Races, Not Hispanic or Latino; Other Races, Not Hispanic or Latino)
- Housing type & transportation (multi-unit structures, mobile homes, crowding, no vehicle, group quarters)

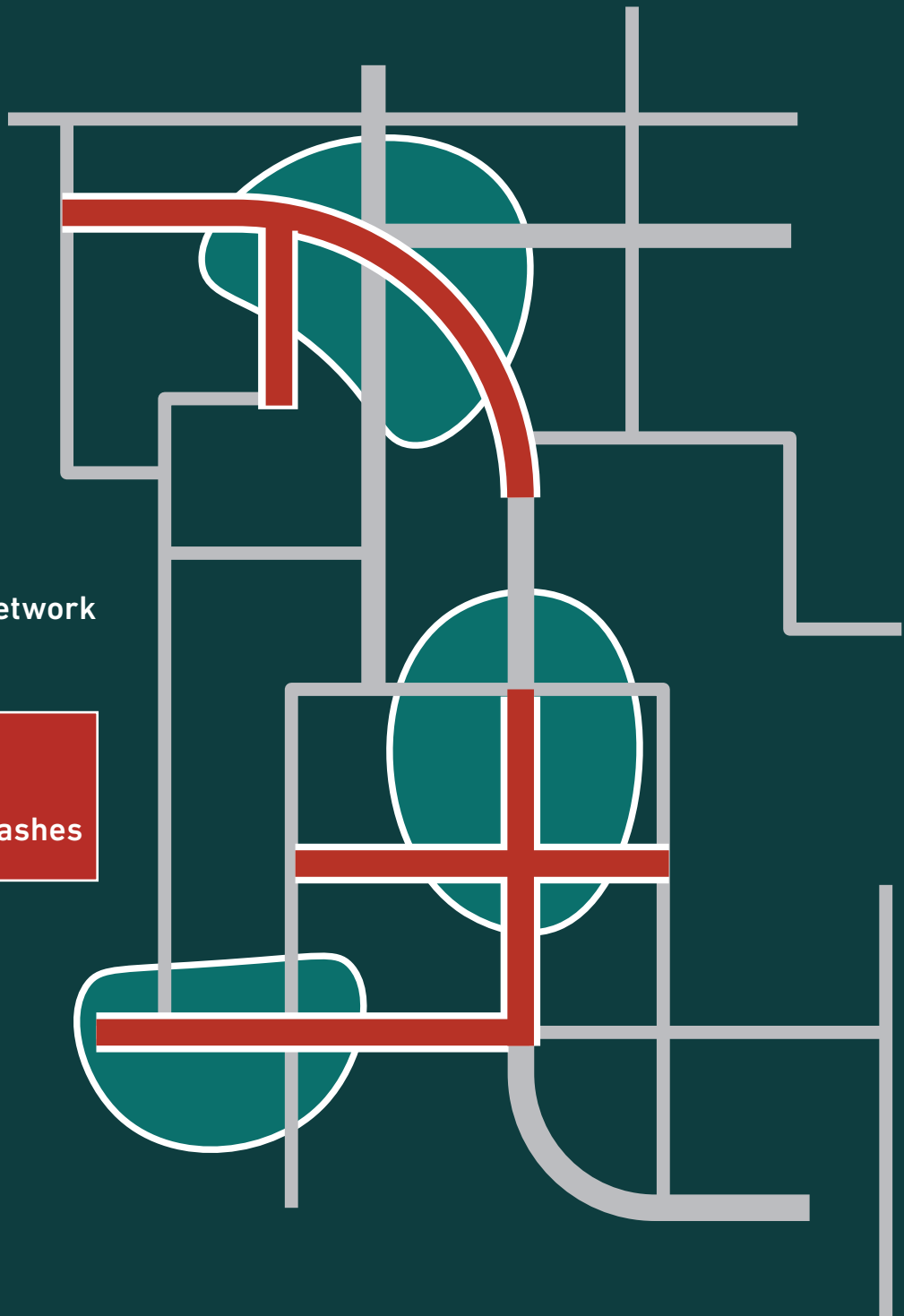
The Vision Zero Plan identified and prioritized investments in communities that have experienced varying degrees of disadvantage. Additionally, recommended actions have been intentionally developed to ensure policing and other enforcement efforts do not create or perpetuate disparities and unintended consequences in communities of color or areas of persistent poverty.



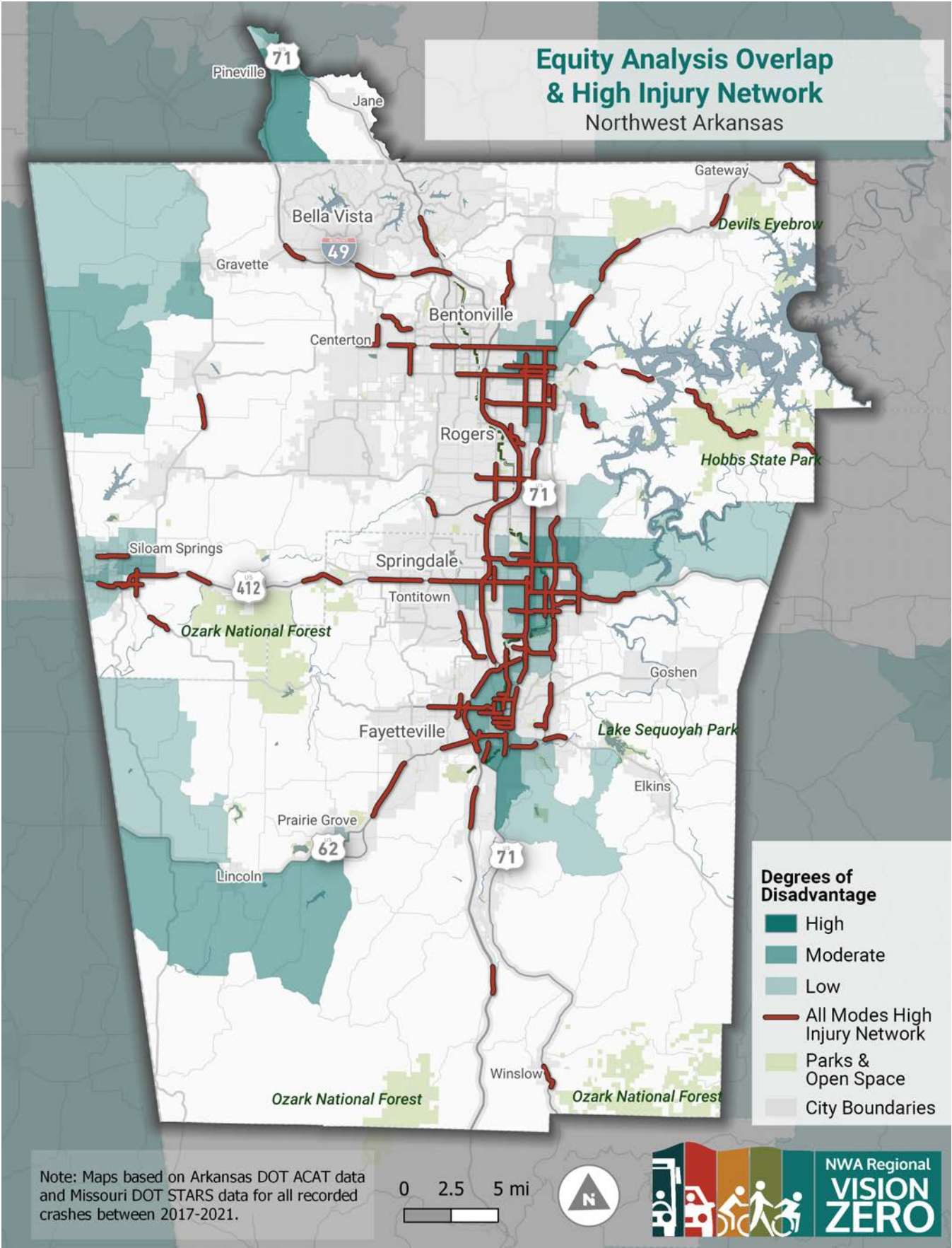
Vulnerable roadway users that live in disadvantaged areas are overrepresented in fatal and serious injury crashes.

6%
of roadway network

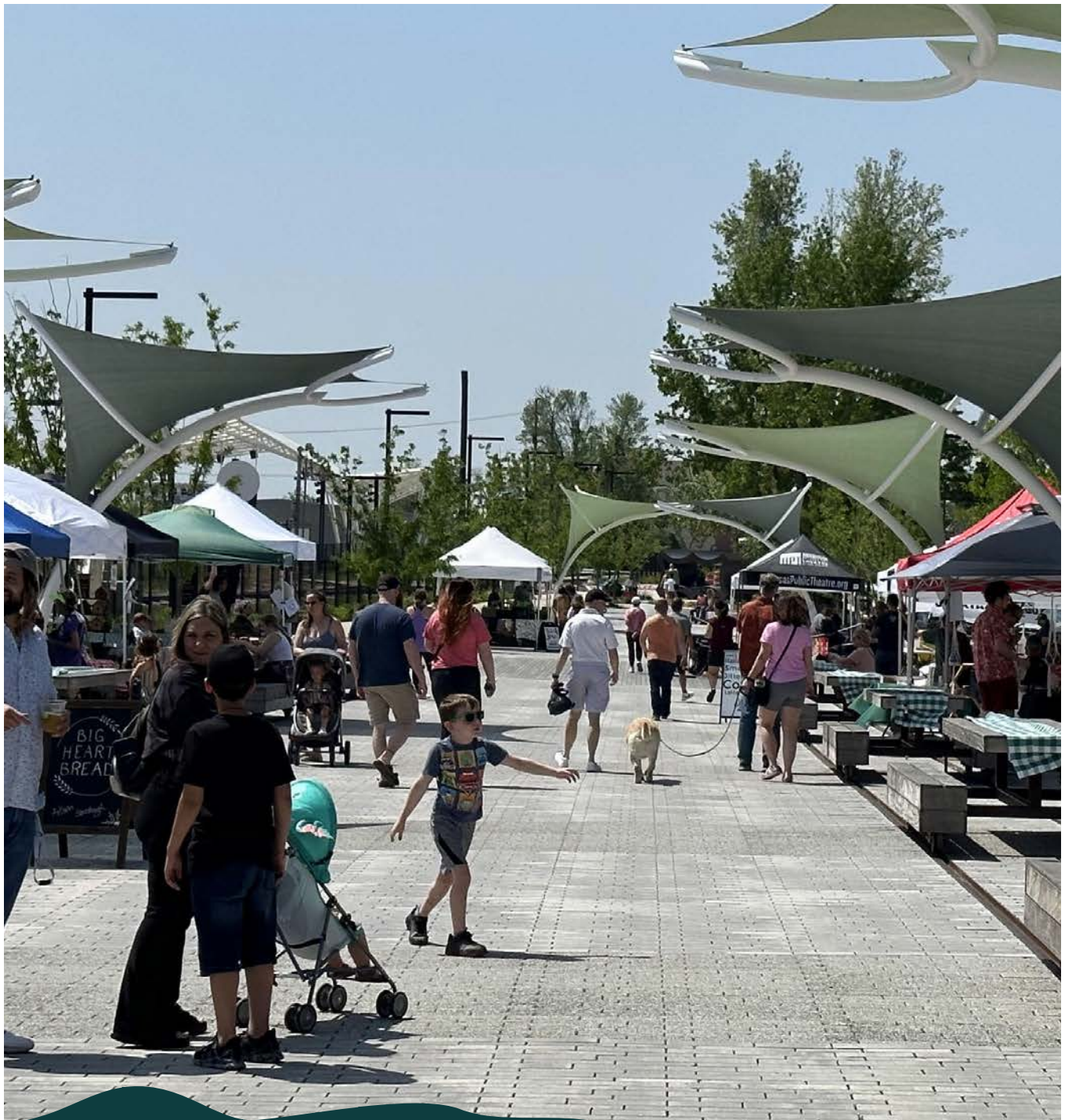
16%
of total KSI crashes



Equity Analysis Overlap and HIN



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3

Community Outreach

3. Community Outreach

The Northwest Arkansas Vision Zero Plan employed a wide range of digital and in-person engagement tools to inform the community and solicit feedback on roadway safety. Communicating the importance of roadway safety during the development of this Plan is an important step in long-lasting efforts to engage and empower people in the region to make changes that save lives. Five key elements were foundational for engagement:

1. **Listen First:** Events and outreach were structured so people could have multiple opportunities and options to share their experiences, interests, and concerns related to safety.
2. **Provide an Open and Transparent Process:** Engagement was accessible to as many members of the community as possible.
3. **Educate on Positive Traffic Safety Culture:** Each engagement event incorporated education components about the personal and community benefits of safety.
4. **Give Proper Notice:** Engagement would provide the community members time to attend one of several events as well as online opportunities for feedback.
5. **Prioritize Equity:** Engagement activities will ensure that input from minority populations and low-income populations are heard and reached out too and provided materials in Spanish.



Source <https://nwa.pressreader.com/article/281878712709691>

Promotion for the Vision Zero Plan relied on digital/ social media, word of mouth, and traditional print media. The Northwest Arkansas Democrat-Gazette for the May 8, 2023 Issue highlighted the Safety Demonstration Site Walk in Fayetteville that took a group of municipal staff, local advocates, and elected officials from across the region on a tour near the intersection of M.L.K. Jr. Boulevard and S. School Avenue (US Business 71) to discuss and see different implemented solutions for safety along with street characteristics that should still be addressed.

Listening Sessions

Scheduled listening sessions with municipal staff provided understanding and background for the state of safety within the region along with past efforts that have increased safety. Each listening session included conversation related to:

- Traffic safety culture,
- Process for project implementation,

- Effective tools already being used,
- Challenges to increasing safety,
- Specific locations where changes should be made, and
- Concerns about staff capacity and/or resources available.

Listening sessions revealed that while ongoing efforts are being made at the local level, there is still a lot of work left to do. Major arterials moving through communities present some of the biggest threats. Simultaneously, there is a need for policies and programs to target speed, distracted driving, and prioritize people walking and bicycling to achieve a safer system as a whole.

Public Interaction

In-person activities are showcased in Table 3. They included a mix of pop ups at various events and safety demonstration site walks around the region.

Table 3: In-Person Engagement Events

Event Name	Date	Community
Bentonville Moves	4/27/2023	Bentonville
Springdale EV Meeting NWARPC	4/28/2023	Springdale
Beaver Watershed LID Smart Growth	4/27/2023	Springdale
Bentonville Safety Project Demo	5/2/2023	Bentonville
Fayetteville Safety Demonstration Project	5/3/2023	Fayetteville
Safe Streets for All Working Group 3 Meeting	5/4/2023	Springdale
Bentonville First Friday	5/5/2023	Bentonville
Lower Ramble	5/5/2023	Fayetteville
First Friday	5/5/2023	Huntsville
Rogers Concert Series	5/5/2023	Rogers
Square 2 Square Ride Bentonville End	5/6/2023	Bentonville
Bentonville Farmers Market	5/6/2023	Bentonville
Coler Noon to Moon	5/6/2023	Bentonville
Rogers Concert Series	5/6/2023	Rogers
Rogers Farmers Market	5/6/2023	Rogers
Square 2 Square (halfway halt)	5/6/2023	Springdale
Farmers Market Springdale	5/6/2023	Springdale

Safety Demonstration Site Walks

Two Safety Project Demonstration Site Walks were held, one in Bentonville and one in Fayetteville, that gave residents, municipal staff, and advocates from around the region the opportunity to walk and talk about infrastructure problems and solutions that local municipalities have. Approximately 40 people attended the two Safety Demonstrations. Bentonville's Safety Demonstration focused on touring the quick build parking protected two-way separated bike lane on SW 8th Street, while the Fayetteville Safety Demonstration focused on examining different pedestrian and bicycle constraints: large state-owned arterials and intersections and a few successful pedestrian crossings for the Razorback Greenway. The demonstrations also allowed advocates and residents to discuss problems they experience and witness along the route.



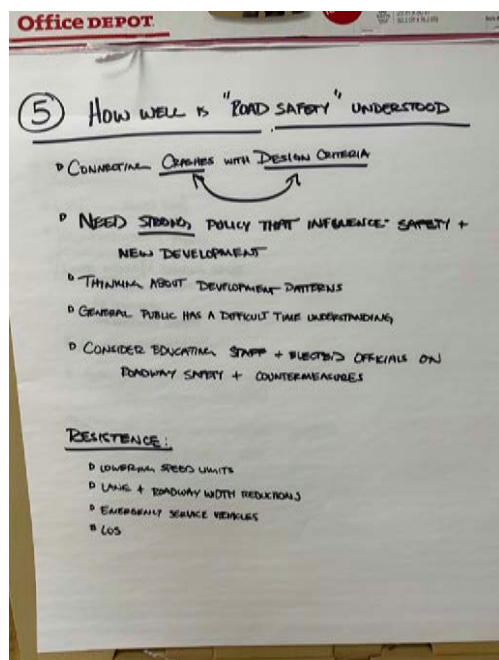
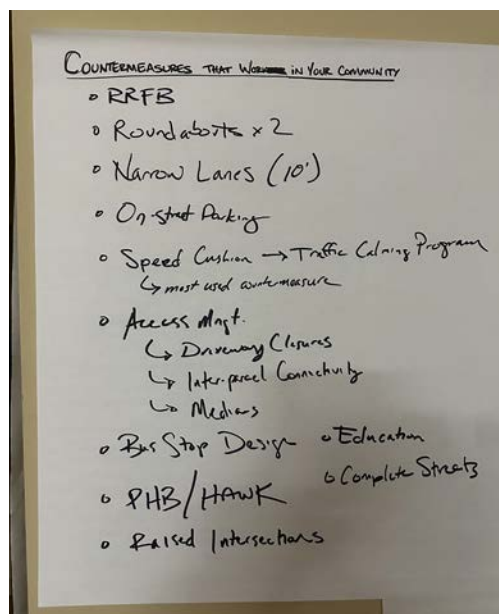
Pop-Up Booths

A go-to approach to engagement led to multiple events with pop-up booths for the NWA Vision Zero Plan throughout the region. The pop-ups included posters showcasing the number of fatalities and serious injury crashes in the region and business cards with QR codes for the public survey. Pop-up booth locations included the Square 2 Square Halfway Halt, Bentonville First Friday, Huntsville First Friday, Rogers Concert Series, Rogers Farmers Market, and the Farmers Market in Springdale. Square 2 Square is a biannual bike ride along the Razorback Regional Greenway for 30 miles between Fayetteville and Bentonville with nearly 2,000 riders, both local and regional, attending. Two events, the Rogers Concert Series and the Springdale Cinco de Mayo Farmers Market, had large Latino and Hispanic attendance which gave the opportunity to engage Spanish speaking residents.



Regional Safety Working Group

The regional safety working group met four times over the course of the NWA Vision Zero Plan development. It consisted of municipal staff, elected officials, regional advocates, and more. A key role of the working group was to discuss safety in the region, to guide recommended actions for policies, programs, and projects. Using the Safe System Approach foundation, the regional working group helped shape the NWA Vision Zero Plan and customize the recommendations that will reduce serious injury and fatal crashes in the region.



Safety Webinar Series

Educating decision-makers and the general public about safety in the region and specifically the Safe System Approach was an important role of engagement for the NWA Vision Zero Plan. Safety Webinars were developed to serve as a lasting resource to explain how addressing safety should emphasize the characteristics of the roadways that are leading to the lives being lost and that a system approach should be both reactive—implementing solutions along the High Injury Network—and proactive—deploying safety countermeasures to reduce risk. The Safety Webinar Series was recorded and was posted to the project website to allow for on-demand listening.



Safety Vocabulary

- **Crashes** not accidents
- **KSI** – Killed or Serious Injury Crashes
- **Proven Safety Countermeasure** – an action designed to reduce the frequency and/or the severity of crashes
- **Systemic Safety** – applying changes to a system based on risk and not just crash history

TOOLE
DESIGN

Road Diet/Roadway Reconfiguration

	PROACTIVE	REACTIVE		
	Safety Focus Area Pedestrian/Bicycle Speed Management	Crash Type Circumstantial Mid-block Multiple Threat/Trapped Bicycle Right Hook Vehicle Overtaking Bicycle	Expected Crash Reduction 19-47% of all crashes	Relative Cost \$

TOOLE
DESIGN

*Speed Management benefits by eliminating speed differentials
** With the addition of separated bike lanes

Public Feedback

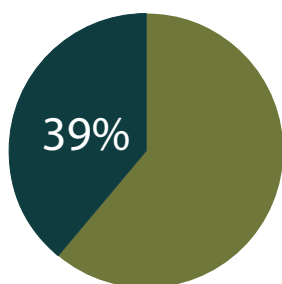
Digital tools included an online survey and map. Participants that provided feedback on the interactive map were asked to identify:

- Locations where they feel unsafe
- Locations where they feel safe
- Places where a roadway improvement could be made

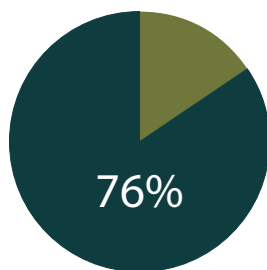
Most people who commented live in the eastern part of the region, yet most of the points are shown in the larger, more dense areas of Fayetteville and Bentonville. Overall, 316 people responded to the survey placing over 600 points on the interactive map.

When asked what the major issues are affecting your safety on the roadways in Northwest Arkansas, community members responded that distracted driving, lack of sidewalks and/or continuous sidewalks, and people driving too fast were the top three major issues.

When asked how you typically get around Northwest Arkansas, most respondents drove, walked, or rode their bike. When asked how often they bike or walk, 39% walked or biked daily and 76% walked or biked at least once a week.



Walk or bike daily

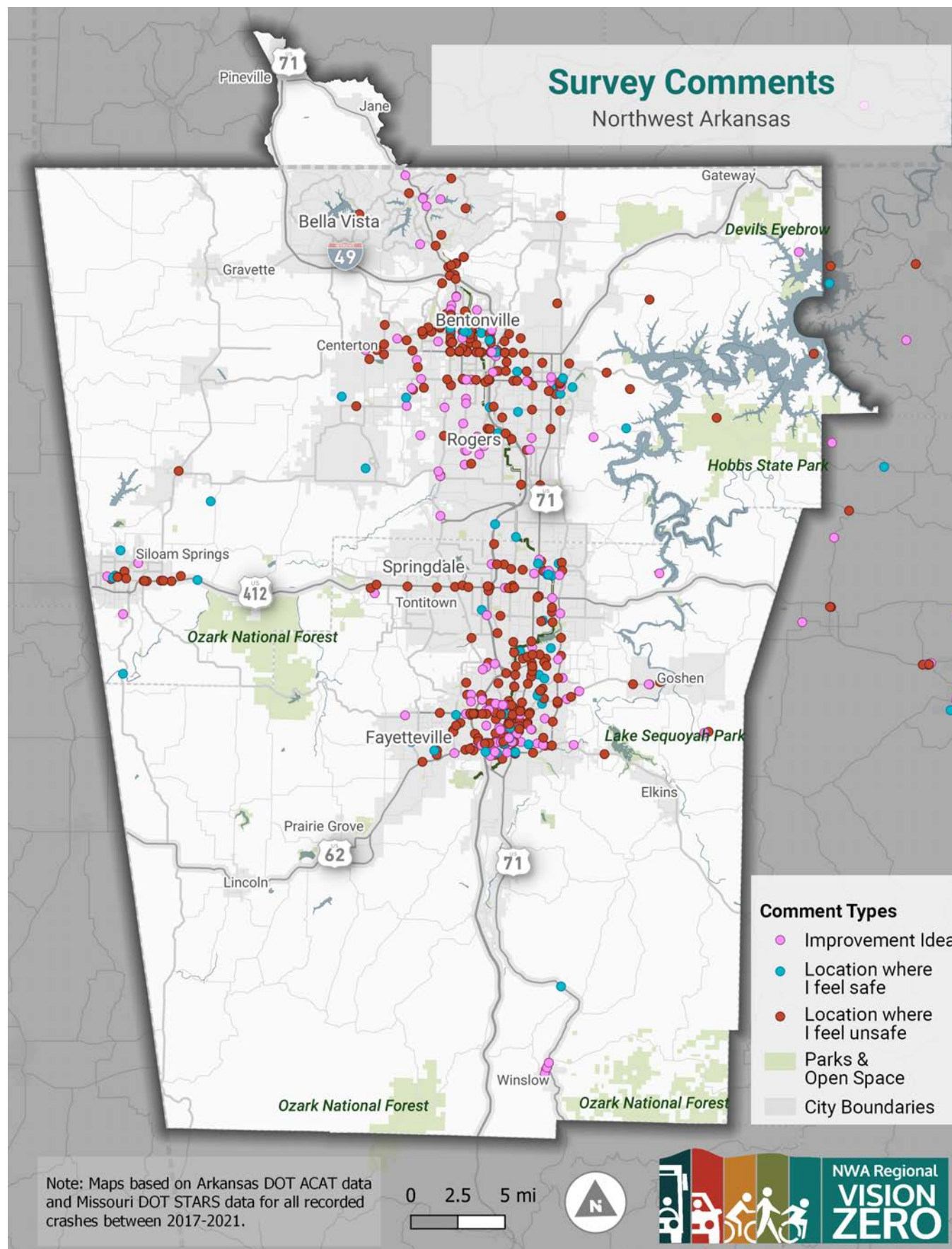


Walk or bike at least once a week

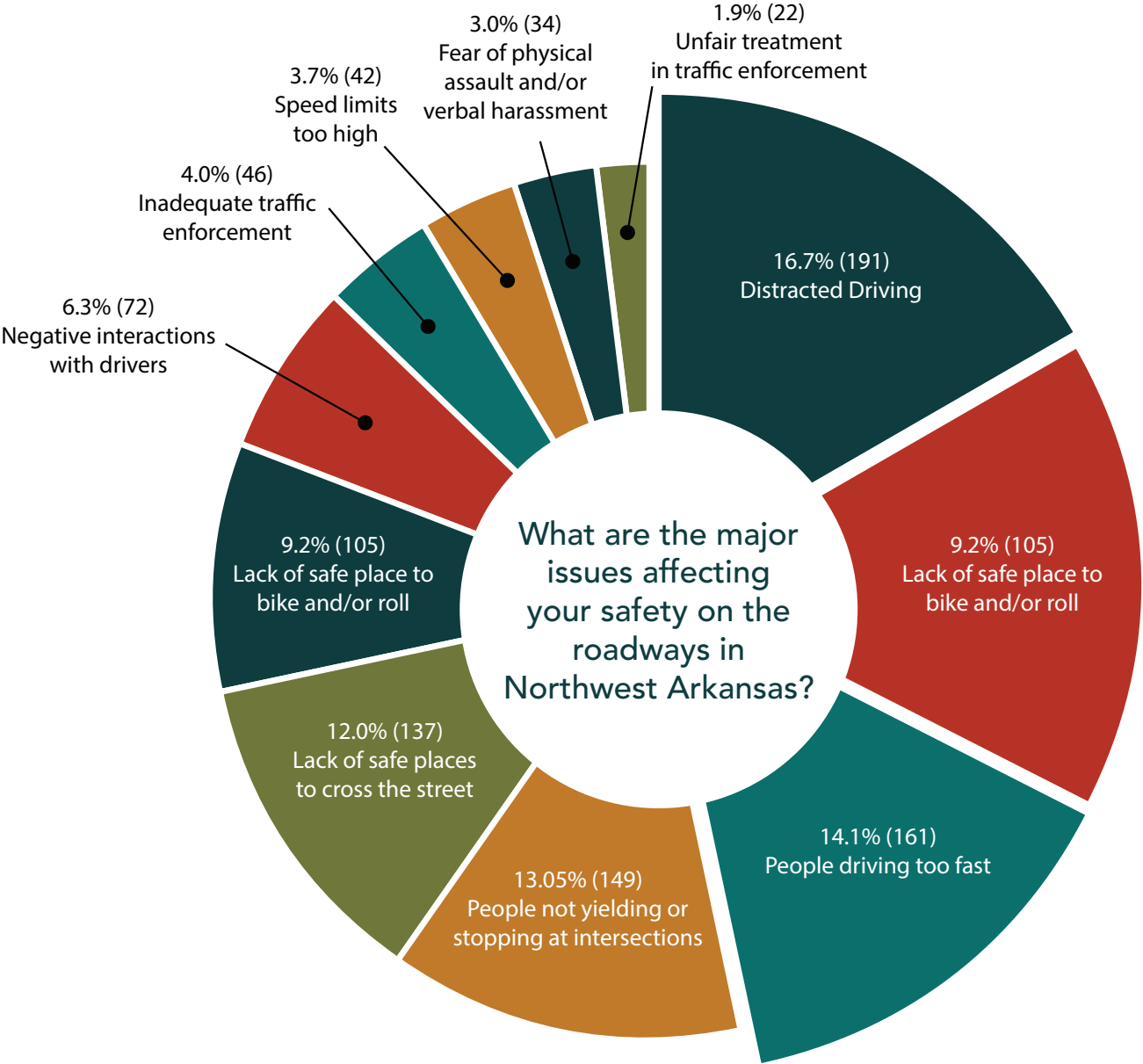
How do you typically get around NWA?



Interactive Map Comments

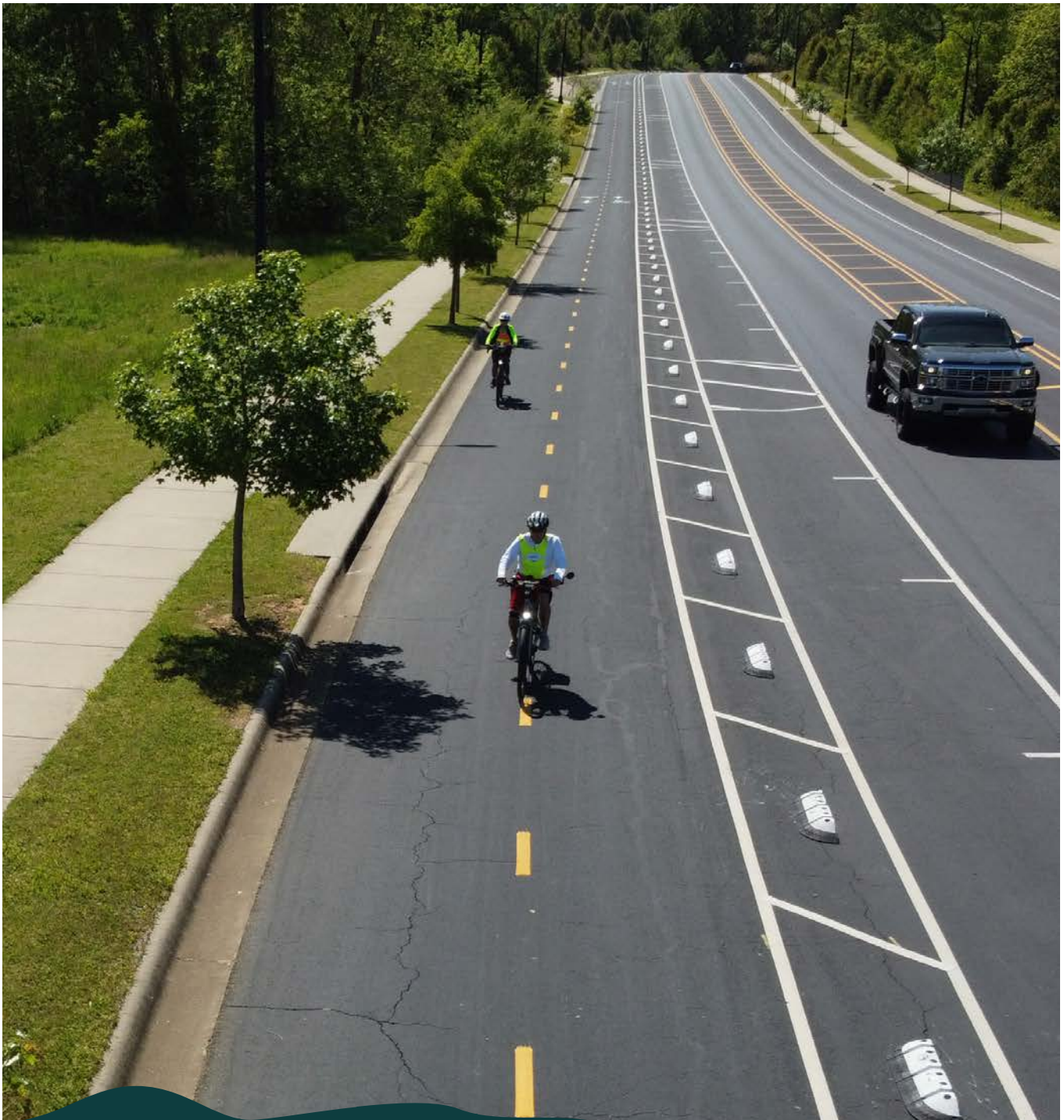


Public Survey Results





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4

Goals and Actions

4. Goals and Actions

Goals

The mission of Vision Zero—to Save Lives—requires changing how we design and operate our transportation system. The Safe System Approach is the foundation for this change that prioritizes human life above everything else. Through this Plan's analysis, a High Injury Network has been established based on severity of crashes, roadway characteristics, individual behaviors, and unsafe speeds which highlights corridors where fatal and serious crashes are overrepresented on the regional roadway network.

This plan establishes four goals for addressing roadway safety and implementing Vision Zero in Northwest Arkansas:



1. Promote a culture that prioritizes people's safety



2. Reduce conflicts between roadway users



3. Establish policies, practices, and programs that focus on safety at all levels



4. Slow vehicle speeds



Actions

Achieving goals is not always quick or easy. Effective implementation comes from coordinating various agencies and people to take action focused on safety. The staffs of agencies and their partners must have clear tasks. Institutions must have proper incentives and authority to implement their mission.

Each goal is supported by actions that are assigned lead agencies and timeframes. By breaking overarching goals into specific actions this Plan builds a comprehensive set of efforts that together will implement Vision Zero and save lives.



What you'll see here...

- A.** Action items, Each action item is a discrete, specific effort that can be advanced by a Vision Zero partner.
- B.** Timeframe, Action items are assigned general timeframes to help action leaders prioritize their efforts. Although the timeframes note a number of years, these timeframes align with the level of effort for completing these actions. Timeframes include:
 - a. Immediate: 0-2 years;
 - b. Short: 2-5 years; or
 - c. Medium-Long: 5-10 years.

- C.** Safe System Elements, Individual actions support one or more elements of the Safe System Approach. Those elements include:
 - a. Safer Road Users
 - b. Safer Roads
 - c. Safer Speeds
 - d. Safer Vehicles
 - e. Post-Crash Care.
- D.** Action Leader and Supporting Partners, Each action item is led by an action leader and supported by various agency partners.

	A Action	B Timeframe	C Safe System Elements	D Action Leader	Supporting Partners
A.1	Prioritize Vision Zero Investments in Areas with High Social Vulnerability	Medium	Safer Roads	NWARPC	
A.2	Increase Frequency, Speed, and Service Area for Public Transportation	Medium	Safer People	Transit Agency	Member Agency
A.3	Work with Media Partners to Report Traffic Crashes More Accurately, to Avoid Victim Blaming, and Report Crashes in the Context of Vision Zero	Medium	Safer People	NWARPC	Member Agency
A.4	Partner with Youth Organizations to Create Peer-To-Peer Anti-Distracted Messaging Campaigns	Short	Safer People	Member Agency	



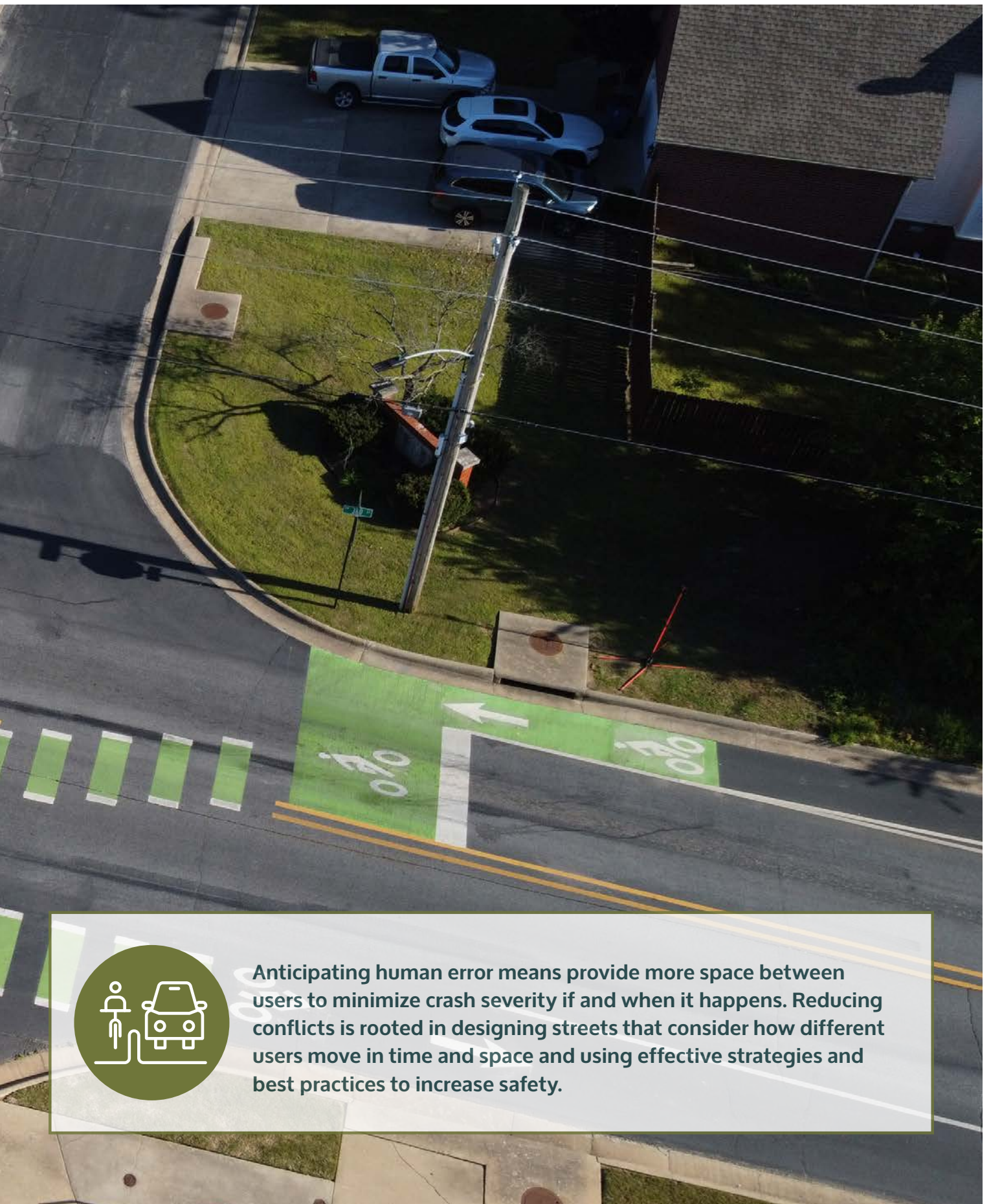


Ongoing communication along with projects that put safety first is critical to culture change. Culture is more than messaging; it is a set of behaviors and a way of life that values the safety of fellow roadway users by every person during every trip.

	Action	Timeframe	Safe System Elements	Action Leader	Supporting Partners
A.1	Prioritize Vision Zero investments in areas with high social vulnerability	Medium-Long	Safer Roads	NWARPC	
A.2	Increase Frequency, Speed, and Service Area for Public Transportation	Medium-Long	Safer Users	Transit Agency	Member Agency
A.3	Work with Media Partners to Report Traffic Crashes More Accurately, to Avoid Victim Blaming, and Report Crashes in the Context of Vision Zero	Medium-Long	Safer Users	NWARPC	Member Agency
A.4	Partner with Youth Organizations to Create Peer-To-Peer Anti-Distracted Messaging Campaigns	Short	Safer Users	Member Agency	
A.5	Enhance Training for Law Enforcement Personnel Responsible for Crash Reporting to Address the Unique Attributes Required to Accurately Report Crash Circumstances Involving People Walking and Bicycling	Medium-Long	Safer Users	Member Agency	
A.6	Support DUI/DWI Court Programs that Focus on Education and Treatment over Punishment	Medium-Long	Safer Users	Member Agency	
A.7	Promote TDM, and Street Design Policies that Reduce Vehicle Miles Travelled and Automobile Dependence	Short	Safe Roads; Safer Users	NWARPC	Member Agency
A.8	Promote Street Networks and Land Use Patterns that Reduce Trip Distances and Automobile Dependence	Short	Safe Roads; Safer Users	NWARPC	Member Agency
A.9	Develop a Region-Wide Safety Campaign to Share Information with the Community about Traffic Safety for All Modes	Short	Safer Users	NWARPC	Member Agency
A.10	Encourage large employers of truckers to put speed governors on trucks	Medium-Long	Safer Vehicles; Safer Users	NWARPC	
A.11	Install pedestrian-scale lighting where trails are present	Medium-Long	Safer Roads	Member Agency	

	Action	Timeframe	Safe System Elements	Action Leader	Supporting Partners
A.12	Install lighting on all arterial roadways	Medium-Long	Safer Roads	ARDOT, Member Agency	NWARPC
A.13	Conduct roadway safety audits after every fatality	Short	Safer Users, Safer Roads	NWARPC	
A.14	Implement a micro sidewalk gap program	Immediate	Safer Users	NWARPC	
A.15	Conduct ongoing safety campaigns and events with the community - community safety advisory team (religious leaders, community centers, rec centers)	Medium-Long	Safer Users	NWARPC	Member Agency
A.16	Analyze growth areas adjacent to HIN	Medium-Long	Safer Roads	NWARPC	
A.17	Conduct economic and equity analysis	Medium-Long	Safer Users	NWARPC	
A.18	Conduct analysis of inequities within native populations	Short	Safer Users	NWARPC	





Anticipating human error means provide more space between users to minimize crash severity if and when it happens. Reducing conflicts is rooted in designing streets that consider how different users move in time and space and using effective strategies and best practices to increase safety.

	Action	Timeframe	Safe System Elements	Action Leader	Supporting Partners
B.1	Reduce Distances Between Crossings along State Highways	Medium-Long	Safer Roads	ARDOT	NWARPC, Member Agency
B.2	Implement Road Diets along the High Injury Network	Medium-Long	Safer Roads	NWARPC	
B.3	Close Gaps in Bicycle and Pedestrian Networks	Medium-Long	Safer Roads	NWARPC	
B.4	Close all slip lanes	Medium-Long	Safer Roads	Member Agency	
B.5	Implement leading pedestrian intervals at all signalized intersections	Short	Safer Roads	ARDOT, Member Agency	
B.6	Implement pedestrian recall on all permissive and through phases	Medium-Long	Safer Roads	ARDOT, Member Agency	
B.7	No right-turns on red on the HIN or high pedestrian routes	Short	Safer Roads	ARDOT, Member Agency	
B.8	Access management to combine driveways to adjacent properties OR building medians to restrict left turns near driveways and intersections	Medium-Long	Safer Roads	ARDOT, Member Agency	
B.9	Install or retrofit countdown ped heads	Medium-Long	Safer Roads	ARDOT, Member Agency	
B.10	Implement pedestrian friendly cycle lengths, maximum 3' per second of walking speed	Short	Safer Roads	ARDOT, Member Agency	
B.11	Eliminate of dual center turn lanes on arterials	Medium-Long	Safer Roads	ARDOT, Member Agency	
B.12	Protected left turn signal phasing, eliminate both yield and flashing yellow	Medium-Long	Safer Roads	ARDOT, Member Agency	
B.13	Standardize crosswalk design standards including ladder spacing and widths	Short	Safer Roads	NWARPC, ARDOT	Member Agency

	Action	Timeframe	Safe System Elements	Action Leader	Supporting Partners
B.14	Review crosswalk spacings and distance of crossings (include pedestrian refuge islands)	Short	Safer Roads	ARDOT, Member Agency	
B.15	Shared path or separated/raised/protected facilities for bicycle routes on roadways with speeds above 35 mph	Medium-Long	Safer Roads	ARDOT, Member Agency	
B.16	Edge and center line treatment with bicycle-friendly rumble strips	Medium-Long	Safer Roads	ARDOT, Member Agency	
B.17	Implement a sidewalk gap program to fill short segments outside of development process	Short	Safer Roads	ARDOT, Member Agency	
B.18	Identifying walking zones for schools, recreation centers, and other community identified priorities for connectivity	Medium-Long	Safer Roads	ARDOT, Member Agency	School Board
B.19	Overpass or tunnel for trail crossing with 55 mph+ vehicle speeds	Medium-Long	Safer Roads	ARDOT, Member Agency	
B.20	Daylighting intersections and urban town centers	Medium-Long	Safer Roads	ARDOT, Member Agency	
B.21	Convert front-in angle parking to back-in angle or parallel parking in downtown areas	Medium-Long	Safer Roads	ARDOT, Member Agency	
B.22	Provide buffers to sidewalks	Medium-Long	Safer Roads	ARDOT, Member Agency	
B.23	Assess bicycle and pedestrian projects to increase separation	Short	Safer Roads	NWARPC	Member Agency

The background image shows a road intersection with white and yellow lane markings. A semi-transparent orange rectangular box is centered over the image, containing a large white number '3' and a block of white text. In the background, there are trees, a white fence, and a street lamp.

3

**Establish policies,
practices, and
programs that focus on
safety at all levels**



Accomplishing zero fatal and serious injury crashes requires changes at every level. Policy sets the stages for daily decisions to change and can influence practices, programs, and mindsets that are essential for the Safe System Approach to be effective.

	Action	Timeframe	Safe System Elements	Action Leader	Supporting Partners
C.1	Adopt Complete Streets Policies	Immediate	Safer speeds; Safer Users; Safer Roads	NWARPC, Member Agency, ARDOT	
C.2	Address Safety within Routine Facility Maintenance	Medium-Long	Safer speeds; Safer Roads	ARDOT, Member Agency	
C.3	Identify and Implement Road Safety Improvements Through Routine Resurfacing	Medium-Long	Safer speeds; Safer Roads	ARDOT, Member Agency	
C.4	Develop a Multimodal Safety Toolbox that identifies strategies available to address safety concerns for all modes	Short	Safer speeds; Safer Roads	NWARPC	
C.5	Establish a Multi-Disciplinary Crash Response Team to evaluate and address fatal and serious injury crashes and crash locations	Short	Safer speeds; Safer Roads	NWARPC	ARDOT, Member Agency
C.6	Adopt Specifications for Incorporating Safety Features in New Fleet Vehicle Purchases and Retrofit Existing Vehicles	Short	Safer Roads	NWARPC	Member Agency
C.7	Advocate for Changes to State Law to Expand the Use of Automated Traffic Enforcement (ATE)	Short	Safer speeds; Safer Users; Safer Roads	NWARPC	
C.8	Establish zero tolerance policies and incentive programs to reduce and eliminate speeding	Immediate	Safer speeds; Safer Users; Safer Roads	Member Agency, Police Department	
C.9	Conduct roadway safety audits after every fatality	Immediate	Safer Roads	NWARPC, ARDOT	Member Agency
C.10	Consider alternatives primary access to schools on arterials or HIN for future school sites	Medium-Long	Safer Roads	School Board	Member Agency
C.11	Conduct crash analysis by type of vehicle due to semis and large trucks with trailers on roads	Short	Safer Roads	NWARPC	ARDOT, Member Agency

	Action	Timeframe	Safe System Elements	Action Leader	Supporting Partners
C.12	Conduct analysis of crashes on curves and hills in region	Short	Safer Roads	NWARPC	ARDOT, Member Agency
C.13	Conduct analysis of crashes related to dual center turn lane and commercial access management on arterials	Short	Safer Roads	NWARPC	ARDOT, Member Agency
C.14	Compare crashes within new greenfield development, housing, and commercial	Short	Safer Roads	NWARPC	Member Agency
C.15	Analyze before and after crash trends along recent roadway projects	Medium-Long	Safer Roads	NWARPC, ARDOT	



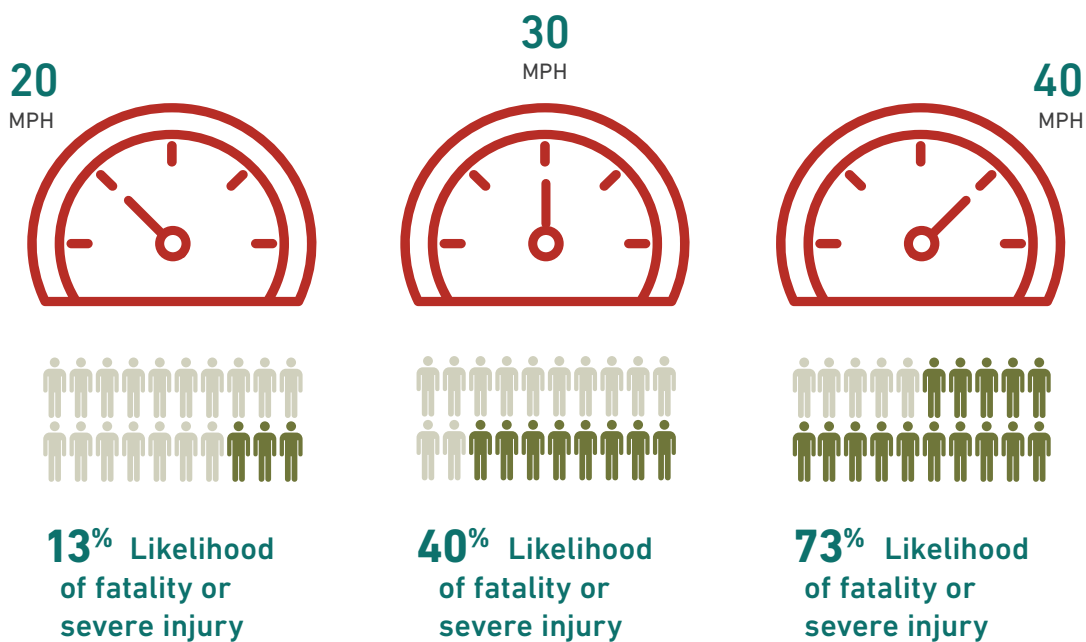
4

Slow Vehicle
Speeds



Speed is at the heart of fatal and serious injury crashes. Getting people to drive slower will take more than just a lower speed limit. Reducing vehicle speeds will require several tools and strategies to work together for the safety of all roadway users.

	Action	Timeframe	Safe System Elements	Action Leader	Supporting Partners
D.1	Review Speed Limits on the High Injury Network	Medium-Long	Safer speeds; Safer Users; Safer Roads	NWARPC	Member Agency, ARDOT
D.2	Reduce speed limits on local streets to 20 mph	Short	Safer speeds; Safer Users; Safer Roads	Member Agency	
D.3	Conduct a special speed study in local jurisdictions for blanket speed limit reduction	Short	Safer speeds; Safer Users; Safer Roads	NWARPC, Member Agency	
D.4	Engage state legislature to change laws related to speed limit setting	Short	Safer speeds; Safer Users; Safer Roads	NWARPC, Member Agency	
D.5	Adjust signal timing and signage for speed limit on arterials	Short	Safer speeds; Safer Users; Safer Roads	Member Agency, ARDOT	
D.6	Tighten turning radii, include truck aprons on freight routes	Medium-Long	Safer speeds; Safer Users; Safer Roads	Member Agency, ARDOT	
D.7	Post nighttime speed limits	Immediate	Safer speeds; Safer Users; Safer Roads	Member Agency, ARDOT	



Data Citation: Tefft, B.C. (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death* (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.



Acknowledgements

The creation of the NWA Vision Zero Plan would not have been possible without the dedication of numerous NWARPC staff, municipal staff from member agencies, elected officials, and community partners.

This effort was lead by the NWARPC, in partnership with the Regional Working Group.

TO BE UPDATED

Name, *Title*

Name, *Title*

Name, *Title*



Safety Action Plan

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE ADOPTING A VISION ZERO POLICY

WHEREAS, the life and health of all persons living and traveling within the Fayetteville are our utmost priority, and no one should die or be seriously injured while traveling on our city streets;

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all;

WHEREAS, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles;

WHEREAS, Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes;

WHEREAS, 26 people in Fayetteville lost their lives to traffic deaths and 193 were seriously injured between 2017 to 2021, and traffic crashes are among the leading cause of deaths in the United States;

WHEREAS, the Fayetteville's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists;

WHEREAS, according to data from the Arkansas Department of Transportation, non-motorists including pedestrians and bicyclists account for 8 of the 26 (31%) of the traffic deaths in Fayetteville;

WHEREAS, speed is recognized as a major determining factor of survival in a crash. The likelihood of a pedestrian surviving a crash is 10% if hit by a vehicle moving 40 mph;

WHEREAS, the Fayetteville adopted ordinance 6488 in 2021 to establish a default speed limit of 20 miles per hour in residential and business districts.

WHEREAS, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic injuries and fatalities;

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution;

WHEREAS, successful Vision Zero programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans;

WHEREAS, Vision Zero resolutions have been adopted by many jurisdictions across the United States; and

WHEREAS, the Fayetteville has already adopted the Active Transportation Plan update in 2023 which sets a goal for zero fatalities and severe injuries for vulnerable roadway users by the year 2030.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the Fayetteville, State of Arkansas, as follows:

1. The Fayetteville adopts the goal of zero traffic deaths and serious injuries, stating that no loss of life or serious injury is acceptable on our streets.
2. The Fayetteville adopts the goal of eliminating traffic deaths and serious injuries by 2030 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.

PASSED AND ADOPTED by the City Council of the Fayetteville, State of Arkansas on _____, 2023, by the following vote: _____.



NWA Regional
**VISION
ZERO**

Northwest Arkansas Safety Action Plan

June 2023 | DRAFT



15 years to ZERO





Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

FEDERAL PARTICIPATION: This notice is in accordance with the Northwest Arkansas Regional Planning Commission (NWARPC) 2045 Metropolitan Transportation Plan, the Federal Infrastructure Investment and Jobs Act (IIJA) in cooperation with local agencies, the Arkansas Department of Transportation (ARDOT), the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). This document was funded in part through grant(s) from the FHWA, FTA, and/or the United States Department of Transportation. The views and opinions of the NWARPC expressed herein do not necessarily state or reflect those of the United States Department of Transportation.

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List of Abbreviations

ACAT: Arkansas Crash Analytics Tool

ACS: American Community Survey

AR: Arkansas

ARDOT: Arkansas Department of Transportation

ATSDR: Agency for Toxic Substances
and Disease Registry

CDC: Centers for Disease Control and Prevention

DUI: Driving Under the Influence

FHWA: Federal Highway Administration

FTA: Federal Transit Administration

GTFS: General Transit Feed Specification

HIN: High Injury Network

KABCO: Injury Severity Scale (Arkansas):

K: Fatal injury

A: Suspected serious injury

B: Suspected minor injury

C: Possible injury

O: No apparent injury

Injury Severity Scale (Missouri)

1: Fatal

2: Disabling

3: Evident – Not Disabling

4: Probable – Not Apparent

5: None Apparent

KSI: Killed or Serious Injury (K and A on
KABCO scale also 1 and 2 on Injury scale)

LRS: Linear Referencing System

MO: Missouri

MODOT: Missouri Department of Transportation

MP: Mile Post

NWA: Northwest Arkansas

NWARPC: Northwest Arkansas
Regional Planning Commission

OSM: OpenStreetMap

PCSi: Proven Safety Countermeasure initiative

RRFB: Rectangular Rapid Flashing Beacon

SRTS: Safe Routes to School

STARS: Missouri Statewide Traffic
Accident Records System

SVI: Social Vulnerability Index

TDM: Transportation Demand Management

USDOT: United States Department of Transportation

VRU: Vulnerable Road User includes
Pedestrian, Bicyclists, or Motorcyclist*

**Note this Plan is using the National Safety Council definition that includes Motorcycles. USDOT does not include motorcycles in their definition and only includes non-motorized users.*

NWARPC Members

Avoca
Bella Vista
Benton County
Bentonville
Cave Springs
Centerton
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Elm Springs
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Highfill
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Pineville, Missouri
Prairie Grove
Rogers
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Springtown
Sulphur Springs
Tontitown
Washington County
West Fork
Winslow
ARDOT
MODOT
Beaver Water District*
Razorback Transit
University of Arkansas*
National Airport Authority

**Indicates non-voting member*

15 years
to ZERO

The Northwest Arkansas Vision Zero Safety Action Plan (NWA Vision Zero Plan) recognizes that one life lost within the region's transportation network is one too many and something must change. The Northwest Arkansas Regional Planning Commission (NWARPC) has developed this Plan and sets a target to eliminate all killed and serious injury (KSI) crashes that occur on the regional roadway network by 2038. Although the horizon is 15 years from the development of this Plan, action starts now. Traditional safety strategies have not proven to decrease the number of life-altering crashes, highlighted by the increase of fatal crashes in recent years. This Plan emphasizes a shift towards the prioritization of safe, accessible, and equitable mobility for all roadway users and away from the disproportionate focus on moving vehicles efficiently—less delay that often results in higher speeds.



Executive Summary

The purpose of the NWA Vision Zero Plan is to emphasize change related to traffic safety because fatal and serious injury crashes cannot be tolerated. The Plan outlines strategies and actions that should be taken within the next ten years, yet it must not be considered unchangeable. As a living document, this Plan must be dynamic to address safety in a region that is experiencing rapid growth. The recommended actions included are meant to be a starting point, not an all-encompassing list. Over time, the actions taken by the NWARPC, member agencies, and partner organizations should measure and report actions that are proving to reduce fatal and serious injuries along with continuing to incorporate safety innovations and opportunities to eliminate traffic fatalities and injuries as time passes.

The NWA Vision Zero Plan is organized into four sections. An overview of each section is provided below to serve as a summary of the Plan in its entirety.

1. A Paradigm Shift

Fatal and serious injury crashes have increased across the nation, the state of Arkansas, and in the Northwest Arkansas Region. In the traditional approach to roadway safety, traffic deaths have been understood as inevitable. This alone is not acceptable and therefore a new approach to safety is needed. This section describes how Vision Zero is grounded in the Safe System Approach that anticipates human mistakes and ensuring that when collisions occur that they do not

result in death or serious injury. A clear understanding of the Principles and Elements of the Safe System Approach is foundational to the NWA Vision Zero Plan and will be instrumental in increasing safety for all roadway users moving forward.

2. Roadway Safety in NWA

Crashes over a 5-year period (2017-2021) resulted in 220 people—mothers, fathers, children, grandparents, friends, and coworkers—losing their lives in Northwest Arkansas. An average of 44 people each year; however, 2021 alone was a year when 55 people died in roadway crashes—a 25% increase from the five year average. These sobering numbers are part of today's roadway safety narrative in Northwest Arkansas. This section reviews existing plans, policies, and programs that are already in place that are attempting to increase safety in several communities in the region. It notes opportunities for communities to refine or add policies that can impact safety through capital projects and new development. This section uses crash data to establish a High Injury Network (HIN)—representing the corridors in Northwest Arkansas with the highest number of fatal and serious injury crashes. Along with the HIN, the Plan identifies historically disadvantaged communities, areas of persistent poverty, and locations with varying degrees of social vulnerability to understand where equitable investments can be made to increase safety for people that may be disproportionately impacted.

Traditional Approach

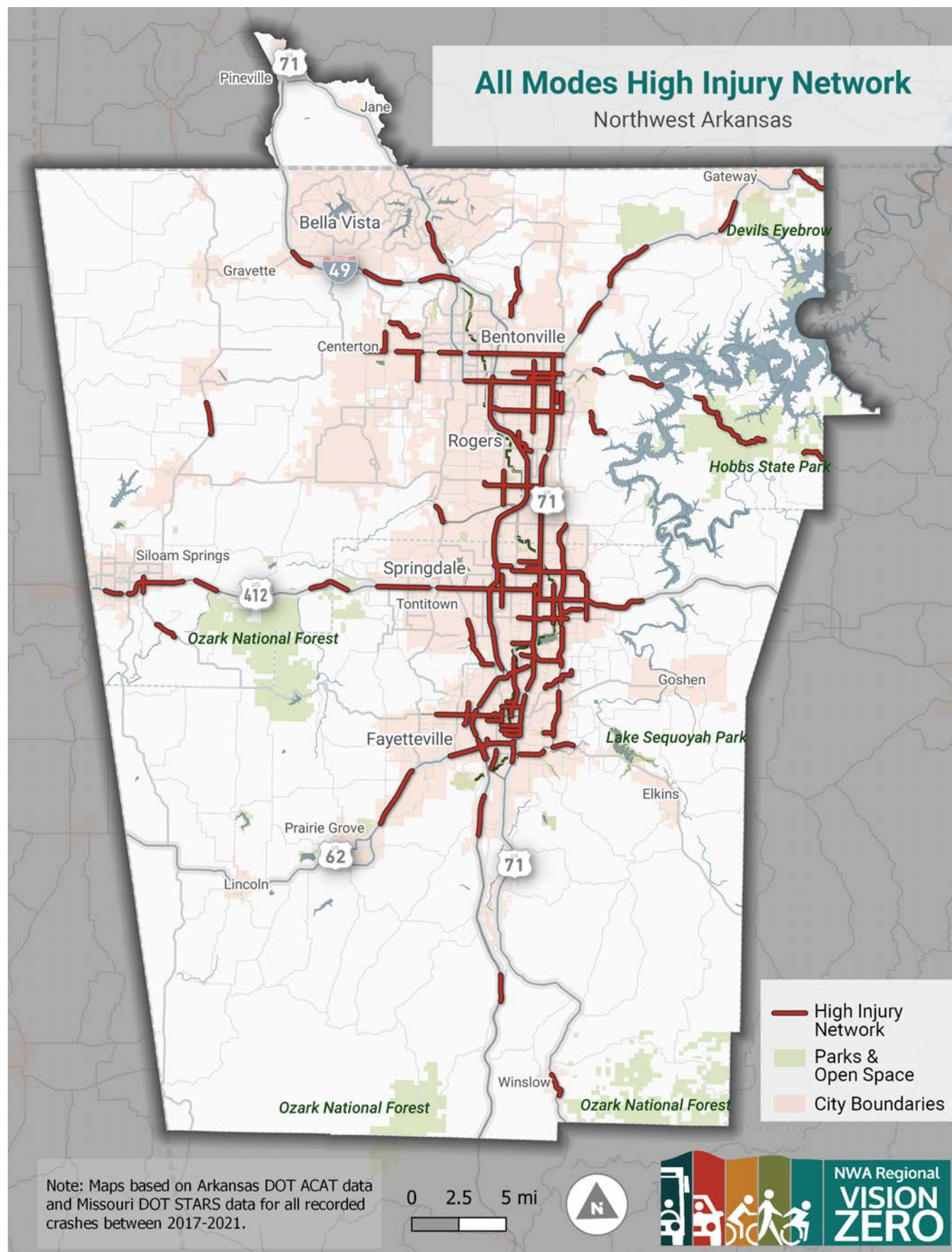
- Traffic deaths are inevitable
- Aims to fix humans
- Expects perfect human behavior
- Prevents collisions
- Exclusively addresses traffic engineering
- Doesn't consider disproportionate impacts

vs.

Vision Zero

- Traffic deaths are preventable
- Changes systems
- Integrates human failure
- Prevents fatal and serious crashes
- Considers the road system as a whole
- Regards road safety as an issue of social equity

High Injury Network Map



3. Community Outreach

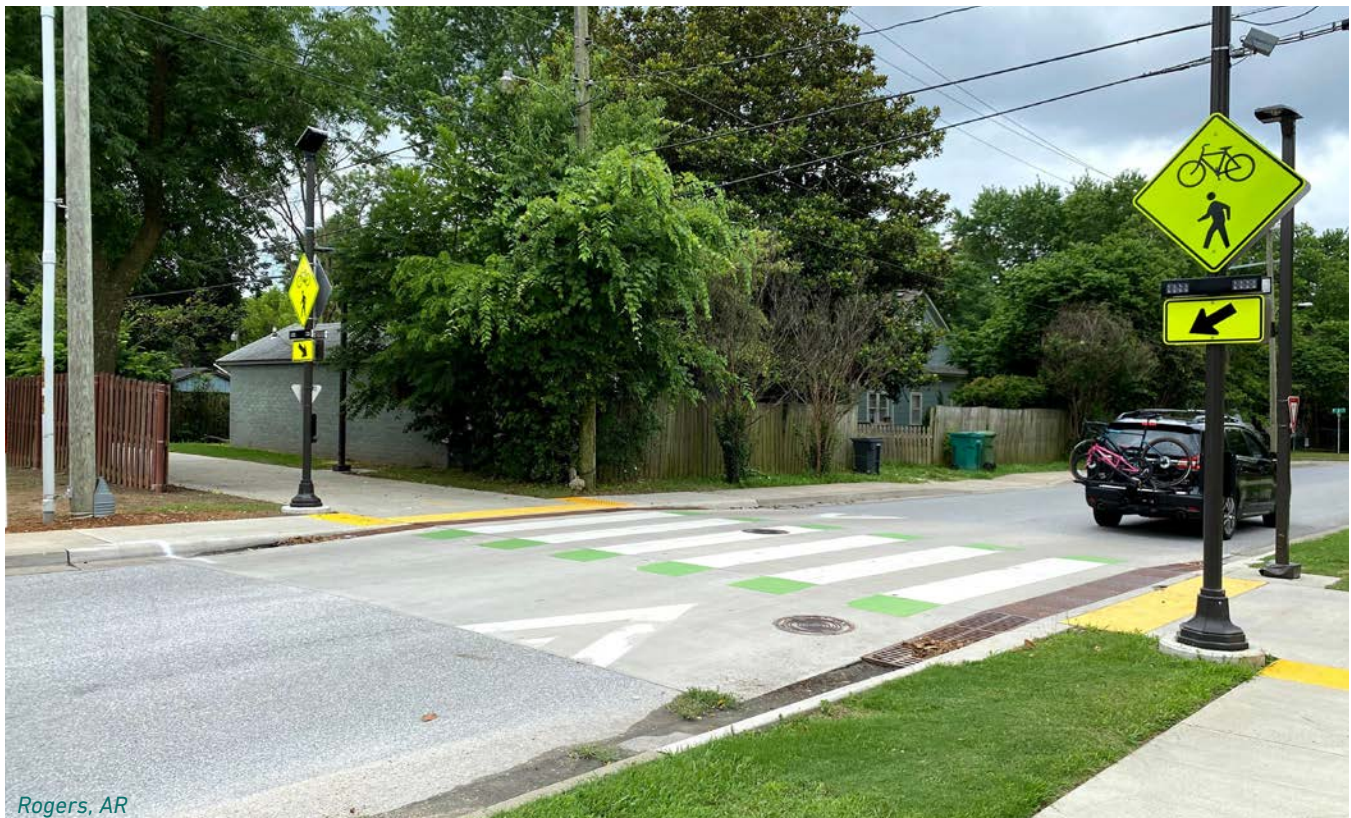
Starting a conversation around roadway safety was a key component of the NWA Vision Zero Plan. Information about the current state of safety along with opportunities for feedback were distributed across the region. Online resources were developed that included surveys, an interactive map, and a series of safety webinars. To complement online engagement opportunities, a “go-to” approach to engagement resulted in tabling and interacting with people at over one dozen existing events. Materials were available in English and Spanish to provide opportunities for people to review and provide input in the most convenient way possible. Additionally, a Regional Working Group provided guidance for the development of the NWA Vision Zero Plan through a series of meetings and listening sessions. Two safety demonstration site walks were included to see and experience how the Safe System Framework is already being used within the region. These site walks allowed municipal staff, local advocates, and elected officials to hear why decisions made related to safety can have such an enormous impact. Engagement during Plan development is only the beginning and must be continued at the regional and local levels to see real change occur.

4. Goals and Actions

Achieving the goal of zero fatal and serious injury crashes by 2038 will not happen if the status quo is maintained. Roadway safety must be integrated into the work of various agencies and individual departments to see results. This section establishes goals that capture the desires for safety by the Regional Working Group along with a variety of actions that can be taken to change the roadway safety narrative in Northwest Arkansas. Goals include:

- Promote a culture that prioritizes people’s safety
- Reduce conflicts between roadway users
- Establish policies, practices, and programs that focus on safety at all levels
- Slow vehicle speeds

For each action, a timeline, action leader, and supporting partners are noted. Additionally, Elements of the Safe System Approach that align with each action are listed. The actions in this Plan are not intended to be an exhaustive list; rather, they are strategic and can begin to eliminate fatal and serious injury crashes on the transportation network.



Rogers, AR

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Bentonville, AR

1

A Paradigm Shift

1. A Paradigm Shift

What is a Vision Zero Safety Action Plan?

Every year, people in the NWA Region lose family, friends, neighbors, and colleagues to preventable traffic crashes on our roads. Between 2017 and 2021, 1,369 people were killed or seriously injured in crashes in NWA, averaging more than five people every week. Across the state, motor vehicle crashes account for more than twice the number of deaths as homicides.

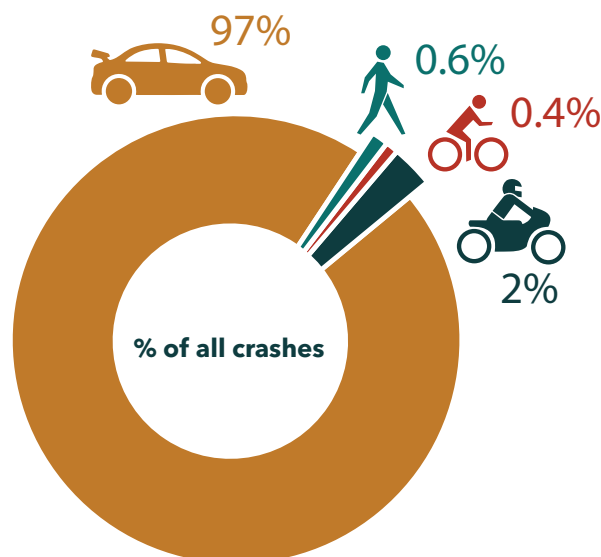
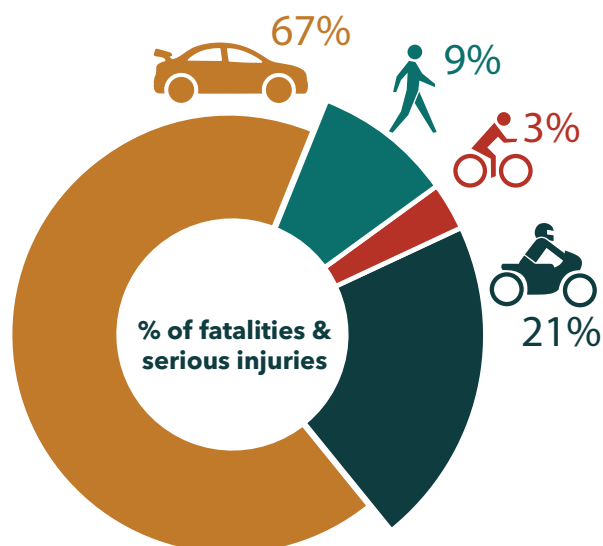
For the last century, our transportation system has been built on the belief that these crashes are accidents – events no one can fully prevent or predict. While no one thinks traffic deaths among friends and family are acceptable, the historical approach to transportation has taken roadway fatalities as an unfortunate inevitability rather than a preventable public health crisis.

Vision Zero is a traffic safety philosophy rooted in the belief that nothing on our roadways is more important than a human life. It represents a paradigm shift in the region's approach to road safety, beginning with the simple idea that traffic deaths and serious injuries are preventable. Since the 1990s, Vision Zero has

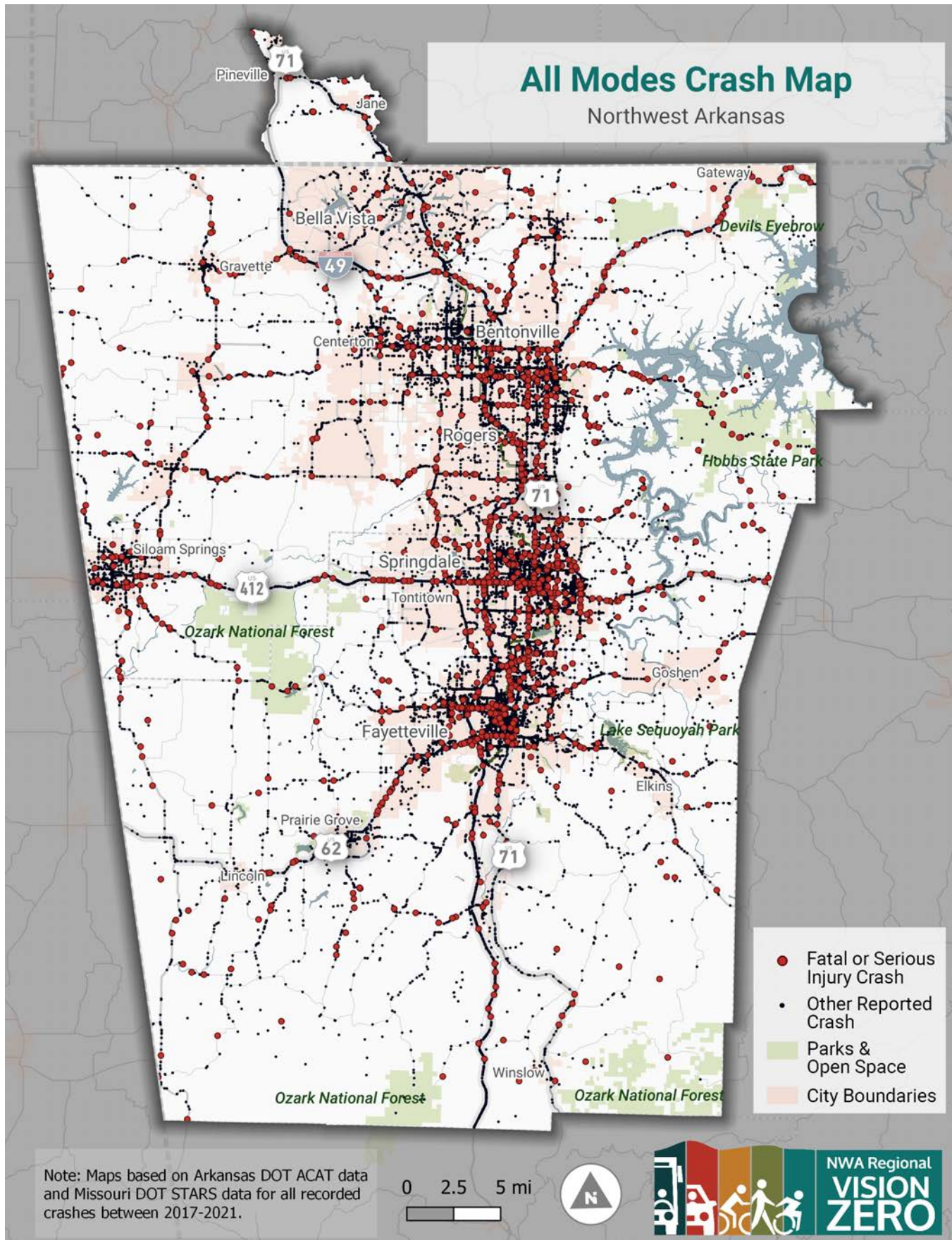
been successfully implemented across Europe and in more than 45 communities in the US – some of which have now had consecutive years of zero roadway fatalities. Vision Zero lays out a new set of principles for engineering roads, educating travelers, and creating a sense of collective responsibility for ourselves and our fellow travelers.

Vulnerable Users

When a crash occurs, people walking, bicycling, and riding motorcycles are more likely to be killed or seriously injured. Vehicle safety technology has seen significant advancements in recent decades, with airbags, anti-lock brakes, and lane-awareness sensors all working to protect a driver in a crash. Pedestrians, bicyclists, and motorcyclists however are unprotected and are especially vulnerable to the impact of a crash. This Plan is using the [National Safety Council's definition](#) for vulnerable roadway users that includes motorcyclists. USDOT does not include motorcycles in their definition and only includes non-motorized users. In Northwest Arkansas, vulnerable roadway users accounted for only 3% of all roadway crashes but 33% of serious injuries and fatalities.



All Modes Crash Map



Between 2017
and 2021

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

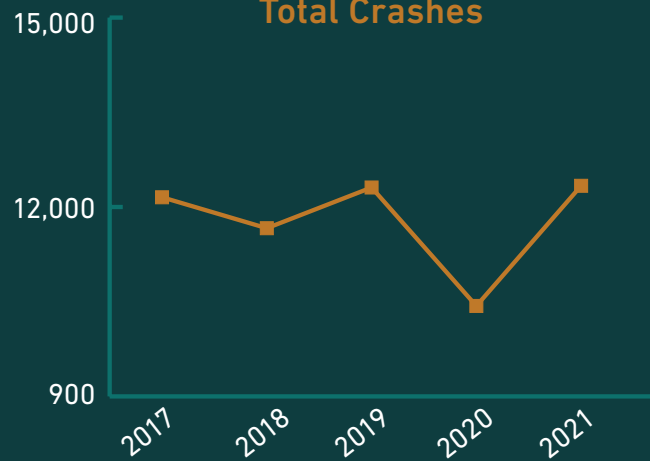


Averaging

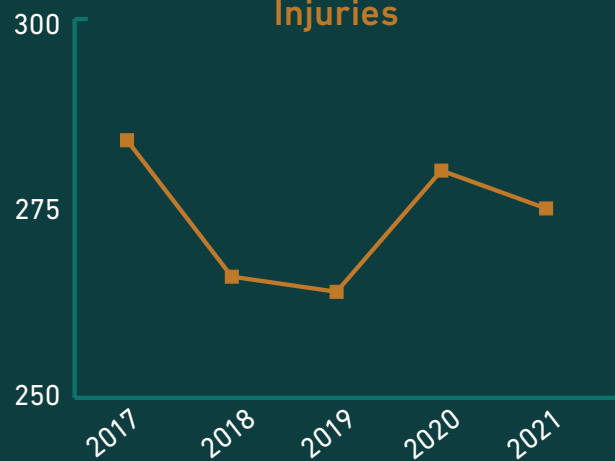
44
fatalities
a year / **5** KSI crashes
a week

over 5 years

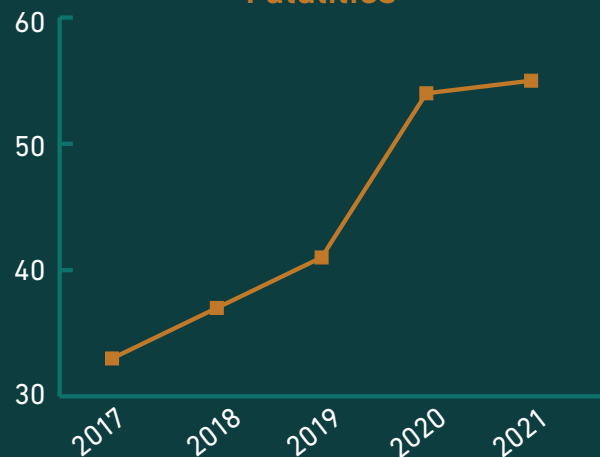
Total Crashes



Fatalities & Severe
Injuries



Fatalities



The Safe System Approach

This Plan is the NWA Region's roadmap to achieving Vision Zero. It is grounded in the Safe System Approach, which aims to eliminate fatal and serious injuries by anticipating human mistakes and minimizing impacts on the human body when crashes do occur.

The six Safe System Principles shown around the outside ring are the fundamental beliefs that the approach is built on.

1. Death & serious injury is unacceptable

While no one likes to get in a fender-bender, this plan focuses on crashes that lead to deaths and serious injuries.

2. Humans make mistakes

Even the best drivers will inevitably make mistakes that can lead to a crash. How we design and operate our transportation system can ensure these mistakes don't have life-altering impacts.

3. Humans are vulnerable

Human bodies can only withstand so much impact from a crash before death or serious injuries occur.

4. Responsibility is shared.

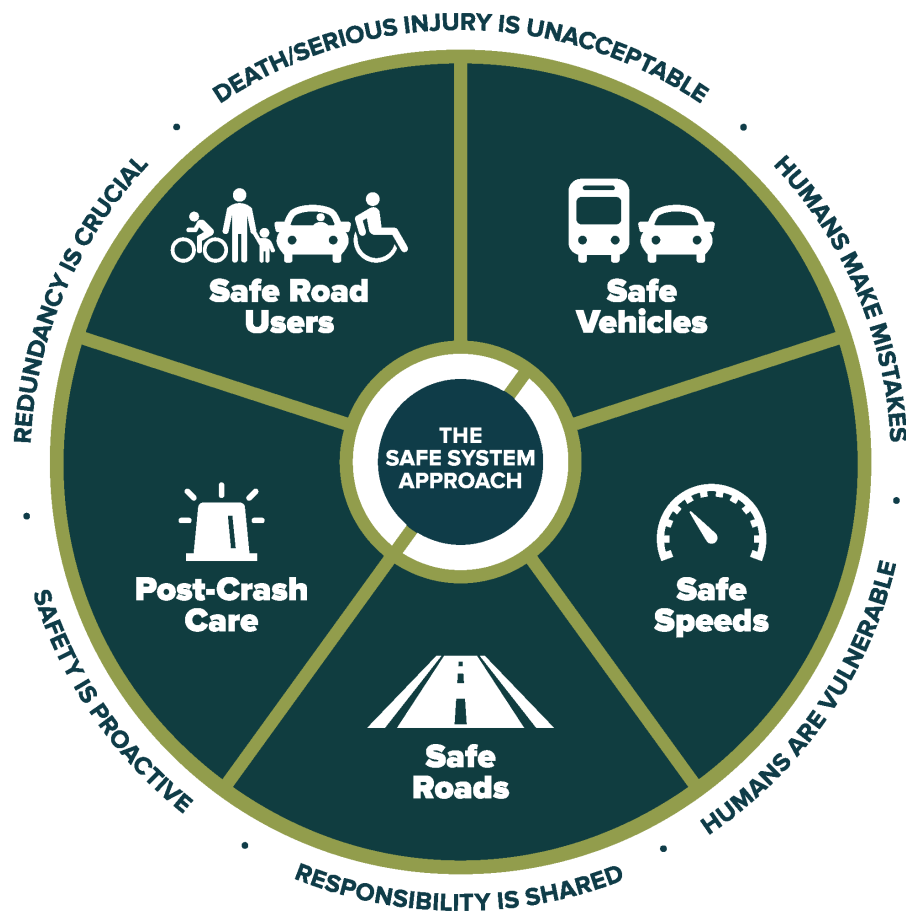
Every part of our transportation system, from elected officials to everyday users, to planners and engineers, has a role to play in Vision Zero.

5. Safety is proactive

Rather than waiting for crashes to occur, transportation agencies should seek to proactively identify and address dangerous situations.

6. Redundancy is crucial

Redundancy means making sure every part of the transportation system is safe. This way, if one part fails, people are still protected.



The Safe System Approach is implemented through five Elements.

1. Safe Road Users

Working towards a culture of safety starts with developing a network of civic partners, educating road users, and creating personal connections to the community's Vision Zero efforts.

2. Safe Vehicles

Making vehicles safer can be done through advanced driver assistance systems and by ensuring future technology prioritizes vulnerable roadway users.

3. Safe Speeds

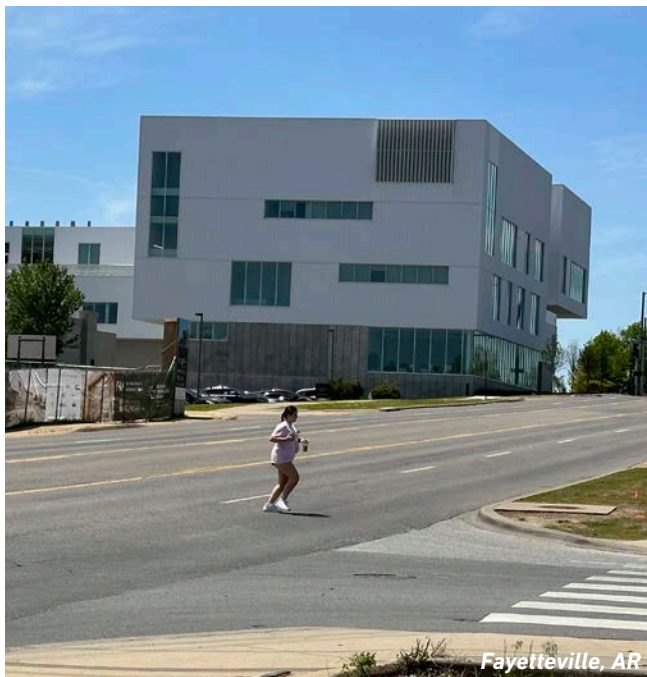
Slower vehicle speeds increase visibility and reaction times for drivers and reduce impact forces when a crash occurs. Moving towards safe speeds can be done through speed limit reduction, traffic calming, and roadway design.

4. Safe Roads

Safer roads come from providing physical separation (like separated bike lanes and sidewalks) as well as designing to accommodate human mistakes.

5. Post-Crash Care

A system-wide approach means working towards safety even after a crash has occurred. This comes from improving emergency response, traffic incident reporting, and traffic management.



The Safe System Framework

ANTICIPATE HUMAN ERROR

SEPARATE USERS IN SPACE

SEPARATE USERS IN TIME

INCREASE ATTENTIVENESS &
AWARENESS

ACCOMMODATE HUMAN INJURY TOLERANCES

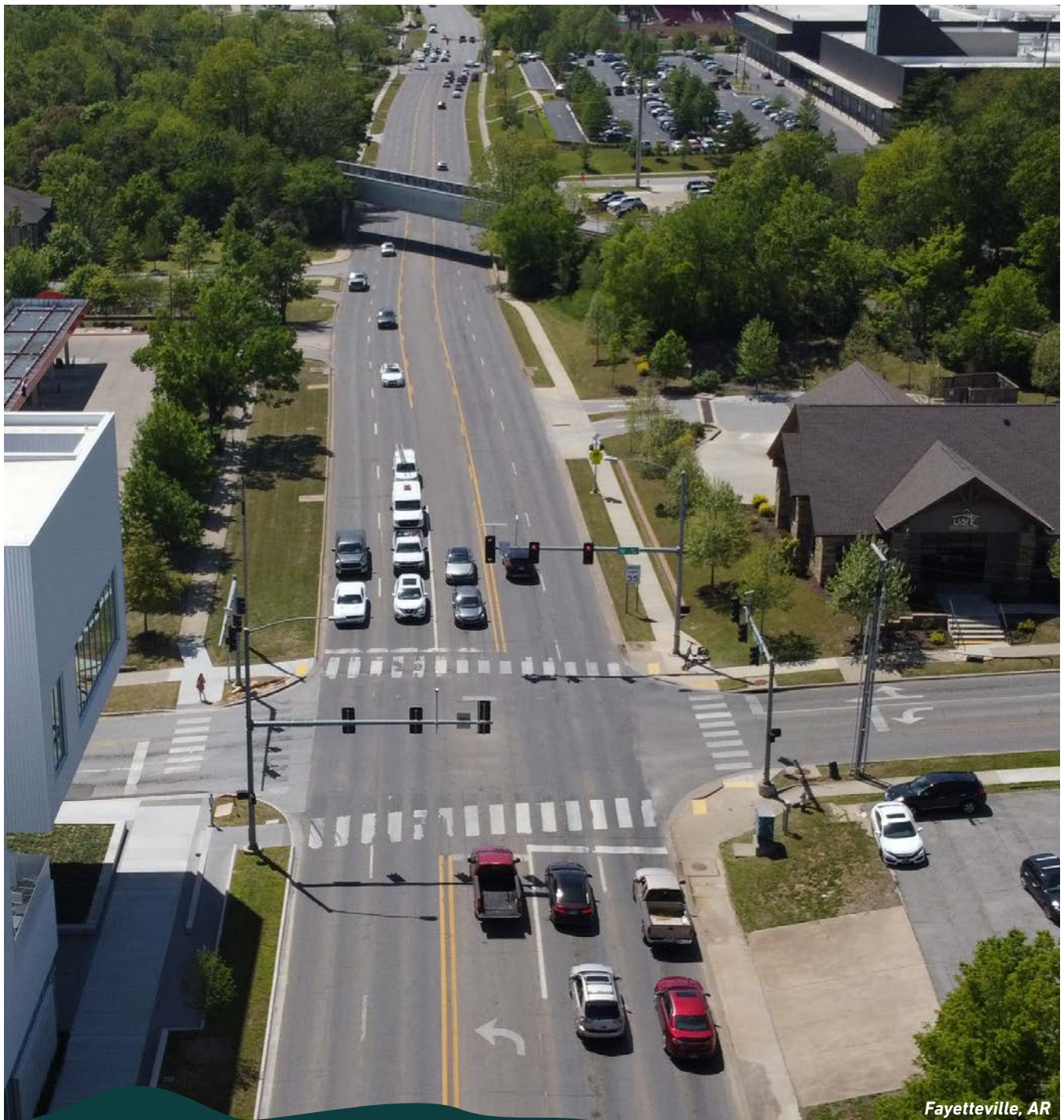
REDUCE SPEEDS

REDUCE IMPACT FORCES



Bentonville, AR

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Fayetteville, AR

2

Roadway Safety in Northwest Arkansas

2. Roadway Safety in Northwest Arkansas

Plans, Policies, and Programs

In response to rapid population growth and an increase in fatal and serious crashes, Northwest Arkansas has addressed road safety both through targeted interventions and by integrating it into existing planning, policies, and programs.

Planning Efforts

Many existing local, regional, and statewide plans have addressed the issue of road safety in some capacity. Examples include transportation plans, bicycle and pedestrian plans, and corridor studies. See Table 1 for a summary of plans reviewed during the development of this Plan.

Local Plans

At the local level, road safety has largely been addressed through transportation plans, bicycle and pedestrian plans, and Safe Routes to School plans. Many of these plans include recommendations for reducing vehicle speeds on local roads, improving sidewalk and bike lane networks, and increasing driver education and awareness. Recent examples

include the [Fayetteville Mobility Plan](#), the [Bella Vista Trail and Greenway Master Plan](#), the [Bentonville Bike & Pedestrian Master Plan](#), and the [University of Arkansas Active Transportation Plan](#).

Regional Plans

Regional plans addressing road safety include the [NWA Bike Infrastructure Plan](#), [NWARPC 2045 Metropolitan Transportation Plan](#), and the [NWA Congestion Management Process](#). These plans coordinate efforts across the region and offer insight on emerging trends and funding opportunities, many of which inform this Plan's approach to regional road safety.

Statewide Plans

[Arkansas](#) and [Missouri](#) have both adopted Strategic Highway Safety Plans that provide a statewide framework to eliminate traffic deaths and serious injuries through the Safe System Approach. The plans include strategies to address the top contributing factors to fatal and serious injuries. Arkansas also has a statewide [Bicycle and Pedestrian Transportation Plan](#), which includes a focus on bicycle and pedestrian safety.

Regional Plan Highlight: 2019 NWA Bike Infrastructure Plan



The Northwest Arkansas Bike Infrastructure Plan identifies a priority network of bikeways focused on increasing safety and connectivity. It includes corridor concepts designed to make bicycling a safe and accessible travel option for riders of all ages and abilities.

Table 1: Summary Plans Reviewed

Plan Name	Year	Jurisdiction
Bella Vista Trail and Greenway Master Plan	2015	Bella Vista
Bentonville Bike and Pedestrian Master Plan	2021	Bentonville
Fayetteville Active Transportation Plan	2023	Fayetteville
Fayetteville Mobility Plan	2018	Fayetteville
University of Arkansas Transportation Plan	2022	Fayetteville
NWARPC 2045 Metropolitan Transportation Plan	2021	NWA Region
NWA Regional Bicycle and Pedestrian Master Plan	2014	NWA Region
NWA Congestion Management Process	2022	NWA Region
NWA Bike Infrastructure Plan	2019	NWA Region
NWA Regional ITS Architecture and Deployment Plan	2007	NWA Region
NWA Transportation Alternatives Analysis Study	2014	NWA Region
Connect Northwest Arkansas 10-Year Transit Development Plan	2020	NWA Region
Arkansas Bicycle and Pedestrian Transportation Plan	2017	Statewide
ARDOT Strategic Highway Safety Plan (SHSP)	2022	Statewide
Missouri Show-Me Zero	2021	Statewide

Policies

Safe Routes to School

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

Complete Streets

Complete Streets policies direct transportation planners and engineers to consistently design the right of way to accommodate all users, including drivers, transit riders, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities. Most local jurisdictions in Northwest Arkansas have not adopted any form of Complete Streets policy. The 2015 [NWA Regional Bicycle and Pedestrian Master Plan](#) identified the adoption of these policies as a catalyst program and provided a sample Complete Streets Resolution designed for NWA communities.

Design Standards

Street design standards have a significant impact on road safety. Context appropriate street design encourages safe behavior and reduces conflicts between users. Existing standards vary across the region, but some include provisions that promote safety. For example, the [City of Bentonville Minimum Standard Specifications for Streets](#) includes a section on Neighborhood Traffic Safety that includes design criteria for various traffic calming devices. Additionally, roundabouts constructed on Highway 112 are examples of proven safety countermeasures on the ground.

Design Standards Highlight: Fayetteville Minimum Street Standards

The [City of Fayetteville Minimum Street Standards](#) provide an example of how to prioritize safety for all road users. They include an emphasis on multimodal level of service and reference best practice design guidance such as the National Association of City Transportation Officials' (NACTO's) [Don't Give Up at the Intersection](#) and the Federal Highway Administration's (FHWA's) [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#).



Fayetteville, AR (credit: NWARPC)



Springdale, AR (credit: NWARPC)

Traffic Calming Policy Highlight: Springdale Traffic Calming Policy

The City of Springdale has a policy that enables the installation of traffic calming measures such as curb extensions, raised intersections, and speed cushions to address speeding and conflicts between people walking and driving. Criteria for installation include observed speeds, sidewalk connectivity, crash history, and the presence of children walking to school.

Traffic Calming

Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and bicyclists. Several cities in NWA have implemented traffic calming policies that facilitate the installation of traffic calming on residential streets.

Emergency Response

One component of the Safe System Approach is to streamline emergency response and medical care. Based on discussions from the NWA Active Transportation Committee, Bentonville and Fayetteville have updated their CAD systems and improved GIS data to assist with quicker emergency response on the trail system.

Parking Requirements

Minimum parking requirements for developments present a barrier to the creation of dense, walkable urban environments. The City of Fayetteville abolished its commercial parking minimums citywide in 2015 while retaining downtown parking maximums. This change has enabled new businesses to open using long-disused sites and buildings.

Evaluation of Existing Codes and Ordinances

The table on the following page provides a high-level review of local codes and ordinances for cities with over 2,000 residents.¹ For each element (e.g. building entrances) a score was assigned for each city to indicate the state of policy on that issue, ranging from 1 (Codes / ordinances do not include this element) to 3 (Codes / ordinances include this element and it generally meets best practices). This evaluation was based on the information available to the project and should be viewed as a starting point for where to focus attention with regard to code and ordinance amendments to promote road safety. Some issues, such as speed limits and crosswalk markings, were not included due to the limited presence of local policy on these issues.

¹ Population based on 2021 American Community Survey data. Most cities with fewer than 2,000 residents do not have codes and ordinances addressing road safety through street design or land use, though there are some exceptions, including Highfill, Decatur, and Greenland.

Table 2: Review of Local Codes & Ordinances

City	Population (2021)	Sidewalks / Frontage Improvements	Connectivity / Block Sizes	Mid-Block Access / Crossings	Building Entrances	Parking	Parking Placement	Access Management / Driveways	Complete Streets	Traffic Calming
Fayetteville	95,230	3	3	3	3	3	3	3	2	3
Springdale	89,576	2	1	1	1	1	1	1	1	1
Rogers	71,112	3	1	1	3	1	3	3	2	3
Bentonville	56,734	3	3	2	3	2	3	3	2	3
Bella Vista	30,808	2	2	2	1	1	1	3	1	2
Center-ton	19,984	3	1	1	1	1	1	2	1	1
Siloam Springs	17,575	3	3	1	1	1	1	3	1	1
Lowell	10,177	2	3	2	1	2	1	3	1	1
Farmington	8,242	3	2	1	1	1	1	1	1	1
Pea Ridge	7,140	2	2	2	1	1	1	3	1	1
Cave Springs	5,916	3	2	2	1	2	1	3	1	1
Tontitown	5,633	3	2	2	2	2	1	3	2	3
Gentry	4,000	2	3	2	1	1	1	1	1	1
Elkins	3,743	3	3	1	1	1	1	1	1	1
Gravette	3,647	3	3	1	2	1	3	1	1	2
Johnson	3,631	3	1	1	1	2	1	3	2	1
Little Flock	3,004	1	2	1	1	1	1	1	1	1
Huntsville	2,981	2	2	3	1	1	1	3	1	1
Elm Springs	2,581	2	2	1	3	1	3	1	1	1
West Fork	2,335	3	2	2	1	1	1	2	1	1
Lincoln	2,306	2	3	1	1	2	2	1	1	2
Goshen	2,188	2	2	2	1	1	1	2	1	1

Key:**1** Codes / ordinances do not include this element**2** Codes / ordinances include this element but it could use improvement**3** Codes / ordinances include this element and it generally meets best practices

Laws and Enforcement

Traffic laws and enforcement have been a central piece of Northwest Arkansas' approach to addressing traffic fatalities and serious injuries.

Speed Limits

Addressing speed is a crucial step to making streets safer. Vehicle speed increases both the likelihood of a crash, as well as the severity of the crash. Higher speeds diminish drivers' ability to recognize and avoid potential conflicts and increase the force of impact, escalating the chances of fatalities and serious injuries, particularly for more vulnerable road users. Many streets throughout NWA have relatively high speed limits that do not match the roadway context.

Context Appropriate Speed Limits: University of Arkansas and Residential Areas

Responding to road safety concerns and [new guidance from NACTO](#), the City of Fayetteville lowered the default residential speed limit from 25 to 20 mph in 2021. The following year, the University of Arkansas also lowered posted speed limits on most campus streets, including a default campus area speed limit of 20 mph.

Distracted Driving

Since 2009, when Arkansas first banned texting while driving for all drivers, the state has strengthened laws around distracted driving to include a ban on all use of handheld devices for drivers under 18 and in certain areas. In 2021, the State passed a new distracted driving law that prohibits all drivers from holding or using a handheld device while driving, with a few exceptions, such as using a phone in a hands-free mode or in an emergency.

Driving Under the Influence

Arkansas also has strict laws around driving under the influence. In 2015, the State lowered the blood alcohol level (BAC) limit for drivers to 0.08%, which is consistent with recommendations from the National Highway Traffic Safety Administration (NHTSA). Arkansas also mandates ignition interlock devices (IIDs) for certain driving under the influence (DUI) offenders, as a condition of license reinstatement. Washington and Benton Counties have established diversion court programs that offer an alternative to traditional punitive measures, such as jail time, allowing participants to receive treatment, counseling, and other support services to help them overcome their addiction and avoid future DUI offenses. Benton County also has a Driving While Intoxicated (DWI) unit that is responsible for the pro-active detection, investigation, and arrest of alcohol and/or drug-impaired drivers.²

Automated Enforcement

Arkansas prohibits the use of unmanned traffic enforcement systems, which includes both red light cameras and speed cameras. Speed cameras are only allowed in school zones or at rail crossings, and a police officer must be present and issue citation at time and place of violation.³ Red light cameras are not allowed under any circumstances. These legal requirements severely limit the potential use and efficacy of automated enforcement in Northwest Arkansas.

Programs

Bicycle Education

Over the last decade, bicycle education has become a part of the school curriculum in Fayetteville, Springdale, Rogers, and Bentonville. These programs, provided by [Trailblazers](#), help to train the next generation of responsible road users by teaching kids the rules of the road and make bicycling accessible to kids who may not otherwise have the opportunity to ride.

Pilot and Demonstration Projects

Resolution 2016-2 authorized NWARPC to coordinate, manage, and assist with the implementation of bicycle pilot/demonstration projects in various locations to test protected bike lane concepts. Trailblazers

² Benton County Sherriff's Office. [DWI Unit](#).

³ Governors Highway Safety Association. [Speed and Red Light Cameras: Arkansas](#).

has partnered with NWARPC and the Walton Family Foundation on a series of pilot projects in Bella Vista, Bentonville, Rogers, Springdale, Fayetteville, and Siloam Springs. These projects tested the feasibility of design treatments focused on creating safer streets for all users.

Slow Streets

Local cities have partnered with Trailblazers on the temporary installation of [Slow Streets](#). Through temporary installations of traffic calming materials, Slow Streets create safe, family-friendly routes for people to bike and walk, sometimes for a single day or weekend and sometimes seasonally.



A temporary Slow Street installation in Rogers
(credit: Trailblazers)

Pilot Project Highlight: Siloam Springs Neighborhood Greenway Pilot Project

Trailblazers worked with the City of Siloam Springs to design and install a [Neighborhood Greenway pilot project](#) from Downtown Siloam Springs to the Dogwood Springs Walking Trail. A neighborhood greenway is a traffic calmed, slow-speed street that creates a shared space for drivers, bicyclists, and pedestrians. The project rollout included an evaluation of vehicle speeds and volumes, bicycle volumes, and crash data, as well as a post-installation survey to collect public feedback.

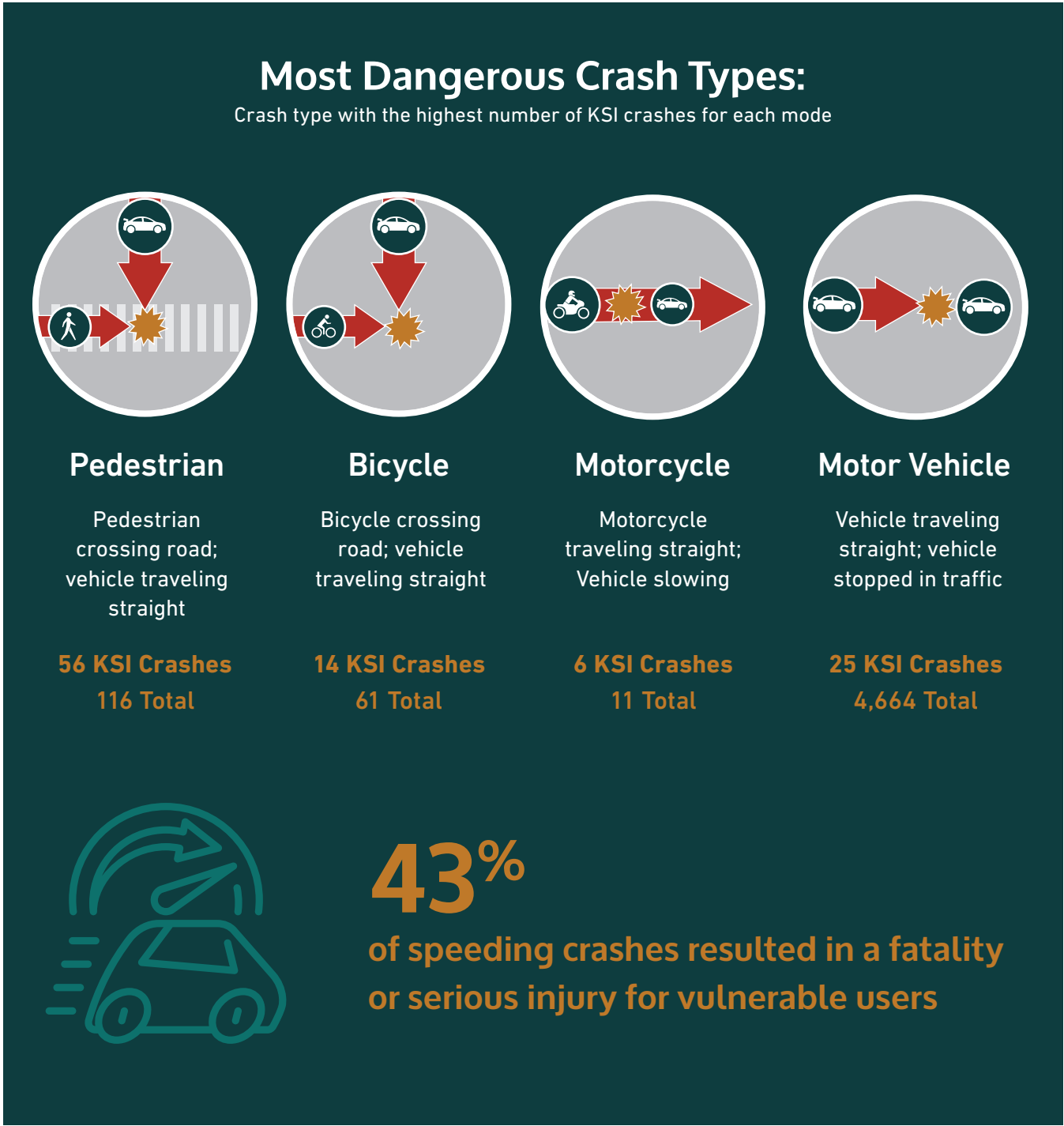


Siloam Springs Neighborhood Greenway Installation (credit: Trailblazers)

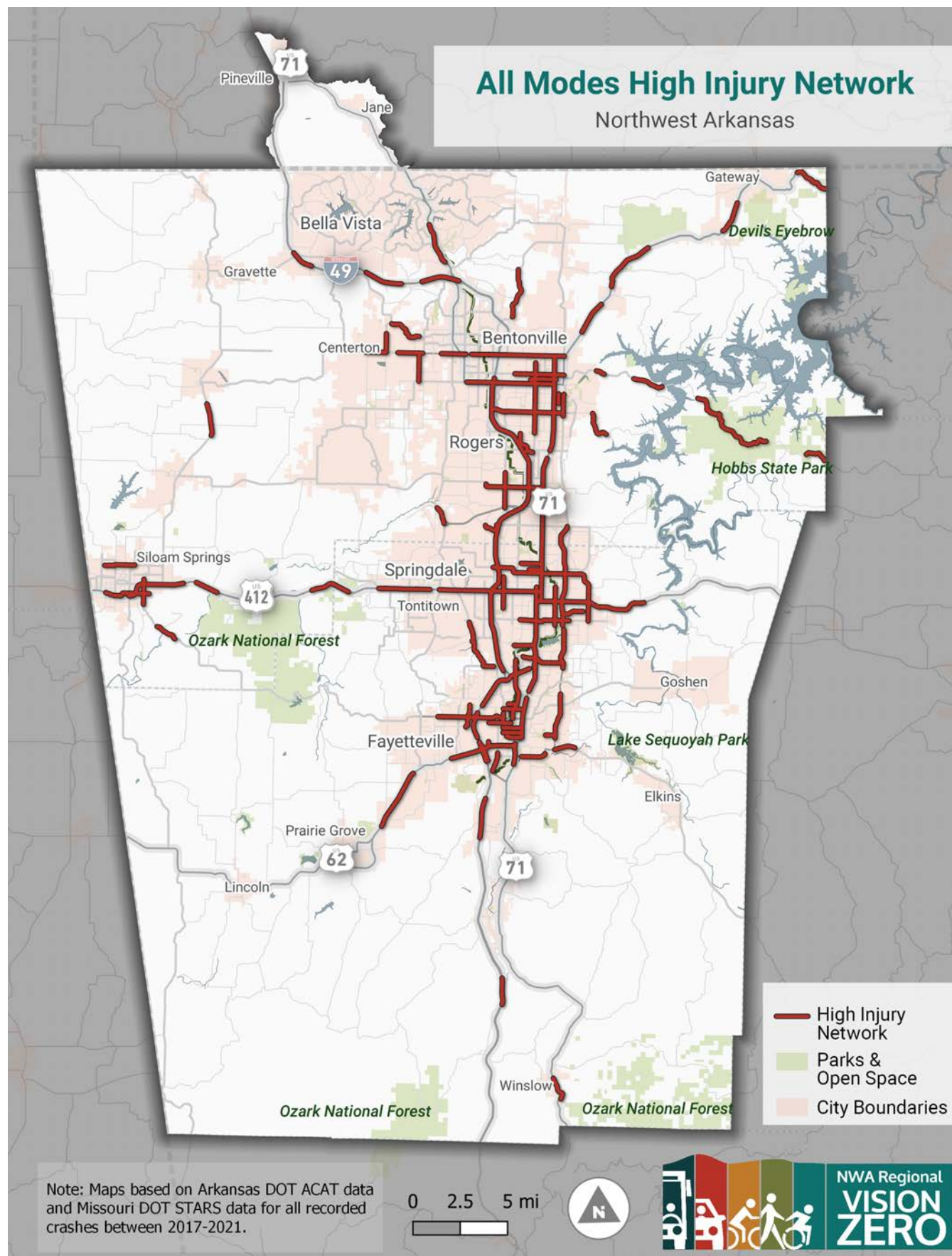
Roadway Safety Analysis

Crashes occur because of a variety and often a combination of contributing factors. These factors may include excessive speed, roadway conditions, equipment failure, inexperience, environmental conditions (e.g., weather, lighting, glare), and human behaviors, including distraction, impairment, and not complying with traffic laws. With 1,369 KSI crashes over

a five-year period, the HIN represents the most critical corridors that should be addressed in the region. Crash analysis resulted in numerous findings related to street characteristics and contexts in Northwest Arkansas. The following highlights a few of those findings along with the full HIN map for all modes.



High Injury Network



Equity

Increasing safety across the region cannot succeed without a focus on equity and identifying communities that have disproportionate traffic safety impacts. The transportation system in Northwest Arkansas must work for everyone across the region; therefore, equity is integrated throughout the NWA Vision Zero Plan. Together with the Safe System Approach, recommended actions can address safety for people that have experienced a historical disadvantage, persistent poverty, and/or social vulnerability.

To create a broad characterization of communities that have sociodemographic vulnerabilities and to define the populations, this Plan used criteria for Areas of Persistent Poverty, Historically Disadvantaged Communities as identified by the USDOT, and the Social Vulnerability Index (SVI) as defined by the Centers for Disease Control and Prevention (CDC) and Agency for Toxic Substances and Disease Registry (ATSDR).

Historically Disadvantaged Communities⁴ refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life.

- Transportation access disadvantage - communities and places that spend more, and take longer, to get where they need to go.
- Health disadvantage - communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures.
- Environmental disadvantage - communities with disproportionately high levels of certain air pollutants and high potential presence of lead-based paint in housing units.
- Economic disadvantage - areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality.
- Resilience disadvantage - communities vulnerable to hazards caused by climate change.
- Equity disadvantage - communities with a high percentile of persons (age 5+) who speak English “less than well.”

Equity Defined

Equity is a pluralistic concept that centers on the concept of fairness and justice. Any equitable effort should consider and address historical marginalization, disenfranchisement, and disinvestment. The equity analysis for the NWA Vision Zero Plan examined the disproportionate impacts and disparate outcomes for those who have been harmed.

Area of Persistent Poverty⁵ is defined by the USDOT as any County or Census Tract that has consistently had greater than or equal to 20 percent of the population living in poverty over a defined period.

Social Vulnerability⁶ refers to the potential negative effects on communities caused by external stresses on human health. Factors include:

- Socioeconomic status (below 150% poverty, unemployed, housing cost burden, no high school diploma, no health insurance)
- Household characteristics (aged 65 or older, aged 17 or younger, civilian with a disability, single-parent households, English language proficiency)
- Racial and ethnic minority status (Hispanic or Latino (of any race); Black and African American, Not Hispanic or Latino; American Indian and Alaska Native, Not Hispanic or Latino; Asian, Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander, Not Hispanic or Latino; Two or More Races, Not Hispanic or Latino; Other Races, Not Hispanic or Latino)
- Housing type & transportation (multi-unit structures, mobile homes, crowding, no vehicle, group quarters)

The NWA Vision Zero Plan identified and prioritized investments in communities that have experienced varying degrees of disadvantage. Additionally, recommended actions have been intentionally developed to ensure policing and other enforcement efforts do not create or perpetuate disparities and unintended consequences in communities of color or areas of persistent poverty.

⁴ Historically Disadvantaged Communities Methodology: <https://www.transportation.gov/priorities/equity/justice40/transportation-disadvantaged-census-tracts-historically-disadvantaged>

⁵ Areas of Persistent Poverty: <https://www.transportation.gov/RAISEgrants/raise-app-hdc>

⁶ Social Vulnerability: https://www.atsdr.cdc.gov/placeandhealth/svi/at-a-glance_svi.html

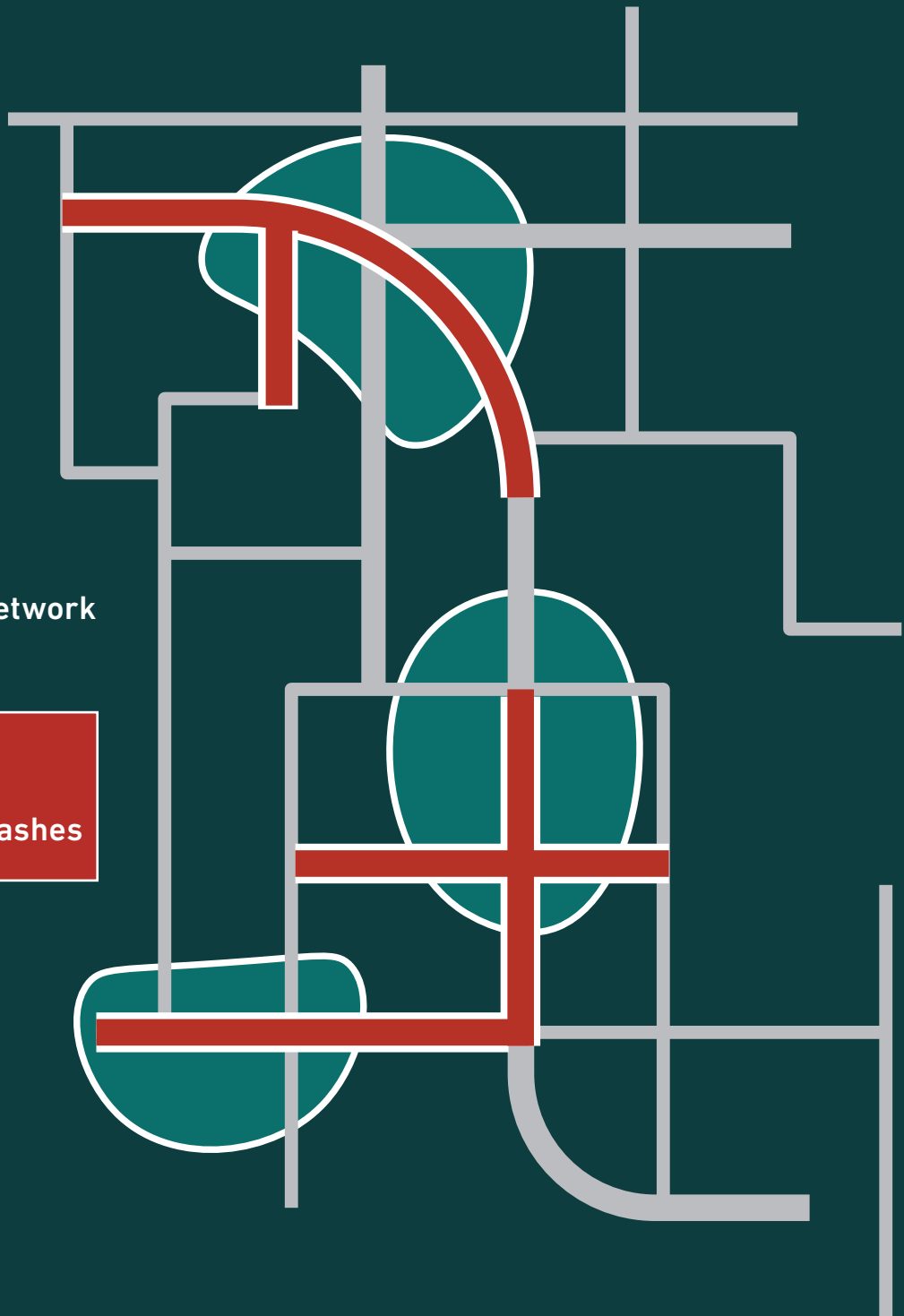


Bentonville, AR

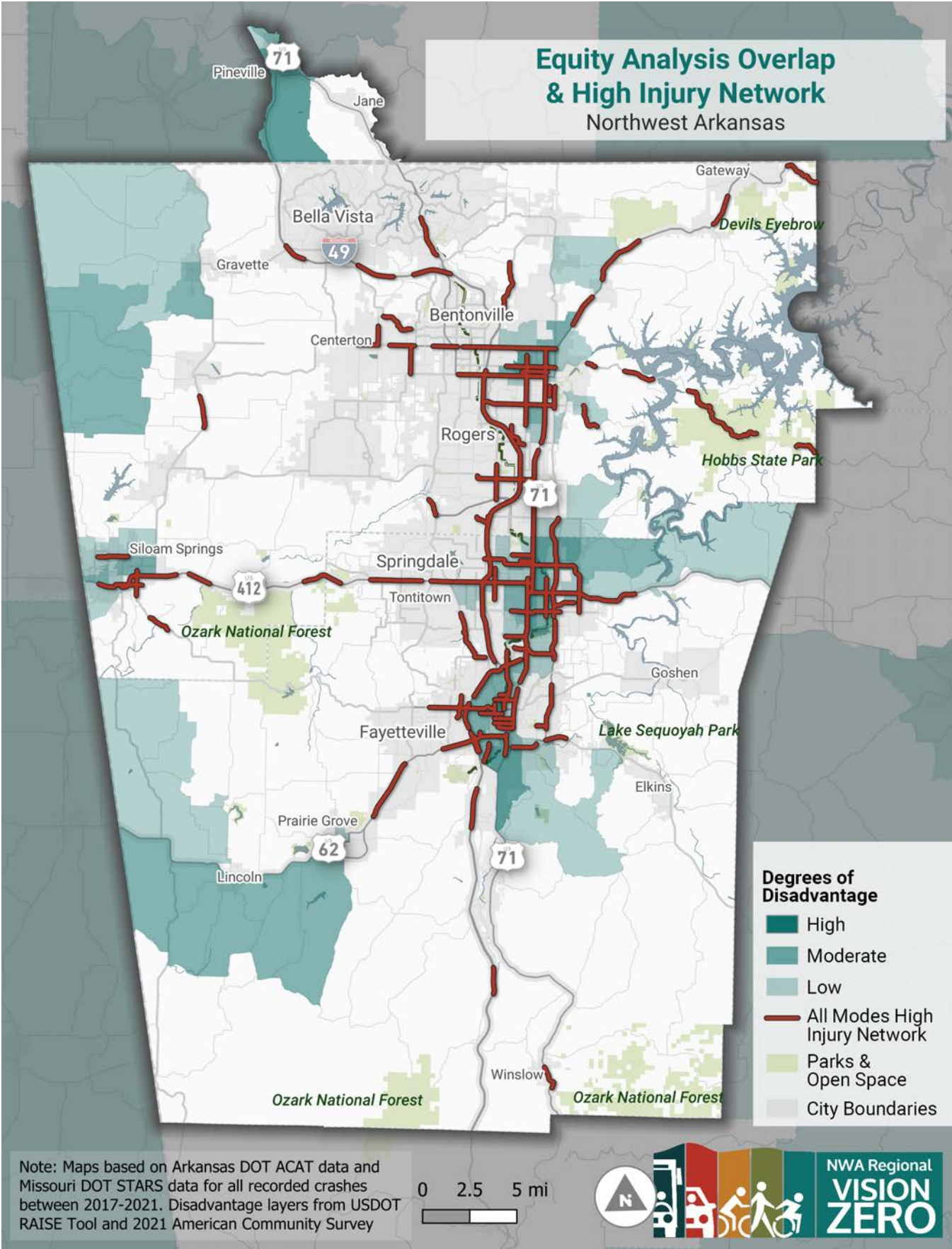
Vulnerable roadway users that live in disadvantaged areas are overrepresented in fatal and serious injury crashes.

6%
of roadway network

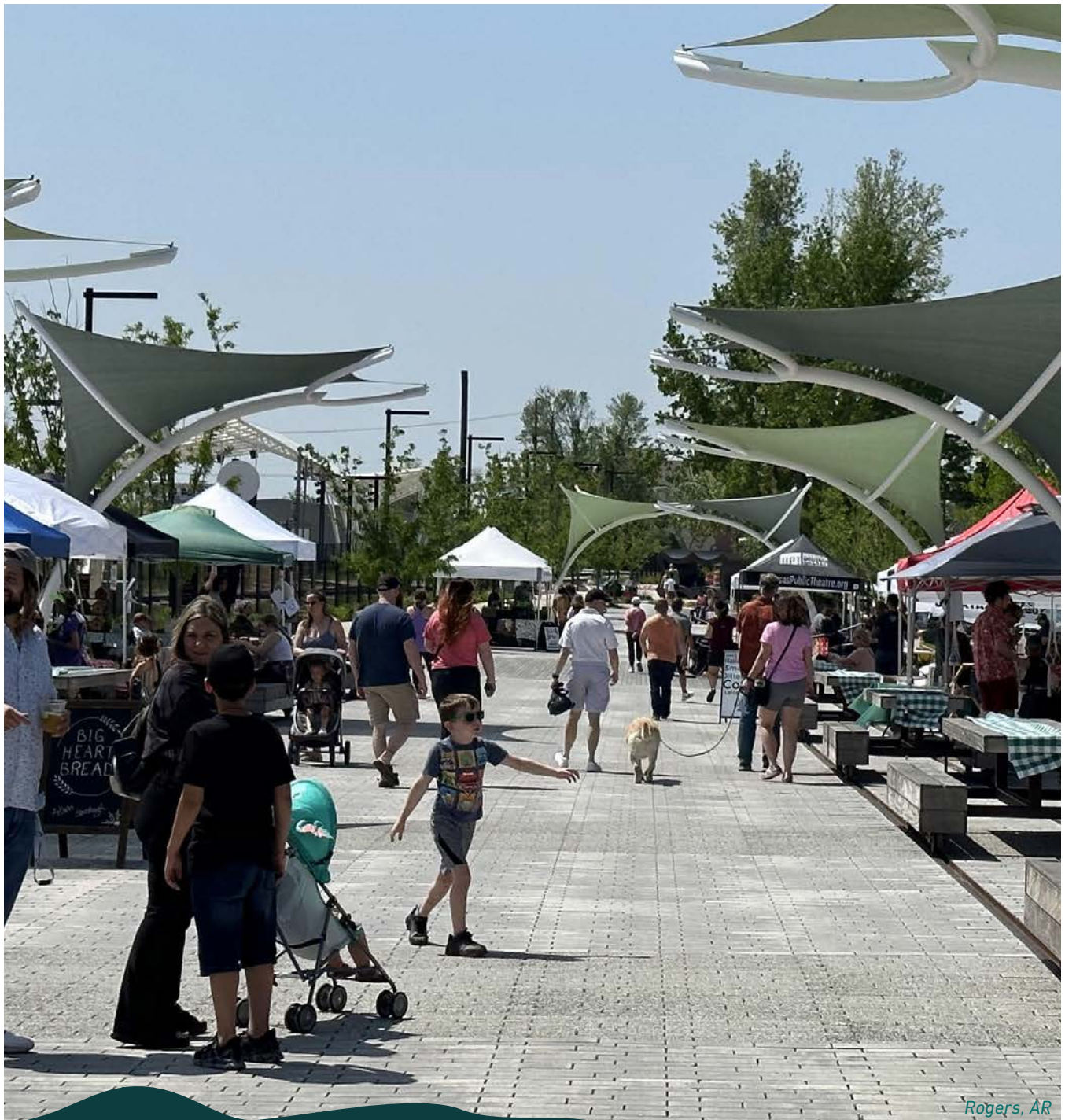
16%
of total KSI crashes



Equity Analysis Overlap and HIN



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Rogers, AR

3

Community Outreach

3. Community Outreach

The NWA Vision Zero Plan employed a wide range of digital and in-person engagement tools to inform the community and solicit feedback on roadway safety. Communicating the importance of roadway safety during the development of this Plan was an important step in long-lasting efforts to engage and empower people in the region to make changes that save lives. Five key elements were foundational for engagement:

1. **Listen First:** Events and outreach were structured so people could have multiple opportunities and options to share their experiences, interests, and concerns related to safety.
2. **Provide an Open and Transparent Process:** Engagement was accessible to as many members of the community as possible.
3. **Educate on Positive Traffic Safety Culture:** Each engagement event incorporated education components about the personal and community benefits of safety.
4. **Give Proper Notice:** Engagement provided community members sufficient advanced notice for in-person events as well as online feedback opportunities, allowing them to plan and prioritize their participation.
5. **Prioritize Equity:** Activities ensured that minority and low-income populations were specifically engaged and heard and materials were provided in English and Spanish.



Source <https://nwa.pressreader.com/article/281878712709691>

Promotion and Media Coverage

Promotion for the Plan relied on digital/social media, word of mouth, and traditional print media. The Northwest Arkansas Democrat-Gazette for the May 8, 2023 Issue highlighted the Safety Demonstration Site Walk in Fayetteville that took a group of municipal staff, local advocates, and elected officials from across the region on a tour near the intersection of M.L.K. Jr. Boulevard and S. School Avenue (US Business 71) to discuss and see different implemented solutions for safety along with street characteristics that should still be addressed.

Listening Sessions

Scheduled listening sessions with municipal staff provided understanding and background for the state of safety within the region along with past efforts that have increased safety. Each listening session included conversation related to:

- Traffic safety culture,

- Process for project implementation,
- Effective tools already being used,
- Challenges to increasing safety,
- Specific locations where changes should be made, and
- Concerns about staff capacity and/or resources available.

Listening sessions revealed that while ongoing efforts are being made at the local level, there is still a lot of work left to do. Major arterials moving through communities present some of the biggest threats. Simultaneously, there is a need for policies and programs to target speed, eliminate distracted driving, and prioritize people walking and bicycling to achieve a safer system as a whole.

Public Interaction

In-person activities are showcased in Table 3. They included a mix of pop-ups at various events and safety demonstration site walks around the region.

Table 3: In-Person Engagement Events

Event Name	Date	Community
Bentonville Moves	4/27/2023	Bentonville
Springdale EV Meeting NWARPC	4/28/2023	Springdale
Beaver Watershed LID Smart Growth	4/27/2023	Springdale
Bentonville Safety Project Demo	5/2/2023	Bentonville
Fayetteville Safety Demonstration Project	5/3/2023	Fayetteville
Safe Streets for All Working Group Meeting 3	5/4/2023	Springdale
Bentonville First Friday	5/5/2023	Bentonville
Lower Ramble	5/5/2023	Fayetteville
First Friday	5/5/2023	Huntsville
Rogers Concert Series	5/5/2023	Rogers
Square 2 Square Ride (Bentonville End)	5/6/2023	Bentonville
Bentonville Farmers Market	5/6/2023	Bentonville
Coler Noon to Moon	5/6/2023	Bentonville
Rogers Concert Series	5/6/2023	Rogers
Rogers Farmers Market	5/6/2023	Rogers
Square 2 Square Ride (Springdale Halfway Halt)	5/6/2023	Springdale
Farmers Market Springdale	5/6/2023	Springdale

Safety Demonstration Site Walks

Two Safety Project Demonstration Site Walks were held, one in Bentonville and one in Fayetteville, that gave residents, municipal staff, and advocates from around the region the opportunity to walk and talk about local municipality infrastructure problems and solutions. Approximately 40 people attended the two Safety Demonstrations. Bentonville's Safety Demonstration focused on touring the quick build, parking protected, two-way separated bike lane on SW 8th Street, while the Fayetteville Safety Demonstration focused on examining different pedestrian and bicycle constraints: large state-owned arterials and intersections and a few successful pedestrian crossings for the Razorback Greenway. The demonstrations also allowed advocates and residents to discuss problems they experience and witness along each route.



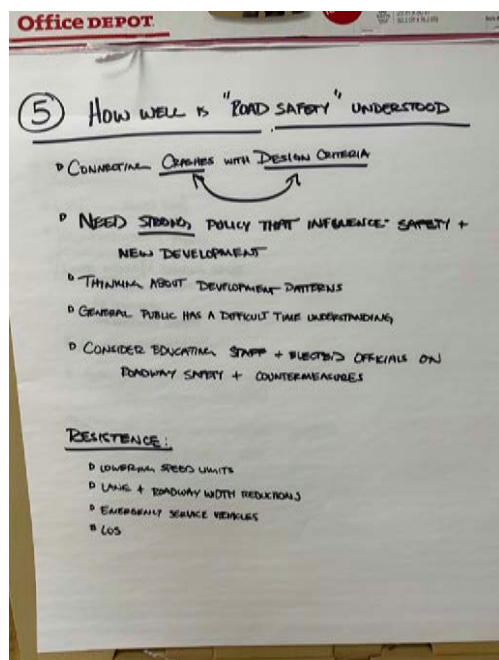
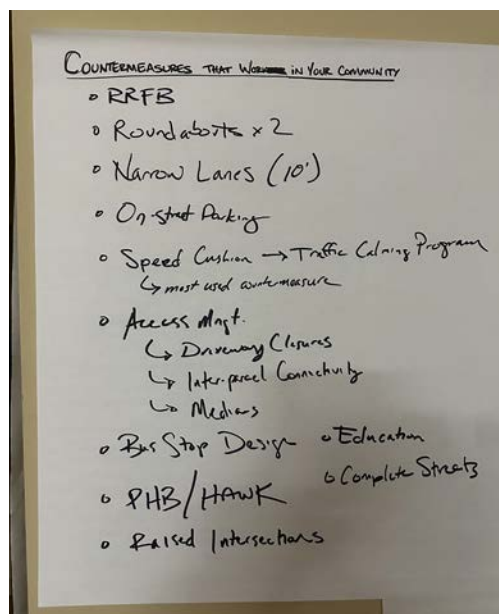
Pop-Up Booths

A go-to approach to engagement led to multiple events with pop-up booths for the NWA Vision Zero Plan throughout the region. The pop-ups included posters showcasing the number of fatalities and serious injury crashes in the region and business cards with QR codes for the public survey. Pop-up booth locations included the Square 2 Square Halfway Halt, Bentonville First Friday, Huntsville First Friday, Rogers Concert Series, Rogers Farmers Market, and the Farmers Market in Springdale. Square 2 Square is a biannual bike ride along the Razorback Regional Greenway for 30 miles between Fayetteville and Bentonville with nearly 2,000 riders, both local and regional, attending. Two events, the Rogers Concert Series and the Springdale Cinco de Mayo Farmers Market, had large Latino and Hispanic attendance which gave the opportunity to engage Spanish speaking residents.



Regional Safety Working Group

The regional safety working group met four times over the course of the NWA Vision Zero Plan development. It consisted of municipal staff, elected officials, regional advocates, and more. A key role of the working group was to discuss safety in the region, to guide recommended actions for policies, programs, and projects. Using the Safe System Approach foundation, the regional working group helped shape the NWA Vision Zero Plan and customize the recommendations that will reduce serious injury and fatal crashes in the region.



Safety Webinar Series

Educating decision-makers and the general public about safety in the region and specifically the Safe System Approach was an important role of engagement for the NWA Vision Zero Plan. Safety Webinars were developed to serve as a lasting resource to explain how addressing safety should emphasize the characteristics of the roadways that are leading to the lives being lost and that a Safe System Approach should be both reactive—implementing solutions along the High Injury Network—and proactive—deploying safety countermeasures to reduce risk. The Safety Webinar Series was recorded and posted to the project website to allow for on-demand listening.



Safety Vocabulary

- **Crashes** not accidents
- **KSI** – Killed or Serious Injury Crashes
- **Proven Safety Countermeasure** – an action designed to reduce the frequency and/or the severity of crashes
- **Systemic Safety** – applying changes to a system based on risk and not just crash history

TOOLE
DESIGN

Road Diet/Roadway Reconfiguration

	PROACTIVE	REACTIVE		
	Safety Focus Area	Crash Type	Expected Crash Reduction	Relative Cost
	Pedestrian/Bicycle Speed Management	Criticality Mid-block Multiple Threat/Trapped Bicycle Right Hook Vehicle Overtaking Bicycle	19-47% of all crashes	\$

TOOLE
DESIGN

*Speed Management benefits by eliminating speed differentials
** With the addition of separated bike lanes

Public Feedback

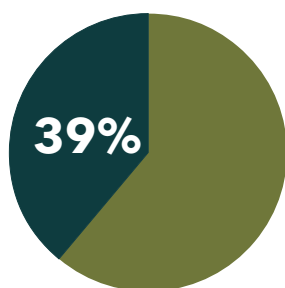
Digital engagement tools included an online survey and map. Participants that provided feedback on the interactive map were asked to identify the following:

- Locations where they feel unsafe
- Locations where they feel safe
- Places where a roadway improvement could be made

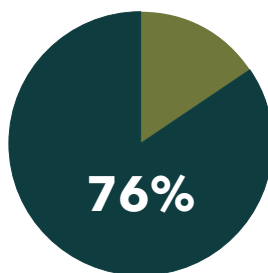
Most people who commented live in the eastern part of the region, yet most of the points are shown in the larger, more dense areas of Fayetteville and Bentonville. Overall, 316 people responded to the survey, placing over 600 points on the interactive map.

When asked what the major issues are affecting your safety on the roadways in Northwest Arkansas, community members responded that distracted driving, lack of sidewalks and/or continuous sidewalks, and people driving too fast were the top three major issues.

When asked how you typically get around Northwest Arkansas, most respondents drove, walked, or rode their bike. When asked how often they bike or walk, 39% walked or biked daily and 76% walked or biked at least once a week.



Walk or bike daily

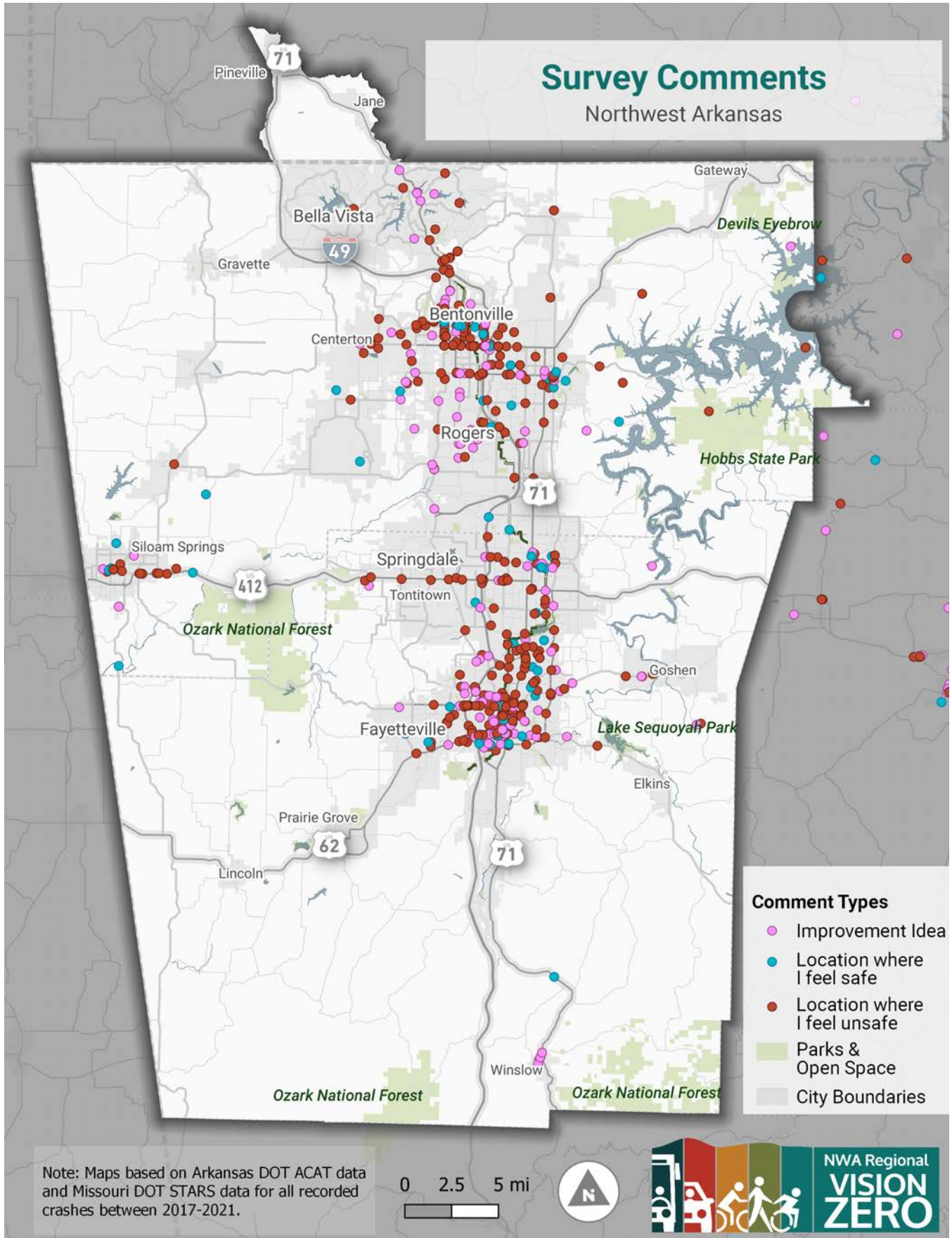


Walk or bike at least once a week

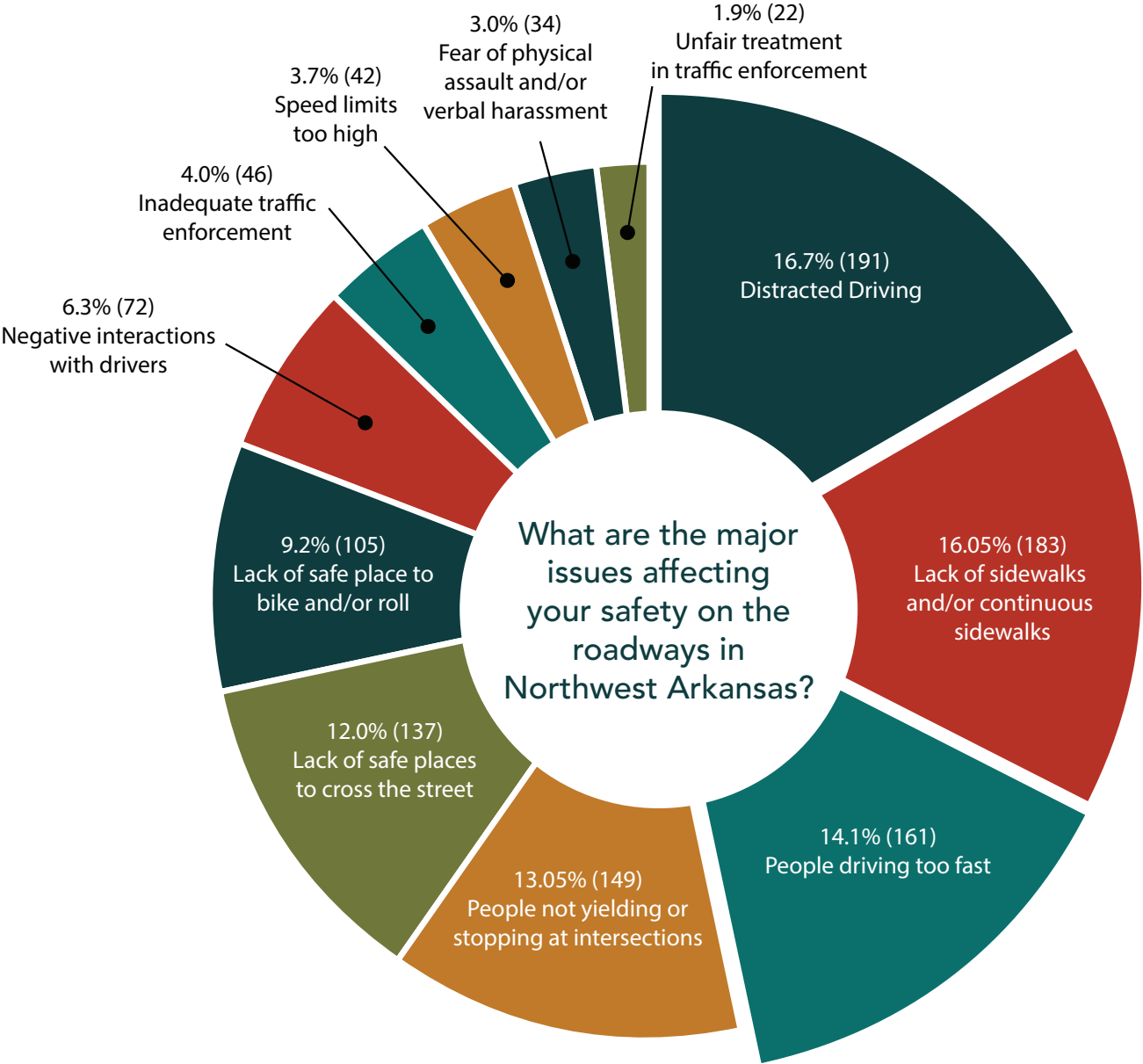
How do you typically get around NWA?



Interactive Map Comments

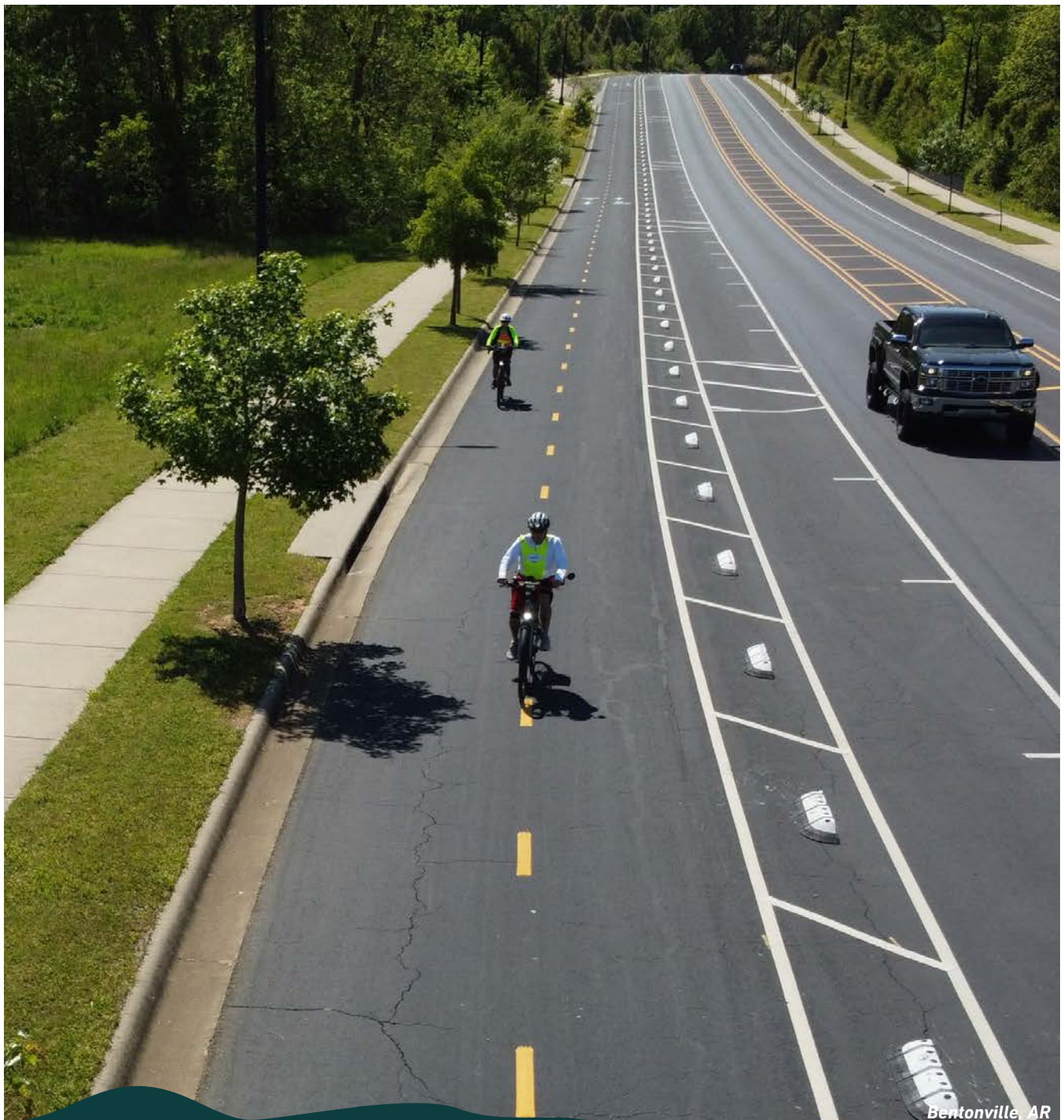


Public Survey Results





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Bentonville, AR

4

Goals and Actions

4. Goals and Actions

Goals

The mission of Vision Zero—to Save Lives—requires changing how we design and operate our transportation system. The Safe System Approach is the foundation for this change that prioritizes human life above everything else. Through this Plan's analysis, a High Injury Network has been established based on severity of crashes, roadway characteristics, individual behaviors, and unsafe speeds which highlights corridors where fatal and serious crashes are overrepresented on the regional roadway network.

This Plan establishes four goals for addressing roadway safety and implementing Vision Zero in Northwest Arkansas:



1. Promote a culture that prioritizes people's safety



2. Reduce conflicts between roadway users



3. Establish policies, practices, and programs that focus on safety at all levels



4. Slow vehicle speeds



Actions

Achieving goals is not always quick or easy. Effective implementation comes from coordinating various agencies and people to take action focused on safety. The staff of agencies and their partners must have clear tasks. Institutions must have proper incentives and authority to implement their mission.

Each goal is supported by actions that are assigned lead agencies and timeframes. By breaking overarching goals into specific actions this Plan builds a comprehensive set of efforts that together will implement Vision Zero and save lives. All actions consider and support the five Safe System Elements.



Springdale, AR

What you'll see here...

- A.** Action items - Each is a discrete, specific effort that can be advanced by a Vision Zero partner.
 - B.** Asterisk (*) - Items followed by an astrisk represent systemic safety countermeasus that can be installed on the HIN or proactively jurisdiction-wide where similar conditions exist for crashes to potentially occur. Learn more about these actions on page 51.
 - C.** Timeframe - Action items are assigned general timeframes to help action leaders prioritize their efforts. Although the timeframes note a number of years, these timeframes align with the level of effort for completing these actions.
- Timeframes include:
- a. Immediate: 0-2 years;
 - b. Short: 2-5 years; or
 - c. Medium-Long: 5-10 years.
- D.** Cost - There is an anticipated annual cost level listed with each step based on the following ranges:
 - a. \$ - low (less than \$100k)
 - b. \$\$ - medium (between \$100k-\$500k)
 - c. \$\$\$ - high (\$500k and above)
 - E.** Action Leader and Supporting Partners - Each action item is led by an action leader and supported by various agency partners.

	(A) Action	(B) Timeframe	(C) Cost	(D) Action Leader	(E) Supporting Partners
1-3	Create guidance for micro sidewalk gap program	Immediate	\$	Member Agency, NWARPC	
1-11	Conduct roadway safety audits after every KSI crash	Short	\$ - \$\$	Member Agency	
1-18	Install lighting on arterial roadways, starting with the HIN *	Medium-Long	\$\$\$	ARDOT, MODOT, Member Agency	NWARPC

The Actions that follow are understood to be general recommendations. For some Actions, implementation would only occur when and where appropriate based on further analysis, engineering design, and environmental assessment. Other Actions may require policy changes in alignment with other agency goals. Due to staffing, financial, and other constraints, each agency will need to consider how to prioritize implementation of these Actions in support of Vision Zero.





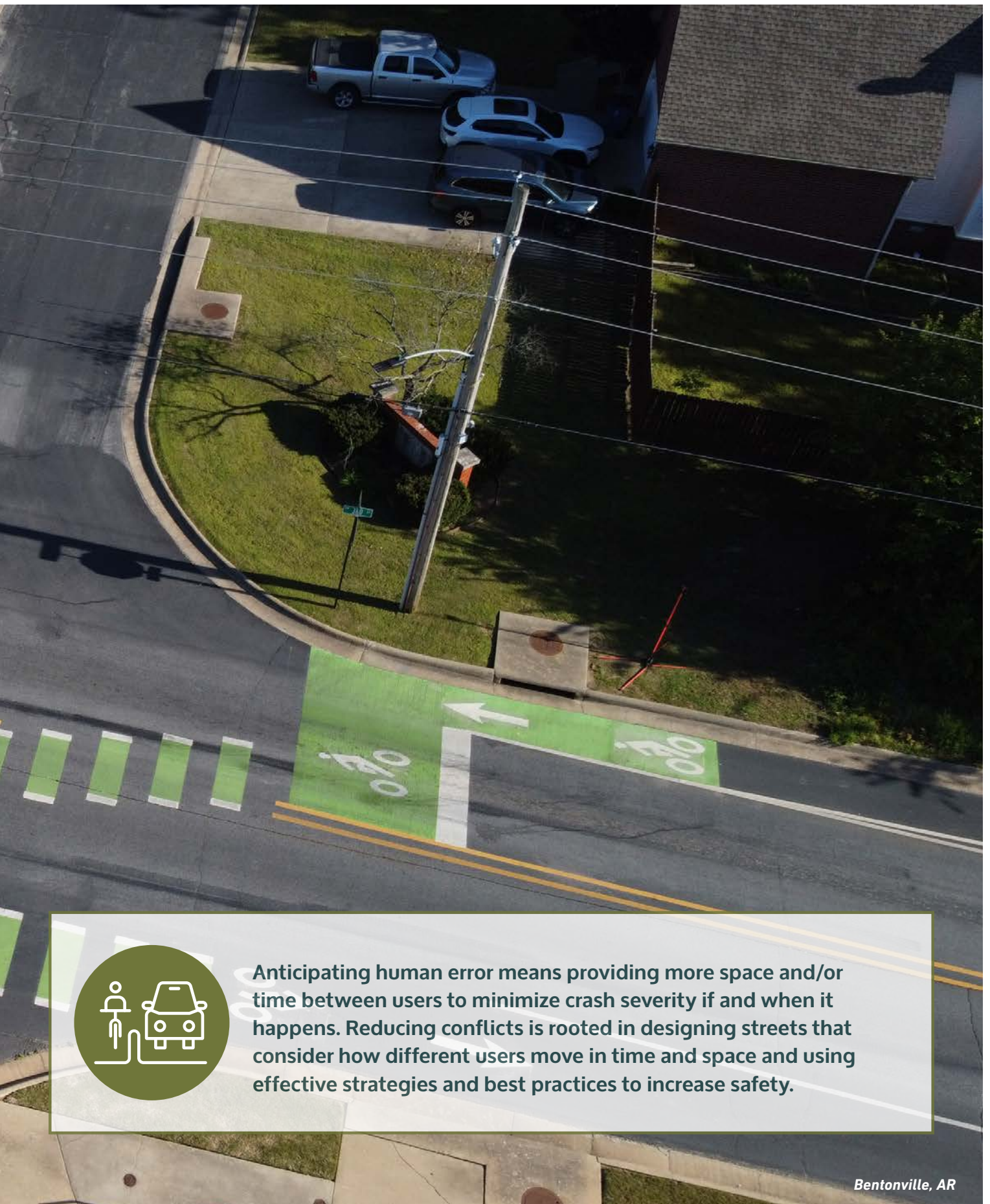
Ongoing communication along with projects that put safety first are critical to culture change. Culture is more than messaging; it is a set of behaviors and a way of life that values the safety of fellow roadway users by every person during every trip.

Fayetteville, AR

	Action	Timeframe	Cost	Action Leader	Supporting Partners
1-1	Work with media partners to report traffic crashes more accurately, to avoid victim blaming, and report crashes in the context of Vision Zero	Immediate	\$	NWARPC	Member Agency
1-2	Enhance training for law enforcement and emergency service personnel responsible for crash reporting to address the unique attributes required to accurately report crash circumstances involving people walking and bicycling	Immediate	\$ - \$\$	NWARPC	Member Agency
1-3	Create guidance for micro sidewalk gap program	Immediate	\$	Member Agency, NWARPC	
1-4	Consider hiring Vision Zero staff dedicated to safety projects and programs across departments	Immediate	\$ - \$\$	Member Agency	NWARPC
1-5	Develop branded Vision Zero signage to be deployed with Vision Zero infrastructure projects during construction	Immediate	\$	Member Agency	NWARPC
1-6	Promote using transit to reduce vehicle trips	Immediate	\$	Member Agency, NWARPC	
1-7	Partner with youth organizations to create peer-to-peer anti-distraction messaging campaigns	Short	\$	Member Agency	
1-8	Promote Transportation Demand Management (TDM) and street design policies that reduce Vehicle Miles Traveled (VMT) and automobile dependence	Short	\$ - \$\$	NWARPC	Member Agency
1-9	Promote Street Networks and Land Use Patterns that Reduce Trip Distances and Automobile Dependence	Short	\$	Member Agency	NWARPC
1-10	Develop a Region-Wide Safety Campaign to Share Information with the Community about Traffic Safety for All Modes	Short	\$ - \$\$	NWARPC	Member Agency
1-11	Conduct roadway safety audits after every KSI crash	Short	\$ - \$\$	Member Agency	

	Action	Timeframe	Cost	Action Leader	Supporting Partners
1-12	Conduct analysis of inequities within native populations	Short	\$	NWARPC	
1-13	Prioritize Vision Zero investments in areas with high social vulnerability	Medium-Long	\$\$ - \$\$\$	Member Agency	NWARPC
1-14	Pursue a sustainable funding source for transit to increase frequency, reduce travel time, and expand service area	Medium-Long	\$\$ - \$\$\$	Transit Agency	Member Agency
1-15	Support DUI/DWI court programs that focus on education and treatment over punishment	Medium-Long	\$	Member Agency	
1-16	Encourage large employers of truckers to put speed governors on trucks	Medium-Long	\$	NWARPC	
1-17	Install pedestrian-scale lighting along the HIN, especially at trail crossings *	Medium-Long	\$\$ - \$\$\$	Member Agency	
1-18	Install lighting on arterial roadways, starting with the HIN *	Medium-Long	\$\$\$	ARDOT, MODOT, Member Agency	NWARPC
1-19	Conduct ongoing safety campaigns and events with the community - community safety advisory team (religious leaders, community centers, rec centers)	Medium-Long	\$ - \$\$	NWARPC	Member Agency
1-20	Analyze growth areas adjacent to HIN for future planned development	Medium-Long	\$	NWARPC	Member Agency
1-21	Conduct economic and equity analysis	Medium-Long	\$	NWARPC	





Anticipating human error means providing more space and/or time between users to minimize crash severity if and when it happens. Reducing conflicts is rooted in designing streets that consider how different users move in time and space and using effective strategies and best practices to increase safety.

Bentonville, AR

	Action	Timeframe	Cost	Action Leader	Supporting Partners
2-1	Implement no right turn on red on the HIN or high-volume pedestrian routes	Short	\$	ARDOT, Member Agency	
2-2	Implement pedestrian friendly cycle lengths, maximum 3' per second of walking speed	Short	\$ - \$\$	ARDOT, Member Agency	
2-3	Standardize crosswalk design standards including ladder spacing and widths	Short	\$	NWARPC, ARDOT	Member Agency
2-4	Review crosswalk spacings and distance of crossings (include pedestrian refuge islands)	Short	\$	ARDOT, Member Agency	
2-5	Implement a sidewalk gap program to fill short segments outside of development process	Short	\$\$	ARDOT, Member Agency	
2-6	Identify walking zones for schools, recreation centers, and other community identified priorities for connectivity	Short	\$	ARDOT, Member Agency	School Board
2-7	Assess and install bicycle and pedestrian projects to increase separation	Short	\$\$\$	Member Agency	NWARPC, ARDOT
2-8	Install median refuge and pedestrian crossing signals (RRFB or PHB) for mid-block crossings, starting with transit stops on the HIN	Short	\$\$\$	Member Agency, ARDOT	
2-9	Reduce distances between crossings along arterials with long distances between signalized intersections	Medium-Long	\$\$ - \$\$\$	ARDOT	NWARPC, Member Agency
2-10	Implement road diets along the HIN where applicable	Medium-Long	\$\$\$	Member Agency	ARDOT
2-11	Close gaps in bicycle and pedestrian networks	Medium-Long	\$\$ - \$\$\$	Member Agency	
2-12	Close slip lanes where applicable, starting with the HIN	Medium-Long	\$ - \$\$\$	Member Agency	
2-13	Implement leading pedestrian intervals at signalized intersections, specifically on applicable HIN corridors	Medium-Long	\$ - \$\$	ARDOT, Member Agency	

	Action	Timeframe	Cost	Action Leader	Supporting Partners
2-14	Implement pedestrian recall on all permissive and through signal phases specifically on applicable HIN corridors	Medium-Long	\$ - \$\$\$	ARDOT, Member Agency	
2-15	Install or retrofit countdown pedestrian signal heads	Medium-Long	\$\$ - \$\$\$	ARDOT, Member Agency	
2-16	Consider removing permissive left turns during active pedestrian signal phase	Medium-Long	\$\$	ARDOT, Member Agency	
2-17	Install sidepath or separated/raised/protected facilities for bicycle routes on roadways with speeds above 35 mph in accordance with FHWA Bikeway Selection Guide	Medium-Long	\$\$\$	ARDOT, Member Agency	
2-18	Install edge and center line treatment with bicycle-friendly rumble strips on roadways with marked shoulders	Medium-Long	\$\$ - \$\$\$	ARDOT, MODOT, Member Agency	
2-19	Design and install overpass or tunnel for trail crossings of roadways with 55 mph+ vehicle speeds	Medium-Long	\$\$\$	ARDOT, Member Agency	
2-20	Daylight intersections (removing obstacles that impair sight lines) in town centers and in high-volume pedestrian areas	Medium-Long	\$	ARDOT, Member Agency	
2-21	Convert front-in angle parking to back-in angle or parallel parking in downtown areas	Medium-Long	\$\$	Member Agency	
2-22	Provide buffers to sidewalks and sidepaths (paint, greenspace, trees, etc.)	Medium-Long	\$\$ - \$\$\$	ARDOT, Member Agency	
2-23	Install backplates with retroreflective boards at all signalized intersections and use reflectors on curves and bridges, starting with the HIN	Medium-Long	\$\$ - \$\$\$	Member Agency, ARDOT	
2-24	Deploy access management strategies to combine driveways to adjacent properties OR build medians to restrict left turns near driveways and intersections	Medium-Long	\$\$ - \$\$\$	ARDOT, Member Agency	

A photograph of a road intersection with a semi-transparent orange box containing text. The background shows a clear blue sky, green trees, a white fence, and a road with yellow and white lane markings. A black street lamp is visible on the left. In the foreground, a white cylindrical object lies on the road. A silver SUV and a red car are visible on the road to the right.

3

**Establish policies,
practices, and
programs that focus on
safety at all levels**



Accomplishing zero fatal and serious injury crashes requires changes at every level. Policy sets the stage for daily decisions to change and can influence practices, programs, and mindsets that are essential for the Safe System Approach to be effective.

Bentonville, AR

	Action	Timeframe	Cost	Action Leader	Supporting Partners
3-1	Adopt Complete Streets policies	Immediate	\$	NWARPC, Member Agency, ARDOT	
3-2	Establish equitable zero tolerance policies and incentive programs to reduce and eliminate speeding	Immediate	\$	Member Agency, Police Department	
3-3	Establish program and procedures to conduct roadway safety audit after KSI crash	Immediate	\$	Member Agency	NWARPC, ARDOT, MODOT
3-4	Create regional and local roadway safety education program for practitioners, boards, and elected officials	Immediate	\$ - \$\$	NWARPC, Member Agency	
3-5	Develop a Vision Zero dashboard to track performance metrics related to KSI crashes, safety projects, completed actions, and other items that focus on the Safe Systems Approach	Immediate	\$	NWARPC	ARDOT, Member Agency
3-6	Publish annual report on crashes and other safety metrics for transparency and accountability	Immediate	\$	NWARPC, Member Agency	ARDOT, MODOT
3-7	Create policy to site transit stops closer to intersections to reduce dart and dash crashes	Immediate	\$	Member Agency, Transit Agency	NWARPC
3-8	Review and update land use policies and development standards to prioritize the safety of all road users (e.g., block size, crosswalk spacing, access management)	Immediate	\$	Member Agency	NWARPC
3-9	Develop a multimodal safety toolbox that identifies strategies available to address safety concerns for all modes	Short	\$	NWARPC	
3-10	Establish multidisciplinary crash response teams to evaluate and address fatal and serious injury crashes at crash locations	Short	\$	Member Agency	NWARPC, ARDOT, MODOT
3-11	Adopt specifications for incorporating safety features in new fleet vehicle purchases and retrofit existing vehicles	Short	\$	NWARPC	Member Agency

	Action	Timeframe	Cost	Action Leader	Supporting Partners
3-12	Advocate for changes to state law to expand the use of automated safety cameras	Short	\$	NWARPC	Member Agency
3-13	Conduct crash analysis by type of vehicle due to semis and large trucks with trailers on roads	Short	\$	NWARPC	ARDOT, Member Agency
3-14	Conduct analysis of crashes on curves and hills in region	Short	\$	NWARPC	ARDOT, Member Agency
3-15	Conduct analysis of crashes related to two-way left-turn lanes and access management on arterials, especially in commercial areas	Short	\$	NWARPC	ARDOT, Member Agency
3-16	Analyze crashes within new greenfield development, housing, and commercial	Short	\$	NWARPC	Member Agency
3-17	Establish policy to conduct routine walking audits to review safety needs for roadway projects during scoping phase	Short	\$	Member Agency	
3-18	Address safety through installing proven countermeasures during routine roadway maintenance	Medium-Long	\$ - \$\$\$	ARDOT, MODOT, Member Agency	
3-19	Identify and implement applicable road safety countermeasures through routine resurfacing	Medium-Long	\$\$ - \$\$\$	ARDOT, MODOT, Member Agency	
3-20	Consider policies that provide alternatives for primary access to schools on arterials or HIN for future school sites	Medium-Long	\$	School Board	Member Agency
3-21	Analyze before and after crash trends along recent roadway projects	Medium-Long	\$	NWARPC, ARDOT	
3-22	Conduct ongoing safety analyses for intersections, specifically along the HIN	Medium-Long	\$ - \$\$	NWARPC	Member Agency



4

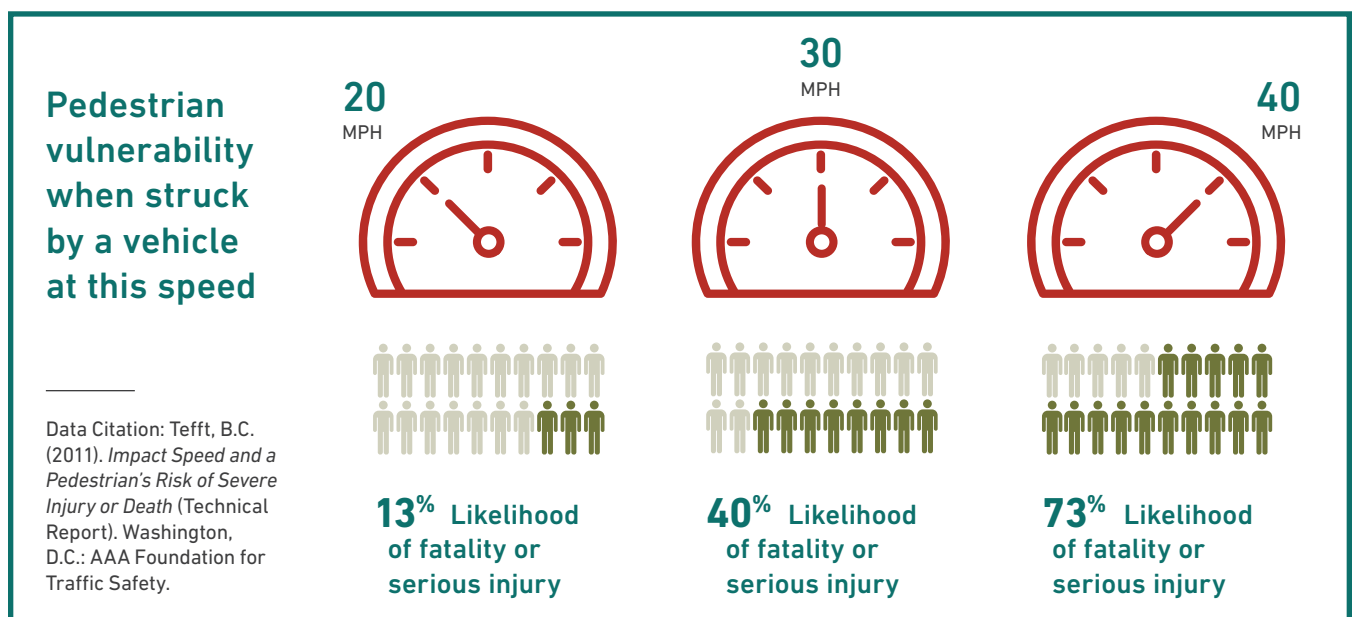
Slow Vehicle
Speeds



Excessive speed is at the heart of fatal and serious injury crashes. Getting people to drive slower will take more than just a lower speed limit. Reducing vehicle speeds will require several tools and strategies to work together for the safety of all roadway users.

Fayetteville, AR

	Action	Timeframe	Safe System Elements	Action Leader	Supporting Partners
4-1	Post nighttime speed limits *	Immediate	\$ - \$\$	Member Agency, ARDOT	
4-2	Develop guidance for equitable traffic calming policies and resources	Immediate	\$	NWARPC	Member Agency
4-3	Reduce speed limits on local streets to 20 mph *	Short	\$	Member Agency	
4-4	Conduct a special speed study in local jurisdictions for blanket speed limit reduction	Short	\$\$	NWARPC, Member Agency	
4-5	Engage state legislature to change laws related to speed limit setting	Short	\$ - \$\$	NWARPC, Member Agency	
4-6	Adjust signal timing and signage for speed limit on arterials *	Short	\$ - \$\$	Member Agency, ARDOT	
4-7	Review speed limits on the HIN	Medium-Long	\$	NWARPC	Member Agency, ARDOT
4-8	Tighten turning radii to reduce turning speeds and include truck aprons on freight routes *	Medium-Long	\$\$	Member Agency, ARDOT	



Proactive Systemic Safety Countermeasures

Systemic safety countermeasures can be installed on the HIN or proactively across the region and in member agency jurisdictions where similar conditions exist for crashes to potentially occur. Generally, systemic safety improvements increase safety of all road users. These proactive systemic safety countermeasures will likely require additional funding for implementation and perpetual maintenance for staffing and materials and/or changing a policy or standard by member agencies or the State to allow the measures to be installed for use in a more widespread manner. These systemic safety countermeasures could also be implemented

proactively or established as safety standards as part of other safety projects, such as street reconstruction or as part of new land use development projects.

The following highlights several safety countermeasures for proactive, systemic implementation in Northwest Arkansas that were listed in the previous action tables. Proactive and systemic safety countermeasures should be installed on the HIN first, as part of other street projects, in similar conditions where crashes could occur and eventually in a more widespread fashion, as budget and staff resources allow.



Install pedestrian-scale lighting along the HIN, especially at trail crossings and along arterials



Reduce distances between crossings along arterials with long distances between signalized intersections



Daylight intersections (remove obstacles that impair sight lines) in town centers and in high-volume pedestrian areas



Implement leading pedestrian intervals at signalized intersections, specifically on applicable HIN corridors



Implement no right turns on red on the HIN or high-volume pedestrian routes



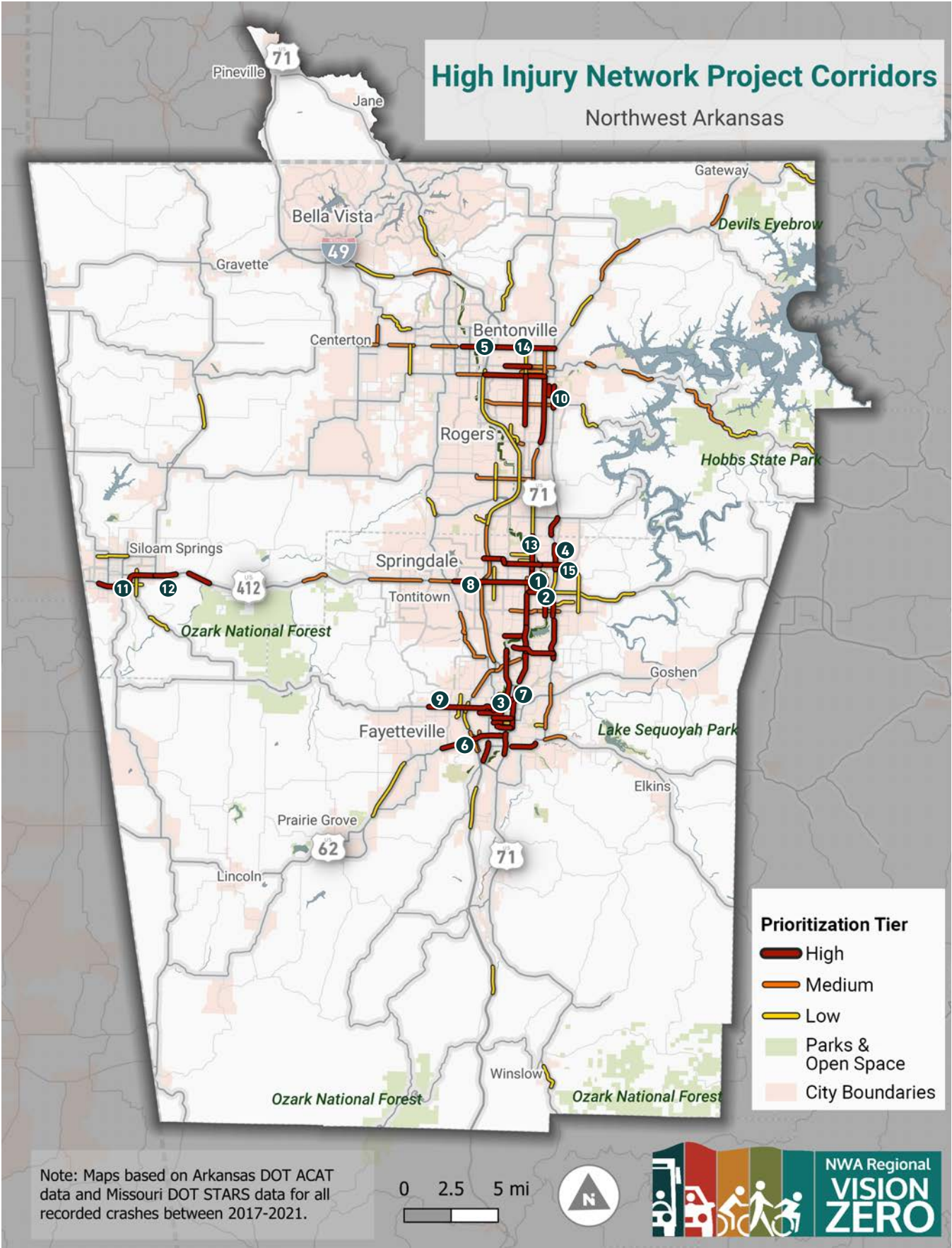
Adjust signal timing and signage for speed limit on arterials

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) <i>South Thompson Street to Turner Street (Springdale)</i>
2	South Thompson Street (US 71B) <i>West Emma Avenue to Curchill Avenue/West Lakeview Drive (Springdale)</i>
3	North Garland Avenue <i>West Lawson Street to West Berry Street (Fayetteville)</i>
4	North Old Missouri Road (Hwy 265) <i>Old Wire Road/Dick Trammel Highway to East Emma Avenue (Springdale)</i>
5	Southeast 14th Street (Hwy 102) <i>Phyllis Street to West Hudson Road/Water Tower Road/Bekaert Drive (Bentonville)</i>
6	West Martin Luther King Jr. Boulevard <i>South School Avenue to West Ozark Trail/East Main Street (Fayetteville)</i>
7	North College Avenue (US 71B) <i>East Center Street to East Township Street (Fayetteville)</i>
8	West Sunset Avenue (US 412) <i>Westside Village Street/East Henri de Tonti Boulevard to South Thompson Street (Springdale)</i>
9	West Wedington Drive <i>West North Street/North Garland Avenue to MP 16.40 (Fayetteville)</i>
10	South Mountie Boulevard <i>West Oak Street/South 5th Street to West Olrich Street (Bentonville)</i>
11	US 412; AR 59 <i>West extent of US 412;AR 59 to Arkotex Road (Siloam Springs)</i>
12	US 412 <i>MP 11.65 to Arkotex Road/US 412; AR 59 (Siloam Springs)</i>
13	North Thompson Street (US 71B) <i>West Emma Avenue to West County Line Road (Springdale)</i>
14	West Hudson Road (US 62) <i>Water Tower Road to North 2nd Street (Rogers)</i>
15	East Huntsville Avenue <i>Mill Street to East Emma Avenue/Butterfield Coach Road (Springdale)</i>

High Injury Network Projects



Proven Safety Countermeasures

Addressing safety in Northwest Arkansas will require the deployment of proven safety countermeasures across the regional transportation network, starting with the HIN. Selection and design of safety countermeasures on every street project in the region should be decided through the lens of the Safe System Approach, so that if a crash occurs it will not result in a fatal or serious injury. Safety countermeasures should not be compromised or simplified during the design or

construction phases. These modifications can reduce the level of safety for all road users.

The FHWA Proven Safety Countermeasures initiative (PCSi) is a collection of specific design or operational changes to streets that have been proven nationally to improve safety. Safety countermeasures are listed below along with hyperlinks to provide a more detailed description and effectiveness of the full safety countermeasure.

Speed Management



[Appropriate Speed Limits for All Road Users](#)



[Speed Safety Cameras](#)



[Variable Speed Limits](#)

Pedestrian/Bicyclist



[Bicycle Lanes](#)



[Crosswalk Visibility Enhancements](#)



[Leading Pedestrian Interval](#)



[Medians and Pedestrian Refuge Islands](#)



[Pedestrian Hybrid Beacons](#)



[Rectangular Rapid Flashing Beacons \(RRFB\)](#)



[Road Diets \(Roadway Configuration\)](#)



[Walkways](#)

Roadway Departure



[Enhanced Delineation for Horizontal Curves](#)



[Longitudinal Rumble Strips and Stripes on Two-Lane Roads](#)



[Median Barriers](#)



[Roadside Design Improvements at Curves](#)



[Safety Edge](#)



[Wider Edge Lines](#)

Intersections



[Backplates with Retro-reflective Borders](#)



[Corridor Access Management](#)



[Dedicated Left- and Right-Turn Lanes at Intersections](#)



[Reduced Left-Turn Conflict Intersections](#)



[Roundabouts](#)



[Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections](#)



[Yellow Change Intervals](#)

Crosscutting



[Lighting](#)



[Local Road Safety Plans](#)



[Pavement Friction Management](#)



[Road Safety Audit](#)

Taking Action

The NWA Vision Zero Plan is a commitment along with an initial set of goals and actions to reach the vision of zero fatal and serious injuries on roadways across Northwest Arkansas. However, Vision Zero must be more than a document; it must be embraced, discussed, emphasized, and reinforced every day. This Plan must be a living document that unites people across agencies, departments, organizations, and the region to prioritize roadway safety.

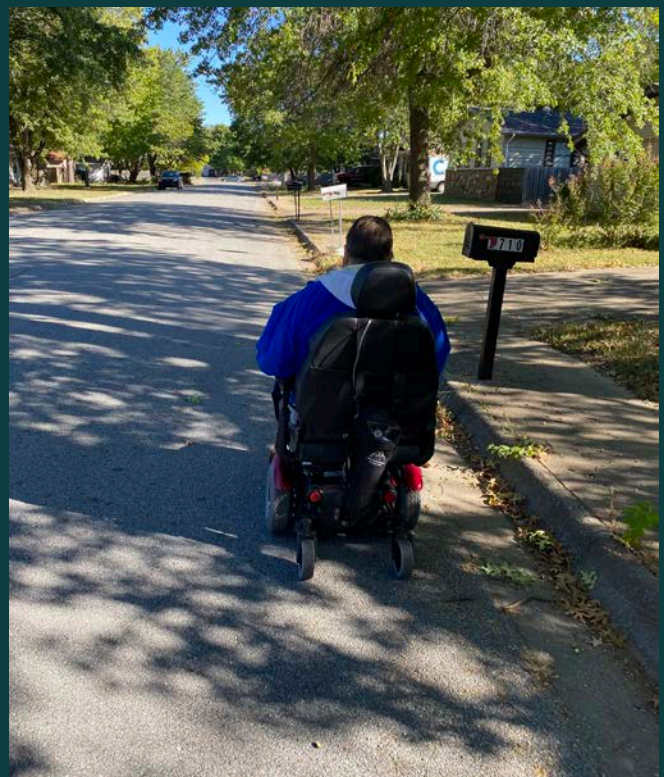
Performance Measures

NWARPC and member agencies will need to monitor the success of individual Vision Zero actions related to each goal. Evaluation and regular reporting are essential for the data-driven approach to Vision Zero. There must be accountability to the commitment of eliminating traffic deaths and severe injuries. If certain actions are not successful, not moving fast enough, or not working for another reason, the region and member agencies should assess and modify actions as needed. However, it is critical that monitoring does not reduce or minimize the focus on the ultimate performance measure of eliminating fatal and serious injuries on all roadways in Northwest Arkansas by 2038. Actions such as the data dashboard and annual reporting can track progress and provide insight into a number of metrics, including but not limited to:

- Crashes involving bicycles and pedestrians
- Crashes resulting from unsafe speeds
- Crashes in rural versus urbanized areas
- Crashes occurring on roadways in Historically Disadvantaged Communities, Areas of Persistent Poverty, and/or Socially Vulnerable communities.

Sharing Responsibility for Vision Zero

To carry out everything presented in this Vision Zero Plan and to eliminate fatalities and serious injuries on all roadways across Northwest Arkansas by 2038, everyone—from elected officials and municipal staff to local employers and residents of all ages and abilities—will need to take action. We all have a personal responsibility to make the right choices and to communicate the importance of why roadway safety matters—making the region's efforts even more effective.







Acknowledgements

The creation of the NWA Vision Zero Plan would not have been possible without the dedication of numerous NWARPC staff, municipal staff from member agencies, elected officials, and community partners.

This effort was led by the NWARPC, in partnership with the Regional Working Group.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

Elizabeth Bowen

Tim Conklin

MEMBER AGENCIES

ADVOCACY ORGANIZATIONS

Trailblazers

Bentonville Moves

Bentonville Coalition

Runway Group

Walton Family Foundation

Bentonville Traffic Safety Committee

Fayetteville Traffic Safety Committee

STATEWIDE AGENCIES

ARDOT

MODOT

PROJECT CONSULTANT

Toole Design Group



Safety Action Plan



Safety Action Plan Appendices

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Federal law 23 United States Code Section 409 governs use of the data in this report. Under this law, data maintained for purposes of evaluating potential highway safety enhancements "...shall not be subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data." If you should attempt to use the information in this report in an action for damages against City, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data, these entities expressly reserve the right, under Section 409, to object to the use of the data, including any opinions drawn from the data.

List of Abbreviations

AADT	Annual Average Daily Traffic
ACAT	Arkansas Crash Analytics Tool
ACS	American Community Survey
AR	Arkansas
ARDOT	Arkansas Department of Transportation
DUI	Driving Under the Influence
FHWA	Federal Highway Administration
GTFS	General Transit Feed Specification
HIN	High Injury Network
KABCO	Injury Severity Scale (Arkansas): K: Fatal injury A: Suspected serious injury B: Suspected minor injury C: Possible injury O: No apparent injury Injury Severity Scale (Missouri) 1: Fatal 2: Disabling 3: Evident – Not Disabling 4: Probable – Not Apparent 5: None Apparent
KA/KSI	Killed or Serious Injury
LRS	Linear Referencing System
MO	Missouri
MODOT	Missouri Department of Transportation
NWA	Northwest Arkansas
NWARPC	Northwest Arkansas Regional Planning Commission
OSM	OpenStreetMap
STARS	Missouri Statewide Traffic Accident Records System
VRU	Vulnerable Road User includes Pedestrian, Bicyclists, or Motorcyclist
VPD	Vehicles Per Day

Appendix A: Crash Maps Report

Toole Design has prepared the following High Injury Network (HIN) and Sliding Windows Analysis maps for the Northwest Arkansas (NWA) Region as part of the Regional Vision Zero Action Plan. The following memo describes our crash data sources, methodologies, and thresholds for development of the maps created.

Crash Data Sources

Maps are based on Arkansas Department of Transportation (ADOT) Arkansas Crash Analysis Tool (ACAT) and the Missouri Department of Transportation (MDOT) Statewide Traffic Accident Records System (STARS) for all recorded crashes between 2017-2021.^{1 2}

Killed and Seriously Injured Crash Maps

The Safe System Approach focuses identifying and addressing the factors that lead to fatal or suspected serious injury (KA) crashes, similar conditions where they could occur, or proactive and system-wide safety solutions before a crash occurs. This report includes maps highlighting where KA crashes have occurred for each mode as well as non-KA crash locations. Areas with high concentrations of KA crashes will become the basis of the HIN.

¹ <https://experience.arcgis.com/experience/1911f992cab484a98f64e7c36c2b262/>

² https://www.mshp.dps.missouri.gov/MSHPWeb/SAC/stars_index.html

Figure 1: Pedestrian Crash Map

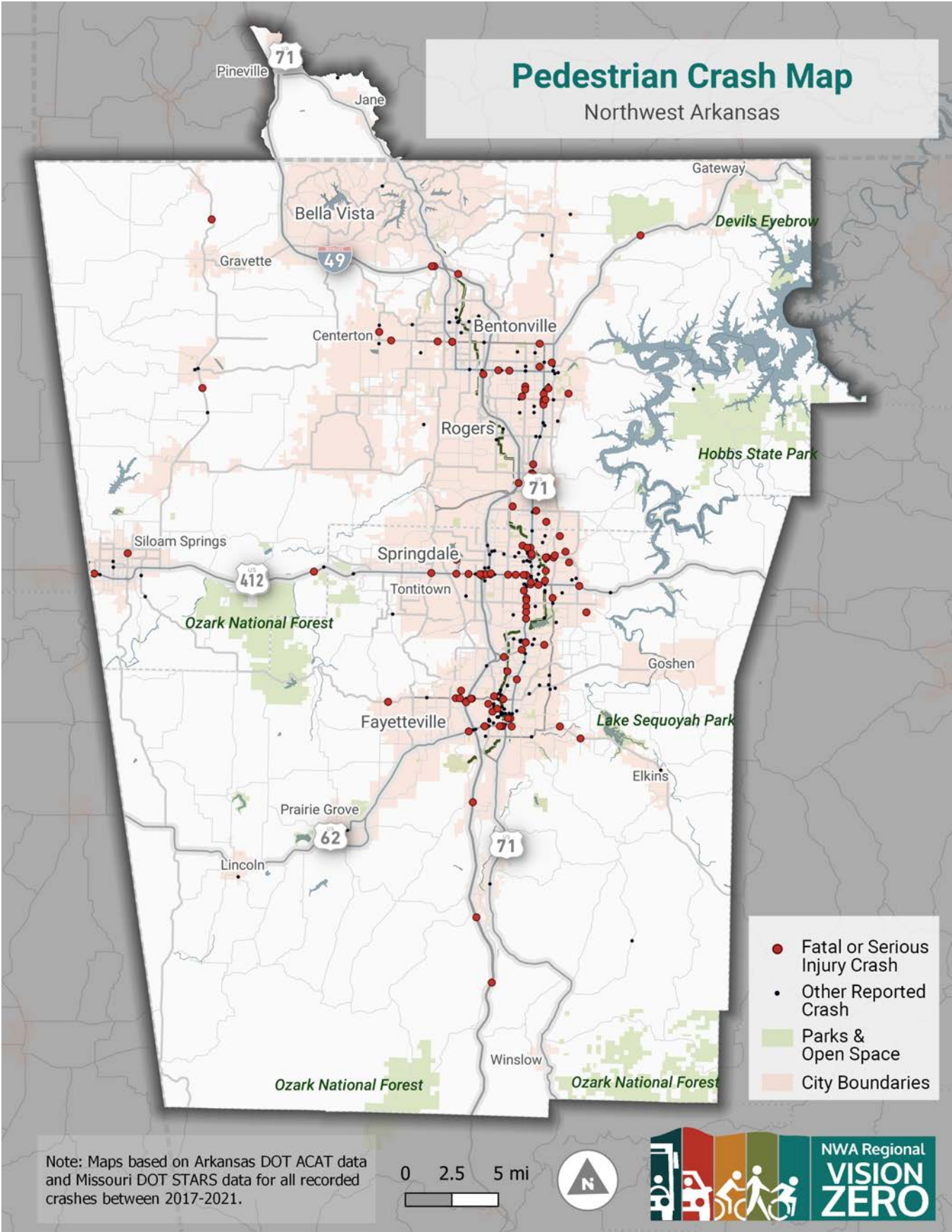


Figure 2: Figure 2: Bicycle Crash Map

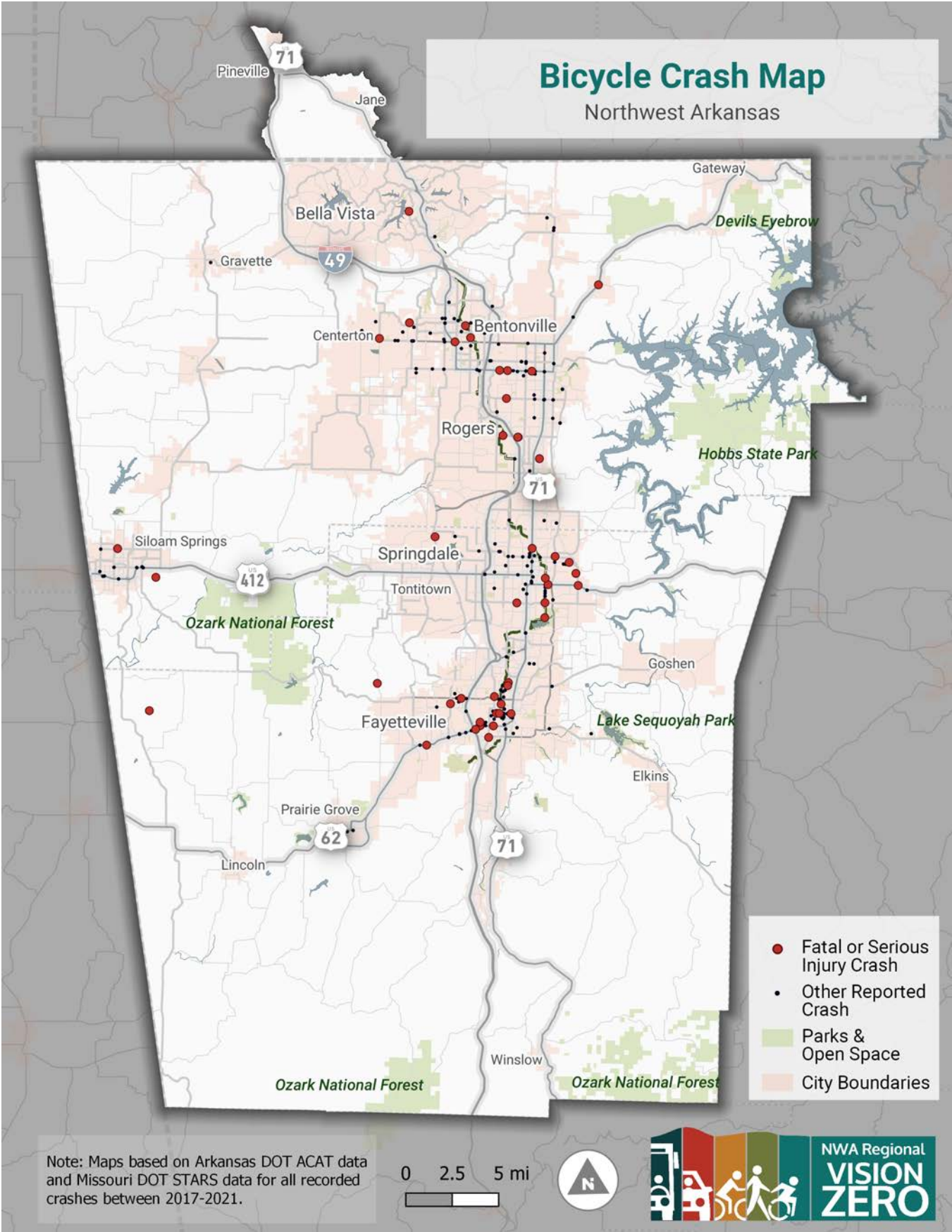


Figure 3: Motorcycle Crash Map

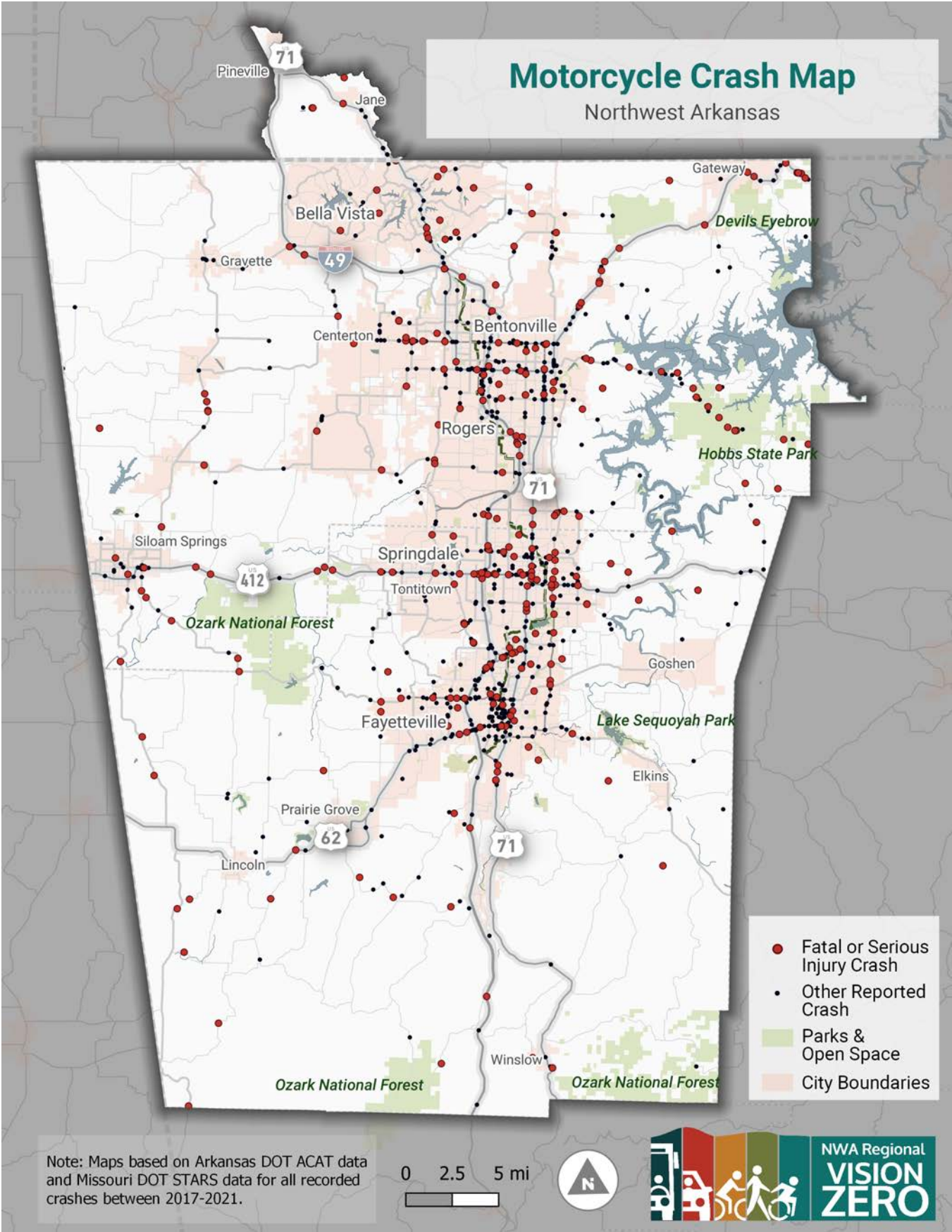


Figure 4: Motor Vehicle Crash Map

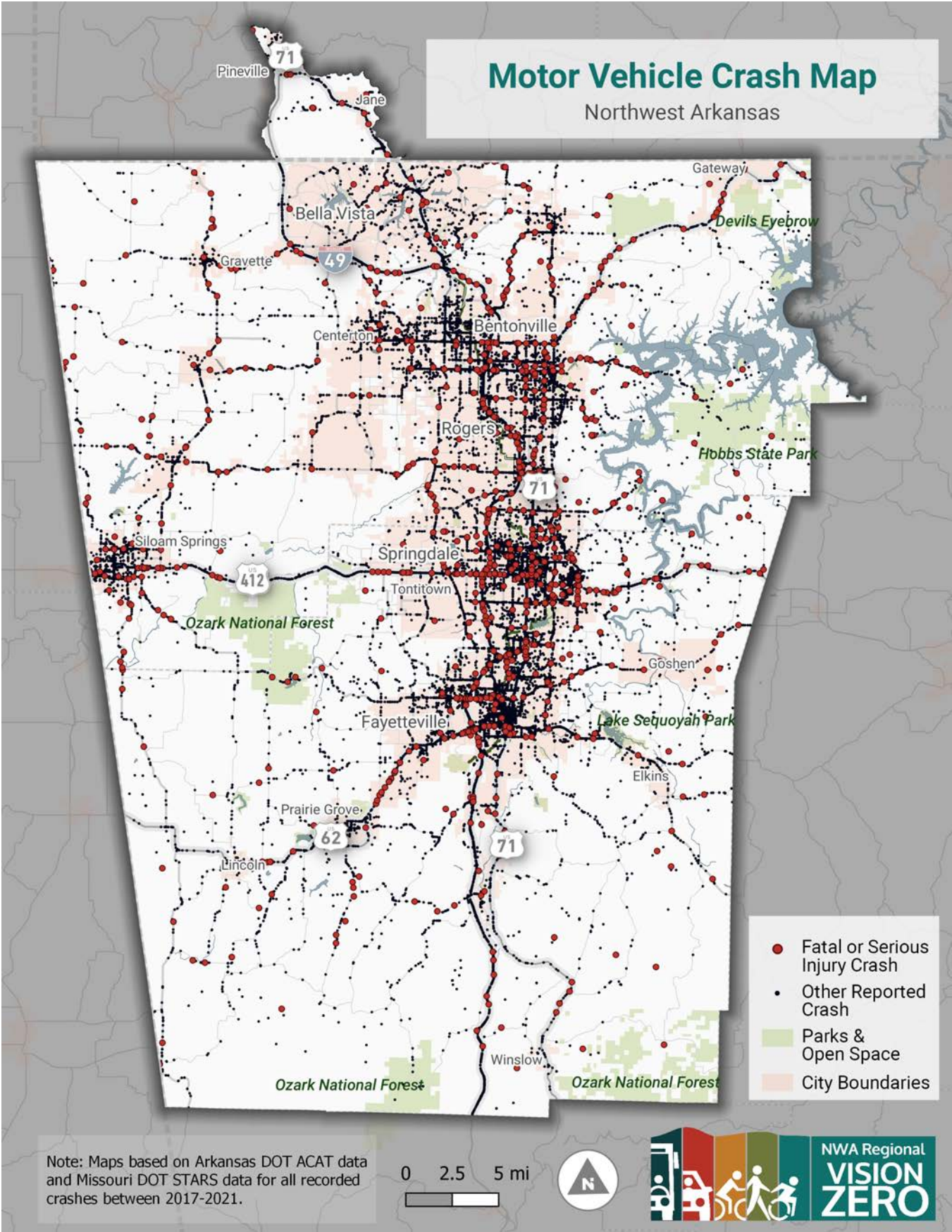
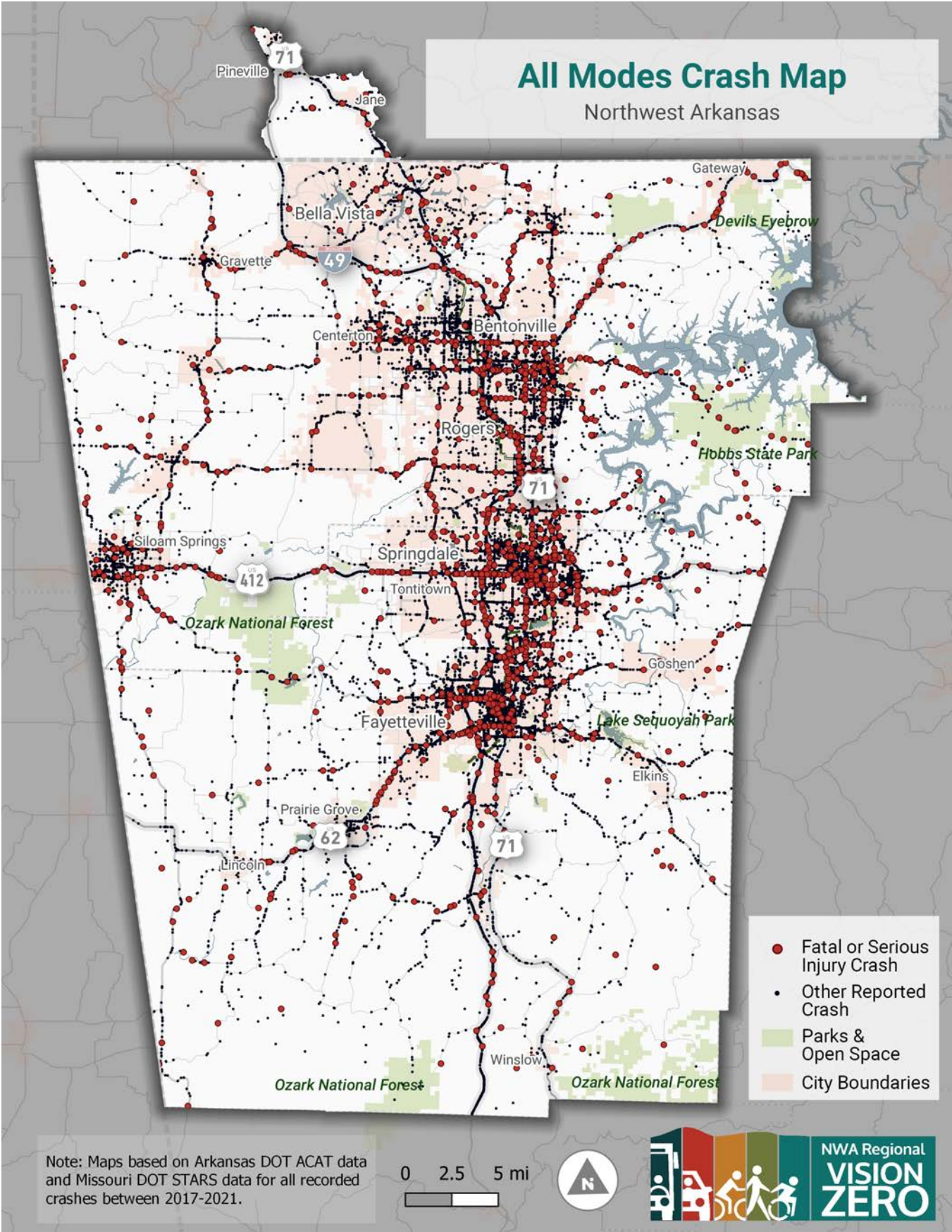


Figure 5: All Modes Crash Map

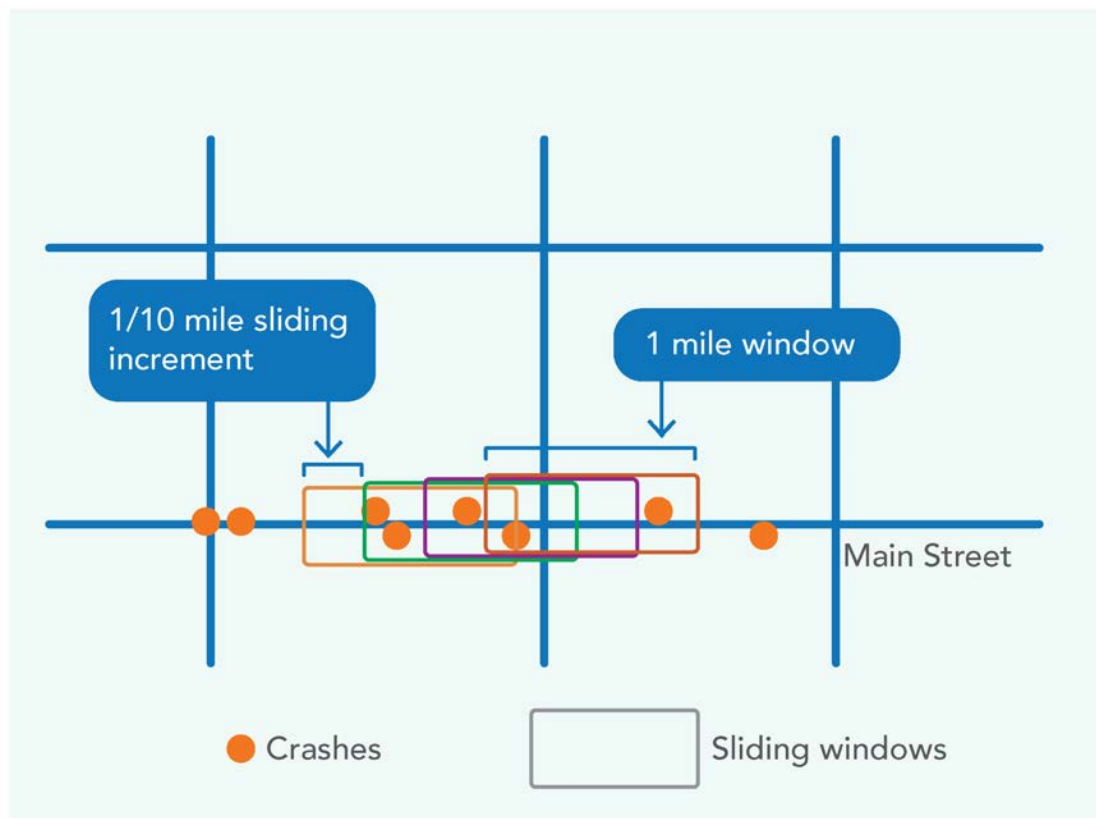


Sliding Windows Analysis Methodology

A sliding window analysis helps understand crashes throughout a transportation network and identify segments with the highest crash density and crash severity. For the NWA Region, the analysis was done by determining the number and severity of crashes in a **one-mile window** on a roadway and shifting that window along the roadway 1/10 of a mile at a time. In

this approach, a virtual “window” is moved along each corridor, counting the number of crashes by density and severity by mode that occurred within each successive one-mile segment. The one-mile moving window slides along a corridor scoring crashes, only stopping for a road name or functional road classification change. Both intersection and segment crashes were included in this evaluation, as the focus is on overall corridor conditions. An example of a Sliding Windows analysis is shown below.

Figure 6: Example of the Sliding Windows analysis. Source: Toole Design.



The Sliding Windows score is calculated by multiplying the number of Fatal Injury/Fatal (K/1) and Suspected Serious Injury/ Disabling (A/2) crashes by 3 and multiplying the number of Suspected Minor Injury/ Evident-Not Disabling crashes (B/3) by 1, and not including Possible Injury/ Probable-Not Apparent (C/4), and No Apparent Injury/ None Apparent (O/5) crashes. Once the weights are established and applied to the crashes, the number of crashes is aggregated along a corridor while incorporating the crash severity weighting. Lower injury crashes (C/4 and O/5) crashes were excluded from the motor vehicle Sliding Windows

analysis but included for bicycle, pedestrian, and motorcycle Sliding Windows due to the potential for a crash to result in an injury when a vulnerable roadway user is involved. Each segment is scored based on this methodology and those Sliding Windows scores are shown in the Sliding Windows maps for pedestrian, bicyclists, motorcyclists, and motor vehicles accordingly. For instance, with KA crashes weighted at three times minor injury crashes, a corridor with two KA crashes will have the same weighted total as a corridor with six minor injury crashes.

Figure 7: Pedestrian Sliding Windows Analysis

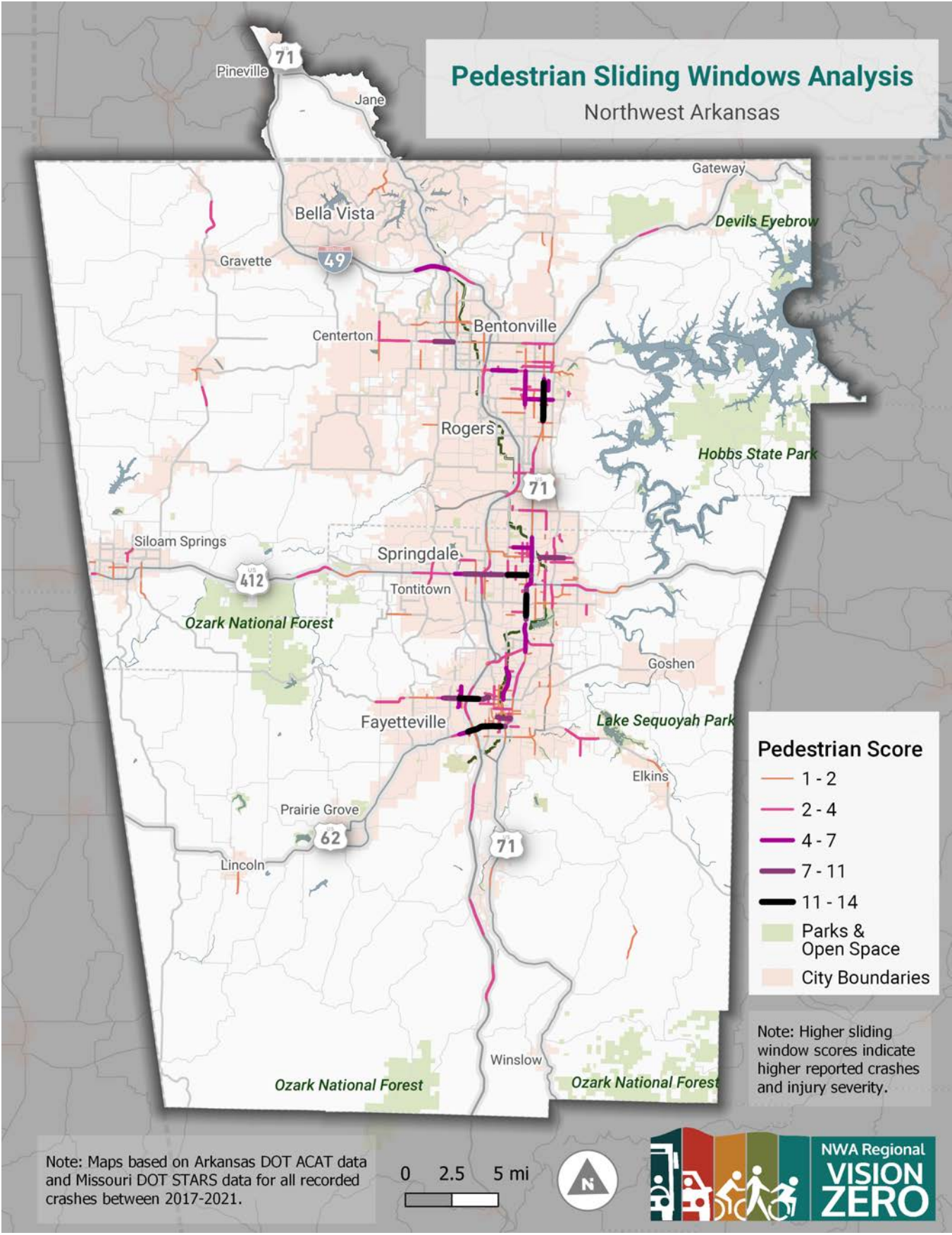


Figure 8: Bicycle Sliding Windows Analysis

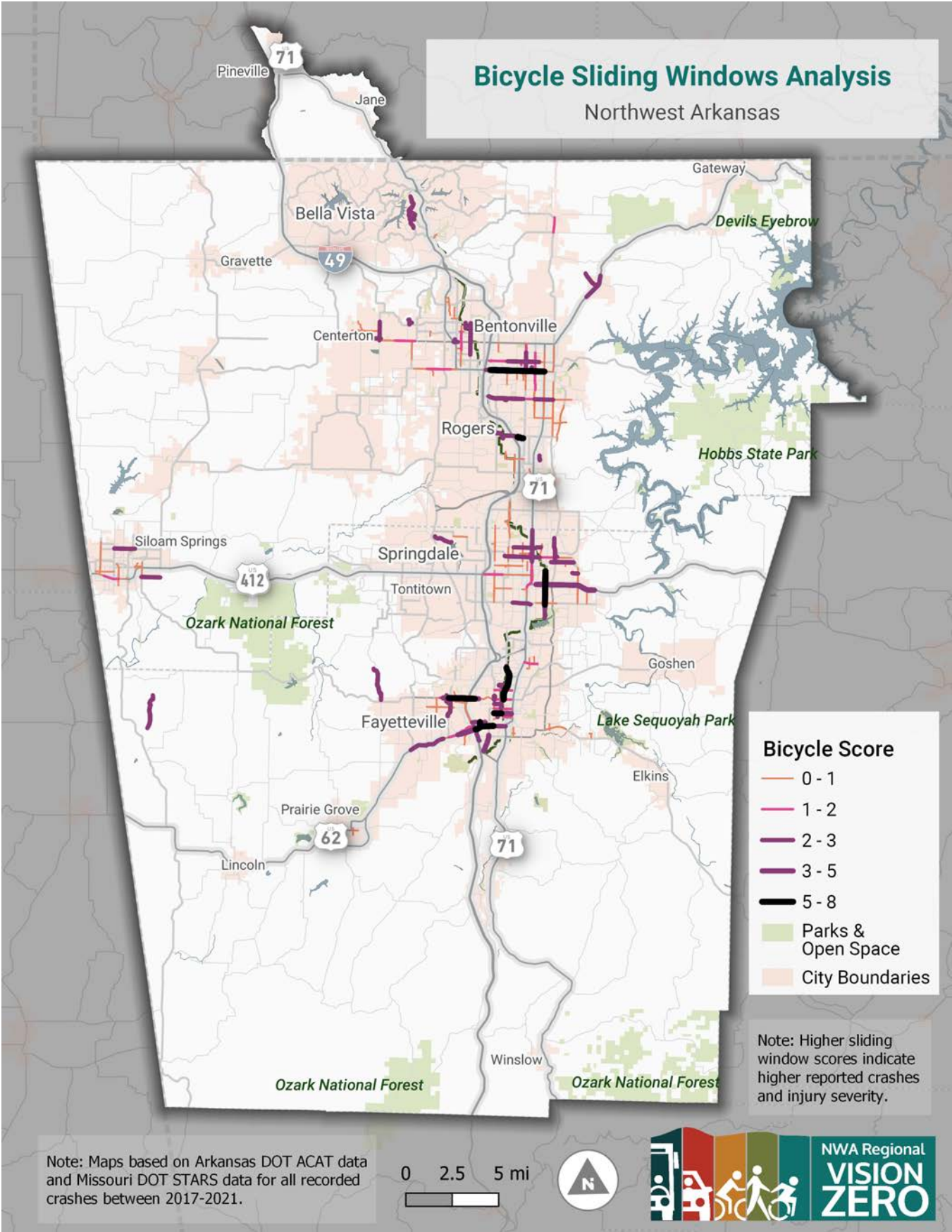


Figure 9: Motorcycle Sliding Window Analysis

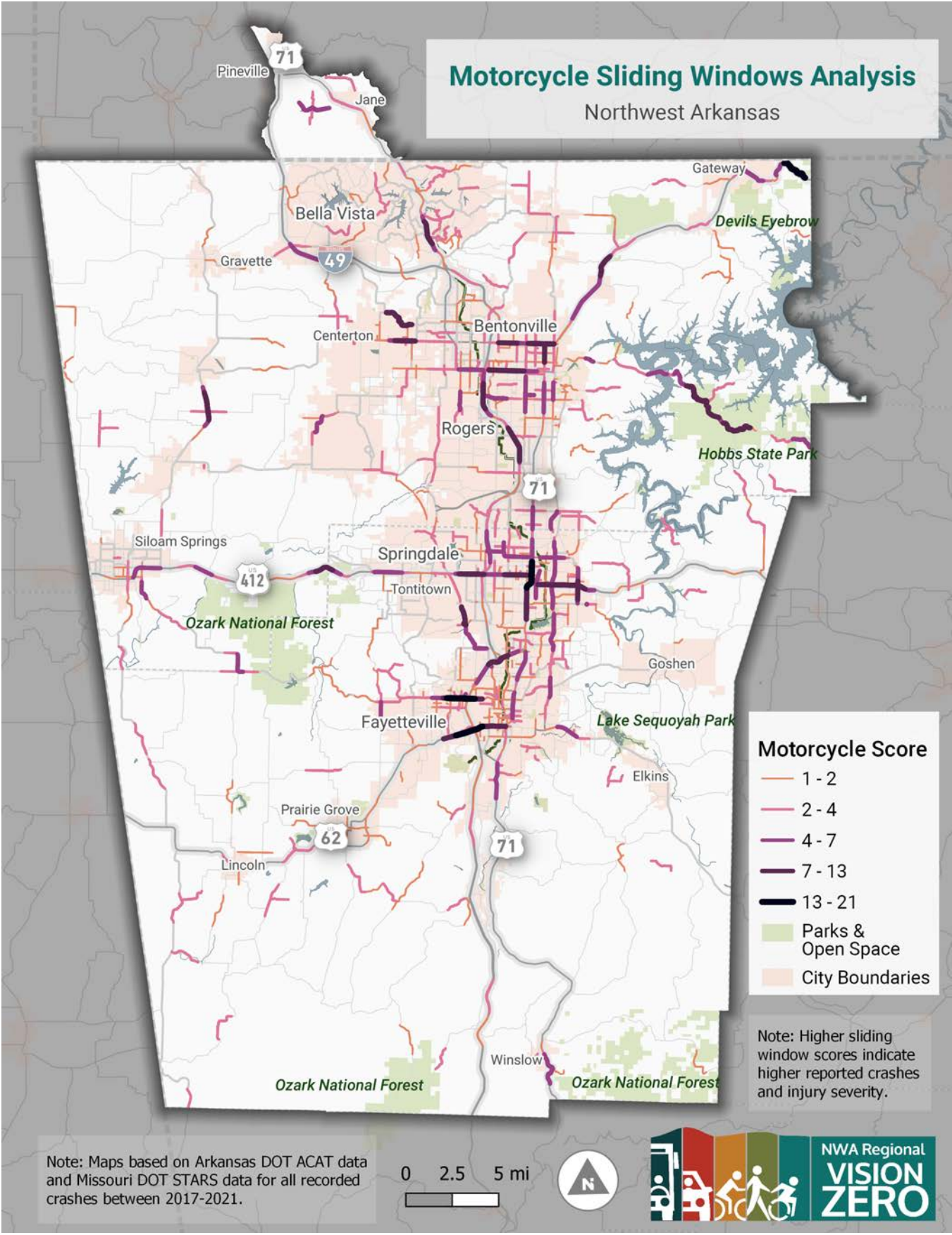
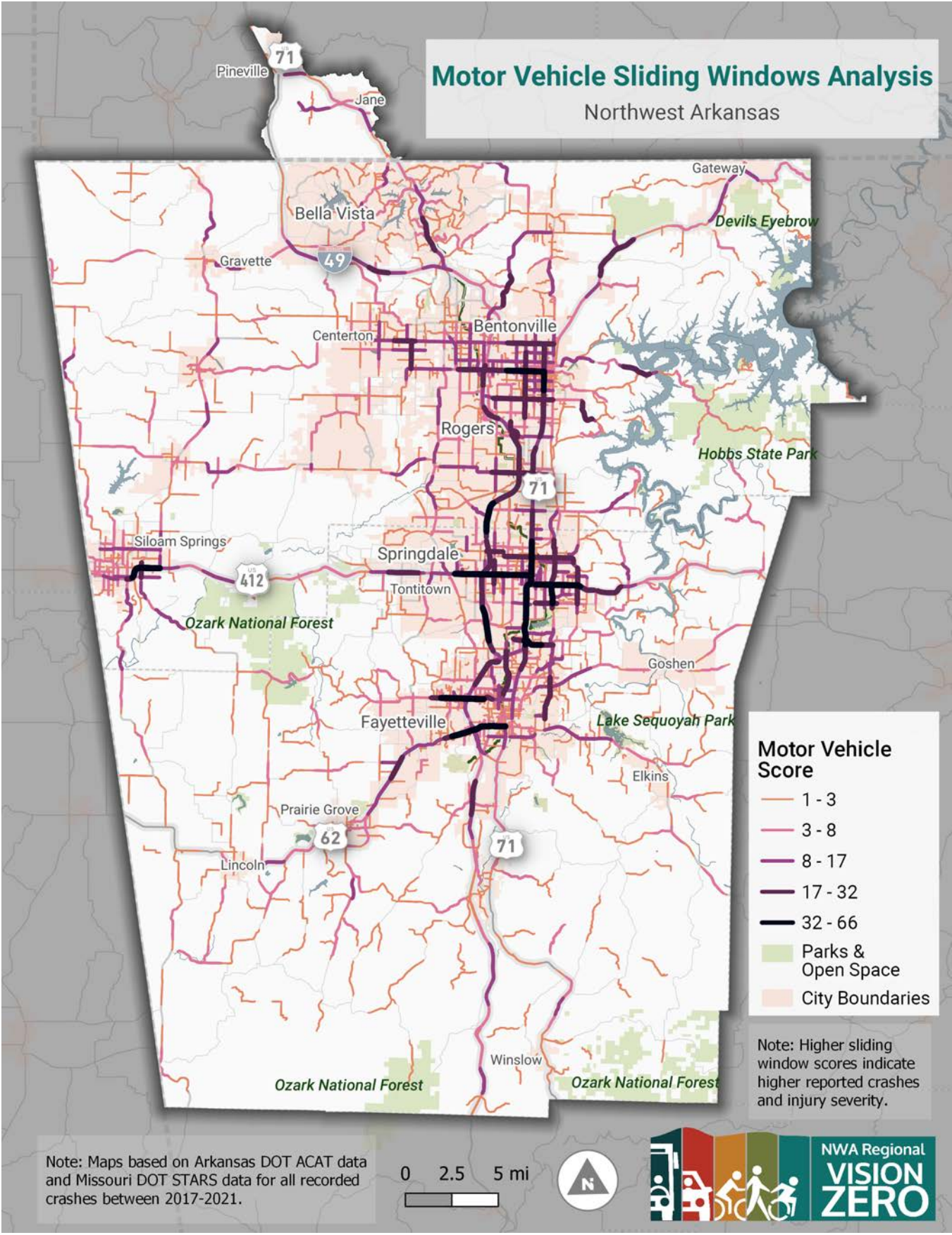


Figure 10: Motor Vehicle Sliding Windows Analysis



Development of High Injury Network

The development of a HIN is a key element of a safety plan to help prioritize where historic crashes have occurred at the greatest density and severity. The HIN development process involves developing crash density estimates along street corridors throughout the region, weighing them by crash severity, and then identifying the highest crash risk sections for each mode individually from the Sliding Windows analysis. HIN corridors are identified by applying a one-mile moving window aggregation to the street network.

High Injury Network Process

Development of the HIN should emphasize that the key goal of Vision Zero is elimination of fatal and serious injury crashes, and therefore the more severe crashes count for more in the analysis but still including lesser injury crashes in the analysis. The combination of crash injury severity and the density of all crashes from the Sliding Windows analysis is how the HIN maps, for each mode and all modes combined, were developed using the following steps:

1. Map the Sliding Windows analysis results for each mode (pedestrian, bicycle, motorcycle, and motor vehicle) individually
2. For each mode, determine the threshold of the Sliding Windows output required to be included in the HIN. This step eliminates streets that have a lower crash density thereby prioritizing streets that have higher crash severities and frequencies.
3. Review false-positive segments that have a high crash score due to a single intersection crash but do not have any other crashes along the corridor.

High Injury Network Thresholds

The goal of setting higher HIN Sliding Windows score threshold is to settle on the Sliding Windows score for each mode independently that will identify key corridors where safety risk is highest based on crash density and injury severity to help agencies prioritize where safety improvements should be made first. A segment that meets or exceeds the Sliding Windows scores for each mode that included in the HIN for the NWA region are listed below:

- **Pedestrian: 4**
- **Bicycle: 4**
- **Motorcycle: 7**
- **Motor Vehicle: 15**

The weighted crash score thresholds for areas included in the HIN do not exactly follow the weighted crash score ranges from the Sliding Windows, as the HIN is a compilation of the highest weighted crash scores.

Manual Refinements

The HIN development process relies on historical crash data, which is imperfect and incomplete because not every crash is reported. As such, this process is both and art and a science. Key areas to manually review in the HIN revision process include areas where a street name or functional road classification changes, but the crash density or injury severity risk seem higher or lower. Manual refinements to the HIN maps should be minimized and really account for key context changes that cannot be captured in a data driven process. For example, an area where the Sliding Window continues but the road context changes drastically.

The following corridor extents were manually adjusted based on review by the project team to account for unique street contexts the automated Sliding Windows Analysis did not account for. The following corridors were manually adjusted based on the following reasons:

1. Segment along West Huntsville Avenue originally terminated at the end of the curve. This segment was manually extended through the White Road curve to fill a small gap between high crash areas.
2. Segment along West Don Tyson Parkway has been manually extended through the curve to account for the existing divided roadway.
3. Segment along East Wagon Wheel Road was manually extended through the ramp entrance to I-49. This extension increased the overall motor vehicle Sliding Window score above the threshold of 15.
4. Segment along South 26th Street was manually shortened to remove the portion of the segment north of West Laurel Avenue where few crashes have occurred and no KSI crashes.
5. Segment along West Hudson Road was manually added to the HIN due to the number of crashes and contiguity with segments of Highway 62 that are on the HIN.

Figure 11: All Modes High Injury Network

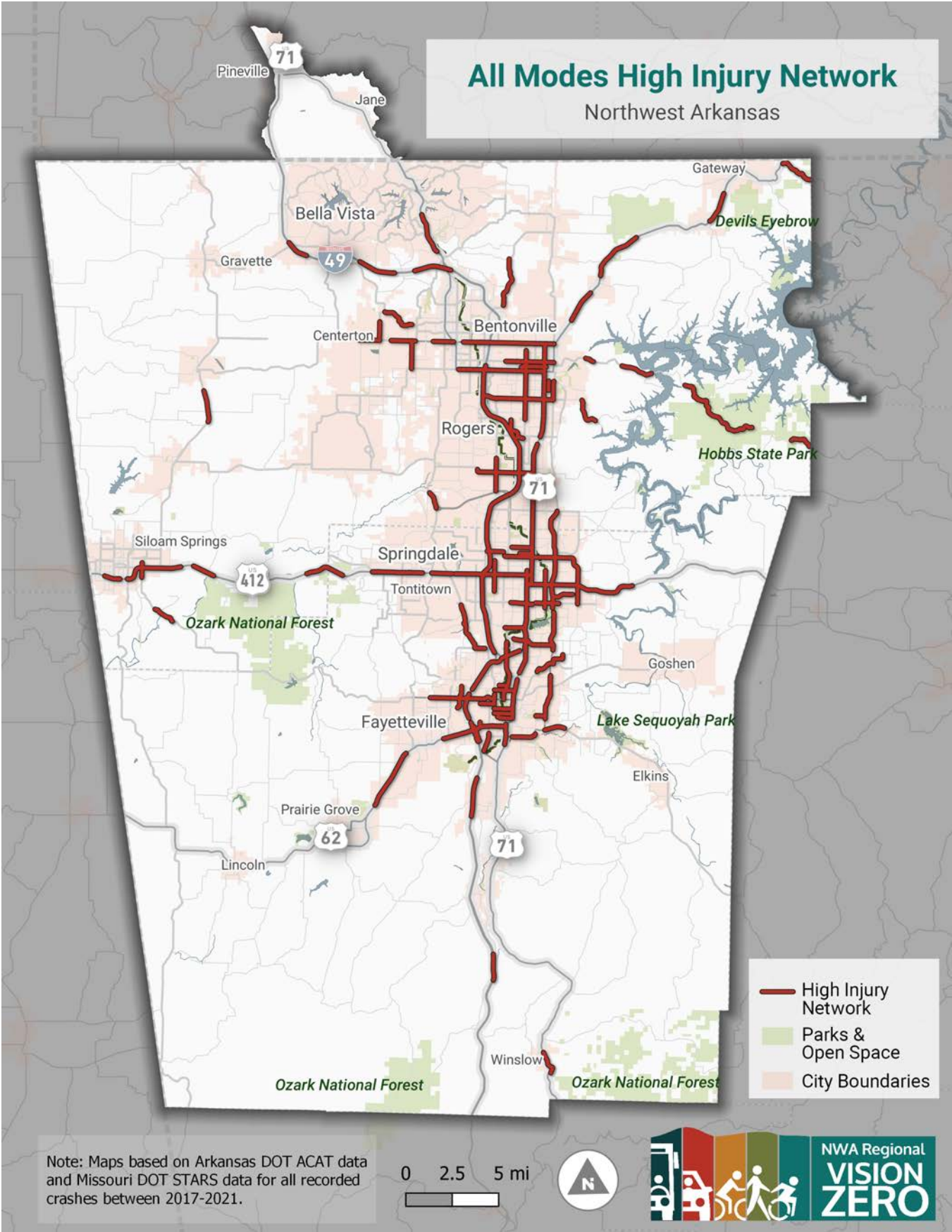


Figure 12: Pedestrian High Injury Network

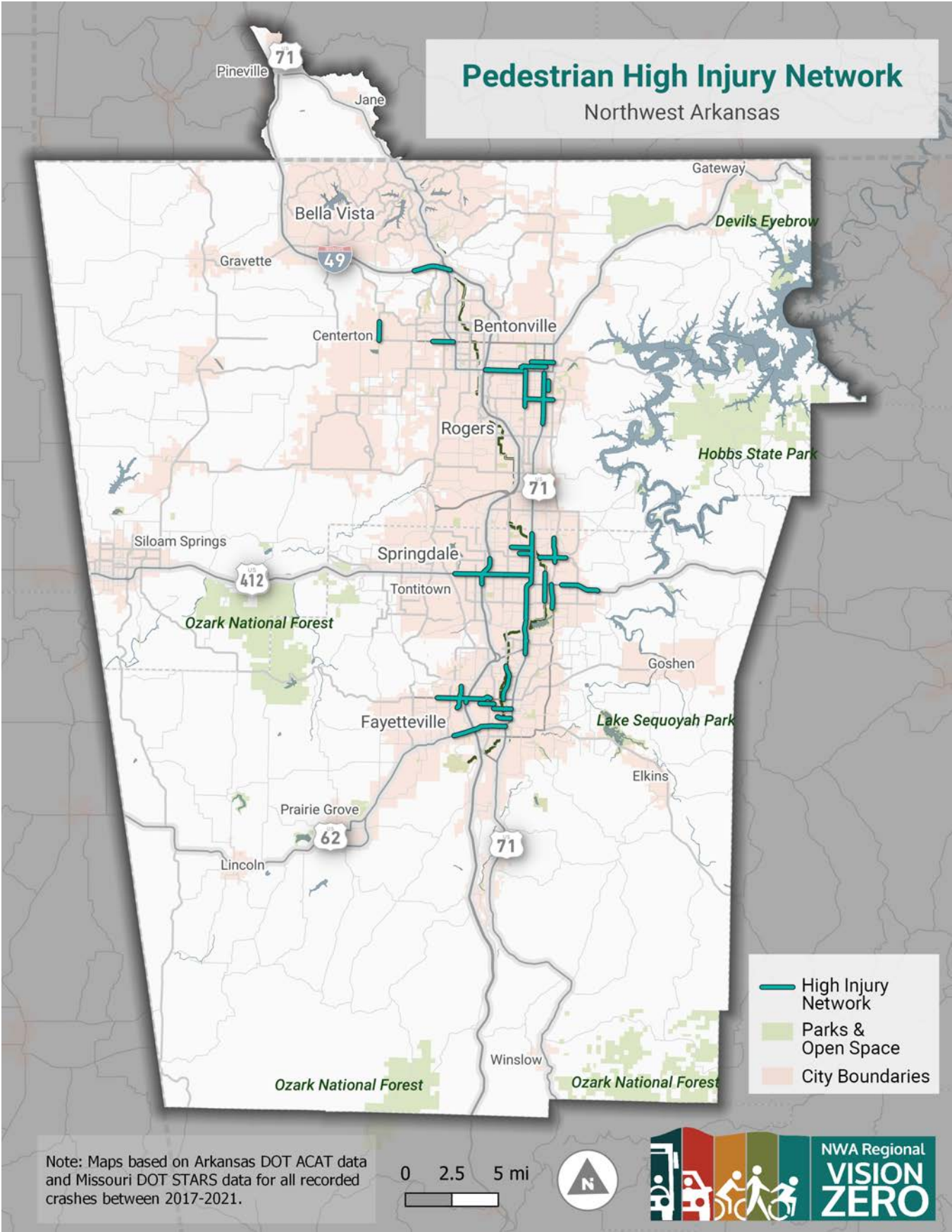


Figure 13: Bicycle High Injury Network

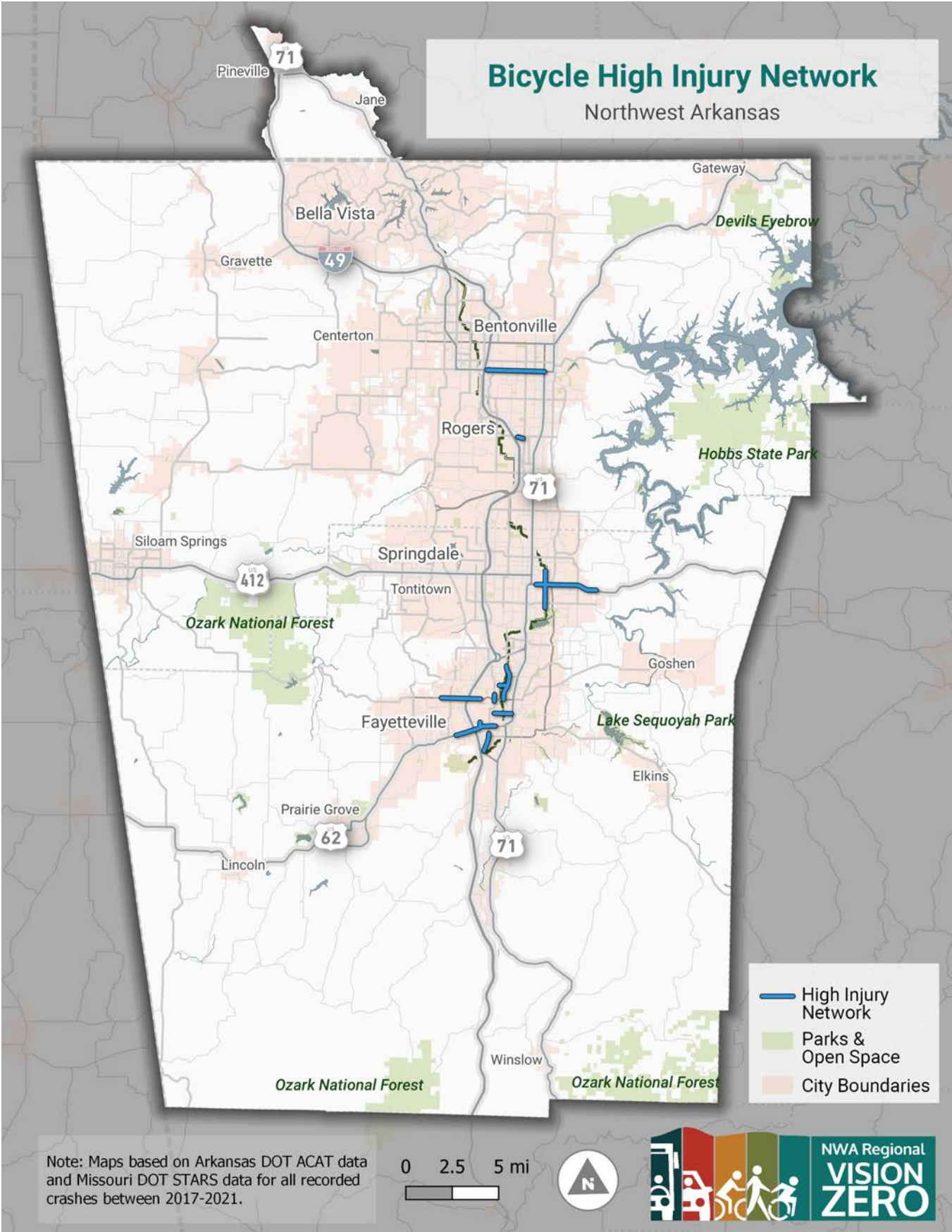


Figure 14: Motorcycle High Injury Network

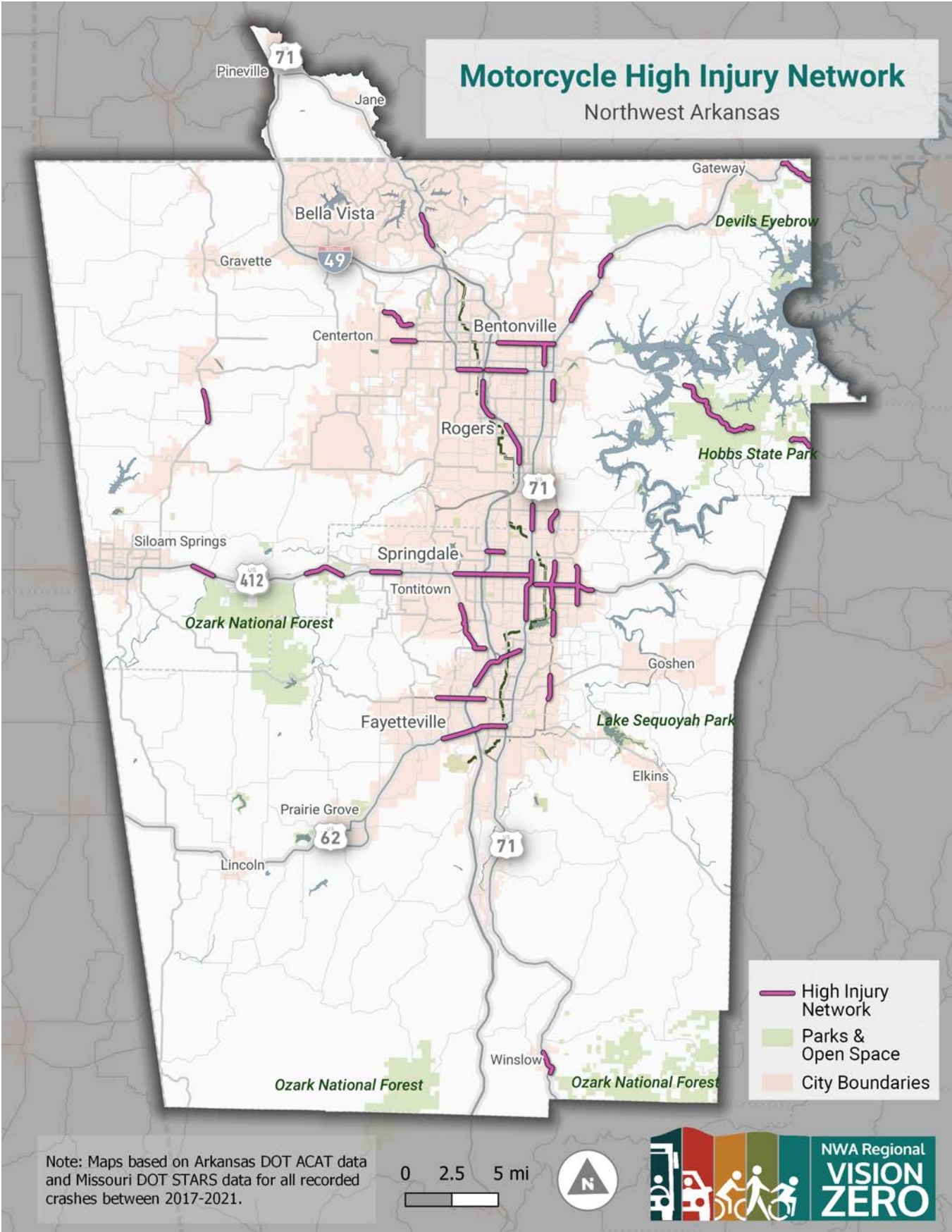
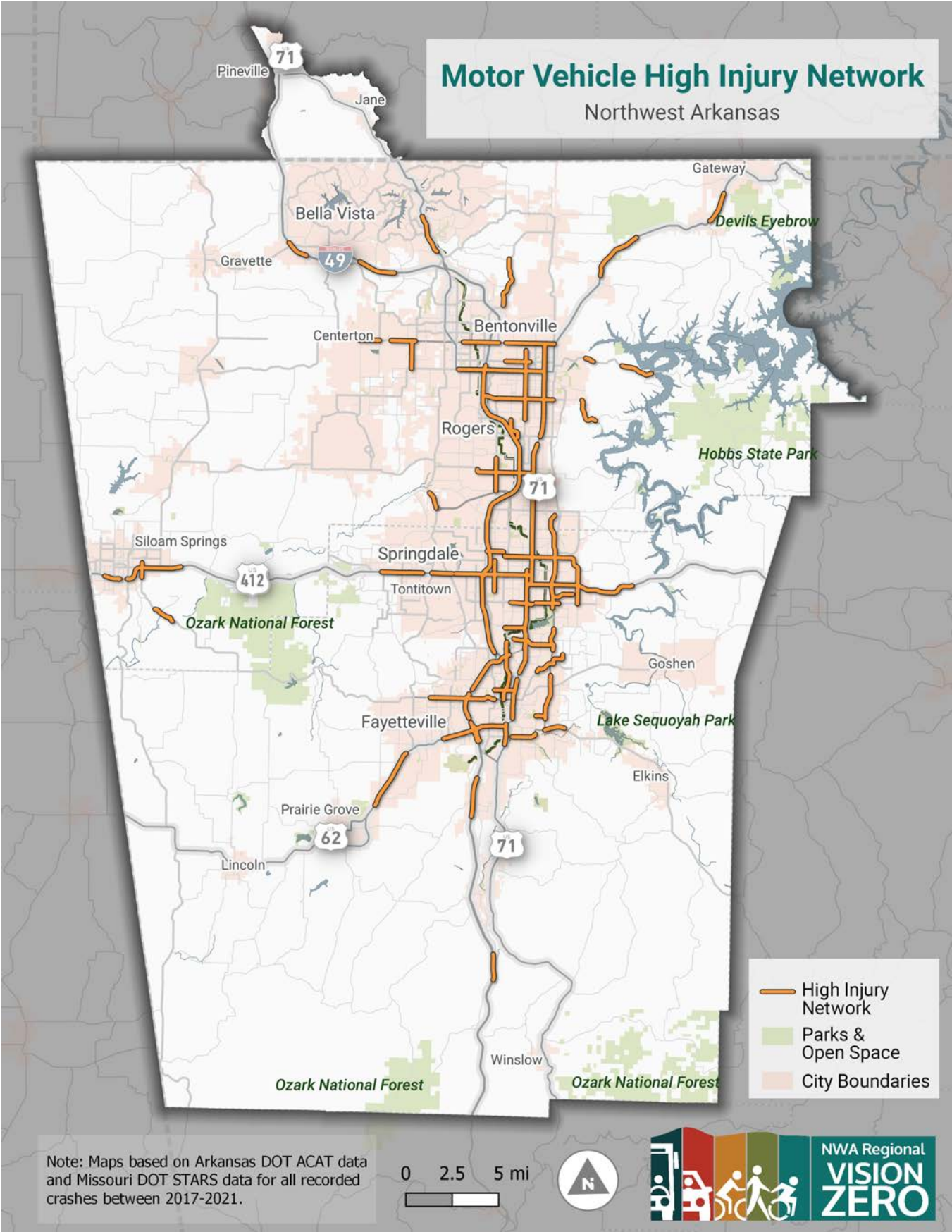


Figure 15: Motor Vehicle High Injury Network



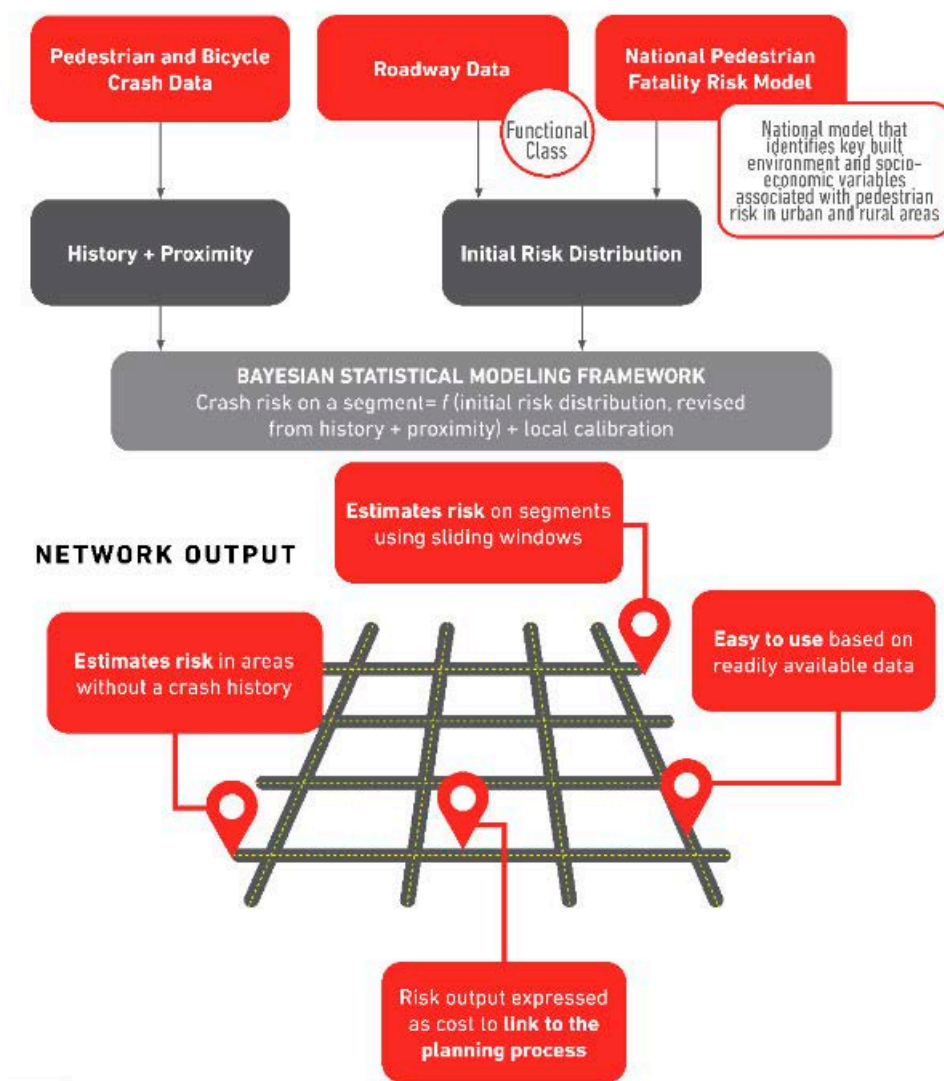
Safer Streets Priority Finder (SSPF) Tool

SSPF Tool Background

Toole Design, in collaboration with the City of New Orleans, University of New Orleans Transportation Institute, and New Orleans Regional Transit Authority, developed the SSPF tool.³ The SSPF Tool is a free,

interactive, open-source resource available at the national scale that can help transportation practitioners identify a street network that is similar to a HIN for bicyclists and pedestrians. The network goes further than a typical HIN by not only taking into consideration areas where a disproportionate share of fatal and serious injury crashes have already occurred, but also areas that have factors present that are likely to contribute to future risk.

Figure 16: Safer Streets Priority Finder Tool Methodology. Source: Toole Design Group.



³ <https://www.saferstreetspriorityfinder.com/tool/>

The SSPF produces two main outputs:

- **Sliding Windows Analysis:** How the HIN maps were developed for this report in the previous section.
- **Safer Street Model:** Estimated future societal costs for bicycle and pedestrian crashes only.

The following sections will provide high level summaries for each analytical methodology and the results from each analysis. For more detailed information on the methodologies for each analysis, please see [SSPF Technical Report](#).

Safer Streets Model

The Safer Streets Model brings the segmented road network window segments, produced in the Sliding Windows Analysis, into a Bayesian statistical framework to estimate crash risk throughout the system. This framework incorporates external information about how many crashes might be expected, called a Bayesian prior, alongside the crash history.

The model estimates crash risk rates per mile for each road segment for pedestrian and bicyclists based on injury severity. These values are then converted to societal crash cost estimates based on the costs assigned to each crash severity.⁴

The Safer Streets Model is only available to model bicycle and pedestrian crashes. The model cannot estimate or model future motor vehicle or motorcycle crashes at this time.

Key Output

Corridors with highest potential risk for bicycle and pedestrian crashes to occur in the future using both historical crash data and a statistical crash cost model based on functional road classification. The values used to assign corridors were:

- **One-year costs for pedestrians: \$100,000**
- **One-year costs for bicyclists: \$25,000**
- **Pedestrian Safer Streets Model Rankings**
 - **High: \$600,000 +**
 - **Moderate-High: \$20,000 - \$60,000**
 - **Moderate: \$50,000 - \$20,000**
 - **Moderate-Low: \$25,000 - \$50,000**
 - **Low: \$0 - \$25,000**
- **Bicycle Safer Streets Model Rankings**
 - **High: \$30,000 +**
 - **Moderate-High: \$15,000 - \$30,000**
 - **Moderate: \$5,000 - \$15,000**
 - **Moderate-Low: \$2,500 - \$5,000**
 - **Low: \$0 - \$2,500**

⁴ <https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf>

Figure 17: Pedestrian Safer Streets Model

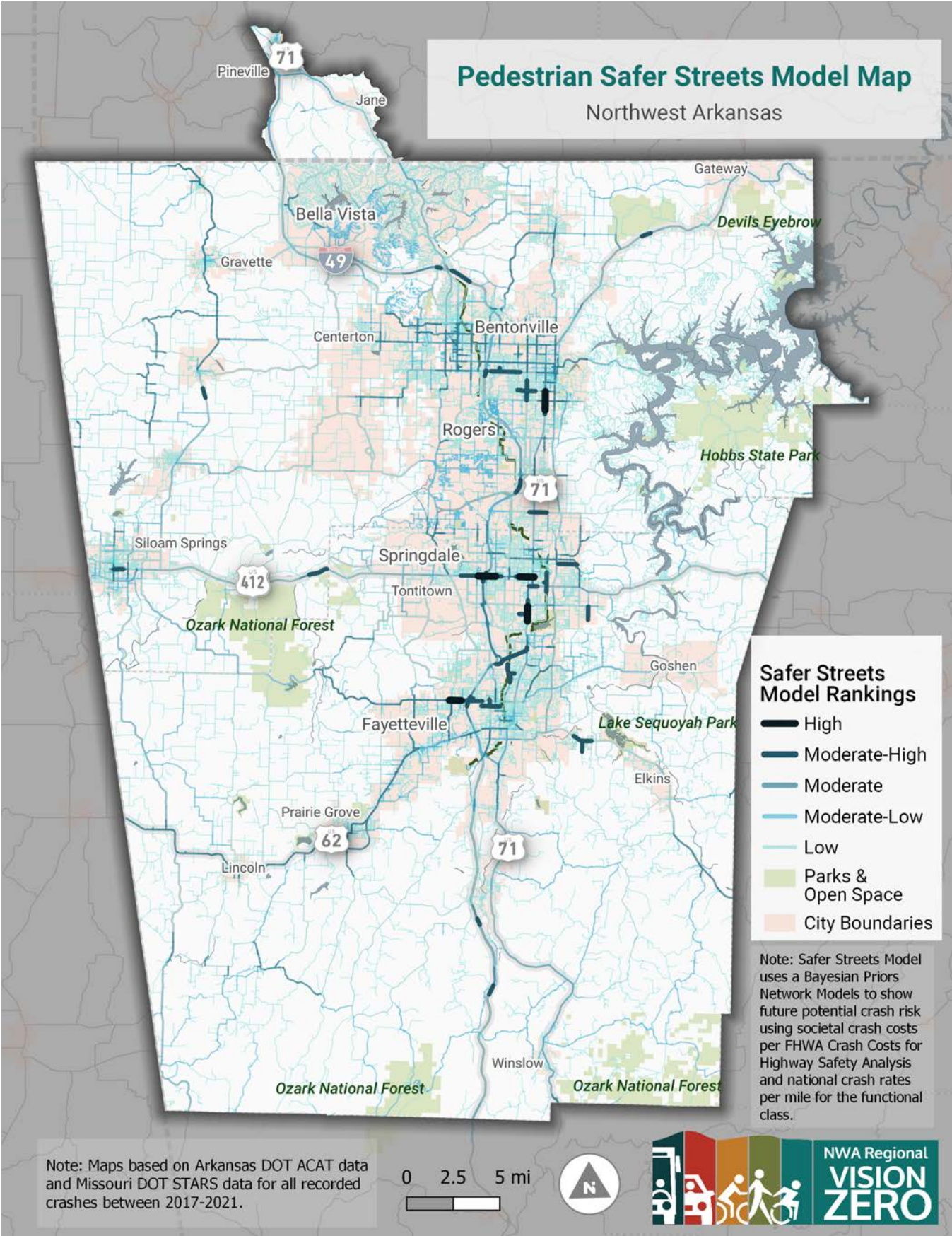
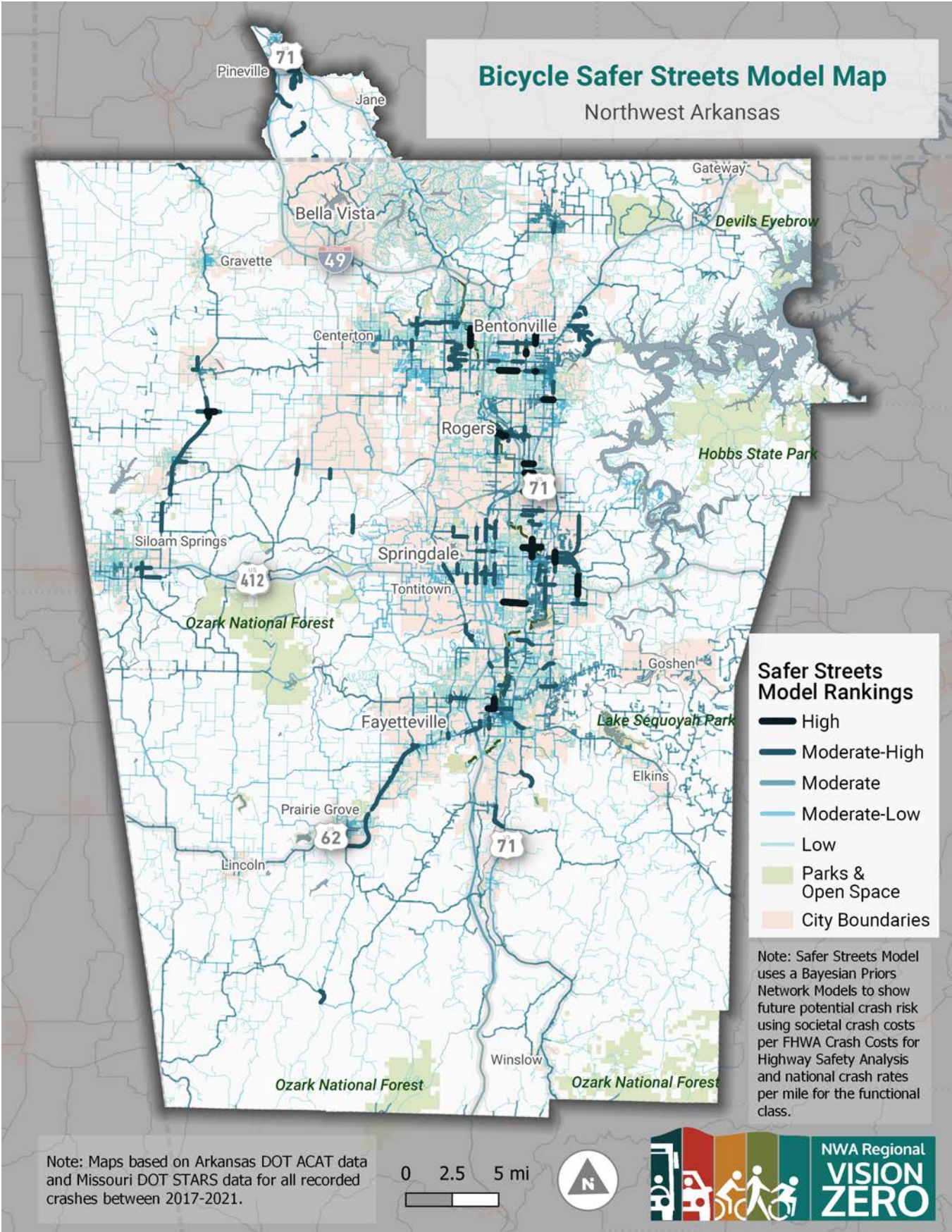


Figure 18: Bicycle Safer Streets Model



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Appendix B: Descriptive Crash Analysis

This document summarizes the results of the descriptive crash analysis conducted for the Northwest Arkansas Region Planning Commission (NWARPC) as part of the Vision Zero Plan development process. The focus of Vision Zero and the Safe System Approach is on eliminating deaths and serious injury crashes on roadways. Thus, this descriptive crash analysis aims to systematically analyze killed and serious injury (KSI) crashes—using the injury classification codes KA—as well as all reported crashes that have occurred throughout the region. The descriptive analysis uses pivot tables to provide an overview of factors and contexts that contribute to reported crashes on all roads in Northwest Arkansas from January 1st, 2017 through December 31st, 2021.

During this period, the United States experienced a variety of changes due to the global COVID-19 pandemic. While traffic volumes reduced during this time, fatal and serious crashes on roadways across the country and in Northwest Arkansas were sustained and, in many places, increased. This analysis does not specifically call out crashes during this pandemic era, rather, it focuses on a variety of characteristics of the region's roadways that may impact fatal and severe injury crashes.

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. 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 information provides engineers and decision makers with more information to design roads that respond to historical crashes and determine where similar crash conditions exist across the system. This Report also provides information on education, engagement,

and enforcement initiatives that can improve road user behaviors as well as policy changes that increase safety.

The Descriptive Crash Analysis Report relates to both the Crash Maps Report and the Equity Analysis Framework. These reports should be used to inform actions and project prioritization in the Vision Zero Plan.

Overview of State Crash Report Forms and Guidance

Police officers complete the Arkansas or Missouri Vehicle Accident Report Forms (Report Forms) when investigating a roadway crash.^{1,2} The Report Forms allow responding officers to document information about the involved parties, location, crash factors, as well as the vehicle types involved in the crash.

The Arkansas Motor Vehicle Crash Report Instructions Guide and the Missouri Uniform Crash Report Preparation Manual (the Guides) provide police officers with guidance on completing the Report Forms.^{3,4} Aside from providing instructions, these Guides stress the importance of accurate crash data reporting and usually note the time in which injury severity needs to be tracked and updated following a crash. The Report Forms and Guides outline how crash details are collected and guide accuracy of information collected that informs changes to projects, programs, and policies that can improve roadway safety.

1 <https://www.dfa.arkansas.gov/images/uploads/driverServicesOffice/SR121.pdf>

2 <https://dor.mo.gov/forms/1140.pdf>

3 https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/arcrash_report_instruction_manual_1_2007.pdf

4 <https://www.mshp.dps.missouri.gov/MSHPWeb/PatrolDivisions/PRD/documents/SHP-2%20STARS%20Statewide%20Manual.pdf>

Overview of Data Resources

The *Arkansas Crash Analytics Tool* (ACAT) and the *Missouri Statewide Traffic Accident Records System* (STARS) are online interactive mapping tools and data portals that allow users to access, query, and summarize crash data in the States of Arkansas and Missouri.^{5,6} Users can use filters, such as geography or crash severity, to refine their queries and summarize the data through a variety of report types and chart types.

Table 1: Data Sources

Dataset	State	Source	Dataset(s)
Crash Data	AR	ACAT	Crashes_FC
	MO	STARS	- rpc_crashes_2017_2021 - sequence_of_events - contributing_circumstances
Crash Driver Data	AR	ACAT	- Driver - DriverAction - DriverCondition
	MO	STARS	driver_passenger_nwarpc_2017_2021
Crash Passenger Data	AR	ACAT	Passenger
	MO	STARS	driver_passenger_nwarpc_2017_2021
Crash Vehicle Data	AR	ACAT	Vehicle
	MO	STARS	vehicle_nwarpc_2017_2021
Crash Non-Motorist Data	AR	ACAT	- NonMotorist - NonMotoristActionAtTimeOfCrash
	MO	STARS	N/A – part of driver_passenger_nwarpc_2017_2021
Centerline	Both	OSM	ways
Intersection	Both	OSM	N/A - derived from OSM ways
Functional Class	AR	ARDOT	SIR_TIS/Road_Inventory_Vector_Tiles/Functional Class
	MO	MDOT	SS_PAVEMENT_2021
Lane Count	AR	ARDOT	SIR_TIS/Road_Inventory_OnSystem/RoadInventory SemiLive - OnSystem
	MO	MODOT	SS_PAVEMENT_2021
AADT	AR	ARDOT	SIR_TIS/Combined_Traffic_Data/Average Daily Traffic Stations
	MO	MODOT	SS_PAVEMENT_2021
Speed	AR	ARDOT	TPP_GISMapping/Linear_Speed_Zones/Linear Speed Zones
	MO	MODOT	SS_PAVEMENT_2021
Traffic Control	MO	MODOT	SS_INTERSECTION_2021
	Both	OSM	nodes
Transit Stops	Both	Ozark Regional Transit and Razorback Transit	General Transit Feed Specification (GTFS) data feed
Population by Age	Both	US Census Bureau	2021 ACS 5-year estimates, Table B01001
Urban/Rural	Both	US Census Bureau	2020 Decennial Census Urbanized Areas and Urban Clusters

⁵ <https://experience.arcgis.com/experience/1911f992cabc484a98f64e7c36c2b262/>

⁶ <https://www.mshp.dps.missouri.gov/TR15Map/index.jsp>

Descriptive Crash Analysis Methodology & Data Sources

This section describes the steps taken to assemble the working datasets (see Table 1), as well as the analytical framework used to develop pivot table results for all reported crashes using the same study period as the Crash Maps Report, from 2017 through 2021. The memo presents descriptive statistics of historical crashes stratified by various attributes, such as injury severity, environmental conditions, behaviors, and movement types.

Geocoding Crash Data

Geocoded crash data is critical to understanding crash patterns. Crash Report Forms completed by the police are the primary source for crash data. While this data only captures crashes reported to authorities, it is often the most complete data source and provides necessary details for informing engineering treatments, such as the location of the crash and dynamics between the primary parties involved in the crash.

Crash data used in this analysis were collected using the Arkansas and Missouri ACAT and STARS portals and processed by the consultant team. Crash data were filtered to include all crashes that occurred within the NWARPC boundary from 2017 through 2021 for all modes. The crash data used in this analysis was reviewed and assessed by the consultant team for accuracy and consistency.

It is important to note for this analysis, vulnerable road users include pedestrians, bicyclists, or motorcyclists. The consultant team coded crashes based on the most vulnerable road user involved, using the following order: pedestrian, bicycle, motorcycle, and motor vehicle. For example, a crash between a motor vehicle and pedestrian involves both of those modes, but since the pedestrian is the more vulnerable road user, the overall crash would be coded as pedestrian. When a crash occurred between users of the same mode, or if there was only mode type involved in a crash, the crash was coded to that mode. For example, a crash between two motor vehicles, or a crash of just a single motor vehicle would both be coded as a motor vehicle crash.

Crashes that occurred on the Interstate Highway System are sometimes excluded from crash analysis. Some of these reasons include different crash dynamics and safety countermeasures that are applicable for Interstate highways and less so with local roads, complex jurisdictional coordination required for addressing crash risk along the Interstate, and often enforcement efforts are used as a primary safety countermeasure. This crash analysis includes all crashes on all road types regardless of roadway ownership within the NWARPC to look at all roads as one system through the Safe System Approach.⁷

However, coordination for improvements may need to be coordinated with the entity that owns and maintains the right-of-way.

Spatial Data Consolidation

A full centerline dataset that covered both the Arkansas (AR) and Missouri (MO) portions of the NWA region was not available. There were centerline datasets available from Arkansas Department of Transportation (ARDOT) and Missouri Department of Transportation (MoDOT), however their geometries did not align at the border, nor did they use consistent conventions for street names, both of which would cause issues in the HIN analysis. Instead of attempting to rectify these differences, it was decided to use OpenStreetMap (OSM) data and conflate other attributes onto that. This was because the OSM dataset was consistent across the NWA region, and spatially aligned well with the other ARDOT and MoDOT datasets, giving the conflation process a higher degree of accuracy.

Like centerlines, a full intersection dataset for both the AR and MO portions of NWA region was not available. There was an intersection dataset from MoDOT, but not one from ARDOT. However, since the analysis used a topologically valid centerline network from OSM, it was decided to create a new intersection dataset based on this road network, and then assign the relevant information from other datasets to this new intersection layer. Intersection points were created at all segments start/end points. Then to filter out non-intersections (i.e., dead ends and breaks along a single segment due to an attribute change), only points with three or more legs were considered to be valid intersections.

Functional Classification

Functional classification data from ARDOT and MoDOT was available for a subset of the road network for both the AR and MO portions of the NWARPC region. Values between the two datasets were not the same in terms of spelling and grouping⁸, so they were first consolidated into a single list. Then, these known values were conflated onto the OSM network using spatial matching. After known values were conflated, gaps were filled using known data by matching the known

⁷ https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

⁸ For example, "Interstate Highway" might be used in one dataset while "IH" is used in another dataset. They mean the same thing but will be treated as different things when we use programming scripts to perform the analysis. Make them consistent is necessary to make sure our analysis results are accurate.

and unknown segments based on the OSM name, and the OSM highway tags (the OSM version of functional classification). Finally, for anything that remained unknown, functional classification was determined based on the most common functional classification type per OSM highway tag.

Lane Count

Lane count data from ARDOT and MoDOT was available for a subset of the MPO road network. The MoDOT lane data was provided as directional linework with values for each direction, which were first combined into a single dataset. These two datasets were then conflated onto the OSM network. Since lane count was an attribute within the crash datasets, road network segments with missing values were assigned the median lane count value of the crashes that occurred on them. Finally, remaining gaps were filled by matching segments with known values to those with unknown values based on matching name and functional classification. Finally, any remaining unknown segments were assigned a value based on an average known value for their functional classification.

Annual Average Daily Traffic (AADT)

AADT data was available from ARDOT and MoDOT, but not for all roads within the NWARPC region. The ARDOT AADT data was provided in point form, but with some linear referencing system (LRS) information about the segments of roadway that it encompassed. In order to transform it into segment data to conflate onto the OSM network, statewide LRS information was acquired, and using the LRS information in the points, extents along the LRS network were created. The MoDOT AADT data was provided in segment form, so it was not necessary to do a similar transformation. However, it was part of the same bidirectional dataset that contained lane data, so it was first pre-processed to create a combined AADT value. With known values in segment form created, these were then conflated onto the OSM network. These known values were then used to fill in gaps based on name and functional classification matches. For remaining gaps, a value was assigned based on the average value by functional classification.

Speed Limit

Speed limit was available from both ARDOT and MoDOT, although not with full coverage for the MPO. These known values were then spatially conflated to the OSM network. Like lane count, speed limit was an attribute of the crash data, so where these values were reported in the crashes, the median recorded value was assigned to the road network. Gaps in the data were then filled in by matching segments with known values to those with unknown values based on matching name and functional classification. Remaining gaps were then assigned a value based on the average value for their functional classification.

Intersection Control

Intersection control data was only available from MoDOT for the MO area of the NWA region, but were not available in the AR portion of the NWA region. The MoDOT intersection data was limited to signalization and those were assigned to the intersection dataset. Then for the rest of the intersections, signalization and stop control data were assigned from information available in OSM, including traffic lights in the AR portion of the NWA region. Any intersection with stops was assigned as stop controlled (i.e., both two-way and all-way stops). In lieu of any other data sources, the lack of any known control at an intersection was assumed to be uncontrolled.

Study Limitations

Multiple State Crash Data Standards

Since the NWARPC covers both Arkansas and Missouri, crash data from both states were used for this analysis. While both state's crash data generally tracked the same type of information, the nuances of how specific details were tracked varied between the two. Given that each state uses different forms and consolidates crash data differently, there were a few datasets that could only be analyzed in either Arkansas or Missouri that were not included in this report for the entire region. For the purpose of this report for NWARPC, only common datasets between both states were analyzed to understand crashes at a regional level. This provides consistency in analysis and methodology for the entire region.

As a result of this, the analysis performed was limited to categories that were present in both datasets. For example, if one dataset listed the primary cause of a crash, and the other dataset listed multiple contributing causes, it would not be possible to create either a primary crash cause or a list of crash causes, because each of those datasets is not available in the other state. Additionally, in circumstances where there were matching overall categories but the values for each category differed, the lowest common denominator of coding was used. For example, if one dataset listed crashes with specific types of fixed objects (tree, guardrail, traffic signal, etc.), but the other data just listed all crashes with fixed objects the same, both datasets would be simplified to only list the crash as with a fixed object. Possible additional analysis of datasets unique to each state may be suggested to further understand crashes based on individual state data availability.

Temporal Consistency Limitations

The consultant team studied crashes that occurred over a period of five years, from 2017 through 2021. The compiled roadway data reflect current conditions according to the data made available at the time of this analysis. It can be assumed that some changes in roadway design and operations have occurred over the previous five years that cannot be accounted for. For example, if a crash occurred in 2016 and the posted speed limit changed from 35 mph down to 30 mph in 2018, this analysis would link the 2016 crash with the present day 30 mph configuration.

Roadway Improvements during Study Period

Results are based on crash data and current attribute data from 2017-2021 and do not account for any roadway improvements made during the study period. It is recommended that the NWA Region conduct a further before and after comparison analysis at any location with major safety improvements to determine if the roadway improvements had any effect on crash severity, crash frequency, crash causes, and/or crash types. This type of analysis would also inform the effectiveness of roadway safety improvements within the region.

Exposure data

Region-wide volumes via average annual daily traffic (AADT) for motor vehicles were available, however pedestrian and bicyclist volumes were not readily available. The analyses reported here do not adjust for exposure rates based on volumes by modes. Therefore, results show crash density but not frequency of crashes based on how many people are walking, which is also called exposure. For example, in many communities, pedestrian crashes are more common during daylight conditions than dark conditions. This does not mean that daylight conditions are more dangerous than dark conditions. Rather, it reflects the fact that people are more likely to travel, and especially more likely to travel by walking, in light conditions than in dark conditions. Having volume by mode would allow for understanding exposure and frequency for those two modes. Some proxies for exposure are noted in this analysis, such as land use, transit facilities and functional classification.

Transportation Data for Future Study

As the Safe System Approach is used throughout the region, additional data can assist communities to understand crash risk and take a more proactive approach to safety.

- Regionwide bicycle and pedestrian volume data were not available to more accurately measure crash risk for bicyclists and pedestrians.
- Several datasets listed below would help identify or refine risk factors but were either not available in GIS format, or were available, but with limited coverage:
 - » Roadway ownership and jurisdiction
 - » Vehicle operating speeds
 - » Crosswalk style
 - » Street width
 - » Traffic signal phasing
 - » Transit frequency and boarding/alighting counts
 - » Location of fixed objects (raised medians, barriers, utility poles, etc.)
 - » Marked crosswalks and crosswalk enhancements
 - » Sidewalks

Statistical Test Methodology

To test if a certain category of crashes has a significantly higher KA crash rate (defined as the number of KA crashes out of all crashes) than the average KA crash rate, a two-proportion Z-test was performed. When this test is applied to overall crash categories, the KA crash rate for each category is compared with the overall average KA crash rate (i.e., 1,369 out of 58,896 as shown in Table 2). When this test is applied to VRU crash categories, the KA crash rate for each category is compared with the VRU average KA rate (447 out of 1,644 as can be referred from Table 4) instead of the overall average KA rate to identify factors that are associated with significantly high KA rate for VRU crashes. The confidence level used for this test is 95%. Categories that have either less than 10 KA crashes or less than 10 non-KA crashes are excluded from the analysis because they don't meet the sample size requirement of the test. Throughout the report, statistically significant results are highlighted in red.

Summary of Key Findings

Year of crash data: 2017-2021

Total crashes: 58,896

Total fatal (K) crashes: 220

Total serious injury (A) crashes: 1,149

Crashes by Year:

While 2020 had the smallest share of all crashes across the five years (17.71%), it had the second highest percentage of KA crashes (20.45%) and the highest percentage of crashes resulting in KAs (2.68%).

Injury Severity:

While the majority of crashes result in less severe injuries in NWA, an average of 44 crashes resulted in death and 230 crashes resulted in serious injury in the NWA region.

Crashes by Mode:

- **Pedestrians:** Pedestrian crashes (320) made up 0.6% of all crashes with a known mode (57,087) and 9% of KA crashes with a known mode (1,345)
- **Bicycles:** Bicycle crashes (245) made up 0.4% of all crashes with a known mode (57,087) and 3% of KA crashes with a known mode (1,345)
- **Motorcycles:** Motorcycle crashes (1,079) made up 2% of all crashes with a known mode (57,087) and 21% of KA crashes with a known mode (1,345)
- **Motor Vehicles:** Motor vehicle crashes (55,443) made up 97% of all crashes with a known mode (57,087) and 67% of KA crashes with a known mode (1,345)

First Harmful Event:

Collision with vehicle in transport is a subset of the total crashes (37,499 crashes at 73.98% of all crashes and 572 KA crashes with 45.61% of all KA crashes) was the most common crash type, however, collision with a pedestrian was the collision type with the greatest risk of resulting in a KA (203 all crashes and 106 KA crashes with 34.30% resulting in a KA). See Table 6.

Bicycle Crashes:

Motorist traveling straight with bicyclist crossing road (36% crashes, 31% KA crashes) was the highest bicycle KA crash type (14 KA crashes)

Pedestrian Crashes:

Motorist traveling straight with pedestrian crossing road (39% crashes, 48% KA crashes) was the highest pedestrian KA crash type (56 KA crashes)

Motorcycle Crashes:

Motorist turning left with motorcycle traveling straight (30% crashes, 35% KA crashes) was the highest motorcycle KA crash type (52 KA crashes)

Motor Vehicle Crashes:

Vehicle 1 traveling straight with vehicle 2 straight (24% crashes, 42% KA crashes) was the highest motor vehicle KA crash type (224 KA crashes)

Speeding:

43% of speeding crashes resulted in a KA when a vulnerable roadway user was involved compared to just 6% for all modes.

Intersections vs. Segments:

Crashes occurred most often at intersections (65% of crashes, 54% of KA crashes). While segment crashes had a lower share of both overall crashes and KA crashes, segment crashes had a slightly higher rate of resulting in a KA outcome (3%).

Urban vs. Rural:

There are more crashes in urban areas (all, KA, and vulnerable road users) than rural areas in NWA. However, more rural crashes are likely to result in a KA outcome for all modes (4.46%) and vulnerable road users (35.75%).

Traffic Volume:

Streets with an AADT less than 5,000 had the largest share of both overall crashes (31%) and KA crashes (35%).

Functional Classification:

Most crashes (all, KA, and vulnerable road user) occurred on major and minor arterials in NWA.

Posted Speed Limit:

KA crashes occurred most often on streets with a 55mph posted speed limit (21% of KA crashes) and the highest percentage of crashes resulting in a KA (6.27%) also occurred on streets with a 55 mph posted speed limit. The majority of crashes and KA crashes involving a vulnerable road user occurred on streets with a posted speed limit of 45mph.

Number of Lanes:

Crashes occurred most often on four-lane roads (40% crashes, 38% KA crashes). For vulnerable road users, the most crashes (760, 46.63%) and the most KA crashes (194, 43.79%) occurred on two-lane roads.

One-Way vs. Two-Way Streets:

For all modes, crashes occurred most often on two-way streets (82% crashes, 85% KA crashes). Crashes on two-way roads were slightly more severe for all modes. Vulnerable modes followed a similar trend with the most crashes occurring on two-way roads (90% crashes, 87% KA crashes). However, the severity of crashes for vulnerable road users significantly increased on one-way streets, with 35% of crashes for vulnerable road users on one-way streets resulted in a KA.

Intersection Control:

For all modes, crashes occurred most often at intersections with no traffic control (58% crashes, 68% KA crashes). Crashes at stop sign controlled intersections were slightly more severe with 2.45% of crashes resulting in a KA outcome.

Historically Disadvantaged Communities and Areas of Persistent Poverty:

Areas where historically disadvantaged communities and persistent poverty overlap has 14% (8,174) of regional total crashes and 12% (165) KA crashes, despite having only 6% of the regional roadway centerline miles. For vulnerable road user involved crashes, areas where historically disadvantaged communities and persistent poverty overlap have 15% (246) of regional total crashes and 16% (71) KA crashes, despite only 6% of the regional roadway centerline miles.

Time of Day:

For all modes, crashes were fairly evenly distributed across the day but occurred most often between 3:00pm and 6:00pm (20% crashes, 16% KA crashes). Night crashes between 9:00pm and midnight were slightly more severe than other times of day with 4% of crashes resulting in a KA outcome.

Roadway Surface Condition:

For all modes, crashes occurred most often in dry conditions (80% crashes, 82% KA crashes). For all modes, crashes occurred most often in dry conditions (80% crashes, 82% KA crashes). This is true for vulnerable road users involved crashes as well as over 90% of overall crashes and KSI crashes happening in dry conditions.

Lighting Conditions:

For all modes, crashes occurred most often in daylight (74% crashes, 61% KA crashes). Dark crashes without lighting were the most severe with just under 5% of crashes resulting in a KA outcome.

Proximity to Transit, Schools, or Parks:

Most crashes do not happen within 500 feet of a transit stop, school, or park in the NWA region.

Crash Trends

The following sections summarize crash data from 2017 through 2021 to provide statistical trends into temporal patterns, actions leading up to a crash, and environmental characteristics.

Crashes by Year⁹

Table 2 summarizes the number of crashes and crashes that resulted in KA crashes from 2017 through 2021. The Percent KA Crashes by Year column shows the share of KA crashes in each year compared to the other years. The Percent Crashes resulting in a KA column show of all the crashes that occurred in that year, what percent resulted in a fatality or series injury.

While 2020 had the smallest share of all crashes across the five years (17.71%), it had the second highest percentage of KA crashes (20.45%) and the highest percentage of crashes resulting in KAs (2.68%). In 2021, the number of KA crashes and the percentage of crashes resulting in a KAs decreased, but the overall number of crashes rose to a record high of 12,336.

Table 2: 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%

Injury Severity¹⁰

Table 3 summarizes crashes by injury severity based on the highest level of injury reported to be sustained in the crash. Based on this data, an average of 44 crashes resulted in death and 230 crashes resulted in serious injury in the NWA region. Less severe crashes account for the largest share of crashes, whereas the most severe crashes account for the lowest share of crashes. More details about the location of the crashes and the dynamics related to the crashes will be described throughout this analysis.

Table 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%

⁹ Crash year was derived from the provided crash reports. For AR, that was the column `crash\_date` in the table `crashes\_fc`, and for MO that was the column `date\_0` in the table `rpc\_crashes\_2017\_2021`

¹⁰ Crash level injury severity was obtained directly from the crash reports. For AR, that was the column `crashseverity` in the table `crashes\_fc`, and for MO that was the column `acc\_svrty\_rtng\_nm` in the table `rpc\_crashes\_2017\_2021`

Crashes by Mode¹¹

Table 4 summarizes crashes by injury severity and mode. Motor vehicle crashes accounted for most of the crashes with 97% of total crashes. This is expected as most trips in the United States are typically made by motor vehicle. Motorcycles followed with roughly 2% of crashes. Pedestrian crashes ranked third highest with roughly 1% of the total crashes, while bicycle crashes had the lowest crash share at slightly less than 0.5%.

While motor vehicle crashes accounted for the largest share of both overall crashes and KA crashes, when

vulnerable road users were involved in a crash, the risk of death or serious injury increased disproportionately (see Table 5 and Figure 1).

- Pedestrians: Pedestrian crashes made up 0.6% of all crashes but 9% of KA crashes
- Bicycles: Bicycle crashes made up 0.4% of all crashes but 3% of KA crashes
- Motorcycles: Motorcycle crashes made up 2% of all crashes but 21% of KA crashes
- Motor Vehicles: Motor vehicle crashes made up 97% of all crashes but only 67% of KA crashes

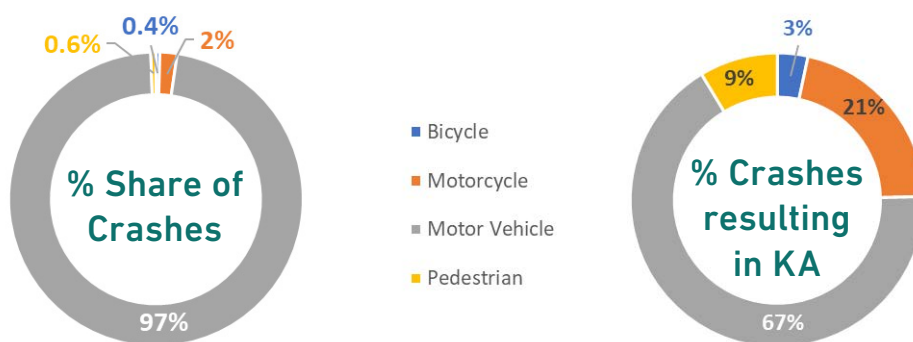
Table 4: Crashes by Injury Severity and Mode, 2017-2021

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

Table 5: Share of crashes compared to the % 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%

Figure 19: Share of crashes compared to the % of crashes that resulted in a KA, 2017-2021



¹¹ Crash mode was determined by the most vulnerable road user involved in the overall crash. Person mode was derived from various elements within the crash reports. For AR, pedestrians and bicycles were identified using the column 'non_motorist_type' in the table 'non_motorist'. Pedestrians were those with values 1 ('Pedestrian') and 2 ('Other pedestrian (wheelchair)'). Bicycles were those with values 5 ('Bicyclist') and 6 ('Other cyclist (tricycle, etc.)'). Motorcycles and motor vehicles were identified using the column 'vehicle_type' in the table 'vehicle'. Motorcycles were the values 30 ('Motorcycle'), 31 ('Motor scooter'), and 30 ('Moped'). Motor vehicles were all other values for 'vehicle_type'. For MO, pedestrian, bicycle, and motor vehicle were from the column 'hp_person_invl_cd' of the table 'driver_passenger'. Motor vehicles were the value 01 ('DRIVER'), pedestrians were the value 02 ('PEDESTRIAN'), and bicycles were the value 03 ('PEDALCYCLIST'). Motorcycles were identified as a subset of motor vehicles, using the column 'vehicle_body_type' in the table 'vehicle', with the values 10 ('MOTORCYCLE') and 12 ('MOTORIZED BICYCLE').

Crash Causation

First Harmful Event¹²

Table 6 summarizes the crash causes based the recorded first harmful event for all crashes where first harmful event is known. The most common crashes were motor vehicle crashes, collisions with other vehicles, fixed objects, with parked vehicles or an animal. However, these types of crashes were less likely to result in KAs.

Collisions with pedestrians were the crash cause

with the highest injury severity, with 34% of crashes resulting in KAs. Collisions with bicyclists were also significantly severe with 18% resulting in KAs. The following crash causes also lead to significantly higher rates of crashes resulting in KAs compared to the average rate: Fell or jumped from vehicle (29.17%), collision with a fixed object, collision with a non-fixed object, and overturn or rollover. Seven percent of crashes resulting in a KA were also caused by on unknown first harmful event.

Table 6: First Harmful Event by All Modes, 2017- 2021

Cause of Crash	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Collision with vehicle in transport	37,499	73.98%	572	45.61%	1.50%
Collision with fixed object	7,798	15.39%	356	28.39%	4.37%
Collision with parked vehicle	1,782	3.52%	17	1.36%	0.94%
Collision with animal	1,364	2.69%	9	0.72%	0.66%
Over turn or rollover	831	1.64%	109	8.69%	11.60%
Collision with pedestrian	203	0.40%	106	8.45%	34.30%
Collision with non-fixed object	242	0.48%	14	1.12%	5.47%
Other non-collision	219	0.43%	8	0.64%	3.52%
Cargo shift or loss	186	0.37%		0.00%	0.00%
Collision with bicycle	135	0.27%	30	2.39%	18.18%
Unknown	151	0.30%	11	0.88%	6.79%
Ran off road - right	80	0.16%	5	0.40%	5.88%
Fell or jumped from vehicle	34	0.07%	14	1.12%	29.17%
Ran off road - left	43	0.08%	1	0.08%	2.27%
Crossed centerline	42	0.08%	1	0.08%	2.33%
Jackknife	34	0.07%	1	0.08%	2.86%
Equipment failure	12	0.02%		0.00%	0.00%
Collision with railway vehicle	10	0.02%		0.00%	0.00%
Immersion	9	0.02%		0.00%	0.00%
Ran off road - other	5	0.01%		0.00%	0.00%
Fire or explosion	3	0.01%		0.00%	0.00%
Separation of units	2	0.00%		0.00%	0.00%
Crossed median	1	0.00%		0.00%	0.00%
Total	50,685 ¹	100.00%	1,254	100.00%	2.41%

¹ This number is different from the total number of crashes (58,896) because 6,842 crashes have no First Harmful Event identified and are excluded from this table.

¹² Crash level first harmful event was derived from various elements of the crash reports. For AR, this was simply the column 'first_harmful_event' in the table 'crashes_fc'. For MO, it was derived from the column 'event_code' in the table 'sequence_of_events'. This table contained multiple events per person per crash. To get the first harmful event, the first harmful 'event_code' value ('event_code' >= 16) was selected per person, using the order provided in 'hp_seq_evnt_seq_no'. In crashes where there were multiple persons with a first harmful event, the event that happened to the person who sustained the highest injury level was used. For how the values between the AR and MO crash reports were recorded for consistency see Appendix A.

Bicycle Crashes

Table 7 summarizes bicycle crashes by the primary motorist's pre-crash movement and the bicyclist's pre-crash action to form bicycle "crash types".^{13,14,15} While this data is limited it provides a glimpse into what actions were at play leading up to the crash.

The most common bicycle crash types in order of total KA crashes include:

- Motorist traveling straight – bicyclist crossing road (36% crashes, 31% KA crashes)
- Motorist traveling straight – bicyclist in roadway (12% crashes, 13% KA crashes)

Overall, motorists traveling straight led to the most crashes and the most severe crashes across all bicycle movements (70% of crashes and 71% of KA crashes). Crashes with a motorist traveling straight and bicyclist crossing the road resulted in a significantly higher-then-average percentage of KAs.

Table 7: Bicycle Crash Types with One or More KA Crashes, 2017-2021

Motorist Pre-Crash Movement	Bicyclist Pre-Crash Action	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Other	Unknown	1	0.59%	1	2.22%	100.00%
Other Total		1	0.59%	1	2.22%	100.00%
Parked	Crossing road	6	3.55%	1	2.22%	16.67%
	In roadway	1	0.59%	1	2.22%	100.00%
Parked Total		7	4.14%	2	4.44%	28.57%
Straight	Adjacent to roadway	13	7.69%	3	6.67%	23.08%
	Along roadway - with traffic	13	7.69%	5	11.11%	38.46%
	Crossing road	61	36.09%	14	31.11%	22.95%
	In roadway	20	11.83%	6	13.33%	30.00%
	Other	3	1.78%	1	2.22%	33.33%
	Unknown	8	4.73%	3	6.67%	37.50%
Straight Total		118	69.82%	32	71.11%	27.12%
Turn – left	Along roadway - with traffic	8	4.73%	2	4.44%	25.00%
	Crossing road	12	7.10%	2	4.44%	16.67%
	In roadway	3	1.78%	1	2.22%	33.33%
Turn – left Total		23	13.61%	5	11.11%	21.74%
Turn – right	Along roadway - with traffic	3	1.78%	1	2.22%	33.33%
	In roadway	12	7.10%	1	2.22%	8.33%
	Other	2	1.18%	1	2.22%	50.00%
	Unknown	3	1.78%	2	4.44%	66.67%
Turn – right Total		20	11.83%	5	11.11%	25.00%
Total		169	100.00%	45	100.00%	26.63%

13 Bicycle pre-crash movement was derived from data within the crash reports. For AR, the column `action\_prior\_to\_crash` from the table `non\_motorist` was used. See <APPENDIX> for how these values were recoded. For MO, since there were no bicycle crashes in the study area, this step was skipped.

14 Motor vehicle pre-crash movement was derived from the crash reports. For AR, the column `vehicle\_maneuver` from the table `vehicle` was used. For MO, the column `event\_code` from the table `sequence\_of\_events` was used. The first value for `event\_code` as ordered by `hp\_seq\_evt\_seq\_no` was assigned to the vehicle. See <APPENDIX> for how different values between these two datasets were consolidated.

15 To determine bicycle crash types, only crashes that involved one or more bicycle and one or more motor vehicle were used. In cases where there were multiples of the same mode, the pre-crash movement of the highest severity injury level of each mode was selected as that mode's pre-crash movement.

Pedestrian Crashes

Table 8 summarizes pedestrian crashes by derived crash types.¹⁶ The same approach was used to develop the pedestrian crash types by combining the primary motorist pre-crash movement and the pre-crash pedestrian action.¹⁷

The most common pedestrian crash types in order of KA crashes include:

- Motorist traveling straight – pedestrian crossing road (39% crashes, 48% KA crashes)
- Motorist turning left – pedestrian crossing roadway (11% crashes, 3% KA crashes)
- Motorist traveling straight – pedestrian adjacent to roadway (9% crashes, 7% KA crashes)
- The combination of vehicles traveling straight and pedestrians either crossing the road or in the roadway resulted in a significantly higher KA crash rate than the average KA crash rate.

Motorcycle Crashes¹⁸

Table 9 summarizes motorcycle crashes by crash types. The same approach was used to develop the motorcycle crash types by combining the primary motorist pre-crash movement and the motorcycle pre-crash action.¹⁹

The most common motorcycle crash types in order of KA crashes include:

- Motorist turning left – motorcycle traveling straight (30% crashes, 35% KA crashes)
- Motorist traveling straight – motorcycle traveling straight (27% crashes, 28% KA crashes)
- These two crash combinations also resulted in KAs at a significantly higher rate than the average KA crash rate.

¹⁶ To determine pedestrian crash types, only crashes that involved one or more pedestrian and one or more motor vehicle were used. In cases where there were multiples of the same mode, the pre-crash movement of the highest severity injury level of each mode was selected as that mode's pre-crash movement.

¹⁷ Pedestrian pre-crash movement was derived from data within the crash reports. For AR, the column `action\_prior\_to\_crash` from the table `non\_motorist` was used. See <APPENDIX> for how these values were recoded. For MO, there was only one pedestrian involved crash, so the pre-crash movement was manually coded to match the AR coding.

¹⁸ To determine motorcycle crash types, only crashes that involved one or more motorcycle and one or more motor vehicle were used. In cases where there were multiples of the same mode, the pre-crash movement of the highest severity injury level of each mode was selected as that mode's pre-crash movement.

¹⁹ Motorcycle pre-crash movement was derived from data within the crash reports. For AR, the column `vehicle\_maneuver` from the table `vehicle` was used. For MO, the column `event\_code` from the table `sequence\_of\_events` was used. The first value for `event\_code` as ordered by `hp\_seq\_evt\_seq\_no` was assigned to the vehicle. See <APPENDIX> for how different values between these two datasets were consolidated.

Table 8: Pedestrian Crash Types with One or More KA Crashes, 2017-2021

Motorist Pre-Crash Movement	Pedestrian Pre-Crash Action	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Backing	Other	2	0.68%	1	0.86%	50.00%
	Unknown	3	1.02%	2	1.72%	66.67%
Backing Total		5	1.69%	3	2.59%	60.00%
Changing lanes	Adjacent to roadway	1	0.34%	1	0.86%	100.00%
	Crossing road	3	1.02%	2	1.72%	66.67%
Changing Lanes Total		4	1.36%	3	2.59%	75.00%
Other	On sidewalk	1	0.34%	1	0.86%	100.00%
	Other	2	0.68%	1	0.86%	50.00%
Other Total		3	1.02%	2	1.72%	66.67%
Parked	Adjacent to roadway	2	0.68%	1	0.86%	50.00%
Parked Total		2	0.68%	1	0.86%	50.00%
Stopped in traffic	In Roadway	1	0.34%	1	0.86%	100.00%
	Other	1	0.34%	1	0.86%	100.00%
Stopped in traffic Total		2	0.68%	2	1.72%	100.00%
Straight	Adjacent to roadway	26	8.81%	8	6.90%	30.77%
	Along roadway - against traffic	7	2.37%	3	2.59%	42.86%
	Along roadway - with traffic	14	4.75%	5	4.31%	35.71%
	Crossing road	116	39.32%	56	48.28%	48.28%
	In roadway	24	8.14%	10	8.62%	41.67%
	None	4	1.36%	1	0.86%	25.00%
	On sidewalk	5	1.69%	2	1.72%	40.00%
	Other	16	5.42%	4	3.45%	25.00%
	Unknown	5	1.69%	3	2.59%	60.00%
Straight Total		217	73.56%	92	79.31%	42.40%
Turn - left	Adjacent to roadway	6	2.03%	1	0.86%	16.67%
	Crossing Road	31	10.51%	3	2.59%	9.68%
	Unknown	3	1.02%	1	0.86%	33.33%
Turn - left Total		40	13.56%	5	4.31%	12.50%
Turn - Right	Crossing road	14	4.75%	3	2.59%	21.43%
	On sidewalk	2	0.68%	1	0.86%	50.00%
Turn - right Total		16	5.42%	4	3.45%	25.00%
Unknown	Crossing road	3	1.02%	2	1.72%	66.67%
	Unknown	3	1.02%	2	1.72%	66.67%
Unknown Total		6	2.03%	4	3.45%	66.67%
Total		295	100.00%	116	100.00%	39.32%

Table 9: Pre-Crash Movements for Non-Solo Motorcycle Crashes with One or More KA, 2017-2021

Motorist Pre-Crash Movement	Motorcyclist Pre-Crash Action	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Backing	Straight	3	0.54%	1	0.68%	33.33%
Backing total		3	0.54%	1	0.68%	33.33%
Changing lanes	Parked	1	0.18%	1	0.68%	100.00%
	Straight	13	2.34%	3	2.03%	23.08%
Changing lanes total		14	2.52%	2.70%	28.57%	2.70%
Other	Straight	4	0.72%	2	1.35%	50.00%
Other total		4	0.72%	2	1.35%	50.00%
Overtaking	Overtaking	1	0.18%	1	0.68%	100.00%
	Turn - left	1	0.18%	1	0.68%	100.00%
Overtaking total		2	0.36%	2	1.35%	100.00%
Parked	Parked	12	2.16%	1	0.68%	8.33%
	Stopped in traffic	6	1.08%	2	1.35%	33.33%
	Straight	21	3.78%	2	1.35%	9.52%
Parked total		39	7.03%	5	3.38%	12.82%
Slowing	Straight	11	1.98%	6	4.05%	54.55%
Slowing total		11	1.98%	6	4.05%	54.55%
Stopped in traffic	Straight	45	8.11%	4	2.70%	8.89%
Stopped in traffic total		45	8.11%	4	2.70%	8.89%
Straight	Changing lanes	13	2.34%	5	3.38%	38.46%
	Overtaking	4	0.72%	2	1.35%	50.00%
	Slowing	7	1.26%	2	1.35%	28.57%
	Stopped in traffic	23	4.14%	3	2.03%	13.04%
	Straight	148	26.67%	42	28.38%	28.38%
	Turn - left	23	4.14%	5	3.38%	21.74%
	Turn - right	9	1.62%	2	1.35%	22.22%
Straight total		227	40.90%	61	41.22%	26.87%
Turn - left	Overtaking	5	0.90%	3	2.03%	60.00%
	Straight	164	29.55%	52	35.14%	31.71%
	Turn - left	6	1.08%	1	0.68%	16.67%
	Turn - right	2	0.36%	1	0.68%	50.00%
Turn - left total		177	31.89%	57	38.51%	32.20%
Turn - right	Straight	21	3.78%	3	2.03%	14.29%
	Turn - right	4	0.72%	1	0.68%	25.00%
Turn - right total		25	4.50%	4	2.70%	16.00%
Unknown	Straight	8	1.44%	2	1.35%	25.00%
Unknown - total		8	1.44%	2	1.35%	25.00%
Total		555	100.00%	148	100.00%	26.67%

Motor Vehicle Crashes²⁰

Table 10 summarizes motor vehicle crashes by crash types.²¹ A similar approach was used to develop the motor vehicle crash types by combining the primary motorist pre-crash movement (motorist 1) and the motorist 2 pre-crash action. Motor vehicle crash types were determined based on crashes involving one or more motor vehicles. Crashes involving only one motor vehicle were considered solo crashes, and therefore the only had one pre-crash action assigned. For crashes involving two or more motor vehicles, the pre-crash actions of the first two motor vehicles were selected by order of injury severity, which the most severely injured assigned as the first movement and the second most severely injured assigned as the second. In cases where the injury levels were the same, the first two motor

vehicles were selected based on their vehicle ID values within the crash report.

The most common motor vehicle crash types in order of KA crashes include:

- Vehicle 1 traveling straight – vehicle 2 straight (24% crashes, 42% KA crashes)
- Vehicle 1 turning left – vehicle 2 traveling straight (12% crashes, 15% KA crashes)
- Vehicle 1 traveling straight – vehicle 2 turning left (9% crashes, 12% KA crashes)

Vehicles traveling straight accounted for the greatest percent of KA crashes (65%), however no pre-crash movement or crash combination had a statistically significant percent of crashes resulting in a KA compared to the average KA crash rate.

Table 10: Pre-Crash Movements for Multi-Motor Vehicle Crashes with One or More KA Crashes, 2017-2021

Motorist 1 Pre-Crash Movement	Motorist 2 Pre-Crash Action	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Backing	Overtaking	6	0.01%	1	0.19%	16.67%
	Solo	120	0.30%	1	0.19%	0.83%
Backing total		126	0.31%	2	0.38%	1.59%
Changing lanes	Changing lanes	86	0.21%	1	0.19%	1.16%
	Other	4	0.01%	1	0.19%	25.00%
	Straight	1,501	3.74%	8	1.51%	0.53%
	Turn - left	43	0.11%	1	0.19%	2.33%
	Turn - right	34	0.08%	1	0.19%	2.94%
	Solo	273	0.68%	11	2.08%	4.03%
Changing lanes total		1,941	4.84%	23	4.35%	1.18%
Other	Straight	145	0.36%	5	0.95%	3.45%
	Solo	172	0.43%	4	0.76%	2.33%
Other total		317	0.79%	9	1.70%	2.84%
Overtaking	Other	3	0.01%	1	0.19%	33.33%
	Straight	102	0.25%	3	0.57%	2.94%
	Turn - left	56	0.14%	2	0.38%	3.57%
Overtaking total		161	0.40%	6	1.13%	3.73%

²⁰ Motor vehicle pre-crash movement was derived from the crash reports. For AR, the column `vehicle\_maneuver` from the table `vehicle` was used. For MO, the column `event\_code` from the table `sequence\_of\_events` was used. The first value for `event\_code` as ordered by `hp\_seq\_evt\_seq\_no` was assigned to the vehicle. See <APPENDIX> for how different values between these two datasets were consolidated.

²¹ Motor vehicle pre-crash movement was derived from the crash reports. For AR, the column `vehicle\_maneuver` from the table `vehicle` was used. For MO, the column `event\_code` from the table `sequence\_of\_events` was used. The first value for `event\_code` as ordered by `hp\_seq\_evt\_seq\_no` was assigned to the vehicle. See <APPENDIX> for how different values between these two datasets were consolidated.

Motorist 1 Pre-Crash Movement	Motorist 2 Pre-Crash Action	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Parked	Parked	637	1.59%	3	0.57%	0.47%
	Stopped in traffic	533	1.33%	1	0.19%	0.19%
	Straight	905	2.26%	3	0.57%	0.33%
	Turn - right	23	0.06%	1	0.19%	4.35%
	Solo	53	0.13%	1	0.19%	1.89%
Parked total		2,151	5.37%	9	1.70%	0.42%
Slowing	Straight	791	1.97%	9	1.70%	1.14%
Slowing total		791	1.97%	9	1.70%	1.14%
Stopped in traffic	Parked	468	1.17%	3	0.57%	0.64%
	Stopped in traffic	628	1.57%	5	0.95%	0.80%
	Straight	3,676	9.17%	18	3.40%	0.49%
Stopped in traffic total		4,772	11.90%	26	4.91%	0.54%
Straight	Changing lanes	1197	2.99%	4	0.76%	0.33%
	Other	145	0.36%	3	0.57%	2.07%
	Overtaking	53	0.13%	2	0.38%	3.77%
	Parked	1257	3.14%	8	1.51%	0.64%
	Slowing	358	0.89%	7	1.32%	1.96%
	Stopped in traffic	4675	11.66%	25	4.73%	0.53%
	Straight	9,650	24.07%	224	42.34%	2.32%
	Turn - left	3584	8.94%	61	11.53%	1.70%
	Turn - right	839	2.09%	6	1.13%	0.72%
	Unknown	99	0.25%	2	0.38%	2.02%
Straight total		21,857	54.52%	342	64.65%	1.56%
Turn - left	Overtaking	55	0.14%	1	0.19%	1.82%
	Straight	4775	11.91%	81	15.31%	1.70%
	Turn - left	598	1.49%	1	0.19%	0.17%
	Turn - right	136	0.34%	2	0.38%	1.47%
	Solo	328	0.82%	7	1.32%	2.13%
Turn - left total		5,892	14.70%	92	17.39%	1.56%
Turn - right	Straight	1161	2.90%	3	0.57%	0.26%
	Turn - left	203	0.51%	1	0.19%	0.49%
	Solo	320	0.80%	2	0.38%	0.63%
Turn - right total		1,684	4.20%	6	1.13%	0.36%
U-Turn	Straight	101	0.25%	1	0.19%	0.99%
U-turn total		101	0.25%	1	0.19%	0.99%
Unknown	Straight	70	0.17%	2	0.38%	2.86%
	Solo	227	0.57%	2	0.38%	0.88%
Unknown - total		297	0.74%	4	0.76%	1.35%
Total		40,090	100.00%	529	100.00%	1.32%

Parties Involved

In addition to identifying the conditions under which crashes occurred and the specifics of crashes, it is also critical to understand who was most affected by unsafe roadway conditions in the Northwest Arkansas region. In the following section, the distribution of parties (people) involved in a crash is compared overall and for fatal or serious injury outcomes for age groups. These comparisons are based on the number of parties, not the number of crashes, therefore the total numbers at the bottom of Table 11 are different than the totals in tables that are based on number of crashes. Any given crash may injure multiple parties, at different levels of severity.

Parties by Age²²

Table 11 compares the crash party age breakdown against the age breakdown of residents in the Northwest

Arkansas Region. To compare these distributions, the percentage of crash victims and of KA crash victims within a given age range is divided by the percentage share in the population overall. Values greater than 1 (red cells) indicate that a given age group is overrepresented in the crash data. Values less than 1 (blue cells) indicate that age group is underrepresented in the crash data.

The percent of parties resulting from a KA field was calculated by dividing the number of KA parties by the total number of parties. This field is similar to the percent of crashes resulting in a KA field in previous tables that were based on number of crashes rather than number of parties.

The age percent of population field is the total age brackets percentage of the region's total population. For example, 20–24-year-old people make up 8.16% of the total population in the region.

Table 11: Parties by Age¹, 2017-2021

Age	# of Parties	% of Parties	# of KA Parties	% of KA Parties	% of parties resulting from a KA	Age % of Population	All Crashes: Population Ratio	KA: Population Ratio
0-4	4,672	3.46%	20	1.24%	0.43%	6.88%	0.5	0.18
5-9	4,385	3.25%	20	1.24%	0.46%	7.62%	0.43	0.16
10-14	4,170	3.09%	29	1.80%	0.70%	6.91%	0.45	0.26
15-19	17,803	13.18%	140	8.67%	0.79%	7.96%	1.66	1.09
20-24	19,145	14.17%	192	11.90%	1.00%	8.16%	1.74	1.46
25-29	14,341	10.62%	170	10.53%	1.19%	7.74%	1.37	1.36
30-34	12,223	9.05%	153	9.48%	1.25%	7.72%	1.17	1.23
35-39	10,995	8.14%	155	9.60%	1.41%	7.19%	1.13	1.34
40-44	9,097	6.73%	119	7.37%	1.31%	6.83%	0.99	1.08
45-49	8,084	5.98%	120	7.43%	1.48%	6.15%	0.97	1.21
50-54	7,142	5.29%	106	6.57%	1.48%	5.41%	0.98	1.21
55-59	6,658	4.93%	112	6.94%	1.68%	5.53%	0.89	1.26
60-64	5,225	3.87%	97	6.01%	1.86%	4.46%	0.87	1.35
65-69	4,025	2.98%	66	4.09%	1.64%	3.98%	0.75	1.03
70-74	3,042	2.25%	58	3.59%	1.91%	3.02%	0.75	1.19
75-79	1,873	1.39%	27	1.67%	1.44%	2.04%	0.68	0.82
80-84	1,093	0.81%	17	1.05%	1.56%	1.23%	0.66	0.86
85-over	1,117	0.83%	13	0.81%	1.16%	1.17%	0.71	0.69
Total	135,090	100.00%	1,614	100.00%	1.19%	100.00%	1	1

¹ Where age is known.

²² Age was derived from the crash reports. For AR, this was the column `age` from the table `person\_index`. For MO, it was determined from comparing the column `date\_of\_birth` from the table `driver\_passenger` to the column `date\_0` from the table `rpc\_crashes\_2017\_2021` to determine the persons age at the time of the crash.

In general, younger travelers were involved in a larger share of total crashes and KA outcomes. People aged 20-24 were the most overrepresented for all crashes and for KA outcomes. Older age brackets were less represented in both crashes and KA outcomes. Interestingly, people in their 50s and 60s were slightly under-represented in overall crashes but overrepresented in KA outcomes. This may point to drivers becoming more experienced with age but also becoming increasingly frail and more likely to be killed or seriously injured if involved in a crash.

Behaviors

Alcohol Impairment²³

Table 12 summarizes crashes by alcohol impairment. These crashes include both when the alcohol level was reported as over the legal limit as well as when alcohol use was listed as a contributing crash factor in the collision report. Most crashes (96%) did not include an alcohol impairment party. Despite there being only 4% of crashes that involved alcohol impaired, these crashes accounted for 8% of KAs.

The impact of alcohol on KA outcomes was even more pronounced when analyzed for vulnerable road users. Table 13 shows when a vulnerable roadway user was involved in an alcohol related crash, the outcomes were more severe with 48% of crashes resulting in a KA outcome.

Table 12: Crashes by Reported DUI, All Modes, 2017-2021

Alcohol Impaired	# of Crashes	% of Crashes	# of KA Crashes	% of KA Crashes	% of Crashes that Resulted in KA
Yes	2,132	3.62%	173	12.64%	8.11%
No	56,764	96.38%	1196	87.36%	2.11%
Total	58,896	100.00%	1369	100.00%	2.32%

Table 13: Crashes by Reported DUI, Vulnerable Road Users, 2017-2021

Alcohol Impaired	# of Crashes	% of Crashes	# of KA Crashes	% of KA Crashes	% of Crashes that Resulted in KA
Yes	71	4.32%	34	7.61%	47.89%
No	1,573	95.68%	413	92.39%	26.26%
Total	1,644	100.00%	447	100.00%	27.19%

²³ Alcohol impairment was derived from the crash reports. For AR, alcohol was determined from multiple sources: the column `condition` with the value of 7 ('Under the influence of alcohol') from the table `driver\_condition`; the column `driver\_action` with the value 28 ('Under the influence of alcohol') in the table `driver\_action`; the column `blood\_alcohol\_content` with a value ≥ 0.08 from the table `driver`; and the column `blood\_alcohol\_content` with a value ≥ 0.08 from the table `non\_motorist`. For MO, alcohol was determined using the column `code` in the table `contributing\_circumstances`, using the value 18 ('ALCHOL'). If any one of these conditions for any one person involved was true, then the crash was considered alcohol involved.

Speeding²⁴

Table 14 summarizes crashes where either exceeding the speed limit or driving too fast for the conditions was noted in the collision report. The 4,339 crashes that involved speeding made up only 7% of all crashes but 18% of KAs.

While the percentages of crashes involving speeding for vulnerable road users are similar to those for all modes, there is a significant jump in severity. Table 15 shows that 43% of speeding crashes resulted in a KA when a vulnerable roadway user was involved compared to just 6% in the previous table. Nationally, speeding remains the largest contributing factor influencing fatal and severe injury crashes.²⁵ The data below shows that in Northwest Arkansas, even though vehicle crashes make up a large portion of the total crashes, the impact of speed remains significant. Pedestrians, bicyclists, and motorcyclists are referred to as vulnerable modes specially because of their exposure to high impacts and their lack of additional protection such as air bags or bumpers in a high-speed crash.

Table 14: Crashes by Reported Speeding, All Modes, 2017-2021

Speeding	# of Crashes	% of Crashes	# of KA Crashes	% of KA Crashes	% of Crashes that Resulted in KA
Yes	4,339	7.37%	249	18.19%	5.74%
No	54,557	92.63%	1,120	81.81%	2.05%
Total	58,896	100.00%	1,369	100.00%	2.32%

Table 15: Crashes by Reported Speeding, Vulnerable Road Users, 2017-2021

Speeding	# of Crashes	% of Crashes	# of KA Crashes	% of KA Crashes	% of Crashes that Resulted in KA
Yes	137	8.33%	59	13.20%	43.07%
No	1,507	91.67%	388	86.80%	25.75%
Total	1,644	100.00%	447	100.00%	27.19%

²⁴ Speeding was determined based on the data in the crash reports. For AR, this was the column `speeding\_relation` in the table `driver`, where the value any of: 2 ('Racing'), 3 ('Exceeded Speed Limit'), or 4 ('Too fast for conditions'). For MO, the column was `code` in the table `contributing\_circumstances` where the value was any of: 04 ('SPEED EXCEEDED LIMIT'), 05 ('TOO FAST FOR CONDITIONS'), or 42 ('EXCESSIVE SPEED'). If any one of these conditions for any one vehicle involved was true, then the crash was considered speeding.

²⁵ <https://www.nhtsa.gov/campaign/speeding-catches-up-with-you>

Roadway Characteristics

Crash Location (Intersection vs. Segment) ^{26,27}

Table 16 below summarizes crash frequencies by location type for all modes. Crashes were identified as an intersection crash if the crash data point was located within 250 ft of an intersection, and if the closest segment was a part of that intersection (i.e., preventing a crash along a highway to be assigned to intersection of a nearby frontage road). Crashes not assigned as intersection crashes were assumed as segment crashes. Crashes occurred most often at intersections (65% of crashes, 54% of KA crashes) with roughly 2% of crashes resulting in a KA. For more details on the traffic control present at intersections see Table 32 and Table 33.

While segment crashes had a lower share of both overall crashes and KA crashes, segment crashes had a slightly higher rate of resulting in a KA outcome (3%).

Table 17 summarizes crashes by location for vulnerable road users. Like above, most crashes occurred at intersections (67% crashes, 62% KA crashes) compared to segment locations (32% crashes, 38% KA crashes).

Segment crashes were not the most frequent crash location for vulnerable road users, but they tended to be more severe than intersection crashes with 32% of crashes resulting in a KA (compared to 25% at intersections).

Table 16: Crashes by Location, All Modes, 2017-2021

Crash Location	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Intersection	37,870	64.68%	732	54.02%	1.93%
Segment	20,682	35.32%	623	45.98%	3.01%
Total	58,552	100.00%	1,355	100.00%	2.31%

Table 17: Crashes by Location, Vulnerable Road Users 2017-2021

Crash Location	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Intersection	1,102	67.61%	275	62.08%	24.95%
Segment	528	32.39%	168	37.92%	31.82%
Total	1,630	100.00%	443	100.00%	27.18%

²⁶ Segment crashes were all non-intersection crashes that occurred within 50 ft of a roadway segment.

²⁷ Intersection involved crashes were determined spatially rather than by crash report. They were within 250 ft of an intersection that connects to the segment which they occurred (as defined by street name).

Urban vs. Rural²⁸

Table 18 and Table 21 summarize crashes that occurred in urban versus rural areas. Urban crashes were identified as any crashes that occurred within 2020 Census defined urban areas. All crashes outside of these areas were designed as rural crashes. There are more crashes in urban areas (all, KA, and vulnerable road users) than rural areas in NWA. However, more rural crashes are likely to result in a KA outcome for all modes (4.46%) and vulnerable road users (35.75%). For all modes, there were slightly more KA crashes in urban areas (57% of KA crashes in urban versus 43% of KA crashes in rural). This difference was more pronounced for vulnerable road users where 66% of KA crashes occurred in urban areas and 34% in rural areas.

Table 18: Crashes in urban vs. rural areas, All Modes 2017-2021

Crash Location	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Urban	45,806	77.77%	785	57.34%	1.71%
Rural	13,090	22.23%	584	42.66%	4.46%
Total	58,896	100.00%	1,369	100.00%	2.32%

Table 19: Crashes in urban vs. rural areas, Vulnerable Road Users 2017-2021

Crash Location	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Urban	1,216	73.97%	294	65.77%	24.18%
Rural	428	26.03%	153	34.23%	35.75%
Total	1,644	100.00%	447	100.00%	27.19%

²⁸

Traffic Volume²⁹

Table 20 summarizes crashes by AADT for all modes. Streets with an AADT less than 5,000 had the largest share of both overall crashes (31%) and KA crashes (35%). However, the majority of the street network throughout the region has an AADT less than 5,000 (i.e., local and residential streets), resulting in relatively low crashes per mile and KA crashes per mile. Streets that had an AADT between 5,000 and 9,999 and over 30,000 had the second highest shares of KA crashes (16% and 15% respectively).

It's important to keep in mind that streets with higher traffic volumes often have higher crash frequencies. While AADT estimates are available, it is not available citywide for motorcycles, bicyclists, and pedestrians. Having detailed citywide volumes estimates would allow for the estimation of crash risk for each mode.

Table 21 summarizes crashes by traffic volume on a roadway where vulnerable road users were involved. Like Table 20, most crashes occurred on streets with lower AADT which is due to the overall network coverage of those streets. Crashes along lower volume street also tended to be less severe on average with roughly 24% of crashes resulting in a KA compared to 32% of crashes resulting in a KA along streets with an AADT of at least 25,000.

While the above two tables provide insight into the relationship between AADT and crashes they do not capture the distribution of those crashes along roadway miles across the region. Table 22 highlights the mileage and percentage of the entire roadway network for each AADT category as well as the ratio of the percent of crashes to percent of overall mileage. While, low AADT roadways had a high number of crashes, they also accounted for 88% of all the roadways in the region.

Table 20: Crashes by AADT, All Modes, 2017-2021

AADT	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
0 – 4,999	18,000	30.82%	476	35.16%	2.64%
5,000 – 9,999	7,984	13.67%	214	15.81%	2.68%
10,000 – 14,999	6,243	10.69%	159	11.74%	2.55%
15,000 – 19,999	4,017	6.88%	79	5.83%	1.97%
20,000 – 24,999	4,720	8.08%	109	8.05%	2.31%
25,000 – 29,999	6,098	10.44%	113	8.35%	1.85%
30,000 - over	11,351	19.43%	204	15.07%	1.80%
Grand Total	58,413	100.00%	1,354	100.00%	2.32%

Table 21: AADT on Roadways where Crashes involved Vulnerable Road Users, 2017-2021

AADT	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
0 – 4,999	635	38.98%	153	34.54%	24.09%
5,000 – 9,999	234	14.36%	59	13.32%	25.21%
10,000 – 14,999	171	10.50%	46	10.38%	26.90%
15,000 – 19,999	85	5.22%	27	6.09%	31.76%
20,000 – 24,999	136	8.35%	41	9.26%	30.15%
25,000 – 29,999	140	8.59%	45	10.16%	32.14%
30,000 - over	228	14.00%	72	16.25%	31.58%
Grand Total	1,629	100.00%	443	100.00%	27.19%

²⁹ Includes both known and assumed traffic volumes.

Conversely, roads with over 30,000 AADT made up only 1% of total roadway mileage but the highest percentage of crashes.

The crash ratios below were calculated by the percent of total crashes, KAs and non-KA that occurred within each AADT category divided by the category's percent of mileage in the overall roadway network. Values above 1 (shown in red) indicate that there was a higher percent of crashes relative to mileage, while values below 1 (in blue) have a lower percent of crashes relative to mileage.

Table 22: AADT Ratios

AADT	Mileage	% of Mileage	Crash Ratio: All Crashes	Crash Ratio: KA Crashes
0 – 4,999	5,996	88%	0.35	0.40
5,000 – 9,999	319	5%	2.91	3.37
10,000 – 14,999	162	2%	4.48	4.93
15,000 – 19,999	78	1%	5.99	5.08
20,000 – 24,999	75	1%	7.31	7.28
25,000 – 29,999	71	1%	10.05	8.03
30,000 - over	88	1%	15.02	11.65
Total	6,788	100%	1.00	1.00

Functional Classification³⁰

Table 23 below outlines crashes by roadway classification for all modes. Major arterials had the most crashes of with 17,216 crashes (29% of all crashes). However, minor arterials had a higher number of KA crashes (406, 29% of KAs). Minor collectors had the greatest risk for a crash resulting in a KA outcome, where 5.44% of all crashes resulted in KA outcomes.

Table 24 summarizes crashes by functional classification for crashes involving vulnerable road users. As in the previous table, major and minor arterials had a higher number of crashes and KA outcomes. The greatest risk of a crash resulting in a KA outcome was on interstates (39.47%)

Table 25 highlights the mileage of each functional class category as a percent of the overall roadway mileage and compares it to the percent of crashes occurring within each category. The crash ratio fields were calculated by the percent of total crashes, KAs and non-KA that occurred within each Functional Class category divided by that category's percent of mileage in the overall roadway network. Values above 1 (shown in red) indicate that there was a higher percent of crashes relative to mileage, while values below 1 (in blue) have a lower percent of crashes relative to mileage.

This analysis highlights the disproportionate share of crashes that occur on Arterials. The combined 10% of Major and Minor Arterial roadway mileage accounts for 56% of KA crashes. Meanwhile local roads which make up 62% of all road miles carry less than 10% of KA crashes.

Table 23: Crashes by Functional Classification, All Modes, 2017-2021

Functional Classification	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Interstate	6,067	10.36%	126	9.30%	2.08%
Freeway	584	1.00%	17	1.25%	2.91%
Major Arterial	17,216	29.40%	352	25.98%	2.04%
Minor Arterial	15,560	26.57%	406	29.96%	2.61%
Major Collector	11,813	20.18%	294	21.70%	2.49%
Minor Collector	478	0.82%	26	1.92%	5.44%
Local	6,834	11.67%	134	9.89%	1.96%
Grand Total	58552	100.00%	1355	100.00%	2.31%

Table 24: Crashes by Functional Classification, Vulnerable Road Users, 2017-2021

Functional Classification	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Interstate	76	4.66%	30	6.77%	39.47%
Freeway	11	0.67%	7	1.58%	63.64%
Major Arterial	434	26.63%	132	29.80%	30.41%
Minor Arterial	438	26.87%	126	28.44%	28.77%
Major Collector	431	26.44%	94	21.22%	21.81%
Minor Collector	18	1.10%	6	1.35%	33.33%
Local	222	13.62%	48	10.84%	21.62%
Grand Total	1630	100.00%	443	100.00%	27.18%

³⁰ Includes both known and assumed functional classifications.

Table 25: Functional Classification Ratios

Functional Classification	Mileage	% of Mileage	Crash Ratio: All Crashes	Crash Ratio: KA Crashes
Interstate	184	2.71%	3.82	3.43
Freeway	20	0.30%	3.34	4.20
Major Arterial	180	2.66%	11.07	9.78
Minor Arterial	499	7.34%	3.62	4.08
Major Collector	1,436	21.14%	0.95	1.03
Minor Collector	292	4.30%	0.19	0.45
Local	4,181	61.55%	0.19	0.16
Grand Total	6,793	100.00%	1.00	1.00

Posted Speed Limit³¹

Table 26 summarizes crashes and by posted speed limit for all roadway users. Crashes occurred most often on roadways with a posted speed limit of 45mph (23% crashes, 20% KA crashes) followed by streets with a posted speed limit of 40mph (18% crashes, 14% KA

crashes). KA crashes occurred most often on streets with a 55mph posted speed limit (21% of KA crashes) and the highest percentage of crashes resulting in a KA (6.27%) also occurred on streets with a 55 mph posted speed limit.

Table 26: Crashes by Posted Speed Limit, All Modes, 2017-2021

Posted Speed Limit (MPH)	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
10	16	0.03%	1	0.07%	6.25%
15	98	0.17%	1	0.07%	1.02%
20	554	0.95%	8	0.59%	1.44%
25	6,918	11.82%	101	7.45%	1.46%
30	4,707	8.04%	96	7.08%	2.04%
35	9,691	16.55%	172	12.69%	1.77%
40	10,725	18.32%	195	14.39%	1.82%
45	13,528	23.10%	274	20.22%	2.03%
50	1,752	2.99%	55	4.06%	3.14%
55	4,565	7.80%	286	21.11%	6.27%
60	401	0.68%	21	1.55%	5.24%
65	1,380	2.36%	40	2.95%	2.90%
70	2,978	5.09%	75	5.54%	2.52%
75	1,238	2.11%	30	2.21%	2.42%
Grand Total	58,5511	100.00%	1355	100.00%	2.31%

1 This number is less than the total number of crashes (58,896) because crashes are joined to the nearby roadway to extract the speed limit information from the roadway segment. Crashes that are located too far away from a roadway will not be assigned to a roadway segment, hence no speed limit information.

31 Includes both known and assumed posted speed limits

Summaries for crashes involving a vulnerable roadway user by posted speed limit are shown in Table 27 and follows a similar trend as the table above with the majority crashes and KA crashes involving a vulnerable road user occurred on streets with a posted speed limit of 45mph. However, the highest risk of a crash resulting in a KA outcome was on streets with a posted speed of 70mph when a vulnerable road user was involved.

Table 28 below takes the information from the two previous tables and highlights the ratio of crashes to each speed category's percentage of the total mileage. The crash ratio fields were calculated by taking the

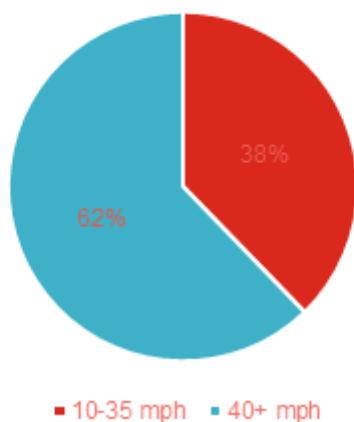
percent of total crashes, KAs and non-KA that occurred within each Speed category divided by that category's percent of mileage in the overall roadway network. Values above 1 (shown in red) indicate that there was a higher percent of crashes relative to mileage, while values below 1 (in blue) have a lower percent of crashes relative to mileage.

While 25mph streets make up over half of all roadway miles, they account for only a small percentage of crashes. Higher speed roadways make up smaller shares of the overall roadway network but had increasing numbers of fatal and severe injury crashes.

Table 27: Crashes by Posted Speed Limit, Vulnerable Road Users, 2017-2021

Posted Speed Limit (MPH)	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
10	1	0.06%	0	0.00%	0.00%
15	5	0.31%	1	0.23%	20.00%
20	20	1.23%	3	0.68%	15.00%
25	273	16.75%	48	10.84%	17.58%
30	155	9.51%	34	7.67%	21.94%
35	238	14.60%	58	13.09%	24.37%
40	274	16.81%	71	16.03%	25.91%
45	317	19.45%	94	21.22%	29.65%
50	46	2.82%	18	4.06%	39.13%
55	201	12.33%	71	16.03%	35.32%
60	18	1.10%	10	2.26%	55.56%
65	29	1.78%	10	2.26%	34.48%
70	39	2.39%	17	3.84%	43.59%
75	14	0.86%	8	1.81%	57.14%
Grand Total	1,630	100.00%	443	100.00%	27.18%

% of Crashes by Posted Speed Limit



% of Vulnerable User Crashes by Posted Speed Limit

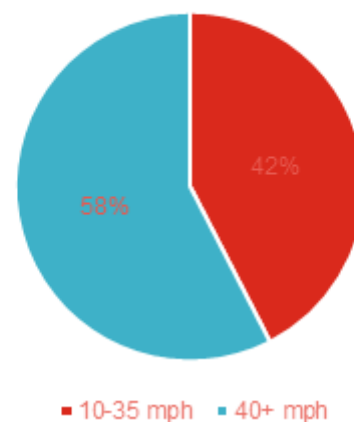


Table 28: Crash Speed Ratios

Crash Speed (MPH)	Mileage	% of Mileage	Crash Ratio: All Crashes	Crash Ratio: KA Crashes
10 - 14	3	0%	0.62	1.68
15 - 19	9	0%	1.33	0.59
20 - 24	77	1%	0.84	0.52
25 - 29	3724	55%	0.22	0.14
30 - 34	441	6%	1.24	1.09
35 - 39	654	10%	1.72	1.32
40 - 44	551	8%	2.26	1.77
45 - 49	376	6%	4.17	3.65
50 - 54	155	2%	1.31	1.78
55 - 59	557	8%	0.95	2.58
60 - 64	20	0%	2.31	5.23
65 - 69	93	1%	1.72	2.15
70 - 74	71	1%	4.88	5.31
75 - over	61	1%	2.37	2.48
Grand Total	6,792	100%	1.00	1.00

Number of lanes³²

Table 29 summarizes crashes by number of lanes for all roadway users. Crashes occurred most often on four-lane roads (40% crashes, 38% KA crashes) followed by two-lane roads (36% crashes, 46% KA crashes). KA crashes occurred most often on two-lane roads and these crashes also tended to be the most severe, with 3% of all crashes on 2 lane roads resulted in KAs.

Table 30 summarizes crashes by number of lanes for vulnerable road users only. Data for these modes follows a similar trend as the table above, but the impact of two-lane road crashes is more pronounced. For vulnerable road users, the most crashes (760, 46.63%) and the most KA crashes (194, 43.79%) occurred on two-lane roads. However, crashes with the greatest risk of resulting in a KA involving a vulnerable road users occurred on six-lane roads as these are corridors with higher-speed free-flowing vehicle traffic.

Table 31 below takes the information from the two previous tables and highlights the ratio of crashes to each lane category's percentage of the total mileage. While the two previous tables showed the most crashes occurring on two-lane roads, these roads also make up almost 90% of the roadways in Northwest Arkansas. While fewer crashes occur on six and eight-lane roads the roads they account for a proportionally much higher rate of crashes per mile.

³² Through lanes only. Includes both known lane count and assumed lane count.

Table 29: Crashes by Number of Lanes, All Modes, 2017-2021

Number of Lanes	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
1	1,709	2.92%	20	1.48%	1.17%
2	20,858	35.62%	627	46.27%	3.01%
3	3,390	5.79%	54	3.99%	1.59%
4	23,466	40.08%	511	37.71%	2.18%
5	5,231	8.93%	66	4.87%	1.26%
6	3,442	5.88%	71	5.24%	2.06%
7	114	0.19%	0	0.00%	0.00%
8	342	0.58%	6	0.44%	1.75%
Grand Total	58,552	100.00%	1,355	100.00%	2.31%

Table 30: Crashes by Number of Lanes, Vulnerable Road Users, 2017-2021

Number of Lanes	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
1	20	1.23%	6	1.35%	30.00%
2	760	46.63%	194	43.79%	25.53%
3	96	5.89%	18	4.06%	18.75%
4	584	35.83%	185	41.76%	31.68%
5	116	7.12%	22	4.97%	18.97%
6	46	2.82%	16	3.61%	34.78%
7	1	0.06%	0	0.00%	0.00%
8	7	0.43%	2	0.45%	28.57%
Grand Total	1,630	100.00%	443	100.00%	27.18%

Table 31: Number of Lanes Ratios

Number of Lanes	Mileage	% of Mileage	Crash Ratio: All Crashes	Crash Ratio: KA Crashes
1	119	2%	1.69	0.84
2	6,007	88%	0.40	0.52
3	151	2%	2.62	1.79
4	379	6%	7.19	6.76
5	82	1%	7.49	4.04
6	50	1%	8.00	7.11
7	0.1	0%	109.59	0.00
8 and over	4	0%	10.48	7.90
Total	6,792	100%	1.00	1.00

One-way vs. Two-Way Streets³³

Table 32 and Table 33 summarize crashes by street direction for all modes and for vulnerable road users. For all modes, crashes occurred most often on two-way streets (82% crashes, 85% KA crashes). Crashes on two-way roads were slightly more severe for all modes. Vulnerable modes followed a similar trend with the most crashes occurring on two-way roads (90% crashes, 87% KA crashes). However, the severity of crashes for vulnerable road users significantly increased on one-way streets, with 35% of crashes for vulnerable road users on one-way streets resulted in a KA compared to just under 2% for all modes.

Table 32: Street Direction, All Modes, 2017-2021

Street Direction	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Two-way	47,987	81.96%	1147	84.65%	2.39%
One-way	10,565	18.04%	208	15.35%	1.97%
Total	58,552	100%	1,355	100.00%	2.31%

Table 33: Street Direction, Vulnerable Road Users, 2017-2021

Street Direction	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Two-way	1,460	89.57%	384	86.68%	26.30%
One-way	170	10.43%	59	13.32%	34.71%
Total	1,630	100.00%	443	100.00%	27.18%

Table 34: Intersection Control, All Modes, 2017-2021

Intersection Control Device	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Signal	14,016	37.01%	190	25.96%	1.36%
Stop Sign	1,918	5.06%	47	6.42%	2.45%
None	21,936	57.92%	495	67.62%	2.26%
Total	37,870	100.00%	732	100.00%	1.93%

Table 35: Intersection Control, Vulnerable Road Users, 2017-2021

Intersection Control Device	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Signal	310	28.13%	61	22.18%	19.68%
Stop Sign	70	6.35%	20	7.27%	28.57%
None	722	65.52%	194	70.55%	26.87%
Total	1,102	100.00%	275	100.00%	24.95%

³³ All streets were assumed two-way unless otherwise noted.

³⁴ Only applies to intersection crashes. Where no data is present, intersection is assumed uncontrolled.

Intersection Control³⁴

Table 34 and Table 35 summarize crashes by intersection control for all modes and for vulnerable road users. For all modes, crashes occurred most often at intersections with no traffic control (58% crashes, 68% KA crashes). Crashes at stop sign controlled intersections were slightly more severe with 2.45% of crashes resulting in KAs.

These trends were even more pronounced for vulnerable road users. Again, the most crashes occurred at intersections with no signal control (66% crashes, 71% KA crashes). Stop controlled intersection crashes were also the most severe for vulnerable modes with 29% resulting in a KA outcome.

Environmental Characteristics

Historically Disadvantaged Communities and Areas of Persistent Poverty

Table 36 to Table 39 summarize crashes by historically disadvantaged communities and areas of persistent poverty for all modes and for vulnerable road users. Despite having only about 14% of the regional roadway centerline miles, historically disadvantaged communities have about 23% of all crashes and the same share of KA crashes for all modes. Similarly, about 22% of all crashes and 18% of KA crashes happened within areas of persistent poverty, though only about 8% of regional roadway centerline miles fall in these areas. This indicates historically disadvantaged communities and areas of persistent poverty may have disproportionately higher crash risks. Areas where historically disadvantaged communities and persistent poverty overlap has 14% and 12% of regional total crashes and

KA crashes respectively, despite having only 6% of the regional roadway centerline miles (see Table 38).

The vulnerable road users involved crashes tell a very similar story, with about 25% of both all crashes and KA crashes happen in historically disadvantaged communities and the percentage of crashes that resulted in KA in these communities is about the same as the regional level. A slightly lower percentage of KA crashes happened in areas of persistent poverty compared to all crashes. The percentage of crashes that resulted in KA in these areas is about 3% lower than the regional value. However, they are still much higher than the share of roadway centerline miles in these areas. Similarly, for vulnerable road user involved crashes, areas where historically disadvantaged communities and persistent poverty overlap have 15% of regional total crashes and 16% KA crashes, respectively, despite only 6% of the regional roadway centerline miles (see Table 41).

Table 36: Crashes by Historically Disadvantaged Communities, All Modes, 2017-2021

Historically Disadvantaged Communities	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA	% of roadway centerline miles
Yes	13,900	23.6%	305	22.3%	2.19%	14%
No	44,996	76.4%	1,064	77.7%	2.36%	86%
Total	58,896	100%	1,369	100%	2.32%	100%

Table 37: Crashes by Areas of Persistent Poverty, All Modes, 2017-2021

Areas of Persistent Poverty	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA	% of roadway centerline miles
Yes	12,682	21.5%	239	17.5%	1.88%	8%
No	46,214	78.5%	1,130	82.5%	2.45%	92%
Total	58,896	100%	1,369	100%	2.32%	100%

Table 38: Crashes in Areas where Historically Disadvantaged Communities and Areas of Persistent Poverty Overlap, All Modes, 2017-2021

Areas where Historically Disadvantaged Communities and Areas of Persistent Poverty Overlap	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA	% of roadway centerline miles
Yes	8,174	13.9%	165	12.1%	2.02%	6%
No	50,722	86.1%	1,204	87.9%	2.37%	94%
Total	58,896	100%	1,369	100%	2.32%	100%

Table 39: Crashes by Historically Disadvantaged Communities, Vulnerable Road Users, 2017-2021

Historically Disadvantaged Communities	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Yes	422	25.7%	110	24.6%	26.07%
No	1,222	74.3%	337	75.4%	27.58%
Total	1,644	100%	447	100%	27.19%

Table 40: Crashes by Areas of Persistent Poverty, Vulnerable Road Users, 2017-2021

Areas of Persistent Poverty	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Yes	422	25.7%	102	22.8%	24.17%
No	1,222	74.3%	345	77.2%	28.23%
Total	1,644	100%	447	100%	27.19%

Table 41: Crashes in Areas where Historically Disadvantaged Communities and Areas of Persistent Poverty Overlap, Vulnerable Road Users, 2017-2021

Areas where Historically Disadvantaged Communities and Areas of Persistent Poverty Overlap	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA	% of roadway centerline miles
Yes	246	15.0%	71	15.9%	28.9%	6%
No	1398	85.0%	376	84.1%	26.9%	94%
Total	1,644	100%	447	100%	27.2%	100%

Time of Day³⁵

Table 42 and Table 43 summarize crashes by time of day for all modes and for vulnerable road users. For all modes, crashes were fairly evenly distributed across the day but occurred most often between 3:00pm and 6:00pm (20% crashes, 16% KA crashes). Night crashes between 9:00pm and midnight were slightly more severe than other times of day with 4% of crashes resulting in a KA outcome.

Like many of the tables above, these trends were even more pronounced for vulnerable road users. Again, crashes for vulnerable modes were fairly evenly distributed across the day but occurred most often between 3:00pm and 6:00pm (21% crashes, 17% KA crashes). The severity of nighttime crashes between 9pma and midnight increased significantly for vulnerable modes with 37% of crashes during this time period resulting in KAs.

Table 42: Crashes by Time of Day, All Modes, 2017-2021

Time of Day	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
12:00-2:59 AM	3,866	6.56%	140	10.23%	3.62%
3:00-5:59 AM	5,428	9.22%	129	9.42%	2.38%
6:00-8:59 AM	10,338	17.56%	210	15.34%	2.03%
9:00-11:59 AM	8,965	15.22%	192	14.02%	2.14%
12:00-2:59 PM	99,48	16.89%	191	13.95%	1.92%
3:00-5:59 PM	12,044	20.45%	225	16.44%	1.87%
6:00-8:59 PM	5,964	10.13%	187	13.66%	3.14%
9:00-11:59 PM	2,336	3.97%	95	6.94%	4.07%
Total	58,889	100.00%	1369	100.00%	2.32%

Table 43: Crashes by Time of Day, Vulnerable Road Users, 2017-2021

Time of Day	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
12:00-2:59 AM	103	6.27%	24	5.37%	23.30%
3:00-5:59 AM	124	7.54%	33	7.38%	26.61%
6:00-8:59 AM	230	13.99%	65	14.54%	28.26%
9:00-11:59 AM	229	13.93%	68	15.21%	29.69%
12:00-2:59 PM	248	15.09%	68	15.21%	27.42%
3:00-5:59 PM	353	21.47%	78	17.45%	22.10%
6:00-8:59 PM	264	16.06%	77	17.23%	29.17%
9:00-11:59 PM	93	5.66%	34	7.61%	36.56%
Total	1644	100.00%	447	100.00%	27.19%

³⁵ Time of day was obtained from the crash reports. For AR, the time was extracted from the column `crash\_date` from the table `crashes\_fc`, and for MO, the time was from the column `time` in the table `rpc\_crashes\_2017\_2021`.

Roadway Surface Condition³⁶

Table 44 and Table 45 summarize crashes by reported roadway condition for all modes and for vulnerable road users. For all modes, crashes occurred most often in dry conditions (80% crashes, 82% KA crashes). Crashes with “other” roadway conditions were the most severe with just under 6% resulting in a KA outcome.

Crashes involving vulnerable road users were similar with the most crashes again occurring on dry roads (92% crashes, 91% KA crashes). Despite a higher number of vulnerable mode crashes on dry roads, the severity of crashes for vulnerable modes shifted significantly for wet and icy roads. 33% of crashes on icy roads and 32% of crashes on wet roads resulted in a KA outcome.

Table 44: Table 44: Crashes by Reported Roadway Condition, All Modes, 2017-2021

Reported Roadway Condition	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Dry	47,180	80.11%	1128	82.40%	2.39%
Ice	914	1.55%	25	1.83%	2.74%
Other	286	0.49%	17	1.24%	5.94%
Snow	252	0.43%	3	0.22%	1.19%
Unknown	293	0.50%	-	0.00%	0.00%
Wet	9,969	16.93%	196	14.32%	1.97%
Grand Total	58,894	100.00%	1369	100.00%	2.32%

Table 45: Table 45: Crashes by Reported Roadway Condition, Vulnerable Road Users, 2017-2021

Reported Roadway Condition	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Dry	1,511	91.97%	406	90.83%	26.87%
Ice	9	0.55%	3	0.67%	33.33%
Other	12	0.73%	4	0.89%	33.33%
Snow	2	0.12%	0	0.00%	0.00%
Unknown	4	0.24%	0	0.00%	0.00%
Wet	105	6.39%	34	7.61%	32.38%
Grand Total	1,643	100.00%	447	100.00%	27.21%

³⁶ Road surface condition was derived from data within the crash reports. For AR, the column `roadway\_surface\_condition` from the table `crashes\_fc` was used. For MO, the column `rd\_surf\_cond\_type` from the table `rpc\_crashes\_2017\_2021` was used. See <APPENDIX> for how values between these two datasets were consolidated.

Lighting Condition³⁷

Table 46 and Table 47 summarize crashes by reported lighting condition for all modes and for vulnerable road users. For all modes, crashes occurred most often in daylight (74% crashes, 61% KA crashes). Dark crashes without lighting were the most severe with just under 5% of crashes resulting in a KA outcome.

Crashes for vulnerable modes were similar with the most crashes again occurring in daylight conditions (71% crashes, 62% KA crashes). For vulnerable modes the most severe crashes also occurred in dark conditions without lighting. The severity however increased significantly over that of all crashes with 42% of “dark-without lighting” crashes for vulnerable modes resulting in a KA.

Table 46: Crashes by Reported Lighting Condition, All Modes, 2017-2021

Reported Lighting Condition	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Dark - unknown lighting	1,027	1.74%	34	2.48%	3.31%
Dark - with lighting	5,309	9.01%	150	10.96%	2.83%
Dark - without lighting	6,435	10.93%	295	21.55%	4.58%
Daylight	43,439	73.76%	836	61.07%	1.92%
Dusk/dawn	2,354	4.00%	51	3.73%	2.17%
Other	57	0.10%	1	0.07%	1.75%
Unknown	273	0.46%	2	0.15%	0.73%
Grand total	58,894	100.00%	1,369	100.00%	2.32%

Table 47: Crashes by Reported Lighting Condition, Vulnerable Road Users, 2017-2021

Reported Lighting Condition	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Dark - unknown lighting	45	2.74%	15	3.36%	33.33%
Dark - with lighting	167	10.16%	56	12.53%	33.53%
Dark - without lighting	202	12.29%	84	18.79%	41.58%
Daylight	1,165	70.86%	278	62.19%	23.86%
Dusk/dawn	62	3.77%	12	2.68%	19.35%
Other	2	0.12%	1	0.22%	50.00%
Unknown	1	0.06%	1	0.22%	100.00%
Grand total	1,644	100.00%	447	100.00%	27.19%

³⁷ Lighting condition was derived from data within the crash reports. For AR, the column `lighting\_condition` from the table `crashes\_fc` was used. For MO, the column `light\_cond\_name` from the table `rpc\_crashes\_2017\_2021` was used. See <APPENDIX> for how values between these two datasets were consolidated.

Proximity to Transit

Table 48 and Table 49 summarize crashes by proximity to transit stops for all modes and for vulnerable road users. For all modes, crashes occurred most often beyond 500 ft of a transit stop (90% crashes, 93% KA crashes). It should be noted that a robust transit system does not currently exist throughout the entirety of the region.

For Vulnerable Road Users, slightly more crashes occurred within 500 ft of a transit stop but crashes still occurred most often beyond 500 ft (87% crashes, 89% KA

crashes). These figures may point to the fact that transit users are often reliant on a vulnerable mode (walking or biking) to travel to or from a transit stop. Pedestrians and bicyclists may have higher crash exposure near transit stops as well as they are more likely to include public transit in their trip compared to motorists. The location of transit stops however are often tightly correlated with other factors such as density, land use, roadway functional class which make it difficult to draw transit-specific conclusions based on this data.

Table 48: Crashes by Proximity to Transit Stops, All Modes, 2017-2021

Proximity to Transit Stop	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Within 500 feet	5,743	9.75%	91	6.65%	1.58%
Greater than 500 feet	53,153	90.25%	1,278	93.35%	2.40%
Total	58,896	100.00%	1,369	100.00%	2.32%

Table 49: Crashes by Proximity to Transit Stops, Vulnerable Road Users, 2017-2021

Proximity to Transit Stop	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Within 500 feet	223	13.56%	48	10.74%	21.52%
Greater than 500 feet	1,421	86.44%	399	89.26%	28.08%
Total	1,644	100.00%	447	100.00%	27.19%

Proximity to Schools

Table 50 and Table 51 summarize crashes by proximity to schools for all modes and for vulnerable road users. For all modes, KA crashes occurred most often beyond 500 ft of a school (95% crashes, 97% KA crashes).

Proximity to Parks

Table 52 and Table 53 summarize crashes by proximity to parks for all modes and for vulnerable road users. For all modes, crashes occurred most often beyond 500 ft of a park (94% crashes, 95% KA crashes). Vulnerable modes saw a similar trend with 92% of total crashes and 93% of KA crashes occurring beyond 500ft of a park.

Table 50: Crashes by Proximity to Schools, All Modes, 2017-2021

Proximity to a School	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Within 500 feet	2752	4.67%	40	2.92%	1.45%
Greater than 500 feet	56,144	95.33%	1,329	97.08%	2.37%
Total	58,896	100.00%	1,369	100.00%	2.32%

Table 51: Crashes by Proximity to Schools, Vulnerable Road Users, 2017-2021

Proximity to a School	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Within 500 feet	83	5.05%	14	3.13%	16.87%
Greater than 500 feet	1,561	94.95%	433	96.87%	27.74%
Total	1,644	100.00%	447	100.00%	27.19%

Table 52: Crashes by Proximity to Parks, All Modes, 2017-2021

Proximity to a Park	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Within 500 feet	3,823	6.49%	71	5.19%	1.86%
Greater than 500 feet	55,073	93.51%	1,298	94.81%	2.36%
Total	58,896	100.00%	1,369	100.00%	2.32%

Table 53: Crashes by Proximity to Parks, Vulnerable Road Users, 2017-2021

Proximity to a Park	# of Crashes	% of Crashes	# of KA	% KA	% of Crashes that Resulted in KA
Within 500 feet	124	7.54%	32	7.16%	25.81%
Greater than 500 feet	1520	92.46%	415	92.84%	27.30%
Total	1644	100.00%	447	100.00%	27.19%

Appendix A - Crash Code Value Consolidations

First harmful event

Value	Decoded Value	Consolidated Value
4	Jackknife	jackknife
5	Cargo/equipment loss or shift	cargo shift or loss
6	Equipment failure (blown tire, brake failure, etc.)	equipment failure
7	Separation of units	separation of units
8	Ran off roadway right	ran off road - right
9	Ran off roadway left	ran off road - left
10	Deliberately crossed median	crossed median
11	Unintentionally crossed median	crossed median
12	Crossed centerline	crossed centerline
13	Downhill runaway	downhill runaway
14	Fell/jumped from motor vehicle	fell or jumped from vehicle
15	Reentering roadway	reentering road
16	Object thrown or fallen on or near motor vehicle	cargo shift or loss
17	Other non-collision	other non-collision
18	Collision with pedestrian	collision with pedestrian
19	Collision with pedalcycle	collision with bicycle
20	Collision with other non-motorist	collision with non-fixed object
21	Collision with railway vehicle (train, engine)	collision with railway vehicle
22	Collision with animal (live)	collision with animal
23	Collision with motor vehicle in transport	collision with vehicle in transport
24	Collision with parked motor vehicle	collision with parked vehicle
25	Collision with falling/shifting cargo or anything set in motion by motor vehicle	cargo shift or loss
26	Collision with work zone/maintenance equipment	collision with non-fixed object
27	Collision with other non-fixed object	collision with non-fixed object
28	Collision with impact attenuator/crash cushion	collision with fixed object
29	Collision with bridge overhead structure	collision with fixed object
30	Collision with bridge pier or support	collision with fixed object
31	Collision with bridge rail	collision with fixed object
32	Collision with cable barrier	collision with fixed object
33	Collision with culvert	collision with fixed object
34	Collision with curb	collision with fixed object
35	Collision with ditch	collision with fixed object
36	Collision with embankment	collision with fixed object
37	Collision with guardrail face	collision with fixed object
38	Collision with guardrail end	collision with fixed object
39	Collision with concrete traffic barrier	collision with fixed object
40	Collision with other traffic barrier	collision with fixed object
41	Collision with tree (standing)	collision with fixed object
42	Collision with utility pole/light support	collision with fixed object
43	Collision with traffic sign support	collision with fixed object
44	Collision with traffic signal support	collision with fixed object
45	Collision with other post, pole, or support	collision with fixed object

Value	Decoded Value	Consolidated Value
46	Collision with fence	collision with fixed object
47	Collision with mailbox	collision with fixed object
48	Collision with other fixed object	collision with fixed object
49	Unknown	unknown
50	Collision with building	collision with fixed object

Value	Decoded Value	Consolidated Value
16	CROSS MEDIAN	crossed median
17	CROSS CENTER OF ROAD	crossed centerline
18	CROSS ROAD	crossed centerline
19	AIRBORNE	airborne
20	RAN OFF ROAD - RIGHT	ran off road - right
21	RAN OFF ROAD - LEFT	ran off road - left
22	OVERTURN / ROLLOVER	over turn or rollover
23	FIRE / EXPLOSION	fire or explosion
24	IMMERSION	immersion
25	JACKKNIFE	jackknife
26	CARGO LOSS / SHIFT	equipment failure
27	EQUIPMENT FAILURE	equipment failure
28	SEPARATION OF UNITS	separation of units
29	RETURNED TO ROAD	reentering road
30	COLLISION INV PEDESTRIAN	collision with pedestrian
31	COLLISION INV. BICYCLE / PEDALCYCLE	collision with bicycle
32	COLLISION INV. RAILWAY VEH.	collision with railway vehicle
33	COLLISION INV ANIMAL	collision with animal
34	COLLISION INV MV IN TRANSPORT	collision with vehicle in transport
35	COLLISION INV PARKED MV	collision with parked vehicle
36	COLLISION INV FIXED OBJECT	collision with fixed object
37	COLLISION INV OTHER OBJECT	collision with non-fixed object
38	OTHER NON COLLISION	other non-collision
39	COLLISION INV. BICYCLE / PEDALCYCEL IN BICYCLE LANE	collision with bicycle
40	COLLISION INV ANIMAL DRAWN VEH / ANIMAL RIDDEN FOR TRANSPORTATION	collision with animal
41	COLLISION INV. WORKING MV	collision with non-fixed object
42	DOWNHILL RUNAWAY	downhill runaway
43	FELL / JUMPED FROM MV	fell or jumped from vehicle
44	THROWN / FALLNG OBJECT	collision with non-fixed object
45	STRUCK BY FALLING, SHIFTING CARGO, OBJECT SET IN MOTION BY OWN MV	cargo shift or loss
46	RAN OFF ROADWAY - OTHER	ran off road - other
47	CROSS SEPARATOR	crossed median
U	UNKNOWN	unknown

Maneuvers

Value	Decoded Value	Consolidated Value
1	Movement essentially straight ahead	straight

Value	Decoded Value	Consolidated Value
2	Negotiating a curve	straight
3	Backing	backing
4	Changing lanes	chaing lanes
5	Overtaking/passing	overtaking
6	Turning right	turn - right
7	Turning left	turn - left
8	Making U-turn	turn - U
9	Leaving traffic lane	chaing lanes
10	Entering traffic lane	slowing
11	Slowing	parked
12	Parked	parked
13	Stopped in traffic	stopped in traffic
14	Other	other
15	Unknown	unknown

Value	Decoded Value	Consolidated Value
1	None	none
2	Crossing roadway	crossing road
3	Waiting to cross roadway	adjacent to roadway
4	Walking/cycling along roadway with traffic (in or adjacent to travel lane)	along roadway - with traffic
5	Walking/cycling along roadway against traffic (in or adjacent to travel lane)	along roadway - against traffic
6	Walking/cycling on sidewalk	on sidewalk
7	In roadway - other	in roadway
8	Adjacent to roadway (e.g., shoulder, median)	adjacent to roadway
9	Working in trafficway (incident response)	in roadway
10	Other	other
11	Unknown	unknown

Value	Decoded Value	Consolidated Value
01	GOING STRAIGHT	straight
02	OVERTAKING	overtaking
03	MAKING RIGHT TURN	turn - right
04	RIGHT TURN ON RED	turn - right
05	MAKING LEFT TURN	turn - left
06	MAKING U-TURN	turn - U
07	SKIDDING / SLIDING	other
08	SLOWING OR STOPPING	slowing
09	START IN TRAFFIC	other
10	START FROM PARKED	parked
11	BACKING	backing
12	STOPPED IN TRAFFIC	stopped in traffic
13	PARKED	parked
14	CHANGING LANES	chaing lanes
15	AVOIDING	other

Surface Condition

Value	Decoded Value	Consolidated Value
1	Dry	dry
2	Wet	wet
3	Snow	snow
4	Slush	snow
5	Ice/Frost	ice
6	Water	wet
7	Sand	other
8	Mud, Dirt, or Gravel	other
9	Oil	other
10	Other	other

The column `rd\_surf\_cond\_type` was not listed in the received data dictionary. Therefore, the table below does only contain the full list of possible values, and instead only that were present in the received crash data. Additionally, the decode values were determined based on professional judgement.

Value	Decoded Value (assumed)	Consolidated Value
DRY	Dry	dry
WET	Wet	wet
SNOW	Snow	snow
ICE	Ice	ice
SWTR	unsure of value	unknown

Lighting Condition

Value	Decoded Value	Consolidated Value
1	Daylight	daylight
2	Dawn	dusk/dawn
3	Dusk	dusk/dawn
4	Dark - Lighted	dark - with lighting
5	Dark - Not Lighted	dark - without lighting
6	Dark - Unk. Lighting	dark - unknown lighting
7	Other	other
8	Unknown	unknown

The column `light\_cond\_name` was not listed in the received data dictionary. Therefore, the table below does only contain the full list of possible values, and instead only that were present in the received crash data. Additionally, the decode values were determined based on professional judgement.

Value	Decoded Value (assumed)	Consolidated Value
DRY	Dry	dry
WET	Wet	wet
SNOW	Snow	snow
ICE	Ice	ice
SWTR	unsure of value	unknown

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Appendix C: Equity Analysis Framework

Methodology and Findings

May 2, 2023

Introduction

As a part of the Northwest Arkansas Regional Planning Commission's (NWARPC) process of developing a Vision Zero Plan, the project team developed a methodology for identifying communities that have disproportionate safety impacts. The focus was placed on communities that have experienced historic marginalization, disenfranchisement, and disinvestment to examine how past harms may continue to disadvantage them, specifically in terms of traffic violence.

The goal of the analysis is to present NWARPC with a process for distinguishing populations that are underserved and under-resourced and an approach to assessing how they are impacted by outcomes of the transportation system like safety risk. The results of the analysis reveal demographic patterns in safety outcomes and provide valuable information for adopting an equity lens to prioritizing safety investments. Taken with crash analysis, development of the High Injury Network (HIN), and community engagement findings, the results can provide an understanding of the implications of safety risk disparities on various communities.

This document begins with background information to describe our approach to equity analysis. Next, it details the methods of identifying populations and analyzing safety impact in relation to them. It then presents the results, spatially and graphically, and concludes with recommendations for applying the findings of this analysis.

Definitions

Community and population are often used interchangeably to describe groups of people sharing similar characteristics or experiences. In this document, we use community to mean a collection of persons that share experiences or cultures. Population is used to describe a group defined by shared demographic attributes, typically identified through Census data.

Racial minority and "non-white" are not terms used in

this analysis. When referring to people that have been racialized, we will reference their specific identity (African-American, Asian-American, Pacific Islands, Hispanic, and Native American) or use the term Black, Indigenous, or Person of Color (BIPOC). Distinguishing Black and Indigenous people calls attention to the grave injustices that these communities have faced in this country.

Low-income refers to people or households that have financial constraints that impact their daily lives. There is no one threshold for what is considered low income. It can be described using poverty guidelines, median household income, housing burden, or transportation burden.

Equity is a pluralistic concept that centers on the concept of fairness and justice. We recognize the need for any equity construction to redress historical marginalization, disenfranchisement, and disinvestment. An equity analysis should examine disproportionate impacts and disparate outcomes for those who have been harmed.

Area of Persistent Poverty is defined by the USDOT as any County or Census Tract that has consistently had greater than or equal to 20 percent of the population living in poverty over a defined period.

Historically Disadvantaged Communities refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life.

Equity Analyses

An equity analysis is one component of unraveling inequities and advancing transportation equity. It provides information that must be used in concert with knowledge learned through engagement to determine actions that improve the lived experiences of people that have been systemically burdened or have had benefits withheld. This quantitative analysis does not answer the question, "is this plan/project equitable?"

and instead should be used to inform investment and prioritization decisions to advance equitable outcomes.

A first step in equity analysis is often demographic mapping. Populations are distinguished based on demographic factors that reflect communities who have been systemically oppressed and marginalized. Then they are categorized using available data (typically Census/American Community Survey data) and geographically located. The resulting maps help understand demographic patterns across a region or city.

The demographic patterns can then be spatially compared to various transportation system outcomes, such as safety risk. This can be used to compare outcomes experienced by various populations, revealing disparities and establishing a baseline to improve upon. This improvement comes as the analysis is used in a framework that systematically makes decisions and investments to eliminate socio-demographic disparities and redresses past harms.

Defining Populations

How are populations defined?

NWARPC conducted an environmental justice analysis during their long-range planning process for the 2045 Metropolitan Transportation Plan. Through geospatial analysis, NWARPC identified underrepresented populations required by regulations¹ – racial and ethnic communities and low-income households. They also name additional demographic factors of age, sex, ability, car ownership/access, and population and employment density that are relevant and could be evaluated as needed.

To create a broad characterization of communities that have sociodemographic vulnerabilities and to define the populations that we consider in this analysis, we used criteria for *Areas of Persistent Poverty*, *Historically Disadvantaged Communities* as identified by the USDOT RAISE Mapping Tool, and the *Social Vulnerability Index* (SVI) as defined by the Centers for Disease Control and Prevention (CDC) and Agency for Toxic Substances and Disease Registry (ATSDR).

Areas of Persistent Poverty

An Area of Persistent Poverty is defined by the USDOT as any County that has consistently had greater than or equal to 20 percent of the population living in poverty during the last 30-year period, as measured by the 1990 and 2000 decennial census and the most recent (2021) annual Small Area Income and Poverty Estimates as estimated by the Bureau of the Census or a Census Tract that has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census.

Historically Disadvantaged Communities

The USDOT considers certain qualifying census tracts to be historically disadvantaged based on 22 indicators collected at the census tract level and grouped into six (6) categories of transportation disadvantage:

- Transportation access disadvantage identifies communities and places that spend more, and take longer, to get where they need to go. (4 indicators)
- Health disadvantage identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures. (3 indicators)
- Environmental disadvantage identifies communities with disproportionately high levels of certain air pollutants and high potential presence of lead-based paint in housing units. (6 indicators)
- Economic disadvantage identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality. (7 indicators)
- Resilience disadvantage identifies communities vulnerable to hazards caused by climate change. (1 indicator)
- Equity disadvantage identifies communities with a high percentile of persons (age 5+) who speak English “less than well.” (1 indicator)

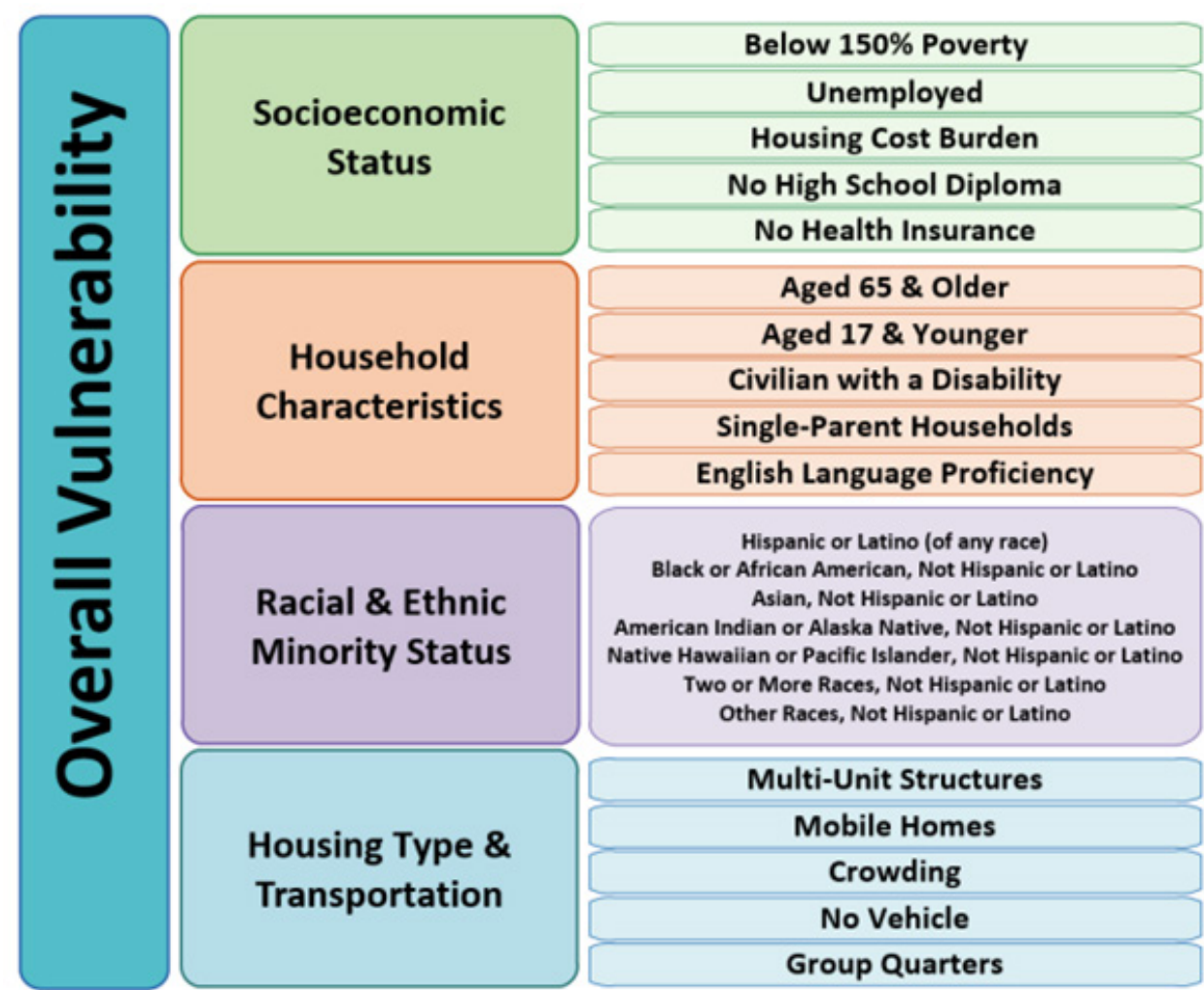
The comprehensive list of underlying indicators is presented on USDOT’s [Justice40 Initiative](#).

¹ Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations was signed in 1994 and required all recipients of federal funds to “identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations.” This executive order and Title VI of the Civil Rights Act for the basis for the industry’s approach to transportation equity.

Social Vulnerability Index (SVI)

The CDC and ATSDR define social vulnerability as the ability of a community to survive and thrive when confronted by external stressors on human health. We can consider transportation disadvantage (lack of or restricted mobility) among these stressors. They rank each Census Tract along 16 factors categorized into four themes (Figure 1).

Figure 1: Social Vulnerability Index developed by the Centers for Disease Control and Prevention (CDC) and Agency for Toxic Substances and Disease Registry (ATSDR).



How is this definition of populations used?

The CDC/ATSDR SVI categorizes vulnerability along four themes, each of which also impacts mobility and can affect transportation disadvantage.

Socioeconomic status: Factors categorized in this theme relate to the economic vulnerability of individuals and households. These factors link to transportation disadvantage; they identify populations whose current economic situation may limit their mobility or for whom disruptions in mobility could negatively impact their financial situation.

Race and ethnicity: The racial and ethnic groups in this theme reflect populations that have experienced historic discrimination. As we know, historic discrimination excluded and denied services, investments and funding, power in decision making, and other areas critical to having agency over one’s lived experience to racialized populations. The effect of this discrimination continues to impact Black, Indigenous, and other People of Color (BIPOC). Disinvestment in and disenfranchisement of BIPOC communities has led to inadequate mobility including longer travel times, missing and deteriorating infrastructure, and greater safety risk.

Household characteristics: As NWARPC stated in their environmental justice analysis, age, ability, and English proficiency can restrict mobility options. The other factor in this theme is single-parent households. Households with children (and dependents) with a single parent can face mobility challenges based on limited travel choices for household members (e.g., children need supervision on transit or a driver) and constrained income.

Housing and transportation: The factors categorized in this theme have important impacts to vulnerability, but have less of a direct impact to mobility, aside from zero-car households. Therefore, this theme is not included in the equity analysis and zero-car household is included as a factor in the household characteristics theme.

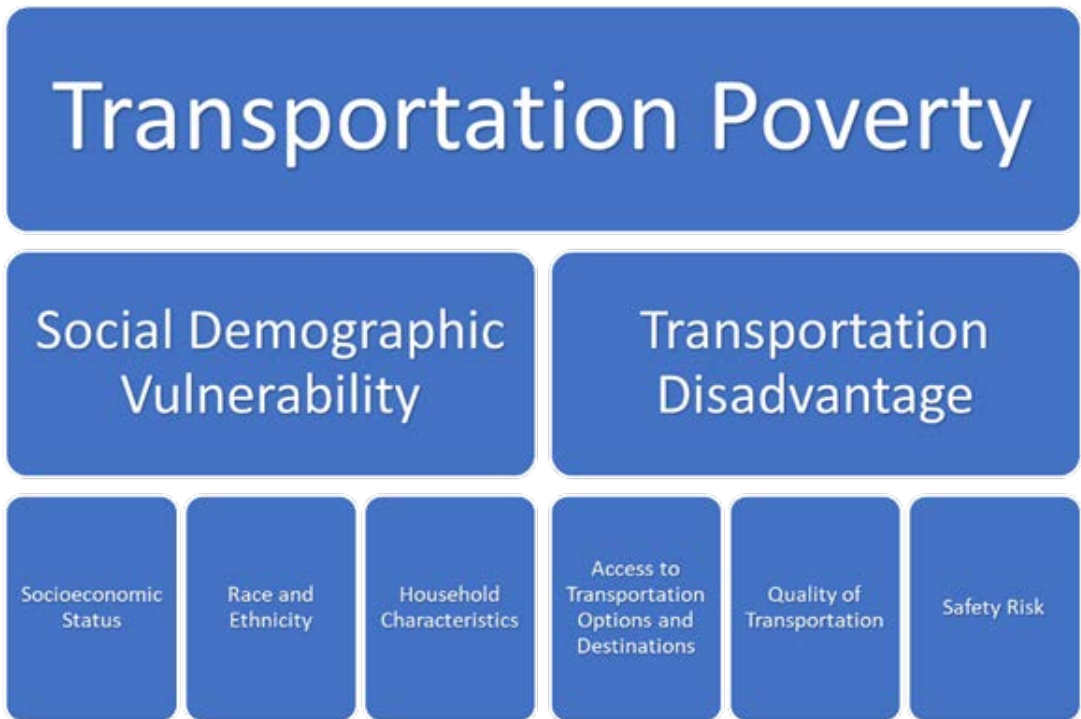
Given the populations defined above, we created an index score for each Census block group in the MPO. We used this index score to rank all block groups in the MPO and delineated the block groups in the top quantile as “high social vulnerability areas.”

Understanding Disparities

What impacts are evaluated?

As a part of the Safety Action Plan, this analysis will focus on safety risk. However, there are other transportation impacts that have real and substantial effects on equity and a person’s lived experiences. Impacts such as elevated safety risk, limited access to transportation options and desired destinations, and low quality of transportation can signify transportation disadvantage. When transportation disadvantage is paired with sociodemographic vulnerability, it creates a state of transportation poverty, where a person lacks resources to meet their mobility needs. Transportation poverty may limit to access to work, health care, education, or social networks, and leads to social exclusion and diminished quality of life.

Figure 2: Transportation poverty is the confluence of sociodemographic vulnerability and transportation disadvantage. This transportation poverty framework shows how these two components can be characterized and the factors this analysis uses to quantify them.



Safety Risk: This equity analysis focuses on safety outcomes given its application for the Safety Action Plan. Safety impacts and risks were evaluated through the safety analysis for the NWA Vision Zero Plan. We use the results of the safety analysis with the results of

all three equity analysis methods—Areas of Persistent Poverty (Figure 3), Historically Disadvantaged Communities (Figure 4), and Social Vulnerability Index (Figure 5)—to identify segments of the HIN that are in areas with high equity scores.

Figure 3: High Injury Network in areas of persistent poverty

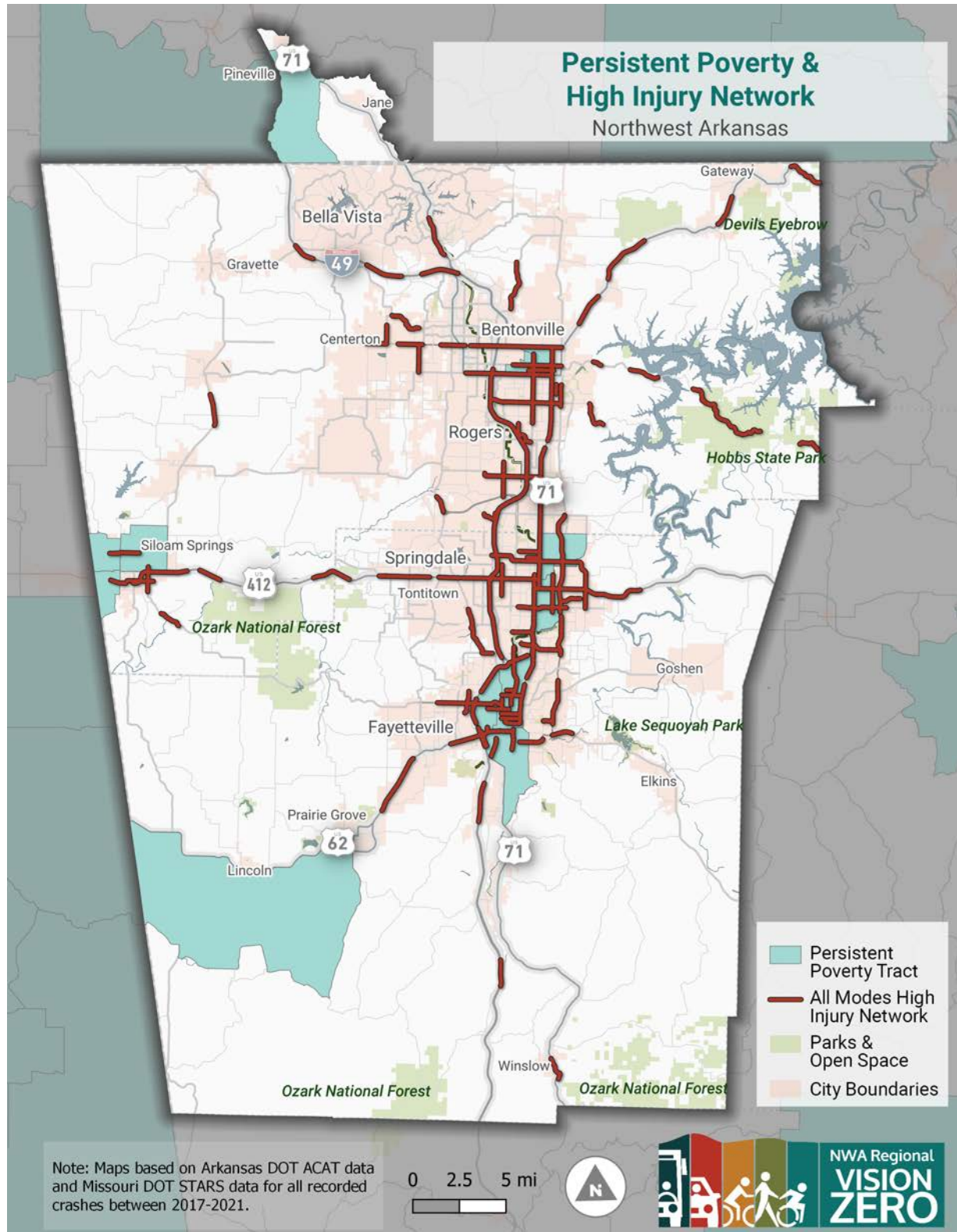


Figure 4: High Injury Network in historically disadvantaged communities.

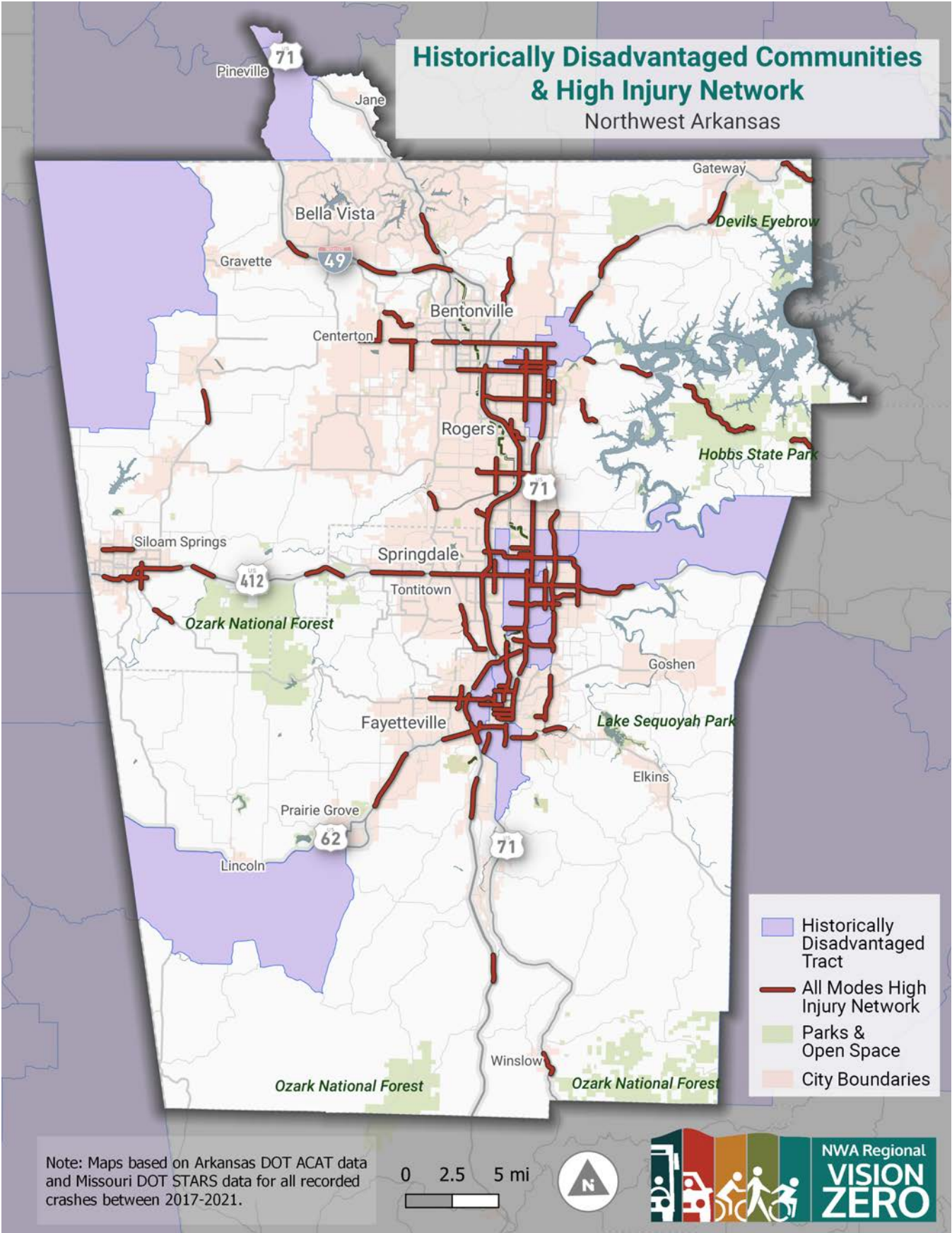
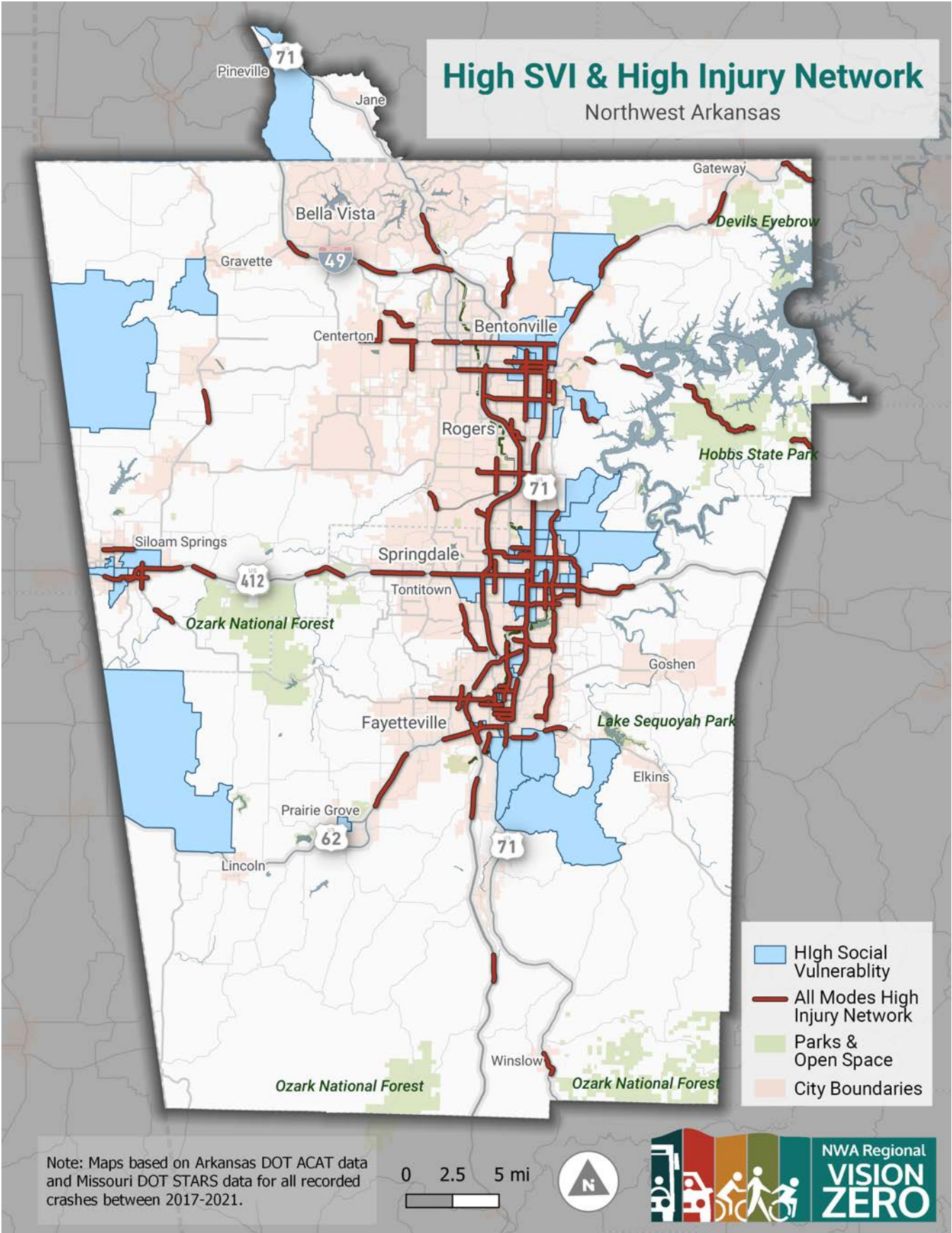


Figure 5: High Injury Network in areas with high SVI.



The scope of this analysis does not include a robust evaluation of accessibility disparities, however, as this project progresses, exploring the impacts and contributing factors of transportation disadvantage will enrich the results and recommendations of the work. Although the focus of this project is safety, accessibility is inherently related; accessibility assumes safety and safe transportation is in service of accessibility to destinations.

Regardless of demographic factors that can limit one's mobility, such as age, ability, and income, expanding quality mobility options can remove some of the restrictions and enable more freedom of movement.

Qualitative Data: The quantitative equity analysis provides only part of the puzzle. To understand transportation disparities, we need to understand the lived experience. The best data for this assessment is from community engagement. This data helps define transportation disadvantage, identify areas of safety risk, highlight barriers to access and mobility, and establish the existing conditions and context.

Advancing Equity

As stated before, an equity analysis is one part of advancing transportation equity. How the information from the analysis is used is key to moving an equity analysis from a mapping exercise to an effective tool. The information from this analysis can be used in equitable distribution of safety investments, storytelling at the regional and local levels, and monitoring how outcomes change over time.

Equitable Distribution of Safety Investments

The equity analyses are a component of the Safety Action Plan with the express purpose of influencing the decision making related to the results of this project. Recognizing that traffic violence (and other negative outcomes of the transportation system) has disproportionate impacts on BIPOC, low-income households, and other communities that have been marginalized, focusing interventions and improvements to serve these communities advances equity. Using these analyses, investments on HIN in areas with high equity scores may be prioritized or engagement efforts might focus on communities that have more

high-risk roadways and higher equity scores. The results of each of the analysis along with the places and communities where they overlap (Figure 6) will be used to understand where projects may be prioritized and implemented to achieve safe and equitable outcomes.

Storytelling

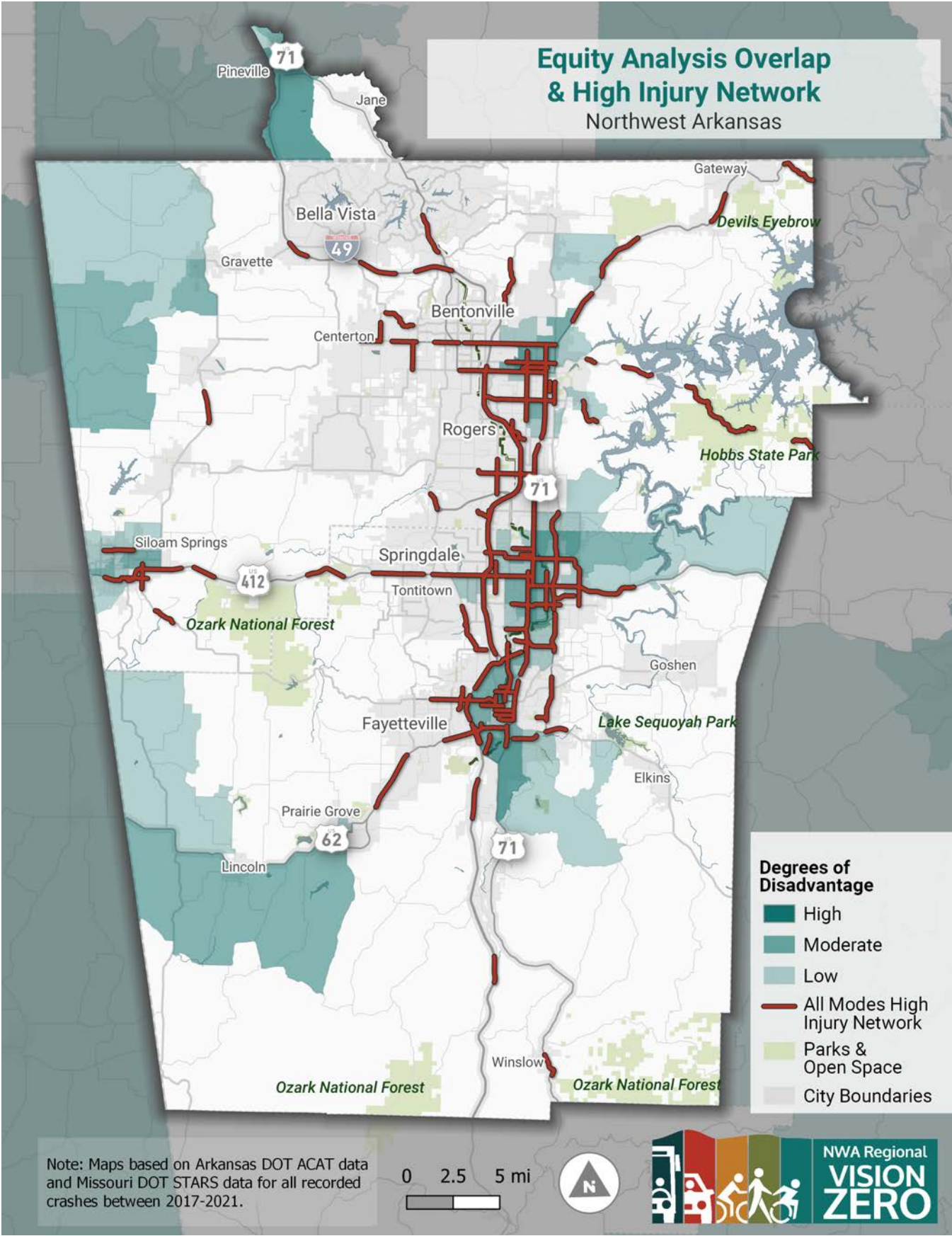
NWARPC allocates funding but is not an implementing agency. Additionally, many safety interventions must happen at the local level, although NWARPC has a regional focus. Still, NWARPC can influence equity outcomes through storytelling using the high-level issues and patterns identified in the regional analyses.

The regional mapping can be used by smaller towns and rural communities with fewer resources to conduct their own analyses. In this way, NWARPC can help these jurisdictions tell the story of their transportation needs and who is vulnerable to mobility limitations.

The story crafted by this analysis can and should be modified based on the results of regional engagement. An equity analysis groups people into broad demographic-based populations, but there are nuances in how people within a population experience the same impact. Furthermore, populations based on demographic data are different than communities that are considered a group based on shared experiences and interests. Demographic data also has geographic bounds (defined by the US Census) that may not align with neighborhood boundaries. As a result, equity analyses present rough estimations of communities and impacts they may experience. These broad analyses also will not capture the lived experience of individuals or how overlapping and intersecting identities that compound mobility impacts.

To facilitate storytelling and examine more individualized outcomes, we can employ the concept of personas. Using the results of the equity and safety risk analyses and engagement, we can distill mobility challenges and contributing factors along with how an individual's identities interact with these challenges. We can use this to craft personalized examples of how individuals throughout the region experience the transportation system. These personas can help make disparate impacts more tangible and also communicate with local jurisdictions.

Figure 6: High Injury Network and Equity Analysis Overlap



Continued Assessment

As NWARPC evaluates their progress on safety (and other) targets, they can examine progress in addressing disparities. By assessing the distribution of impacts across high SVI areas and demographic groups over time, NWARPC can monitor the impact investment decision are having. In this way, investments can be prioritized to address performance while targeting disproportionate impacts and underinvestment among marginalized communities.

Recommendations

Equity has largely been considered in the environmental justice and Title VI context, which often creates analyses to address a requirement and mark a checkbox. For example, the long-range plan was developed and the selected projects were overlaid on demographic maps to visualize impacts on racialized and low-income populations. The analysis, however, did not influence which projects were selected or where and how they would be implemented. The equity analysis for the Safety Action Plan considers equity in the initial phases to identify and prioritize locations for interventions and determine types of interventions informed by the analysis and guided by the community.

Starting with the Safety Action Plan, NWARPC can continue to integrate equity analysis into decision making by using the equity analysis to assess potential outcomes like accessibility and use the results to influence which projects are selected and prioritized. This lays the foundation for a more systemic equity framework that uses equity to make decisions throughout the agency.

Additionally, iterating on an equity analysis can fine tune the process over time by adjusting demographic factors and indicators as needed and focusing on various relevant impacts. Repeating the analysis at regular intervals can also help evaluate outcomes over time to monitor improvement and direct ongoing efforts towards equity.

Finally, it is important to remember that inequities are a result of past discrimination, disinvestment, and disenfranchisement. Understanding the history of Northwest Arkansas relative to racialized communities and other key communities can highlight what harms should be redressed. These may not be limited to transportation although they will affect one's mobility. Advancing equity is a continual process; the equity analysis is one step in a multidisciplinary, multi-sectoral endeavor.

Appendix D: Project Prioritization

The Northwest Arkansas region is committed to Vision Zero to eliminate roadway fatalities and serious injuries by 2038. The NWA Vision Zero Plan establishes the goals and actions that need to be taken by the state, regional, and local agencies along with supporting partners to achieve Vision Zero. This report serves to provide direction on project prioritization and safety countermeasure selection for traffic safety projects across Northwest Arkansas. The actions, Prioritization Frameworks, and the proven safety countermeasures in the NWA Vision Zero Plan should be used congruently to guide the implementation of the strategies that specifically relate to roadway safety infrastructure improvements.

The information in this report is a guide for the Region and member agencies to prioritize and implement traffic safety projects using the Safe Systems Approach. The Northwest Arkansas Regional Planning Commission (NWARPC) will be able to use the Project Prioritization Frameworks to further prioritize and implement projects as funding is allocated for safety projects.

This report has two sections. In the first section, the Project Prioritization Framework outlines the criteria for prioritization and select location-specific and systemic safety projects. The second section lists the projects along the high-injury network and the outputs from the Safer Streets Priority Finder model along with their scoring based on these criteria.

Project Prioritization Framework

The Project Prioritization Framework will support the Northwest Arkansas region in the decision-making process to target its Vision Zero strategies and ultimately eliminate roadway fatalities and serious injuries. The Frameworks will allow the region to:

1. identify the locations to focus its limited resources and the projects to prioritize at those priority locations, and
2. prioritize systemic improvements that member agencies can do across their roadway networks to increase safety without needing to do further analysis.

This section outlines the prioritization process for location-specific projects and systematic proactive projects.

Location-Specific Project Prioritization and Monitoring Frameworks

Location-specific project prioritization ranks roadway segments by safety need through a data-driven process. In this framework, five metrics that incorporate roadway crash history, crash severity, community input, and equity are used to prioritize roadway segments. The metrics are weighted to help ensure that projects deployed at the prioritized locations will have the best likelihood to help the region and member agencies achieve Vision Zero. Total scores were developed for each location-specific projects on the HIN. Note that since all of the corridors are on the HIN, the corridors are ranked equally under that metric. Projects were categorized into three projects tiers—Tier 1 being the highest priority and Tier 3 being the lowest—with approximately equal number of projects in each tier. Adjustments were made to ensure projects with the same total scores were always in the same tier.

The table below summarizes the five metrics and outlines the weighting for each.

Table 1: Metrics for the Location-Specific Project Prioritization Framework

Metric	Description	Weight	Score Type
Number of Killed or Seriously Injured (KSI) Crashes	The total number of KSI crashes per mile on the roadway segment in the most recent five years of crash data. This is the top-weighted metric to prioritize the goal of Vision Zero—eliminate fatalities and serious injuries on roadways across Northwest Arkansas. Crash data is sourced from both the Arkansas and Missouri Departments of Transportation.	30%	Rank by Tiers 3 – Highest 2 – Middle 1 – Lowest
On the Overall High Injury Network (HIN)	Roadway segments that are on the Overall HIN should be prioritized in the region's overall roadway project prioritization process. While project prioritization would score all projects, using the overall HIN metric ensures safety is paramount in ranking all roadway projects. This metric weights where crashes are occurring at the greatest injury severity and density through a sliding windows analysis.	20%	Part of HIN 3 – Yes 0 – No
Equity and Degrees of Disadvantage	The highest Degree of Disadvantage area that the roadway segment travels through. Equity analysis identifies the areas of the region where a higher proportion of historically disadvantaged people lives along with areas of persistent poverty that can result in social vulnerability.	25%	Rank by Tiers 3 – Highest degree of disadvantage, persistent poverty, and social vulnerability 2 – Some degree of disadvantage, persistent poverty, or social vulnerability 1 – Minimal degree of disadvantage, persistent poverty, or social vulnerability
Total Crashes	The total number of crashes per mile of all severity types that occurred on the roadway segment in the most recent five years of crash data. Crash data is sourced from both the Arkansas and Missouri Departments of Transportation.	10%	Rank by Tiers 3 – Highest tier of total crashes 2 – Middle tier of total crashes 1 – Lowest tier of total crashes
Number of Unsafe Location Comments from Public	The total number of comments received from the public about the roadway segment being unsafe. Road users' perception of safety can help proactively identify unsafe locations that may not have a significant crash history. Data is sourced from the mapping activity conducted as part of the NWA Vision Zero Plan process.	15%	Rank by Tiers 3 – Highest density of comments 2 – Medium density of comments 1 – Lowest density of comments 0 – no comments
		100%	

Once the region and its member agencies have prioritized locations for projects, an additional framework will be used to identify and rank the countermeasures to implement at the priority locations. The Location-Specific Prioritized Project Monitoring Framework will allow the region to move location-specific projects through the process to select countermeasures and tracking of outcomes through these seven steps outlined in the table below. Some projects along the HIN have already been identified by member agencies for safety projects and the countermeasures may have already been identified based on understanding of crashes. This framework should be used to track and evaluate projects consistently and objectively for accountability and flexibility.

Table 2: Steps in the Location-Specific Prioritized Project Monitoring Framework

Step	Description
1 Understanding Crash Causation	Identify individual countermeasures for each of the priority corridors by evaluating the crash causation in the most recent five years of crash data. Evaluate the crash types, contributing factors, and roadway context that may have contributed to crashes, with particular attention to KSI crashes. When evaluating corridors that are on the Overall HIN, identify which of the modal HIN the corridor is on to identify which mode has been most at risk for KSI crashes. As needed, look further into crash causes, by reviewing the full crash reports that occurred on the prioritized corridor. Longer road corridors from the Location-Specific Prioritization Framework can be further segmented. This segmentation can be done for several reasons a.) to match a change in context or configuration of the road (e.g. the road goes from six lanes to four), b.) to select a more management segment length because of limited resources, c.) to match the limits of another corresponding project (e.g. pavement restoration), or d.) to match changes in the prevailing crash risk factors along the corridor.
2 Initial Safety Countermeasures Selection	Conduct a review of the corridor to select safety countermeasures and key design features that would increase traffic safety on the priority corridor. Use the information on crash causation from Step 1 to develop an initial countermeasures list from the proven safety countermeasures and associated toolkit.
3 Final Safety Countermeasures Selection	Fine-tune the countermeasures list from Step 2 based on feasibility, funding, and context. The Crash Modification Factors (CMF)¹ information about each countermeasure (Step 4) should provide insight into the final selection of countermeasures.
4 CMF Modeling	Model CMFs to estimate if the safety countermeasures selected will eliminate KSI crashes. Values for CMFs are used to identify safety countermeasures with the greatest possible safety benefit for a particular location, with the goal of layering multiple safety countermeasures to get a CMF of zero.
5 Design and Engineering	After the set of countermeasures is determined for the location from Steps 3 and 4, begin design and engineering with the goal to provide safe and comfortable places for all road users, especially vulnerable users. Ensure the countermeasures are designed in a layered approach to complement each other and work together to reduce crash severity and eliminate KSI crashes.
6 Construction	Implement the countermeasures. Ensure the construction process follows work zone safety best practices to allow the safe movement of all road users.
7 Safety Outcome Performance	Monitor the safety outcomes and performance of projects by conducting field observations, conducting surveys of road users' perception of safety, and reviewing crash data to determine if desired behaviors changed and if crash frequency and severity are reduced. Perform systemic evaluation across the region and within member agency jurisdictions to see how projects constructed are working toward eliminating KSI crashes by 2038.

¹ USDOT Crash Modification Factors Clearinghouse provides a database of factors that estimates the possible effect countermeasures could have on reducing crashes. <https://www.cmfclearinghouse.org/>

Systemic Proactive Project Prioritization Framework

Systemic treatment implementation is a common Vision Zero approach that identifies many locations for the rapid application of proven safety countermeasures designed to reduce the number of KSI crashes. Systemic treatments can be proactively implemented throughout the regional and in member agency jurisdictions and are generally considered well-suited for widespread implementation because of their safety effectiveness, cost effectiveness, and feasibility for implementation at multiple locations. These traffic safety infrastructure improvements can usually be made where common safety risk factors exist and often do not require any further analysis implement at specific locations.

The table below lists the safety countermeasures that are recommended for proactive, systemic implementation in Northwest Arkansas, and the ultimate locations where each countermeasure should be implemented.

Table 3: Systemic Proactive Safety Countermeasures

Northwest Arkansas Regional Priority Location-Specific Projects

Location-specific projects across Northwest Arkansas have been identified though the development of the HIN along with using the Safer Streets Priority Finder model to identify a variety of corridors and roadway segments where safety risks could be addressed proactively. The following tables show the prioritized lists of corridors along the HIN. The maps and tables include all projects in the NWA region along with sorted tables and corresponding maps for projects in the following communities:

- Bella Vista
- Bentonville
- Centerton
- Fayetteville
- Rogers
- Siloam Springs
- Springdale

Each table lists the following information related to the location-specific project:

1. Corridor Name
2. To/From Extents
3. Municipality
4. Length (miles)
5. Project Tier
6. Total Score
7. KSI Score
8. KSI Crashes/Mile
9. All Crash Score
- 10.All Crashes/Mile
11. Equity Score
- 12.HIN Score
- 13.Public Comment Score
- 14.HIN Modes
 - p: pedestrian
 - b: bicycle
 - mc: motorcycle
 - mv: motor vehicle

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Table 4: NWARPC_HIN

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
West Robinson Avenue	South Thompson Street	Turner Street	Springdale	0.4	1	2.85	3	5.4	3	412.8	3	3	2	mv
South Thompson Street	West Emma Avenue	Curchill Avenue/West Lakeview Drive	Springdale	3.2	1	2.85	3	8.8	3	311.9	3	3	2	mc, mv, p
North Garland Avenue	West Lawson Street	West Berry Street	Fayetteville	0.4	1	2.75	3	5.0	2	153.8	3	3	2	b
North Old Missouri Road	Old Wire Road/Dick Trammel Highway	East Emma Avenue	Springdale	1.3	1	2.75	3	5.4	2	131.5	3	3	2	mv, p
Southeast 14th Street	Phyllis Street	West Hudson Road/Water Tower Road/Bekaert Drive	Bentonville, Rogers	0.6	1	2.6	3	6.4	3	1002.3	2	3	2	mv
West Martin Luther King Jr. Boulevard	South School Avenue	West Ozark Trail/East Main Street	Fayetteville	3.5	1	2.6	3	7.8	3	439.4	2	3	2	b, mc, mv, p
North College Avenue	East Center Street	East Township Street	Fayetteville	2.1	1	2.6	3	5.2	3	372.9	2	3	2	mv, p
West Sunset Avenue	Westside Village Street/East Henri de Tonti Boulevard	South Thompson Street	Springdale	4.1	1	2.6	3	8.8	3	438.1	2	3	2	mc, mv, p
West Wedington Drive	West North Street/North Garland Avenue	MP 16.40	Fayetteville	3.5	1	2.5	3	6.6	2	245.1	2	3	2	b, mc, mv, p
South Mountie Boulevard	West Oak Street/South 5th Street	West Olrich Street	Rogers	0.5	1	2.5	3	6.0	2	11.9	2	3	2	p
US 412;AR 59	W extent of US 412;AR 59	Arkotex Road	Siloam Springs	2.1	1	2.5	3	5.6	2	202.0	2	3	2	mv
US 412	MP 11.65	Arkotex Road/US 412;AR 59	Siloam Springs	1.1	1	2.5	3	8.2	2	178.2	2	3	2	mc, mv
South School Avenue	South Archibald Yell Boulevard	West Nonnamaker Drive	Fayetteville	1.1	1	2.45	2	0.9	2	54.5	3	3	2	mv
North Thompson Street	West County Line Road	West Emma Avenue	Springdale	1.7	1	2.45	3	5.2	2	225.2	3	3	0	mv, p
West Olive Street	Kingswood Drive	150 ft W of North 16th Street	Rogers	1.3	1	2.45	2	0.8	2	89.2	3	3	2	mv, p
East Huntsville Avenue	East Emma Avenue/ Butterfield Coach Road	Mill Street	Springdale	2.0	1	2.45	2	4.5	2	97.7	3	3	2	mv, p
South Razorback Road	525 ft S of South Razorback Road	South Treat Street/Dowell Drive	Fayetteville	1.0	1	2.45	2	1.0	2	29.9	3	3	2	b
West Hudson Road	North 2nd Street/Northeast Hudson Road/West Hudson Road	West Hudson Road/Water Tower Road/Bekaert Drive/ Southeast 14th Street	Rogers	3.0	1	2.45	2	3.3	2	168.7	3	3	2	mc, mv
West Sycamore Street	North Garland Avenue	North Woodland Avenue	Fayetteville	0.9	1	2.45	2	1.1	2	90.9	3	3	2	mv
Powell Street	Caudle Avenue/Park Street	Southland Drive	Springdale	2.0	1	2.45	2	2.0	2	32.2	3	3	2	b, p
East 15th Street	South Happy Hollow Road	South College Avenue	Fayetteville	1.3	1	2.45	2	1.5	2	90.6	3	3	2	mv
North Crossover Road	305 ft NE of Hillside Terrace	MP 9.80	Fayetteville, Springdale	1.2	1	2.35	3	8.3	3	363.3	1	3	2	mc, mv
West Walnut Street	115 ft E of West Walnut Street	South 8th Street/North 8th Street	Rogers	3.2	1	2.3	2	4.4	3	309.3	2	3	2	b, mc, mv, p
Southeast 14th Street	Phyllis Street	Southeast East Street	Bentonville	1.3	1	2.3	2	3.1	3	495.0	2	3	2	mv
Elm Springs Road	Elm Springs Road	White Road	Springdale	1.1	1	2.3	2	0.9	3	333.1	2	3	2	mc, mv
South Old Missouri Road	Ivey Lane/North Crossover Road	South Old Missouri Road	Fayetteville, Springdale	1.3	1	2.2	3	6.4	2	151.9	2	3	0	mc, mv, p

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
West Center Street	West Clinton Drive/North Harmon Avenue	North East Avenue/South East Avenue	Fayetteville	0.7	1	2.2	2	1.4	2	69.1	2	3	2	p
West Dickson Street	300 ft E of North Mclilroy Avenue/North Ozark Avenue/ West Dickson Street	North Arkansas Avenue	Fayetteville	0.4	1	2.2	2	2.6	2	36.0	2	3	2	b
North College Avenue	South Thompson Street/ Curchill Avenue/West Lakeview Drive	65 ft SW of East Sunbridge Drive	Fayetteville, Springdale	4.7	1	2.2	2	2.3	2	164.9	2	3	2	mv, p
West Maple Street	North Highland Avenue	North Garland Avenue	Fayetteville	0.9	1	2.2	2	1.1	2	91.9	2	3	2	p
Main Drive	North College Avenue/East Lake Fayetteville Road	North Ball Street	Fayetteville, Johnson, Springdale	1.1	1	2.2	2	1.9	2	66.1	2	3	2	mv
West Cleveland Street	North Sang Avenue	105 ft W of West Cleveland Street/North Willis Avenue	Fayetteville	1.2	1	2.2	2	3.5	2	51.2	2	3	2	p
South 8th Street	East Pleasant Grove Road/ North Bloomington Street	West Walnut Street	Rogers	3.5	1	2.2	2	4.3	2	153.3	2	3	2	mv, p
North Gregg Avenue	West North Street	1960 ft S of West Van Asche Drive	Fayetteville	3.2	1	2.2	2	2.5	2	108.8	2	3	2	b, mv, p
South 1st Street	S 1st St/South 1st Street	East Glendale Lane	Rogers	1.2	1	2.2	2	0.9	2	63.8	2	3	2	mc
West Huntsville Avenue	White Road	Mill Street	Springdale	1.9	1	2.2	2	1.6	2	161.0	2	3	2	mv
North Crossover Road	80 ft S of North Crossover Road/East Brandon Circle	MP 7.15	Fayetteville, Springdale	2.1	1	2.2	2	4.8	2	207.6	2	3	2	mc, mv
US 412	385 ft W of South Washington Street	Jonathan Barnett Highway/ South Carl Street	Siloam Springs	0.9	1	2.2	3	10.5	2	228.9	2	3	0	mc, mv
White Road	Elm Springs Road	West Huntsville Avenue	Springdale	0.2	1	2.2	2	4.2	2	97.7	2	3	2	mv
US 412	MP 8.85	MP 14.15		1.2	1	2.2	3	7.5	2	163.3	2	3	0	mc, mv
Dick Trammel Highway	Remington Drive	AR 264/Old Wire Road	Springdale	1.0	1	2.2	3	4.9	2	61.2	2	3	0	mc
East Joyce Boulevard	North Steele Boulevard	North Crossover Road	Fayetteville	2.2	1	2.2	2	2.7	2	220.7	2	3	2	mv
South Dixieland Road	West Walnut Street	Cunningham Avenue	Rogers	2.6	1	2.2	2	3.5	2	75.4	2	3	2	mv, p
N Exit 3900	N extent of N Exit 3900	S extent of N Exit 3900	Fayetteville	0.1	1	2.2	3	13.6	2	74.6	2	3	0	p
South Futrall Drive	2735 ft N of South Futrall Drive/West Best Way Street	West Old Farmington Road/ Futrall Drive	Fayetteville	0.8	2	2.15	2	1.2	2	45.9	3	3	0	mv
Fulbright Expressway	Fulbright Expressway/I 49;US 62;US 71	MP 2.50	Fayetteville	1.6	2	2.15	2	2.5	2	56.3	3	3	0	mc
West Olive Street	North 2nd Street	95 ft E of North 14th Place	Rogers	1.2	2	2.15	2	0.8	2	97.8	3	3	0	mv, p
West Don Tyson Parkway	Turner Street	530 ft E of Johnson Road	Springdale	1.6	2	2.15	2	0.6	2	105.8	3	3	0	mv
Fulbright Expressway	I 49;US 62;US 71	MP 123.20	Fayetteville	1.8	2	2.15	2	3.4	2	171.7	3	3	0	mc, mv
West Persimmon Street	North 22nd Street	70 ft W of West Persimmon Street/North 7th Street	Rogers	1.4	2	2.15	2	1.4	2	20.3	3	3	0	p
South Sang Avenue	South Hollywood Avenue/ West Martin Luther King Jr. Boulevard	West Stone Street	Fayetteville	0.3	2	2.15	2	3.7	2	77.4	3	3	0	b

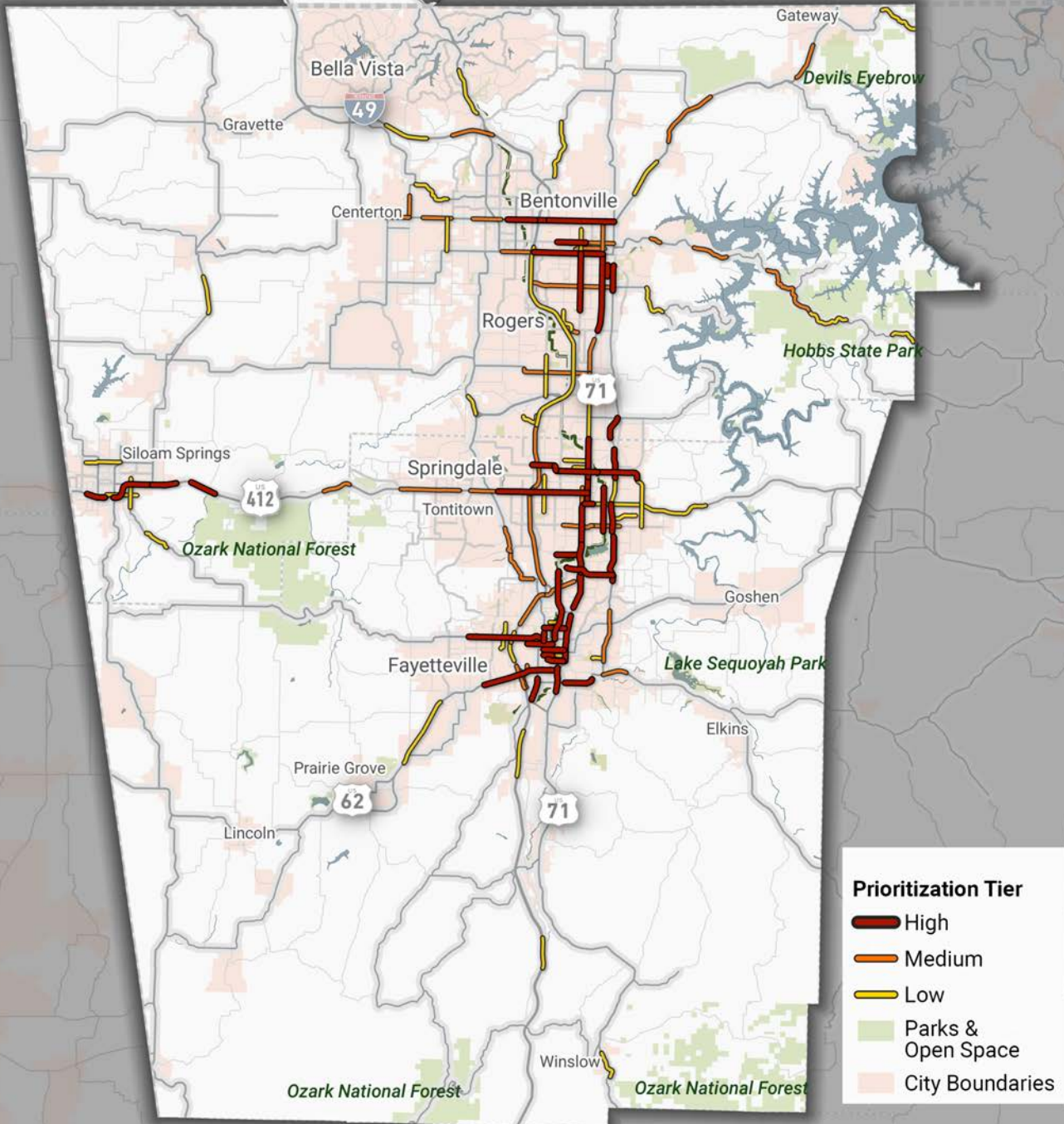
Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
South Pleasant Street	Watson Avenue	South Thompson Street	Springdale	0.9	2	2.15	2	2.2	2	148.2	3	3	0	mv
East Don Tyson Parkway	525 ft W of East Don Tyson Parkway	Turner Street	Springdale	1.3	2	2.15	2	0.8	2	68.9	3	3	0	mv
North 8th Street	West Hudson Road	West Walnut Street	Rogers	1.5	2	2.15	2	4.0	2	156.5	3	3	0	mc, mv
Southwest 14th Street	MP 5.05	South Main Street	Bentonville	1.3	2	2.05	2	4.6	3	261.5	1	3	2	mv, p
Southeast Walton Boulevard	215 ft W of Southeast Walton Boulevard/Moberly Lane	W extent of Southeast Walton Boulevard	Bentonville	1.3	2	2.05	2	2.3	3	544.9	1	3	2	mc, mv
Pleasant Crossing Boulevard	West Pleasant Grove Road/ South 26th Street	60 ft N of Pleasant Crossing Boulevard/Pleasant Crossing Drive	Rogers	0.1	2	2.05	3	14.0	3	322.8	1	3	0	mv
East Wagon Wheel Road	E extent of East Wagon Wheel Road	Puppy Creek Road	Springdale	0.1	2	2.05	3	8.4	3	395.2	1	3	0	mv
North Bloomington Street	MP 7.40	East Monroe Avenue/West Monroe Avenue	Lowell	1.6	2	1.95	2	3.8	2	93.8	1	3	2	mv
AR 12	355 ft NW of AR 12/Hilltop Drive	MP 24.65		3.2	2	1.95	2	2.8	2	19.1	1	3	2	mc
West Centerton Boulevard	275 ft W of Western Heights Circle	North Main Street/Ginn Road	Centerton	1.1	2	1.95	2	1.8	2	118.2	1	3	2	mv
South Shiloh Drive	MP 1.15	N extent of South Shiloh Drive	Fayetteville	1.1	2	1.95	2	1.8	2	148.2	1	3	2	mv
East Henri de Tonti Boulevard	North Barrington Road/South Barrington Road	130 ft E of East Henri de Tonti Boulevard/Towne Park Road	Tontitown	1.1	2	1.95	2	0.9	2	202.7	1	3	2	mv
North Main Street	West Centerton Boulevard/ East Centerton Boulevard/ Ginn Road	Seba Road/Town Vu Road	Centerton	1.0	2	1.95	2	4.0	2	98.1	1	3	2	p
West New Hope Road	West New Hope Road	South 1st Street	Rogers	3.7	2	1.95	2	2.5	2	95.9	1	3	2	mv, p
North Crossover Road	65 ft NW of North Crossover Road/East Shagbark Bend	285 ft N of East Deerpath Drive	Fayetteville	2.4	2	1.95	2	4.2	2	182.9	1	3	2	mc, mv
Bella Vista Bypass	MP 0.40	MP 21.95	Bella Vista, Bentonville	1.9	2	1.95	2	4.2	2	87.9	1	3	2	mv, p
East Centerton Boulevard	MP 2.40	MP 1.25	Bentonville, Centerton	1.3	2	1.95	2	3.1	2	223.1	1	3	2	mc, mv
South Bloomington Street	West Apple Blossom Avenue/ North Thompson Road/East Apple Blossom Avenue	East Monroe Avenue/West Monroe Avenue	Lowell	1.0	2	1.95	2	3.0	2	154.4	1	3	2	mv
US 412	MP 1.10	MP 21.70		1.2	2	1.95	3	7.2	2	157.6	1	3	0	mc, mv
South Maestri Road	225 ft NW of South Maestri Road/Greathouse Springs Road	Western Trails Drive	Springdale, Tontitown	1.2	2	1.95	2	2.5	2	35.8	1	3	2	mc
AR 12	Prairie Creek Drive/Phillips Road	Mountain Lake Drive/Prairie Creek Drive	Prairie Creek	0.5	2	1.95	3	24.0	2	181.2	1	3	0	mv
West Henri de Tonti Boulevard	80 ft E of CR 58/West Henri de Tonti Boulevard	480 ft W of Klenc Road/West Henri de Tonti Boulevard	Tontitown	2.7	2	1.95	2	4.1	2	40.7	1	3	2	mc, mv
US 62	MP 21.90	MP 23.60	Garfield, Gateway	1.7	2	1.95	3	10.0	2	64.7	1	3	0	mc, mv
AR 12	Beaver Shores Road/AR 12	MP 9.25	Prairie Creek	1.6	2	1.95	3	6.9	2	51.9	1	3	0	mv
Pleasant Crossing Drive	South Dixieland Road/W Pleasant Crossing Dr	Pleasant Crossing Boulevard	Rogers	0.3	2	1.95	3	6.5	2	71.5	1	3	0	b

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
US 62	MP 8.25	MP 11.80	Avoca	3.0	2	1.95	3	5.7	2	36.7	1	3	0	mc, mv
West Monroe Avenue	MP 4.00	North Bloomington Street/ South Bloomington Street	Lowell	3.1	2	1.95	2	2.2	2	124.0	1	3	2	mv
East Huntsville Road	115 ft SE of East Huntsville Road/Jarnigan Street	South Crossover Road	Fayetteville	1.1	2	1.95	2	0.9	2	90.9	1	3	2	mv
AR 112	240 ft W of North Cris Hollow Road/AR 112	MP 6.05	Fayetteville, Johnson	1.9	2	1.95	2	1.6	2	33.2	1	3	2	mc
I 49;US 62;US 71	MP 90.65	MP 114.75	Fayetteville, Johnson, Springdale	7.6	2	1.95	2	3.3	2	111.8	1	3	2	mv, p
East Robinson Avenue	320 ft W of Sonora Acres Road/Sonora Acres	Turner Street	Springdale	5.4	3	1.9	2	3.3	2	133.1	2	3	0	b, mc, mv, p
Ramp	MP 0.30	MP 0.20	Springdale	0.3	3	1.9	1	0.0	2	117.5	2	3	2	mv
Monte Northeast Road	AR 94/AR 94S	East New Hope Road/Blue Hill Road	Rogers	1.6	3	1.9	2	3.7	2	26.3	2	3	0	mv
Butterfield Coach Road	East Huntsville Avenue/East Emma Avenue	East Don Tyson Parkway	Springdale	2.3	3	1.9	2	3.0	2	91.7	2	3	0	mc, mv
Cheri Whitlock Drive	475 ft E of North Carl Street	North Lincoln Street	Siloam Springs	1.6	3	1.9	2	3.1	2	65.6	2	3	0	mv
Northeast Hudson Road	MP 10.60	355 ft SW of Happy Trails Drive	Avoca, Rogers	1.8	3	1.9	2	2.2	2	23.9	2	3	0	mc
AR 16	MP 13.30	MP 0.25	Fayetteville	0.2	3	1.9	1	0.0	2	56.0	2	3	2	p
Backus Avenue	North Thompson Street/ Sanders Avenue	125 ft W of Backus Avenue/ San Miguel Drive	Springdale	1.1	3	1.9	2	1.8	2	87.3	2	3	0	p
South Old Missouri Road	East Emma Avenue	East Robinson Avenue	Springdale	1.2	3	1.9	2	4.0	2	148.0	2	3	0	mc, mv
Electric Avenue	South Old Missouri Road	375 ft W of Electric Avenue/ Woodford Street	Springdale	1.1	3	1.9	2	1.8	2	31.8	2	3	0	mv
Progress Avenue	North Progress Avenue	230 ft S of Progress Avenue/ Carousel Drive	Siloam Springs	1.3	3	1.9	2	0.8	2	74.5	2	3	0	mv
West Dickson Street	East Dickson Street/Highland Avenue	North Arkansas Avenue	Fayetteville	0.5	3	1.9	2	1.8	2	174.2	2	3	0	b
AR 59	MP 22.40	MP 27.85		1.7	3	1.9	2	3.5	2	20.0	2	3	0	mc
South 40th Street	225 ft S of South 40th Street/ Holt Avenue	225 ft S of Haile Lane	Springdale	1.6	3	1.9	2	1.2	2	75.6	2	3	0	mv
North Dixieland Road	185 ft S of North Dixieland Road/West Easy Street	West Walnut Street	Rogers	1.1	3	1.85	1	0.0	2	106.4	3	3	0	mv
West Poplar Street	North Gregg Avenue	North Leverett Avenue	Fayetteville	0.5	3	1.85	1	0.0	2	39.6	3	3	0	b
AR 12	Van Winkle Place Road	MP 19.70		2.1	3	1.65	2	4.3	2	29.0	1	3	0	mc
North Salem Road	West Persimmon Street/North Mountain Ranch Boulevard	130 ft S of North Salem Road/ West Fairfax Street	Fayetteville	1.3	3	1.65	2	0.8	2	30.4	1	3	0	p
I 49	MP 86.60	MP 79.50		1.4	3	1.65	2	4.3	2	120.7	1	3	0	mv
Spring Creek Road	West Monroe Avenue/Bellview Street	125 ft S of Spring Creek Road	Lowell, Springdale	1.1	3	1.65	2	0.9	2	4.5	1	3	0	mv
I 49	MP 52.05	MP 85.60	Greenland	2.1	3	1.65	2	2.9	2	80.5	1	3	0	mv

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/Mile	All Crash Score	All Crashes/Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
State Highway 72	MP 1.30	150 ft S of State Highway 72/ East Plentywood Road	Bentonville	2.7	3	1.65	2	3.7	2	48.1	1	3	0	mv
Rock Road	MP 0.40	MP 1.50		1.2	3	1.65	2	1.7	2	5.0	1	3	0	mc
South 26th Street	Pleasant Crossing Boulevard/ West Pleasant Grove Road	85 ft S of Everest Avenue/ South 26th Street	Rogers	1.1	3	1.65	2	2.7	2	27.4	1	3	0	mv
US 71	365 ft NE of US 71/Pine Drive	475 ft NW of Jenny Lynn Lane/ US 71	Winslow	1.3	3	1.65	2	0.8	2	9.2	1	3	0	mc
US 62	MP 35.85	MP 26.10		2.0	3	1.65	2	4.1	2	14.4	1	3	0	mc
AR 16	MP 12.25	360 ft E of AR 16/Osgood Lane		1.2	3	1.65	2	4.2	2	20.0	1	3	0	mv
Bellview Street	155 ft S of Willowbend Drive/ Ridgewood Avenue	Spring Creek Road/West Monroe Avenue	Lowell	0.8	3	1.65	2	2.7	2	15.9	1	3	0	mv
West State Highway 72	Southwest 2nd Street/ Southwest Black Hawk Road	Main Street	Bentonville, Centerton	1.9	3	1.65	2	1.6	2	33.9	1	3	0	mc
Bella Vista Way	MP 2.35	MP 4.65	Bella Vista	2.2	3	1.65	2	1.8	2	106.8	1	3	0	mc, mv
Greenhouse Road	Southwest Regional Airport Boulevard/Southwest Cornerstone Road	East Centerton Boulevard	Bentonville, Centerton	1.5	3	1.65	2	2.0	2	59.1	1	3	0	mv
US 62	MP 31.70	US 62/Orchid Road	Farmington, Prairie Grove	3.3	3	1.65	2	4.0	2	31.4	1	3	0	mv
North Shiloh Drive	West Wedington Drive	N extent of North Shiloh Drive	Fayetteville	0.3	3	1.65	1	0.0	2	19.0	1	3	2	mv
North Main Street Elm Springs	Wagon Wheel Road/South Main Street (Cave Springs)	S extent of North Main Street Elm Springs	Springdale	0.9	3	1.65	2	3.3	2	42.7	1	3	0	mv
East Wagon Wheel Road	Puppy Creek Road	270 ft N of East Wagon Wheel Road/South Zion Road	Springdale	1.0	3	1.65	2	2.1	2	43.2	1	3	0	mv
North Thompson Road	80 ft N of West Apple Blossom Avenue/South Bloomington Street/East Apple Blossom Avenue	West County Line Road/North Thompson Street	Springdale	2.0	3	1.65	2	1.5	2	110.5	1	3	0	mc, mv
I 49;US 62;US 71	MP 114.75	MP 169.30	Lowell, Rogers, Springdale	9.8	3	1.65	2	2.9	2	119.9	1	3	0	mc, mv
Bella Vista Bypass	MP 13.70	MP 18.90	Gravette	2.0	3	1.65	2	4.0	2	83.5	1	3	0	mv, p
North Shiloh Drive	West Wedington Drive/North Shiloh Drive	MP 1.80	Fayetteville	1.1	3	1.65	1	0.0	2	23.6	1	3	2	mv
Christian Avenue	Elmdale Drive	North Thompson Street	Springdale	0.7	3	1.6	1	0.0	2	16.6	2	3	0	p
East Kenwood Road	550 ft E of East Kenwood Road/South Hico Street	380 ft W of East Kenwood Road/Lewis Circle	Siloam Springs	1.4	3	1.6	1	0.0	2	22.9	2	3	0	mv
East Cliffs Boulevard	North Crossover Road	North Happy Hollow Road	Fayetteville	0.5	3	1.6	1	0.0	2	7.5	2	3	0	mv

High Injury Network Project Corridors

Northwest Arkansas



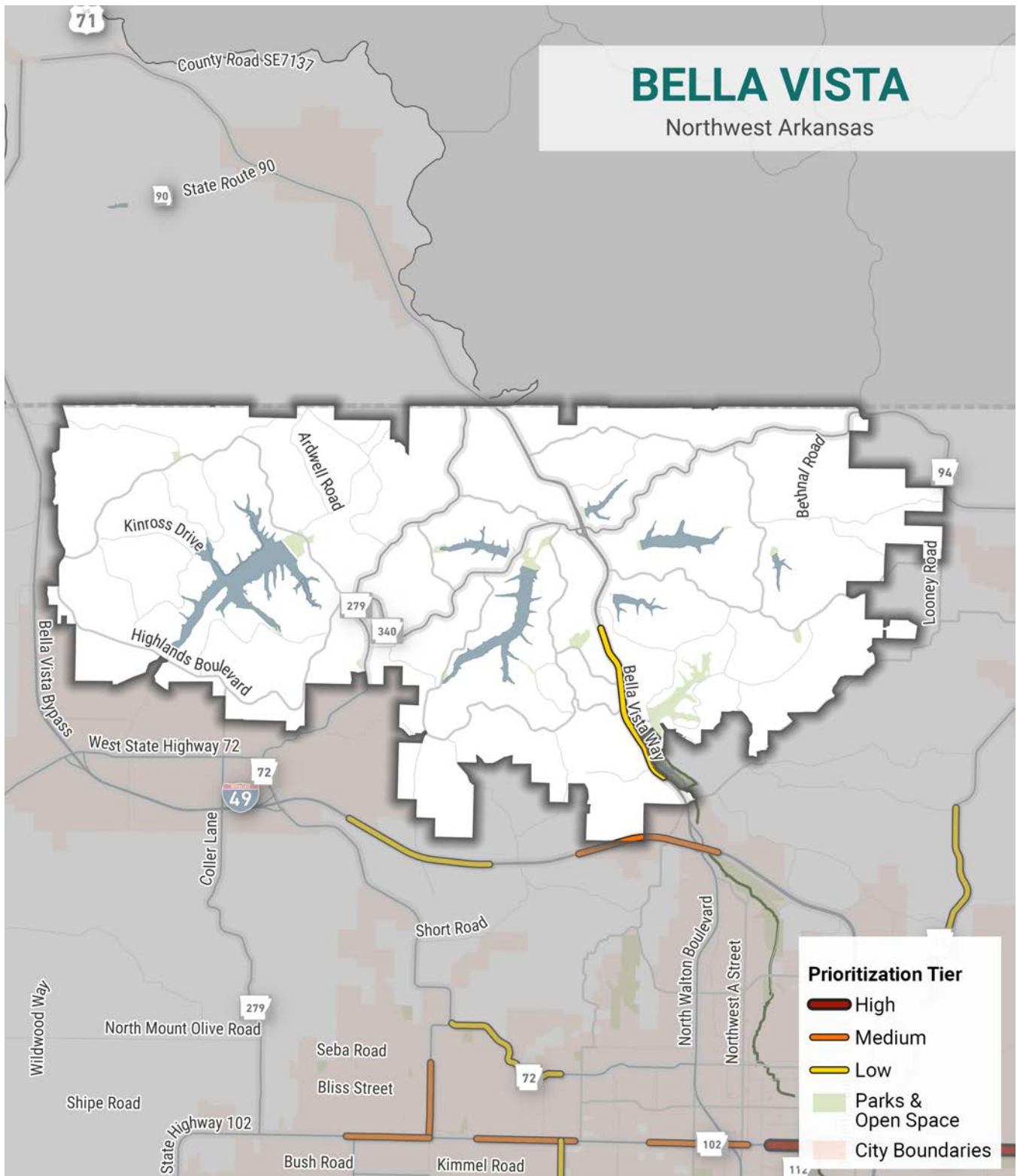
Note: Maps based on Arkansas DOT ACAT data and Missouri DOT STARS data for all recorded crashes between 2017-2021.

0 2.5 5 mi



Table 5: Bella Vista HIN

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
Bella Vista Bypass	MP 0.40	MP 21.95	Bella Vista, Bentonville	1.9	2	1.95	2	4.2	2	87.9	1	3	2	mv, p
Bella Vista Way	MP 2.35	MP 4.65	Bella Vista	2.2	3	1.65	2	1.8	2	106.8	1	3	0	mc, mv



Note: Maps based on Arkansas DOT ACAT data and Missouri DOT STARS data for all recorded crashes between 2017-2021.

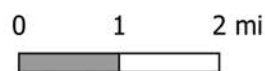
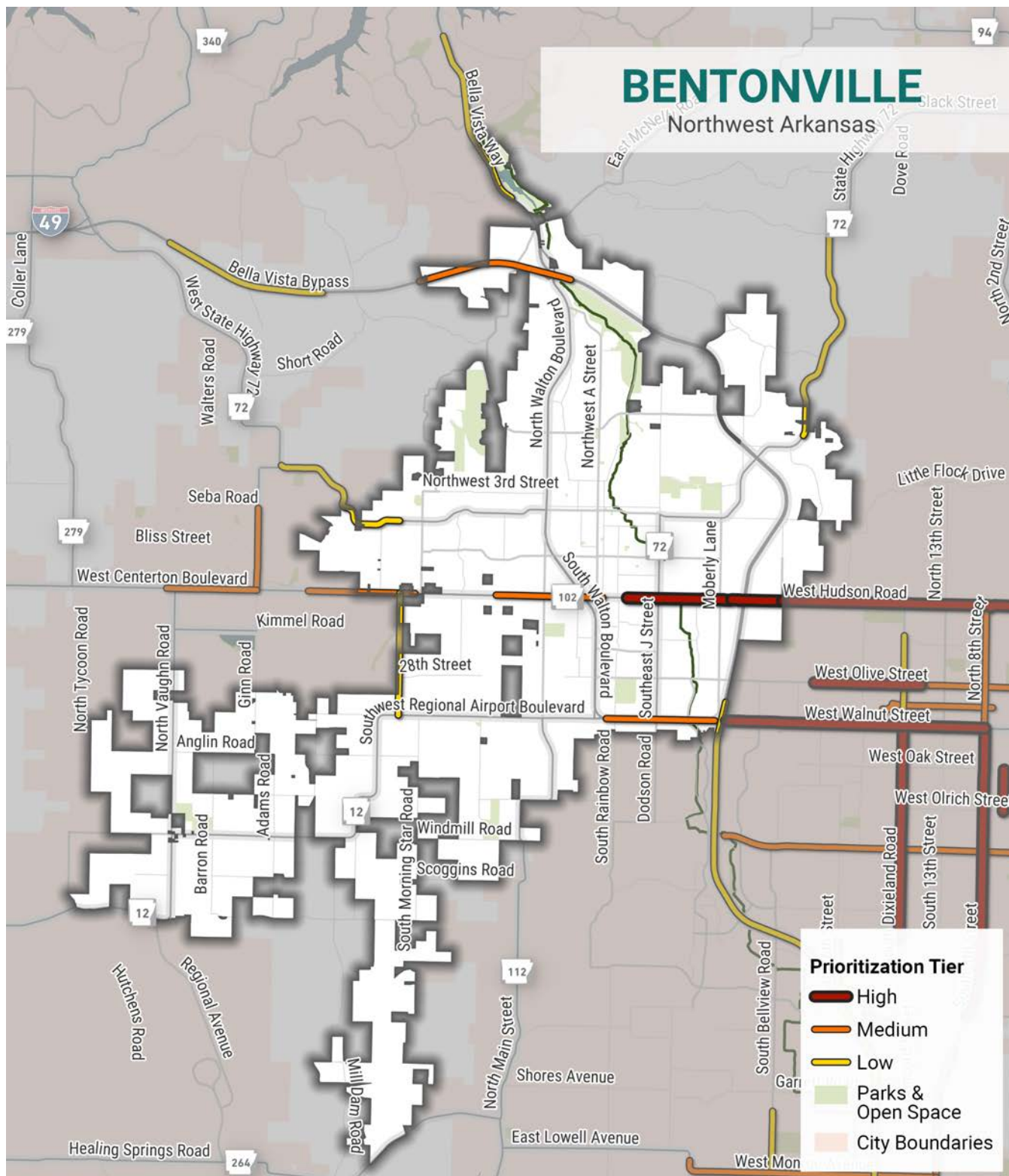


Table 6: Bentonville HIN

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
Southeast 14th Street	Phyllis Street	West Hudson Road/Water Tower Road/ Bekaert Drive	Bentonville, Rogers	0.6	1	2.6	3	6.4	3	1002.3	2	3	2	mv
Southeast 14th Street	Phyllis Street	Southeast East Street	Bentonville	1.3	1	2.3	2	3.1	3	495.0	2	3	2	mv
Southwest 14th Street	MP 5.05	South Main Street	Bentonville	1.3	2	2.05	2	4.6	3	261.5	1	3	2	mv, p
Southeast Walton Boulevard	215 ft W of Southeast Walton Boulevard/ Moberly Lane	W extent of Southeast Walton Boulevard	Bentonville	1.3	2	2.05	2	2.3	3	544.9	1	3	2	mc, mv
Bella Vista Bypass	MP 0.40	MP 21.95	Bella Vista, Bentonville	1.9	2	1.95	2	4.2	2	87.9	1	3	2	mv, p
East Centerton Boulevard	MP 2.40	MP 1.25	Bentonville, Centerton	1.3	2	1.95	2	3.1	2	223.1	1	3	2	mc, mv
State Highway 72	MP 1.30	150 ft S of State Highway 72/East Plentywood Road	Bentonville	2.7	3	1.65	2	3.7	2	48.1	1	3	0	mv
West State Highway 72	Southwest 2nd Street/ Southwest Black Hawk Road	Main Street	Bentonville, Centerton	1.9	3	1.65	2	1.6	2	33.9	1	3	0	mc
Greenhouse Road	Southwest Regional Airport Boulevard/ Southwest Cornerstone Road	East Centerton Boulevard	Bentonville, Centerton	1.5	3	1.65	2	2.0	2	59.1	1	3	0	mv



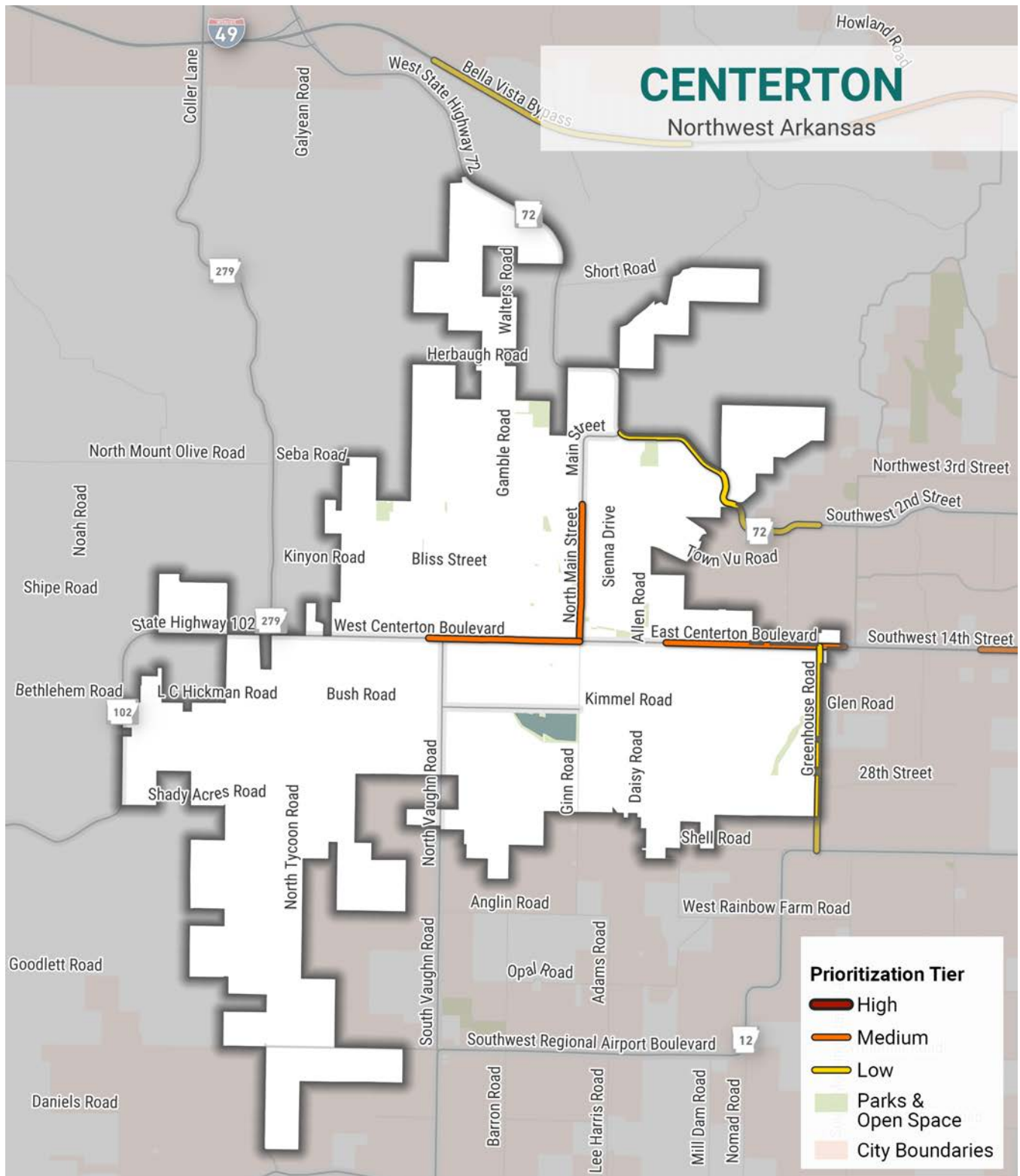
Note: Maps based on Arkansas DOT ACAT data and Missouri DOT STARS data for all recorded crashes between 2017-2021.

0 1 2 mi



Table 7: Centernton HIN

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
West Centernton Boulevard	275 ft W of Western Heights Circle	North Main Street/Ginn Road	Centernton	1.1	2	1.95	2	1.8	2	118.2	1	3	2	mv
North Main Street	West Centernton Boulevard/ East Centernton Boulevard/ Ginn Road													
		Seba Road/ Town Vu Road	Centernton	1.0	2	1.95	2	4.0	2	98.1	1	3	2	p
East Centernton Boulevard	MP 2.40	MP 1.25	Bentonville, Centernton	1.3	2	1.95	2	3.1	2	223.1	1	3	2	mc, mv
West State Highway 72	Southwest 2nd Street/ Southwest Black Hawk Road	Main Street	Bentonville, Centernton	1.9	3	1.65	2	1.6	2	33.9	1	3	0	mc
Greenhouse Road	Southwest Regional Airport Boulevard/ Southwest Cornerstone Road	East Centernton Boulevard	Bentonville, Centernton	1.5	3	1.65	2	2.0	2	59.1	1	3	0	mv



Note: Maps based on Arkansas DOT ACAT data and Missouri DOT STARS data for all recorded crashes between 2017-2021.

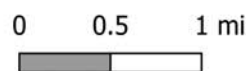
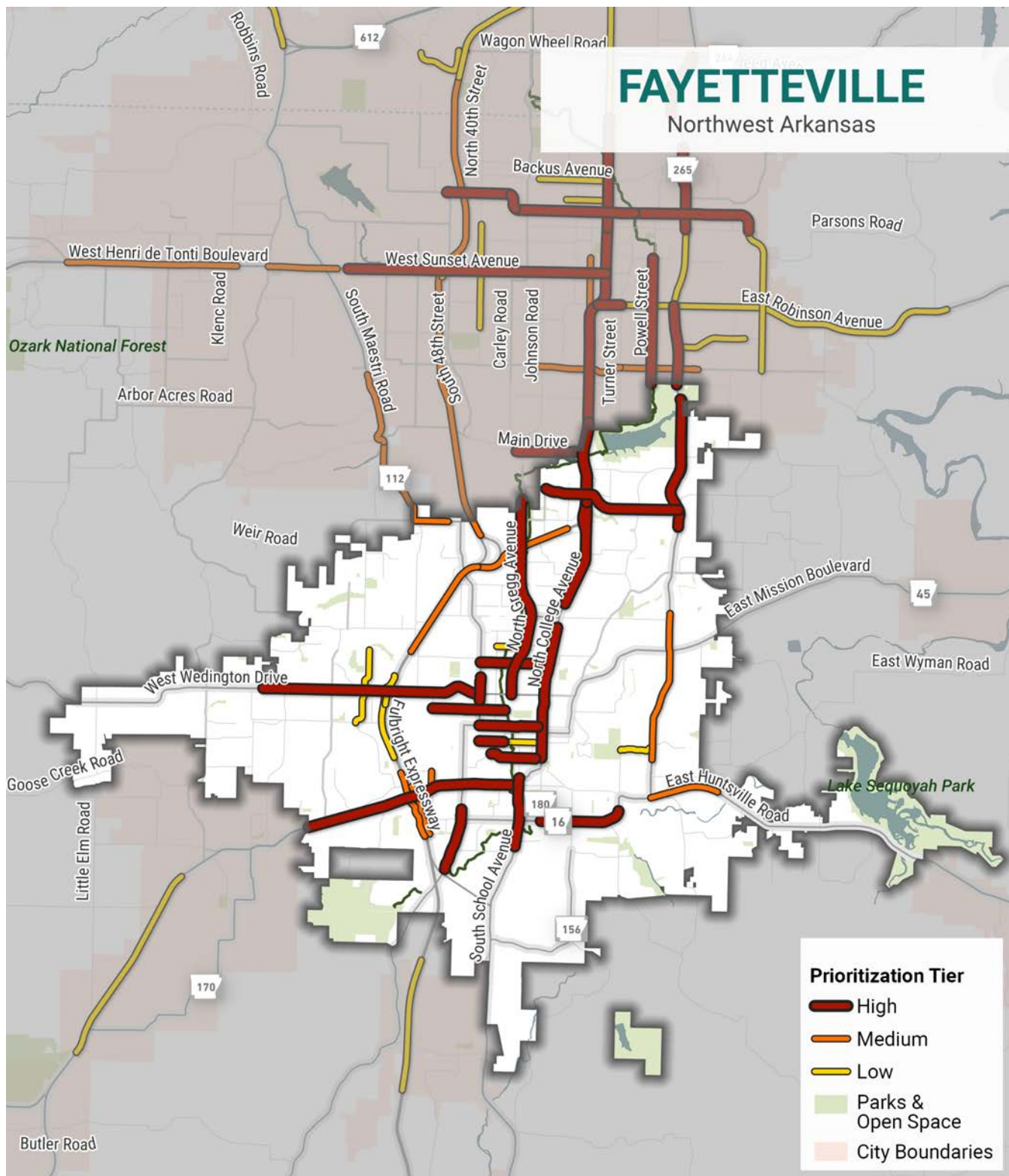


Table 8: Fayetteville

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
North Garland Avenue	West Lawson Street	West Berry Street	Fayetteville	0.4	1	2.75	3	5.0	2	153.8	3	3	2	b
West Martin Luther King Jr. Boulevard	South School Avenue	West Ozark Trail/East Main Street	Fayetteville	3.5	1	2.6	3	7.8	3	439.4	2	3	2	b, mc, mv, p
North College Avenue	East Center Street	East Township Street	Fayetteville	2.1	1	2.6	3	5.2	3	372.9	2	3	2	mv, p
West Wedington Drive	West North Street/North Garland Avenue	MP 16.40	Fayetteville	3.5	1	2.5	3	6.6	2	245.1	2	3	2	b, mc, mv, p
South School Avenue	South Archibald Yell Boulevard	West Nonnamaker Drive	Fayetteville	1.1	1	2.45	2	0.9	2	54.5	3	3	2	mv
South Razorback Road	525 ft S of South Razorback Road	South Treat Street/Dowell Drive	Fayetteville	1.0	1	2.45	2	1.0	2	29.9	3	3	2	b
West Sycamore Street	North Garland Avenue	North Woodland Avenue	Fayetteville	0.9	1	2.45	2	1.1	2	90.9	3	3	2	mv
East 15th Street	South Happy Hollow Road	South College Avenue	Fayetteville	1.3	1	2.45	2	1.5	2	90.6	3	3	2	mv
North Crossover Road	305 ft NE of Hillside Terrace Road	MP 9.80	Fayetteville, Springdale	1.2	1	2.35	3	8.3	3	363.3	1	3	2	mc, mv
South Old Missouri Road	Ivey Lane/ North Crossover Road	South Old Missouri Road	Fayetteville, Springdale	1.3	1	2.2	3	6.4	2	151.9	2	3	0	mc, mv, p
West Center Street	West Clinton Drive/North Harmon Avenue	North East Avenue/South East Avenue	Fayetteville	0.7	1	2.2	2	1.4	2	69.1	2	3	2	p
West Dickson Street	300 ft E of North McIlroy Avenue/ North Ozark Avenue/West Dickson Street	North Arkansas Avenue	Fayetteville	0.4	1	2.2	2	2.6	2	36.0	2	3	2	b

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
North College Avenue	South Thompson Street/Curchill Avenue/West Avenue/Lakeview Drive	65 ft SW of East Sunbridge Drive	Fayetteville, Springdale	4.7	1	2.2	2	2.3	2	164.9	2	3	2	mv, p
West Maple Street	North Highland Avenue	North Garland Avenue	Fayetteville	0.9	1	2.2	2	1.1	2	91.9	2	3	2	p
Main Drive	North College Avenue/East Lake Fayetteville Road	North Ball Street	Fayetteville, Johnson, Springdale	1.1	1	2.2	2	1.9	2	66.1	2	3	2	mv
West Cleveland Street	North Sang Avenue	105 ft W of West Cleveland Street/North Willis Avenue	Fayetteville	1.2	1	2.2	2	3.5	2	51.2	2	3	2	p
North Gregg Avenue	West North Street	1960 ft S of West Van Asche Drive	Fayetteville	3.2	1	2.2	2	2.5	2	108.8	2	3	2	b, mv, p
North Crossover Road	80 ft S of North Crossover Road/East Road/Brandon Circle	MP 7.15	Fayetteville, Springdale	2.1	1	2.2	2	4.8	2	207.6	2	3	2	mc, mv
East Joyce Boulevard	North Steele Boulevard	North Crossover Road	Fayetteville	2.2	1	2.2	2	2.7	2	220.7	2	3	2	mv
N Exit 3900	N extent of N Exit 3900	S extent of N Exit 3900	Fayetteville	0.1	1	2.2	3	13.6	2	74.6	2	3	0	p
South Futrall Drive	2735 ft N of South Futrall Drive/West Drive/Best Way Street	West Old Farmington Road/Futrall Drive	Fayetteville	0.8	2	2.15	2	1.2	2	45.9	3	3	0	mv
Fulbright Expressway	Fulbright Expressway/I 49;US 62;US 71	MP 2.50	Fayetteville	1.6	2	2.15	2	2.5	2	56.3	3	3	0	mc
Fulbright Expressway	I 49;US 62;US 71	MP 123.20	Fayetteville	1.8	2	2.15	2	3.4	2	171.7	3	3	0	mc, mv
South Sang Avenue	South Hollywood Avenue/West Martin Luther King Jr. Boulevard	West Stone Street	Fayetteville	0.3	2	2.15	2	3.7	2	77.4	3	3	0	b

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
South Shiloh Drive	MP 1.15	N extent of South Shiloh Drive	Fayetteville	1.1	2	1.95	2	1.8	2	148.2	1	3	2	mv
North Crossover Road	65 ft NW of North Crossover Road/East Shagbark Bend	285 ft N of East Deerpath Drive	Fayetteville	2.4	2	1.95	2	4.2	2	182.9	1	3	2	mc, mv
East Huntsville Road	115 ft SE of East Huntsville Road/Jarnigan Street	South Crossover Road	Fayetteville	1.1	2	1.95	2	0.9	2	90.9	1	3	2	mv
AR 112	240 ft W of North Cris Hollow Road/AR 112	MP 6.05	Fayetteville, Johnson	1.9	2	1.95	2	1.6	2	33.2	1	3	2	mc
I 49/US 62/US 71	MP 90.65	MP 114.75	Fayetteville, Johnson, Springdale	7.6	2	1.95	2	3.3	2	111.8	1	3	2	mv, p
AR 16	MP 13.30	MP 0.25	Fayetteville	0.2	3	1.9	1	0.0	2	56.0	2	3	2	p
West Dickson Street	East Dickson Street/Highland Avenue	North Arkansas Avenue	Fayetteville	0.5	3	1.9	2	1.8	2	174.2	2	3	0	b
West Poplar Street	North Gregg Avenue	North Leverett Avenue	Fayetteville	0.5	3	1.85	1	0.0	2	39.6	3	3	0	b
North Salem Road	West Persimmon Street/North Mountain Ranch Boulevard	130 ft S of North Salem Road/West Fairfax Street	Fayetteville	1.3	3	1.65	2	0.8	2	30.4	1	3	0	p
North Shiloh Drive	West Wedington Drive	N extent of North Shiloh Drive	Fayetteville	0.3	3	1.65	1	0.0	2	19.0	1	3	2	mv
North Shiloh Drive	West Wedington Drive/North Shiloh Drive	MP 1.80	Fayetteville	1.1	3	1.65	1	0.0	2	23.6	1	3	2	mv
East Cliffs Boulevard	North Crossover Road	North Happy Hollow Road	Fayetteville	0.5	3	1.6	1	0.0	2	7.5	2	3	0	mv



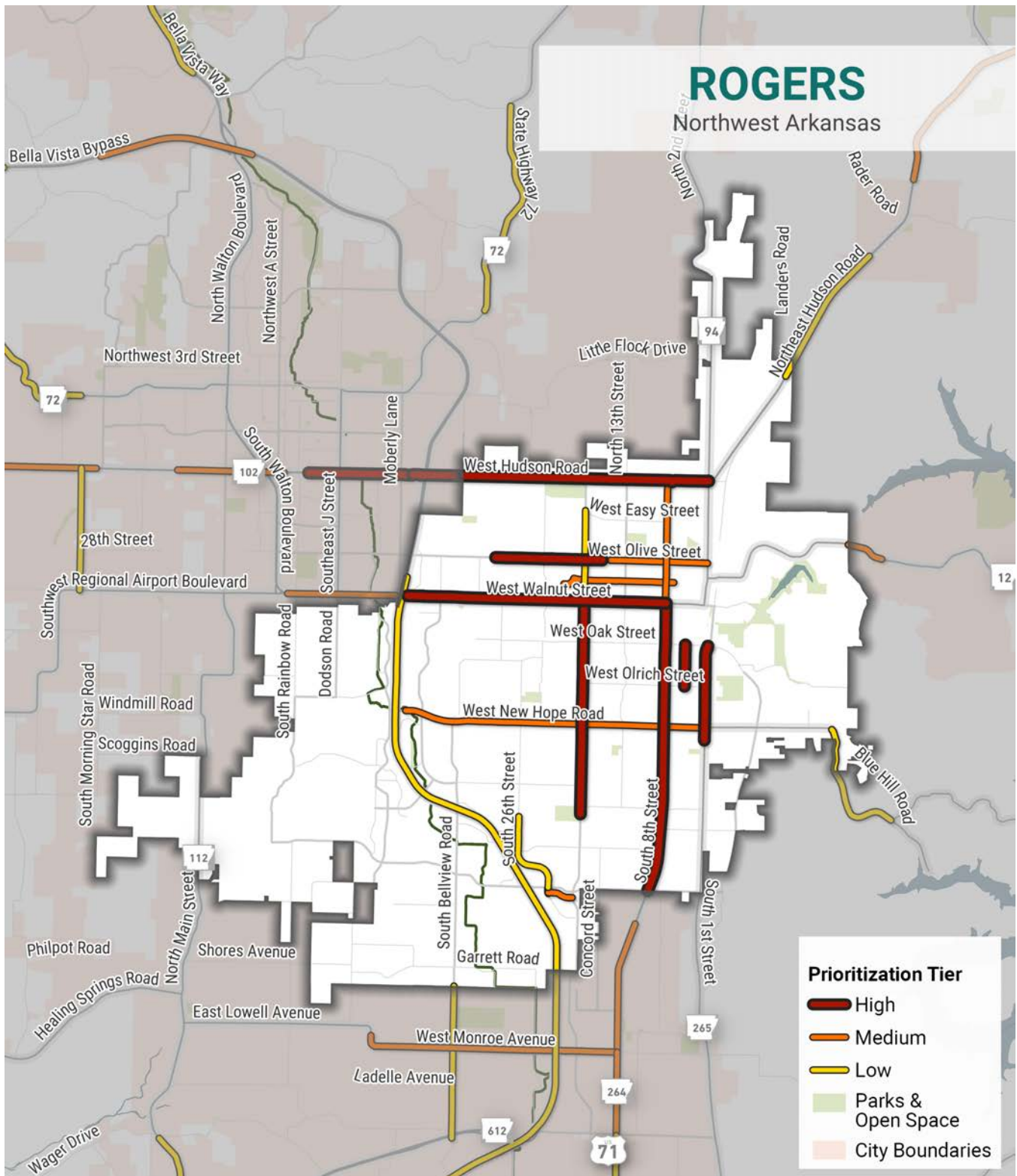
Note: Maps based on Arkansas DOT ACAT data and Missouri DOT STARS data for all recorded crashes between 2017-2021.

0 1 2 mi



Table 9: Rogers HIN

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
Southeast 14th Street	Phyllis Street	West Hudson Road/Water Tower Road/Bekaert Drive	Bentonville, Rogers	0.6	1	2.6	3	6.4	3	1002.3	2	3	2	mv
South Mountie Boulevard	West Oak Street/South 5th Street	West Olrich Street	Rogers	0.5	1	2.5	3	6.0	2	11.9	2	3	2	p
West Olive Street	Kingswood Drive	150 ft W of North 16th Street	Rogers	1.3	1	2.45	2	0.8	2	89.2	3	3	2	mv, p
West Hudson Road	North 2nd Street/Northeast Hudson Road/West Hudson Road	West Hudson Road/Water Tower Road/Bekaert Drive/Southeast 14th Street	Rogers	3.0	1	2.45	2	3.3	2	168.7	3	3	2	mc, mv
West Walnut Street	115 ft E of West Walnut Street	South 8th Street/North 8th Street	Rogers	3.2	1	2.3	2	4.4	3	309.3	2	3	2	b, mc, mv, p
South 8th Street	East Pleasant Grove Road/North Bloomington Street	West Walnut Street	Rogers	3.5	1	2.2	2	4.3	2	153.3	2	3	2	mv, p
South 1st Street	S 1st St/South 1st Street	East Glendale Lane	Rogers	1.2	1	2.2	2	0.9	2	63.8	2	3	2	mc
South Dixieland Road	West Walnut Street	Cunningham Avenue	Rogers	2.6	1	2.2	2	3.5	2	75.4	2	3	2	mv, p
West Olive Street	North 2nd Street	95 ft E of North 14th Place	Rogers	1.2	2	2.15	2	0.8	2	97.8	3	3	0	mv, p
West Persimmon Street	North 22nd Street	70 ft W of West Persimmon Street/North 7th Street	Rogers	1.4	2	2.15	2	1.4	2	20.3	3	3	0	p
North 8th Street	West Hudson Road	West Walnut Street	Rogers	1.5	2	2.15	2	4.0	2	156.5	3	3	0	mc, mv
Pleasant Crossing Boulevard	West Pleasant Grove Road/South 26th Street	60 ft N of Pleasant Crossing Boulevard/Pleasant Crossing Drive	Rogers	0.1	2	2.05	3	14.0	3	322.8	1	3	0	mv
West New Hope Road	West New Hope Road	South 1st Street	Rogers	3.7	2	1.95	2	2.5	2	95.9	1	3	2	mv, p



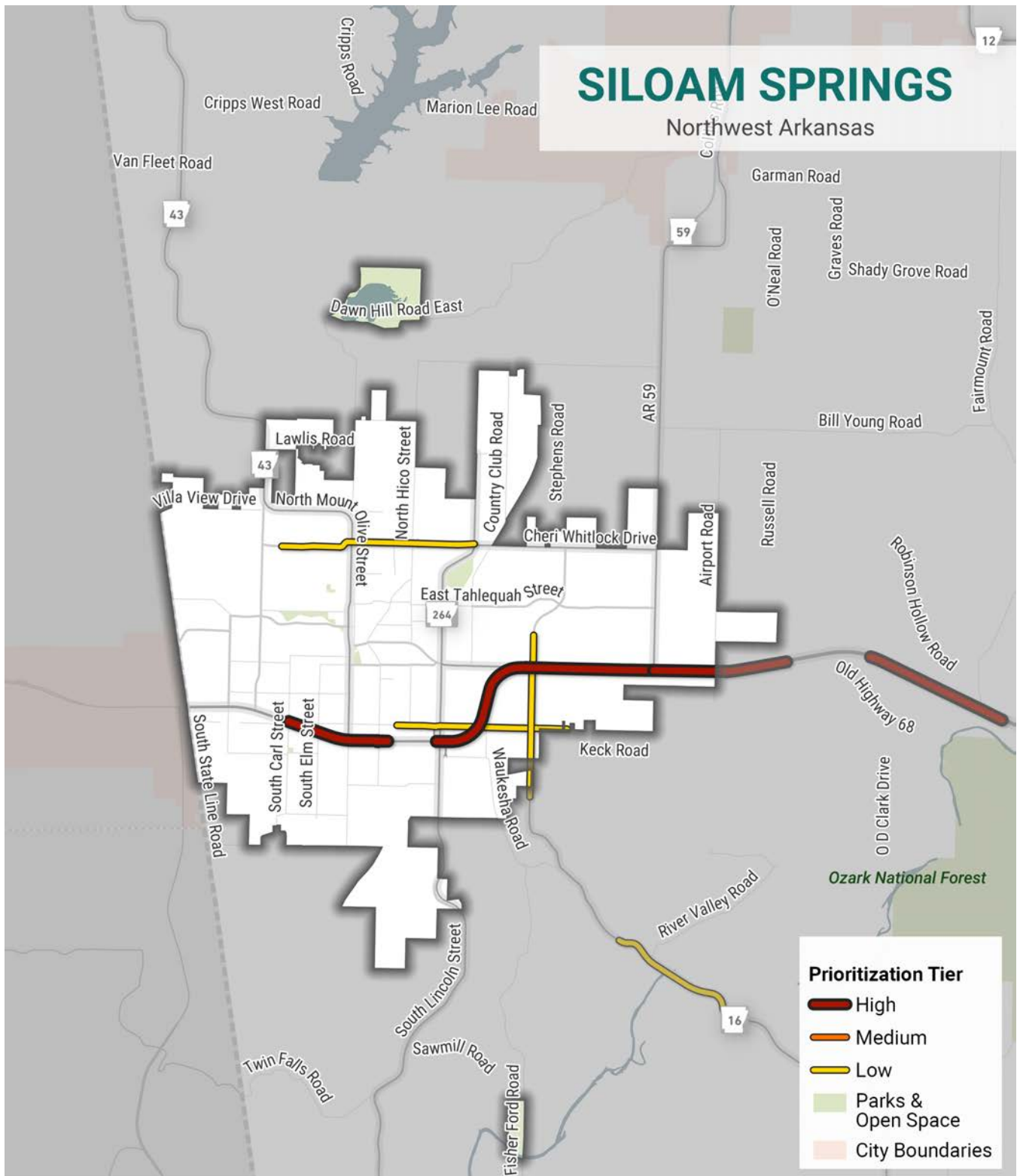
Note: Maps based on Arkansas DOT ACAT data and Missouri DOT STARS data for all recorded crashes between 2017-2021.

0 1 2 mi



Table 10: Siloam Springs HIN

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
US 412;AR 59	W extent of US 412;AR 59	Arkotex Road	Siloam Springs	2.1	1	2.5	3	5.6	2	202.0	2	3	2	mv
US 412	MP 11.65	Arkotex Road/ US 412;AR 59	Siloam Springs	1.1	1	2.5	3	8.2	2	178.2	2	3	2	mc, mv
US 412	385 ft W of South Washington Street	Jonathan Barnett Highway/ South Carl Street	Siloam Springs	0.9	1	2.2	3	10.5	2	228.9	2	3	0	mc, mv
Cheri Whitlock Drive	475 ft E of North Carl Street	North Lincoln Street	Siloam Springs	1.6	3	1.9	2	3.1	2	65.6	2	3	0	mv
Progress Avenue	North Progress Avenue	230 ft S of Progress Avenue/ Carousel Drive	Siloam Springs	1.3	3	1.9	2	0.8	2	74.5	2	3	0	mv
East Kenwood Road	550 ft E of East Kenwood Road/South Hico Street	380 ft W of East Kenwood Road/Lewis Circle	Siloam Springs	1.4	3	1.6	1	0.0	2	22.9	2	3	0	mv



Note: Maps based on Arkansas DOT ACAT data and Missouri DOT STARS data for all recorded crashes between 2017-2021.

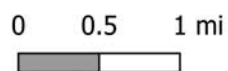
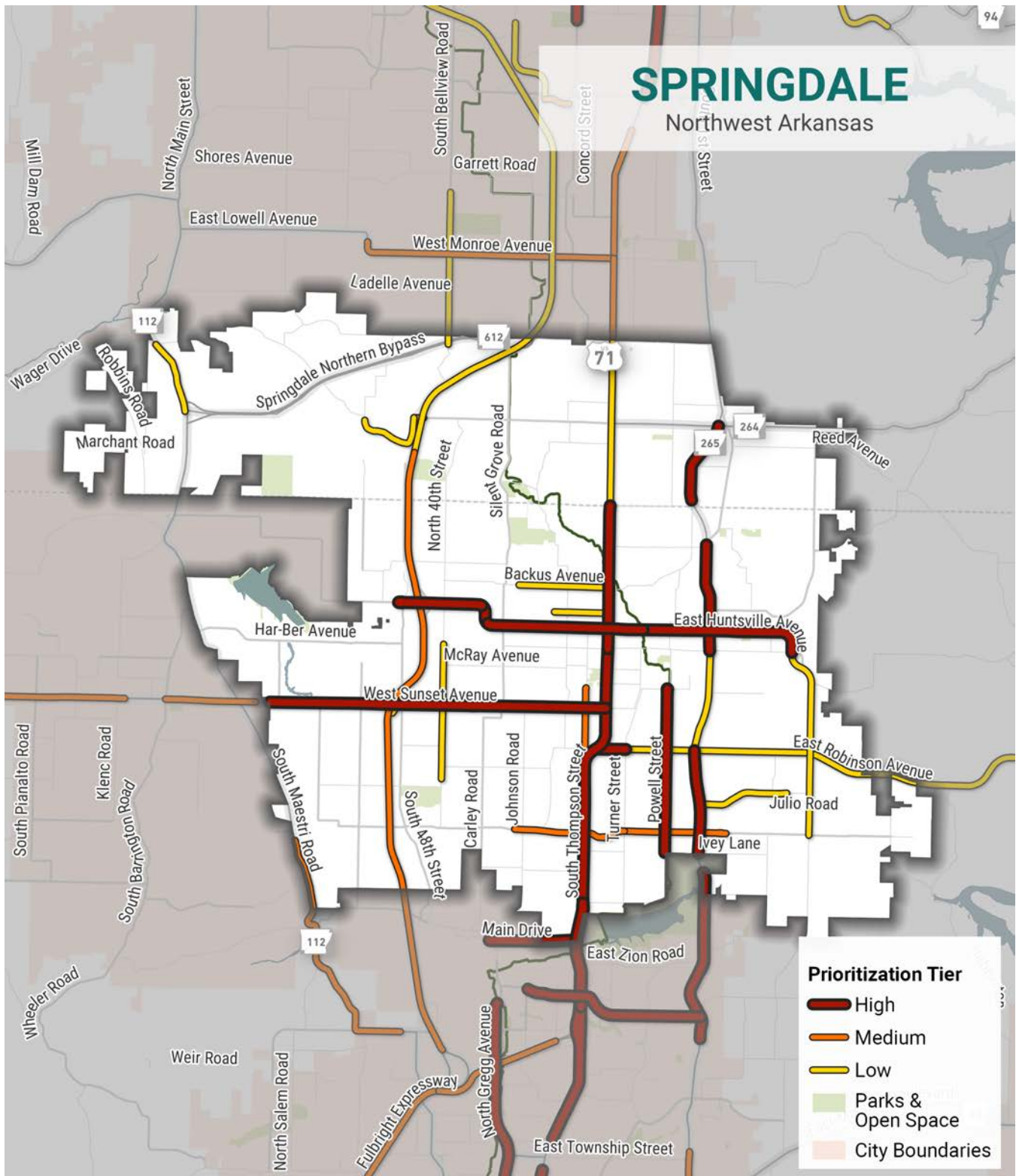


Table 11: Springdale HIN

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
West Robinson Avenue	South Thompson Street	Turner Street	Springdale	0.4	1	2.85	3	5.4	3	412.8	3	3	2	mv
South Thompson Street	West Emma Avenue	Curchill Avenue/West Lakeview Drive	Springdale	3.2	1	2.85	3	8.8	3	311.9	3	3	2	mc, mv, p
North Old Missouri Road	Old Wire Road/Dick Trammel Highway	East Emma Avenue	Springdale	1.3	1	2.75	3	5.4	2	131.5	3	3	2	mv, p
West Sunset Avenue	Westside Village Street/East Henri de Tonti Boulevard	South Thompson Street	Springdale	4.1	1	2.6	3	8.8	3	438.1	2	3	2	mc, mv, p
North Thompson Street	West County Line Road	West Emma Avenue	Springdale	1.7	1	2.45	3	5.2	2	225.2	3	3	0	mv, p
East Huntsville Avenue	East Emma Avenue/Butterfield Coach Road	Mill Street	Springdale	2.0	1	2.45	2	4.5	2	97.7	3	3	2	mv, p
Powell Street	Caudle Avenue/Park Street	Southland Drive	Springdale	2.0	1	2.45	2	2.0	2	32.2	3	3	2	b, p
North Crossover Road	305 ft NE of Hillside Terrace	MP 9.80	Fayetteville, Springdale	1.2	1	2.35	3	8.3	3	363.3	1	3	2	mc, mv
Elm Springs Road	Elm Springs Road	White Road	Springdale	1.1	1	2.3	2	0.9	3	333.1	2	3	2	mc, mv
South Old Missouri Road	Ivey Lane/North Crossover Road	South Old Missouri Road	Fayetteville, Springdale	1.3	1	2.2	3	6.4	2	151.9	2	3	0	mc, mv, p
North College Avenue	South Thompson Street/Curchill Avenue/West Lakeview Drive	65 ft SW of East Sunbridge Drive	Fayetteville, Springdale	4.7	1	2.2	2	2.3	2	164.9	2	3	2	mv, p
Main Drive	North College Avenue/East Lake Fayetteville Road	North Ball Street	Fayetteville, Johnson, Springdale	1.1	1	2.2	2	1.9	2	66.1	2	3	2	mv

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
West Huntsville Avenue	White Road	Mill Street	Springdale	1.9	1	2.2	2	1.6	2	161.0	2	3	2	mv
North Crossover Road	80 ft S of North Crossover Road/East Brandon Circle	MP 7.15	Fayetteville, Springdale	2.1	1	2.2	2	4.8	2	207.6	2	3	2	mc, mv
White Road	Elm Springs Road	West Huntsville Avenue	Springdale	0.2	1	2.2	2	4.2	2	97.7	2	3	2	mv
Dick Trammel Highway	Remington Drive	AR 264/Old Wire Road	Springdale	1.0	1	2.2	3	4.9	2	61.2	2	3	0	mc
West Don Tyson Parkway	Turner Street	530 ft E of Johnson Road	Springdale	1.6	2	2.15	2	0.6	2	105.8	3	3	0	mv
South Pleasant Street	Watson Avenue	South Thompson Street	Springdale	0.9	2	2.15	2	2.2	2	148.2	3	3	0	mv
East Don Tyson Parkway	525 ft W of East Don Tyson Parkway	Turner Street	Springdale	1.3	2	2.15	2	0.8	2	68.9	3	3	0	mv
East Wagon Wheel Road	E extent of East Wagon Wheel Road	Puppy Creek Road	Springdale	0.1	2	2.05	3	8.4	3	395.2	1	3	0	mv
South Maestri Road	225 ft NW of South Maestri Road/Greathouse Springs Road	Western Trails Drive	Springdale, Tontitown	1.2	2	1.95	2	2.5	2	35.8	1	3	2	mc
I 49; US 62; US 71	MP 90.65	MP 114.75	Fayetteville, Johnson, Springdale	7.6	2	1.95	2	3.3	2	111.8	1	3	2	mv, p
East Robinson Avenue	320 ft W of Sonora Acres Road/Sonora Acres	Turner Street	Springdale	5.4	3	1.9	2	3.3	2	133.1	2	3	0	b, mc, mv, p
Ramp	MP 0.30	MP 0.20	Springdale	0.3	3	1.9	1	0.0	2	117.5	2	3	2	mv
Butterfield Coach Road	East Huntsville Avenue/East Emma Avenue	East Don Tyson Parkway	Springdale	2.3	3	1.9	2	3.0	2	91.7	2	3	0	mc, mv

Corridor	To Extent	From Extent	Municipality	Length (mi)	Project Tier	Total Score	KSI Score	KSI Crashes/ Mile	All Crash Score	All Crashes/ Mile	Equity Score	HIN Score	Public Comment Score	HIN Modes
Backus Avenue	North Thompson Street/Sanders Avenue	125 ft W of Backus Avenue/ San Miguel Drive	Springdale	1.1	3	1.9	2	1.8	2	87.3	2	3	0	p
	East Emma Avenue	East Robinson Avenue	Springdale	1.2	3	1.9	2	4.0	2	148.0	2	3	0	mc, mv
Electric Avenue	South Old Missouri Road	375 ft W of Electric Avenue/ Woodford Street	Springdale	1.1	3	1.9	2	1.8	2	31.8	2	3	0	mv
	South 40th Street	225 ft S of Haile Lane	Springdale	1.6	3	1.9	2	1.2	2	75.6	2	3	0	mv
Spring Creek Road	West Monroe Avenue/ Bellview Street	125 ft S of Spring Creek Road	Lowell, Springdale	1.1	3	1.65	2	0.9	2	4.5	1	3	0	mv
North Main Street Elm Springs	Wagon Wheel Road/South Main Street (Cave Springs)	S extent of North Main Street Elm Springs	Springdale	0.9	3	1.65	2	3.3	2	42.7	1	3	0	mv
East Wagon Wheel Road	Puppy Creek Road	270 ft N of East Wagon Wheel Road/South Zion Road	Springdale	1.0	3	1.65	2	2.1	2	43.2	1	3	0	mv
North Thompson Road	80 ft N of West Apple Blossom Avenue/South Bloomington Street/East Apple Blossom Avenue	West County Line Road/ North Thompson Street	Springdale	2.0	3	1.65	2	1.5	2	110.5	1	3	0	mc, mv
	I 49/US 62/US 71	MP 114.75 MP 169.30	Lowell, Rogers, Springdale	9.8	3	1.65	2	2.9	2	119.9	1	3	0	mc, mv
Christian Avenue	Elmdale Drive	North Thompson Street	Springdale	0.7	3	1.6	1	0.0	2	16.6	2	3	0	p



Note: Maps based on Arkansas DOT ACAT data and Missouri DOT STARS data for all recorded crashes between 2017-2021.

0 1 2 mi





Safety Action Plan



NWA Regional
**VISION
ZERO**

Northwest Arkansas Safety Action Plan

June 2023



15 years to ZERO





Fayetteville, AR

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

FEDERAL PARTICIPATION: This notice is in accordance with the Northwest Arkansas Regional Planning Commission (NWARPC) 2045 Metropolitan Transportation Plan, the Federal Infrastructure Investment and Jobs Act (IIJA) in cooperation with local agencies, the Arkansas Department of Transportation (ARDOT), the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). This document was funded in part through grant(s) from the FHWA, FTA, and/or the United States Department of Transportation. The views and opinions of the NWARPC expressed herein do not necessarily state or reflect those of the United States Department of Transportation.

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List of Abbreviations

ACAT: Arkansas Crash Analytics Tool

ACS: American Community Survey

AR: Arkansas

ARDOT: Arkansas Department of Transportation

ATSDR: Agency for Toxic Substances
and Disease Registry

CDC: Centers for Disease Control and Prevention

DUI: Driving Under the Influence

FHWA: Federal Highway Administration

FTA: Federal Transit Administration

GTFS: General Transit Feed Specification

HIN: High Injury Network

KABCO: Injury Severity Scale (Arkansas):

K: Fatal injury

A: Suspected serious injury

B: Suspected minor injury

C: Possible injury

O: No apparent injury

Injury Severity Scale (Missouri)

1: Fatal

2: Disabling

3: Evident – Not Disabling

4: Probable – Not Apparent

5: None Apparent

KSI: Killed or Serious Injury (K and A on
KABCO scale also 1 and 2 on Injury scale)

LRS: Linear Referencing System

MO: Missouri

MODOT: Missouri Department of Transportation

MP: Mile Post

NWA: Northwest Arkansas

NWARPC: Northwest Arkansas
Regional Planning Commission

OSM: OpenStreetMap

PCSi: Proven Safety Countermeasure initiative

RRFB: Rectangular Rapid Flashing Beacon

SRTS: Safe Routes to School

STARS: Missouri Statewide Traffic
Accident Records System

SVI: Social Vulnerability Index

TDM: Transportation Demand Management

USDOT: United States Department of Transportation

VRU: Vulnerable Road User includes
Pedestrian, Bicyclists, or Motorcyclist*

**Note this Plan is using the National Safety Council definition that includes Motorcycles. USDOT does not include motorcycles in their definition and only includes non-motorized users.*

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Siloam Springs
Springdale
Springtown
Sulphur Springs
Tontitown
Washington County
West Fork
Winslow
ARDOT
MODOT
Beaver Water District*
Razorback Transit
University of Arkansas*
National Airport Authority

**Indicates non-voting member*

15 years
to ZERO

The Northwest Arkansas Vision Zero Safety Action Plan (NWA Vision Zero Plan) recognizes that one life lost within the region's transportation network is one too many and something must change. The Northwest Arkansas Regional Planning Commission (NWARPC) has developed this Plan and sets a target to eliminate all killed and serious injury (KSI) crashes that occur on the regional roadway network by 2038. Although the horizon is 15 years from the development of this Plan, action starts now. Traditional safety strategies have not proven to decrease the number of life-altering crashes, highlighted by the increase of fatal crashes in recent years. This Plan emphasizes a shift towards the prioritization of safe, accessible, and equitable mobility for all roadway users and away from the disproportionate focus on moving vehicles efficiently—less delay that often results in higher speeds.



Fayetteville, AR

Executive Summary

The purpose of the NWA Vision Zero Plan is to emphasize change related to traffic safety because fatal and serious injury crashes cannot be tolerated. The Plan outlines strategies and actions that should be taken within the next ten years, yet it must not be considered unchangeable. As a living document, this Plan must be dynamic to address safety in a region that is experiencing rapid growth. The recommended actions included are meant to be a starting point, not an all-encompassing list. Over time, the actions taken by the NWARPC, member agencies, and partner organizations should measure and report actions that are proving to reduce fatal and serious injuries along with continuing to incorporate safety innovations and opportunities to eliminate traffic fatalities and injuries as time passes.

The NWA Vision Zero Plan is organized into four sections. An overview of each section is provided below to serve as a summary of the Plan in its entirety.

1. A Paradigm Shift

Fatal and serious injury crashes have increased across the nation, the state of Arkansas, and in the Northwest Arkansas Region. In the traditional approach to roadway safety, traffic deaths have been understood as inevitable. This alone is not acceptable and therefore a new approach to safety is needed. This section describes how Vision Zero is grounded in the Safe System Approach that anticipates human mistakes and ensuring that when collisions occur that they do not

result in death or serious injury. A clear understanding of the Principles and Elements of the Safe System Approach is foundational to the NWA Vision Zero Plan and will be instrumental in increasing safety for all roadway users moving forward.

2. Roadway Safety in NWA

Crashes over a 5-year period (2017-2021) resulted in 220 people—mothers, fathers, children, grandparents, friends, and coworkers—losing their lives in Northwest Arkansas. An average of 44 people each year; however, 2021 alone was a year when 55 people died in roadway crashes—a 25% increase from the five year average. These sobering numbers are part of today's roadway safety narrative in Northwest Arkansas. This section reviews existing plans, policies, and programs that are already in place that are attempting to increase safety in several communities in the region. It notes opportunities for communities to refine or add policies that can impact safety through capital projects and new development. This section uses crash data to establish a High Injury Network (HIN)—representing the corridors in Northwest Arkansas with the highest number of fatal and serious injury crashes. Along with the HIN, the Plan identifies historically disadvantaged communities, areas of persistent poverty, and locations with varying degrees of social vulnerability to understand where equitable investments can be made to increase safety for people that may be disproportionately impacted.

Traditional Approach

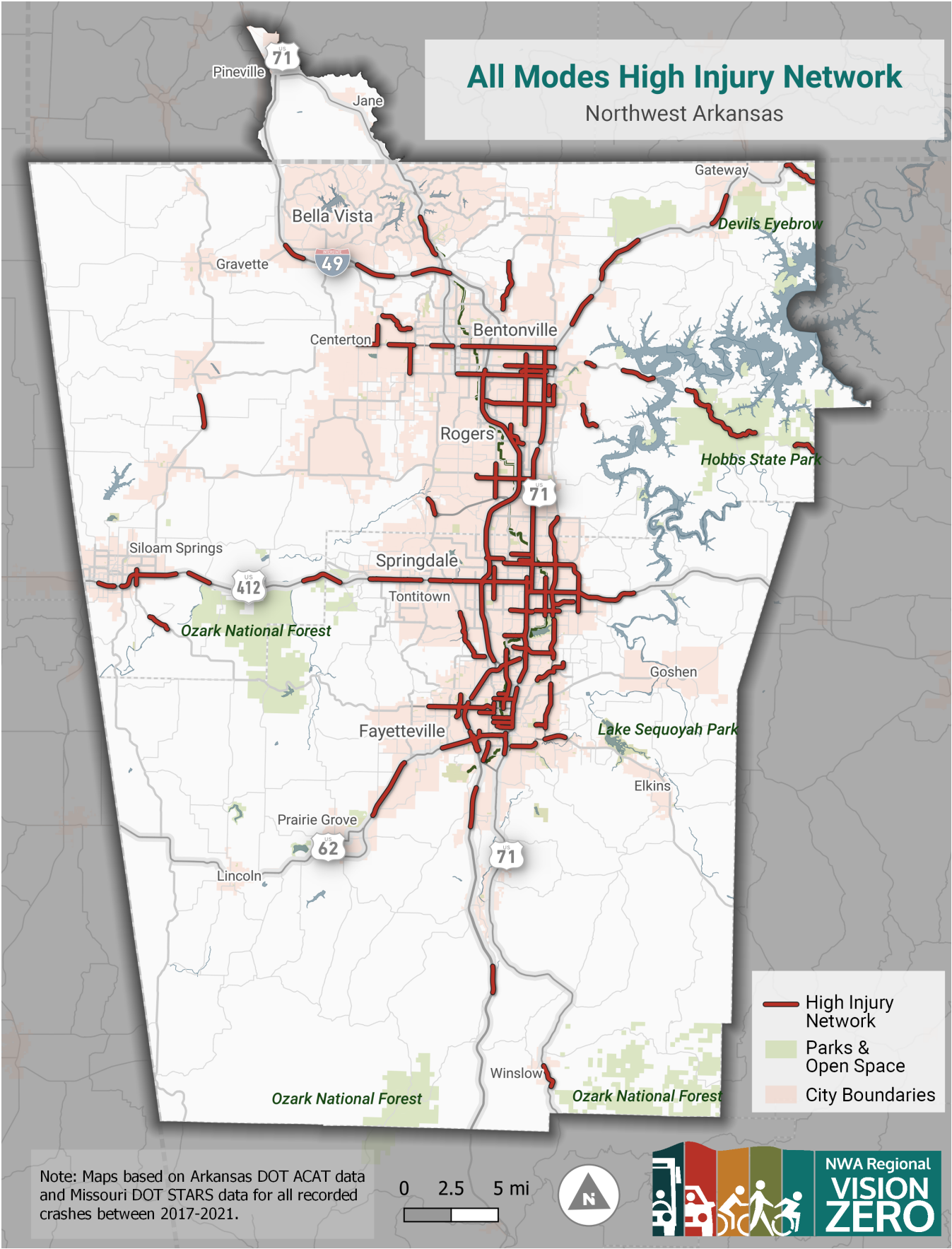
- Traffic deaths are inevitable
- Aims to fix humans
- Expects perfect human behavior
- Prevents collisions
- Exclusively addresses traffic engineering
- Doesn't consider disproportionate impacts

vs.

Vision Zero

- Traffic deaths are preventable
- Changes systems
- Integrates human failure
- Prevents fatal and serious crashes
- Considers the road system as a whole
- Regards road safety as an issue of social equity

High Injury Network Map



3. Community Outreach

Starting a conversation around roadway safety was a key component of the NWA Vision Zero Plan. Information about the current state of safety along with opportunities for feedback were distributed across the region. Online resources were developed that included surveys, an interactive map, and a series of safety webinars. To complement online engagement opportunities, a “go-to” approach to engagement resulted in tabling and interacting with people at over one dozen existing events. Materials were available in English and Spanish to provide opportunities for people to review and provide input in the most convenient way possible. Additionally, a Regional Working Group provided guidance for the development of the NWA Vision Zero Plan through a series of meetings and listening sessions. Two safety demonstration site walks were included to see and experience how the Safe System Framework is already being used within the region. These site walks allowed municipal staff, local advocates, and elected officials to hear why decisions made related to safety can have such an enormous impact. Engagement during Plan development is only the beginning and must be continued at the regional and local levels to see real change occur.

4. Goals and Actions

Achieving the goal of zero fatal and serious injury crashes by 2038 will not happen if the status quo is maintained. Roadway safety must be integrated into the work of various agencies and individual departments to see results. This section establishes goals that capture the desires for safety by the Regional Working Group along with a variety of actions that can be taken to change the roadway safety narrative in Northwest Arkansas. Goals include:

- Promote a culture that prioritizes people’s safety
- Reduce conflicts between roadway users
- Establish policies, practices, and programs that focus on safety at all levels
- Slow vehicle speeds

For each action, a timeline, action leader, and supporting partners are noted. Additionally, Elements of the Safe System Approach that align with each action are listed. The actions in this Plan are not intended to be an exhaustive list; rather, they are strategic and can begin to eliminate fatal and serious injury crashes on the transportation network.



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Bentonville, AR

1

A Paradigm Shift

1. A Paradigm Shift

What is a Vision Zero Safety Action Plan?

Every year, people in the NWA Region lose family, friends, neighbors, and colleagues to preventable traffic crashes on our roads. Between 2017 and 2021, 1,369 people were killed or seriously injured in crashes in NWA, averaging more than five people every week. Across the state, motor vehicle crashes account for more than twice the number of deaths as homicides.

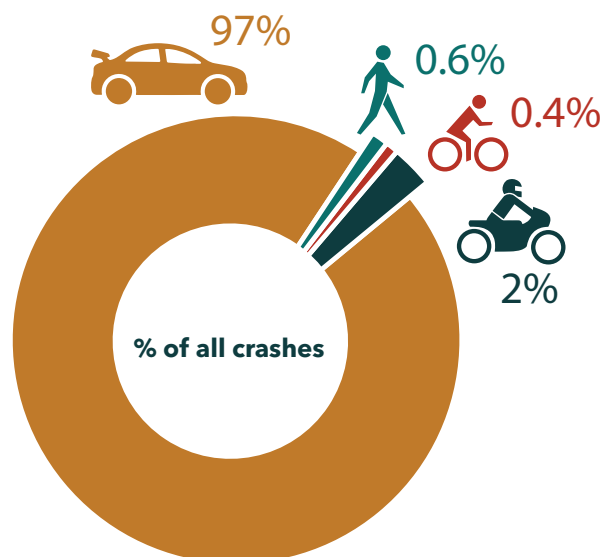
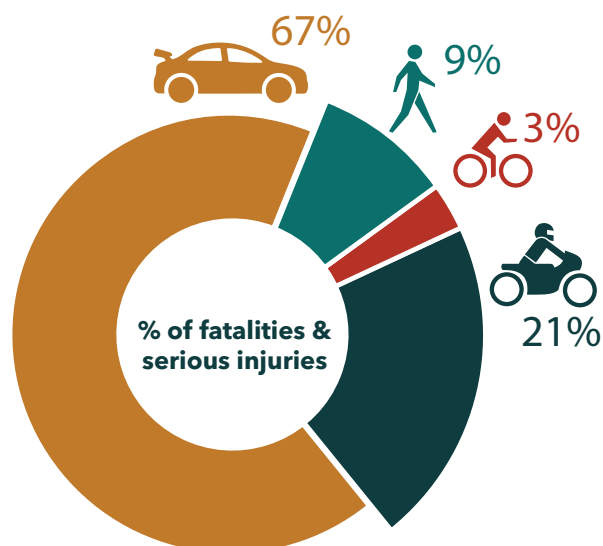
For the last century, our transportation system has been built on the belief that these crashes are accidents – events no one can fully prevent or predict. While no one thinks traffic deaths among friends and family are acceptable, the historical approach to transportation has taken roadway fatalities as an unfortunate inevitability rather than a preventable public health crisis.

Vision Zero is a traffic safety philosophy rooted in the belief that nothing on our roadways is more important than a human life. It represents a paradigm shift in the region's approach to road safety, beginning with the simple idea that traffic deaths and serious injuries are preventable. Since the 1990s, Vision Zero has

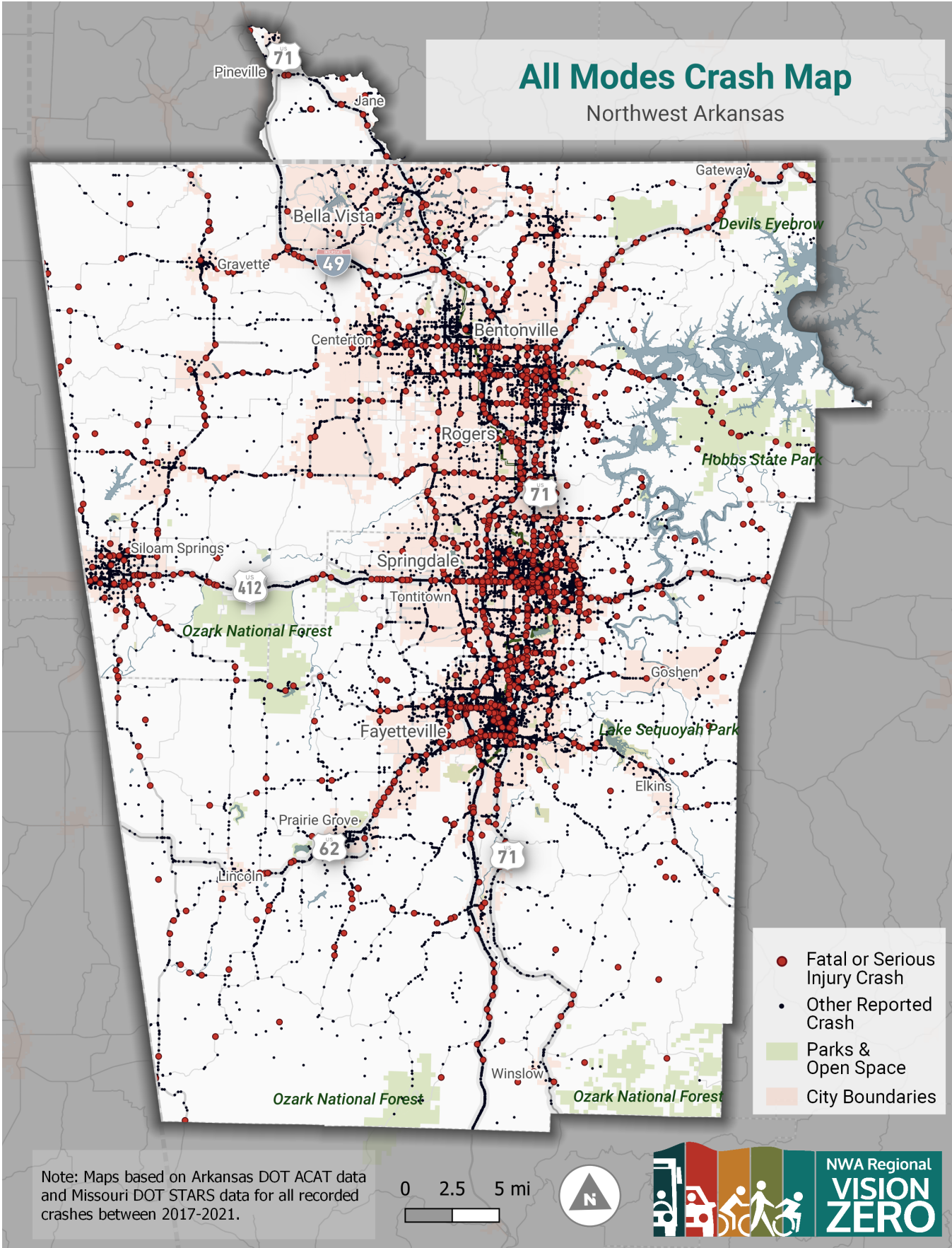
been successfully implemented across Europe and in more than 45 communities in the US – some of which have now had consecutive years of zero roadway fatalities. Vision Zero lays out a new set of principles for engineering roads, educating travelers, and creating a sense of collective responsibility for ourselves and our fellow travelers.

Vulnerable Users

When a crash occurs, people walking, bicycling, and riding motorcycles are more likely to be killed or seriously injured. Vehicle safety technology has seen significant advancements in recent decades, with airbags, anti-lock brakes, and lane-awareness sensors all working to protect a driver in a crash. Pedestrians, bicyclists, and motorcyclists however are unprotected and are especially vulnerable to the impact of a crash. This Plan is using the [National Safety Council's definition](#) for vulnerable roadway users that includes motorcyclists. USDOT does not include motorcycles in their definition and only includes non-motorized users. In Northwest Arkansas, vulnerable roadway users accounted for only 3% of all roadway crashes but 33% of serious injuries and fatalities.



All Modes Crash Map



Between 2017
and 2021

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

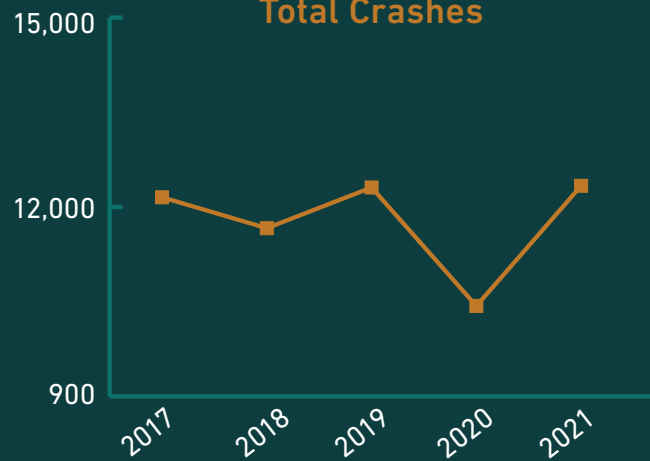


Averaging

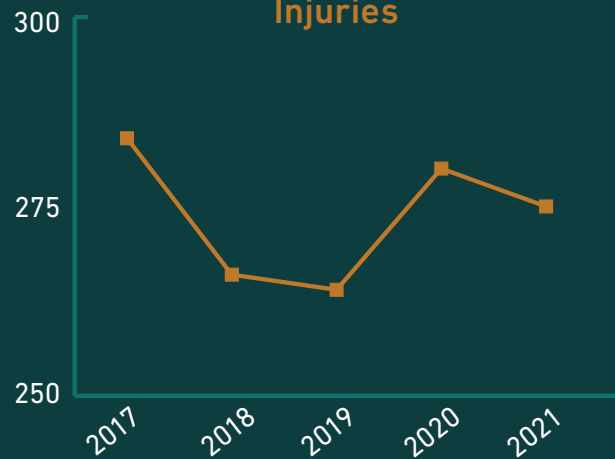
44
fatalities
a year / **5** KSI crashes
a week

over 5 years

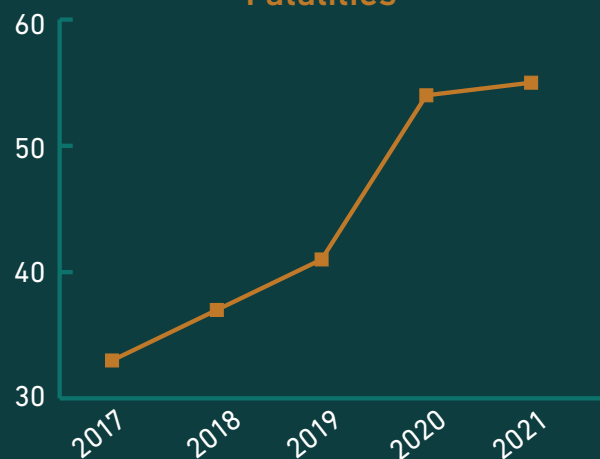
Total Crashes



Fatalities & Severe
Injuries



Fatalities



The Safe System Approach

This Plan is the NWA Region's roadmap to achieving Vision Zero. It is grounded in the Safe System Approach, which aims to eliminate fatal and serious injuries by anticipating human mistakes and minimizing impacts on the human body when crashes do occur.

The six Safe System Principles shown around the outside ring are the fundamental beliefs that the approach is built on.

1. Death & serious injury is unacceptable

While no one likes to get in a fender-bender, this plan focuses on crashes that lead to deaths and serious injuries.

2. Humans make mistakes

Even the best drivers will inevitably make mistakes that can lead to a crash. How we design and operate our transportation system can ensure these mistakes don't have life-altering impacts.

3. Humans are vulnerable

Human bodies can only withstand so much impact from a crash before death or serious injuries occur.

4. Responsibility is shared.

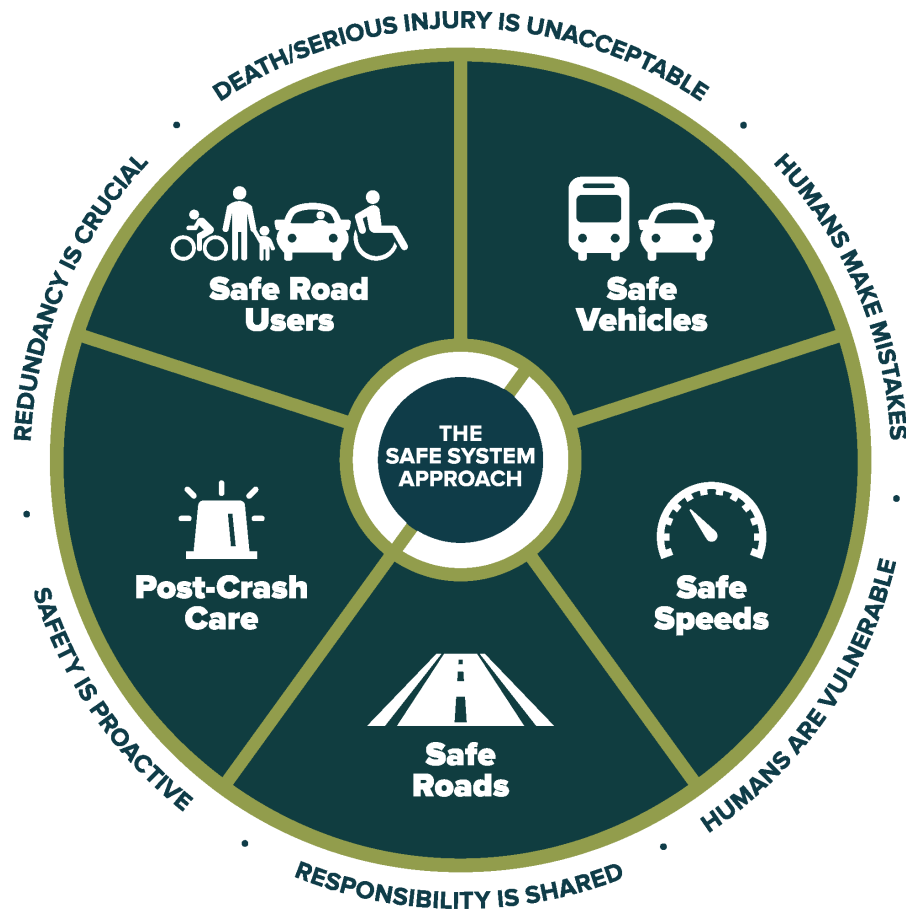
Every part of our transportation system, from elected officials to everyday users, to planners and engineers, has a role to play in Vision Zero.

5. Safety is proactive

Rather than waiting for crashes to occur, transportation agencies should seek to proactively identify and address dangerous situations.

6. Redundancy is crucial

Redundancy means making sure every part of the transportation system is safe. This way, if one part fails, people are still protected.



The Safe System Approach is implemented through five Elements.

1. Safe Road Users

Working towards a culture of safety starts with developing a network of civic partners, educating road users, and creating personal connections to the community's Vision Zero efforts.

2. Safe Vehicles

Making vehicles safer can be done through advanced driver assistance systems and by ensuring future technology prioritizes vulnerable roadway users.

3. Safe Speeds

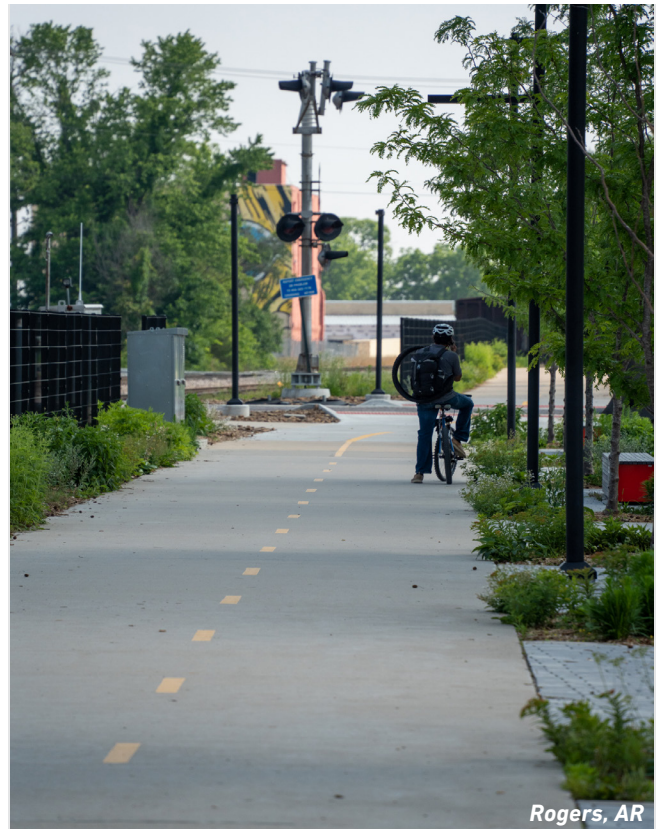
Slower vehicle speeds increase visibility and reaction times for drivers and reduce impact forces when a crash occurs. Moving towards safe speeds can be done through speed limit reduction, traffic calming, and roadway design.

4. Safe Roads

Safer roads come from providing physical separation (like separated bike lanes and sidewalks) as well as designing to accommodate human mistakes.

5. Post-Crash Care

A system-wide approach means working towards safety even after a crash has occurred. This comes from improving emergency response, traffic incident reporting, and traffic management.



The Safe System Framework

ANTICIPATE HUMAN ERROR

SEPARATE USERS IN SPACE

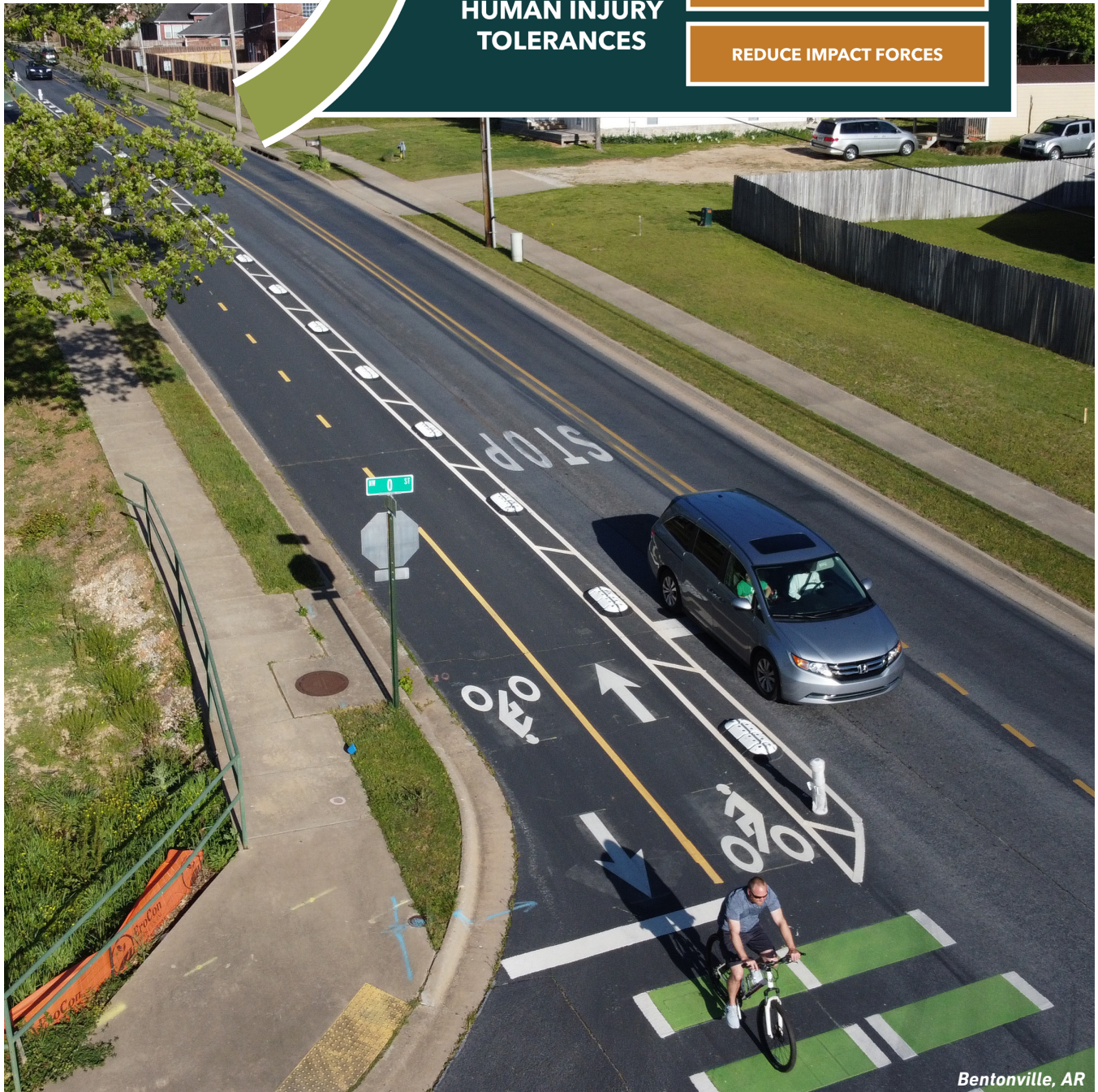
SEPARATE USERS IN TIME

INCREASE ATTENTIVENESS &
AWARENESS

ACCOMMODATE HUMAN INJURY TOLERANCES

REDUCE SPEEDS

REDUCE IMPACT FORCES



Bentonville, AR

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Fayetteville, AR

2

Roadway Safety in Northwest Arkansas

2. Roadway Safety in Northwest Arkansas

Plans, Policies, and Programs

In response to rapid population growth and an increase in fatal and serious crashes, Northwest Arkansas has addressed road safety both through targeted interventions and by integrating it into existing planning, policies, and programs.

Planning Efforts

Many existing local, regional, and statewide plans have addressed the issue of road safety in some capacity. Examples include transportation plans, bicycle and pedestrian plans, and corridor studies. See Table 1 for a summary of plans reviewed during the development of this Plan.

Local Plans

At the local level, road safety has largely been addressed through transportation plans, bicycle and pedestrian plans, and Safe Routes to School plans. Many of these plans include recommendations for reducing vehicle speeds on local roads, improving sidewalk and bike lane networks, and increasing driver education and awareness. Recent examples

include the [Fayetteville Mobility Plan](#), the [Bella Vista Trail and Greenway Master Plan](#), the [Bentonville Bike & Pedestrian Master Plan](#), and the [University of Arkansas Active Transportation Plan](#).

Regional Plans

Regional plans addressing road safety include the [NWA Bike Infrastructure Plan](#), [NWARPC 2045 Metropolitan Transportation Plan](#), and the [NWA Congestion Management Process](#). These plans coordinate efforts across the region and offer insight on emerging trends and funding opportunities, many of which inform this Plan's approach to regional road safety.

Statewide Plans

[Arkansas](#) and [Missouri](#) have both adopted Strategic Highway Safety Plans that provide a statewide framework to eliminate traffic deaths and serious injuries through the Safe System Approach. The plans include strategies to address the top contributing factors to fatal and serious injuries. Arkansas also has a statewide [Bicycle and Pedestrian Transportation Plan](#), which includes a focus on bicycle and pedestrian safety.

Regional Plan Highlight: 2019 NWA Bike Infrastructure Plan



The Northwest Arkansas Bike Infrastructure Plan identifies a priority network of bikeways focused on increasing safety and connectivity. It includes corridor concepts designed to make bicycling a safe and accessible travel option for riders of all ages and abilities.

Table 1: Summary Plans Reviewed

Plan Name	Year	Jurisdiction
Bella Vista Trail and Greenway Master Plan	2015	Bella Vista
Bentonville Bike and Pedestrian Master Plan	2021	Bentonville
Fayetteville Active Transportation Plan	2023	Fayetteville
Fayetteville Mobility Plan	2018	Fayetteville
University of Arkansas Transportation Plan	2022	Fayetteville
NWARPC 2045 Metropolitan Transportation Plan	2021	NWA Region
NWA Regional Bicycle and Pedestrian Master Plan	2014	NWA Region
NWA Congestion Management Process	2022	NWA Region
NWA Bike Infrastructure Plan	2019	NWA Region
NWA Regional ITS Architecture and Deployment Plan	2007	NWA Region
NWA Transportation Alternatives Analysis Study	2014	NWA Region
Connect Northwest Arkansas 10-Year Transit Development Plan	2020	NWA Region
Rogers Master Street Plan	2019	Rogers
Arkansas Bicycle and Pedestrian Transportation Plan	2017	Statewide
ARDOT Strategic Highway Safety Plan (SHSP)	2022	Statewide
Missouri Show-Me Zero	2021	Statewide

Policies

Safe Routes to School

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

Complete Streets

Complete Streets policies direct transportation planners and engineers to consistently design the right of way to accommodate all users, including drivers, transit riders, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities. Most local jurisdictions in Northwest Arkansas have not adopted any form of Complete Streets policy. The 2015 [NWA Regional Bicycle and Pedestrian Master Plan](#) identified the adoption of these policies as a catalyst program and provided a [sample Complete Streets Resolution](#) designed for NWA communities.

Design Standards

Street design standards have a significant impact on road safety. Context appropriate street design encourages safe behavior and reduces conflicts between users. Existing standards vary across the region, but some include provisions that promote safety. For example, the [City of Bentonville Minimum Standard Specifications for Streets](#) includes a section on Neighborhood Traffic Safety that includes design criteria for various traffic calming devices. Additionally, roundabouts constructed on Highway 112 are examples of proven safety countermeasures on the ground.

Design Standards Highlight: Fayetteville Minimum Street Standards

The [City of Fayetteville Minimum Street Standards](#) provide an example of how to prioritize safety for all road users. They include an emphasis on multimodal level of service and reference best practice design guidance such as the National Association of City Transportation Officials' (NACTO's) [Don't Give Up at the Intersection](#) and the Federal Highway Administration's (FHWA's) [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#).



Fayetteville, AR (credit: NWARPC)



Springdale, AR (credit: NWARPC)

Traffic Calming Policy Highlight: Springdale Traffic Calming Policy

The City of Springdale has a policy that enables the installation of traffic calming measures such as curb extensions, raised intersections, and speed cushions to address speeding and conflicts between people walking and driving. Criteria for installation include observed speeds, sidewalk connectivity, crash history, and the presence of children walking to school.

Traffic Calming

Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and bicyclists. Several cities in NWA have implemented traffic calming policies that facilitate the installation of traffic calming on residential streets.

Emergency Response

One component of the Safe System Approach is to streamline emergency response and medical care. Based on discussions from the NWA Active Transportation Committee, Bentonville and Fayetteville have updated their CAD systems and improved GIS data to assist with quicker emergency response on the trail system.

Parking Requirements

Minimum parking requirements for developments present a barrier to the creation of dense, walkable urban environments. The City of Fayetteville abolished its commercial parking minimums citywide in 2015 while retaining downtown parking maximums. This change has enabled new businesses to open using long-disused sites and buildings.

Evaluation of Existing Codes and Ordinances

The table on the following page provides a high-level review of local codes and ordinances for cities with over 2,000 residents.¹ For each element (e.g. building entrances) a score was assigned for each city to indicate the state of policy on that issue, ranging from 1 (Codes / ordinances do not include this element) to 3 (Codes / ordinances include this element and it generally meets best practices). This evaluation was based on the information available to the project and should be viewed as a starting point for where to focus attention with regard to code and ordinance amendments to promote road safety. Some issues, such as speed limits and crosswalk markings, were not included due to the limited presence of local policy on these issues.

Table 2: Review of Local Codes & Ordinances

City	Population (2021)	Sidewalks / Frontage Improvements	Connectivity / Block Sizes	Mid-Block Access / Crossings	Building Entrances	Parking	Parking Placement	Access Management / Driveways	Complete Streets	Traffic Calming
Fayetteville	95,230	3	3	3	3	3	3	3	2	3
Springdale	89,576	2	1	1	1	1	1	1	1	1
Rogers	71,112	3	3	1	3	3	3	3	2	3
Bentonville	56,734	3	3	2	3	2	3	3	2	3
Bella Vista	30,808	2	2	2	1	1	1	3	1	2
Center-ton	19,984	3	1	1	1	1	1	2	1	1
Siloam Springs	17,575	3	3	1	1	1	1	3	1	1
Lowell	10,177	2	3	2	1	2	1	3	1	1
Farmington	8,242	3	2	1	1	1	1	1	1	1
Pea Ridge	7,140	2	2	2	1	1	1	3	1	1
Cave Springs	5,916	3	2	2	1	2	1	3	1	1
Tontitown	5,633	3	2	2	2	2	1	3	2	3
Gentry	4,000	2	3	2	1	1	1	1	1	1
Elkins	3,743	3	3	1	1	1	1	1	1	1
Gravette	3,647	3	3	1	2	1	3	1	1	2
Johnson	3,631	3	1	1	1	2	1	3	2	1
Little Flock	3,004	1	2	1	1	1	1	1	1	1
Huntsville	2,981	2	2	3	1	1	1	3	1	1
Elm Springs	2,581	2	2	1	3	1	3	1	1	1
West Fork	2,335	3	2	2	1	1	1	2	1	1
Lincoln	2,306	2	3	1	1	2	2	1	1	2
Goshen	2,188	2	2	2	1	1	1	2	1	1

Key:**1** Codes / ordinances do not include this element**2** Codes / ordinances include this element but it could use improvement**3** Codes / ordinances include this element and it generally meets best practices

Laws and Enforcement

Traffic laws and enforcement have been a central piece of Northwest Arkansas' approach to addressing traffic fatalities and serious injuries.

Speed Limits

Addressing speed is a crucial step to making streets safer. Vehicle speed increases both the likelihood of a crash, as well as the severity of the crash. Higher speeds diminish drivers' ability to recognize and avoid potential conflicts and increase the force of impact, escalating the chances of fatalities and serious injuries, particularly for more vulnerable road users. Many streets throughout NWA have relatively high speed limits that do not match the roadway context.

Context Appropriate Speed Limits: University of Arkansas and Residential Areas

Responding to road safety concerns and [new guidance from NACTO](#), the City of Fayetteville lowered the default residential speed limit from 25 to 20 mph in 2021. The following year, the University of Arkansas also lowered posted speed limits on most campus streets, including a default campus area speed limit of 20 mph.

Distracted Driving

Since 2009, when Arkansas first banned texting while driving for all drivers, the state has strengthened laws around distracted driving to include a ban on all use of handheld devices for drivers under 18 and in certain areas. In 2021, the State passed a new distracted driving law that prohibits all drivers from holding or using a handheld device while driving, with a few exceptions, such as using a phone in a hands-free mode or in an emergency.

Driving Under the Influence

Arkansas also has strict laws around driving under the influence. In 2015, the State lowered the blood alcohol level (BAC) limit for drivers to 0.08%, which is consistent with recommendations from the National Highway Traffic Safety Administration (NHTSA). Arkansas also mandates ignition interlock devices (IIDs) for certain driving under the influence (DUI) offenders, as a condition of license reinstatement. Washington and Benton Counties have established diversion court programs that offer an alternative to traditional punitive measures, such as jail time, allowing participants to receive treatment, counseling, and other support services to help them overcome their addiction and avoid future DUI offenses. Benton County also has a Driving While Intoxicated (DWI) unit that is responsible for the pro-active detection, investigation, and arrest of alcohol and/or drug-impaired drivers.²

Automated Enforcement

Arkansas prohibits the use of unmanned traffic enforcement systems, which includes both red light cameras and speed cameras. Speed cameras are only allowed in school zones or at rail crossings, and a police officer must be present and issue citation at time and place of violation.³ Red light cameras are not allowed under any circumstances. These legal requirements severely limit the potential use and efficacy of automated enforcement in Northwest Arkansas.

Programs

Bicycle Education

Over the last decade, bicycle education has become a part of the school curriculum in Fayetteville, Springdale, Rogers, and Bentonville. These programs, provided by [Trailblazers](#), help to train the next generation of responsible road users by teaching kids the rules of the road and make bicycling accessible to kids who may not otherwise have the opportunity to ride.

Pilot and Demonstration Projects

Resolution 2016-2 authorized NWARPC to coordinate, manage, and assist with the implementation of bicycle pilot/demonstration projects in various locations to test protected bike lane concepts. Trailblazers

has partnered with NWARPC and the Walton Family Foundation on a series of pilot projects in Bella Vista, Bentonville, Rogers, Springdale, Fayetteville, and Siloam Springs. These projects tested the feasibility of design treatments focused on creating safer streets for all users.

Slow Streets

Local cities have partnered with Trailblazers on the temporary installation of [Slow Streets](#). Through temporary installations of traffic calming materials, Slow Streets create safe, family-friendly routes for people to bike and walk, sometimes for a single day or weekend and sometimes seasonally.



A temporary Slow Street installation in Rogers
(credit: Trailblazers)

Pilot Project Highlight: Siloam Springs Neighborhood Greenway Pilot Project

Trailblazers worked with the City of Siloam Springs to design and install a [Neighborhood Greenway pilot project](#) from Downtown Siloam Springs to the Dogwood Springs Walking Trail. A neighborhood greenway is a traffic calmed, slow-speed street that creates a shared space for drivers, bicyclists, and pedestrians. The project rollout included an evaluation of vehicle speeds and volumes, bicycle volumes, and crash data, as well as a post-installation survey to collect public feedback.

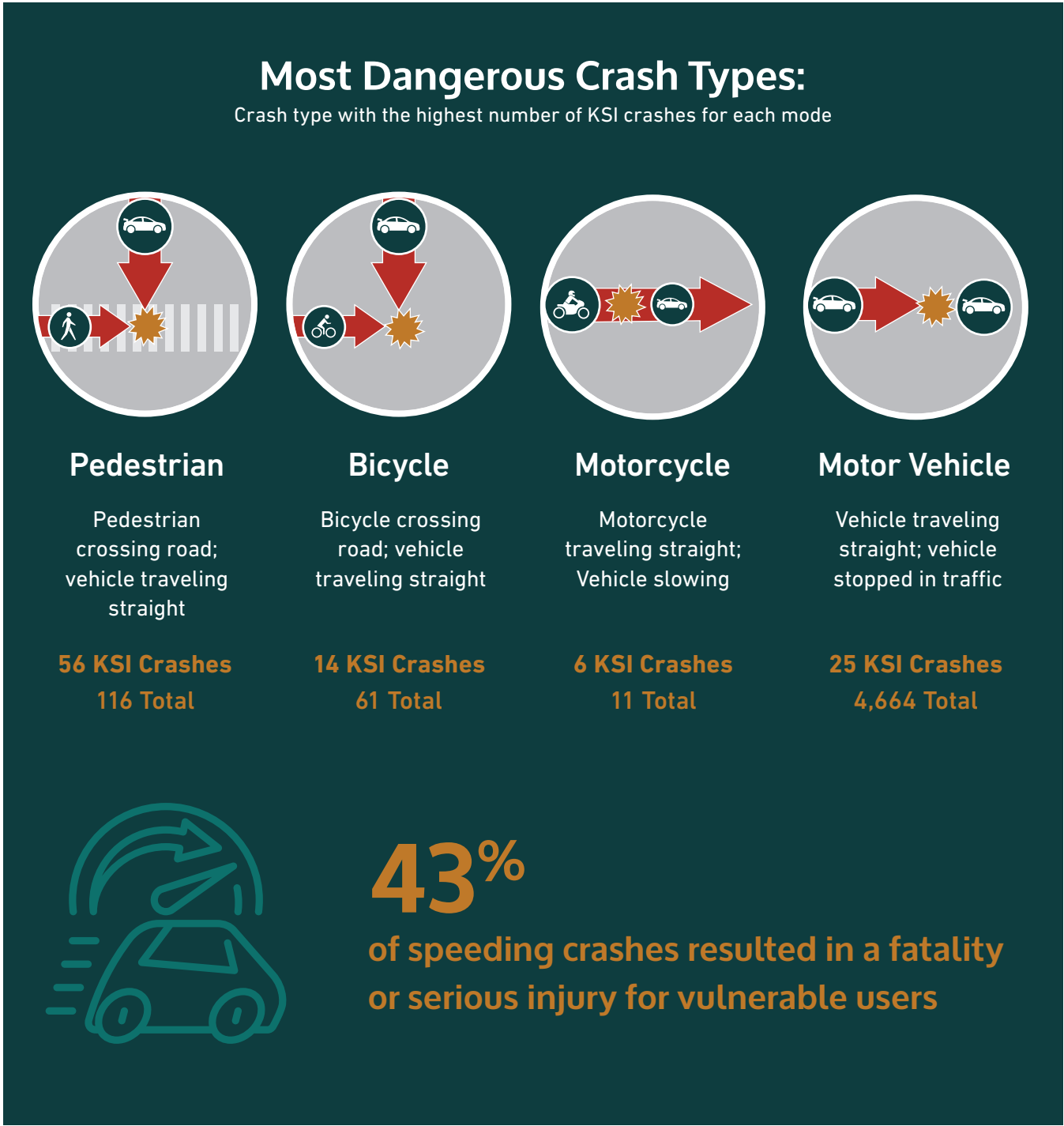


Siloam Springs Neighborhood Greenway Installation (credit: Trailblazers)

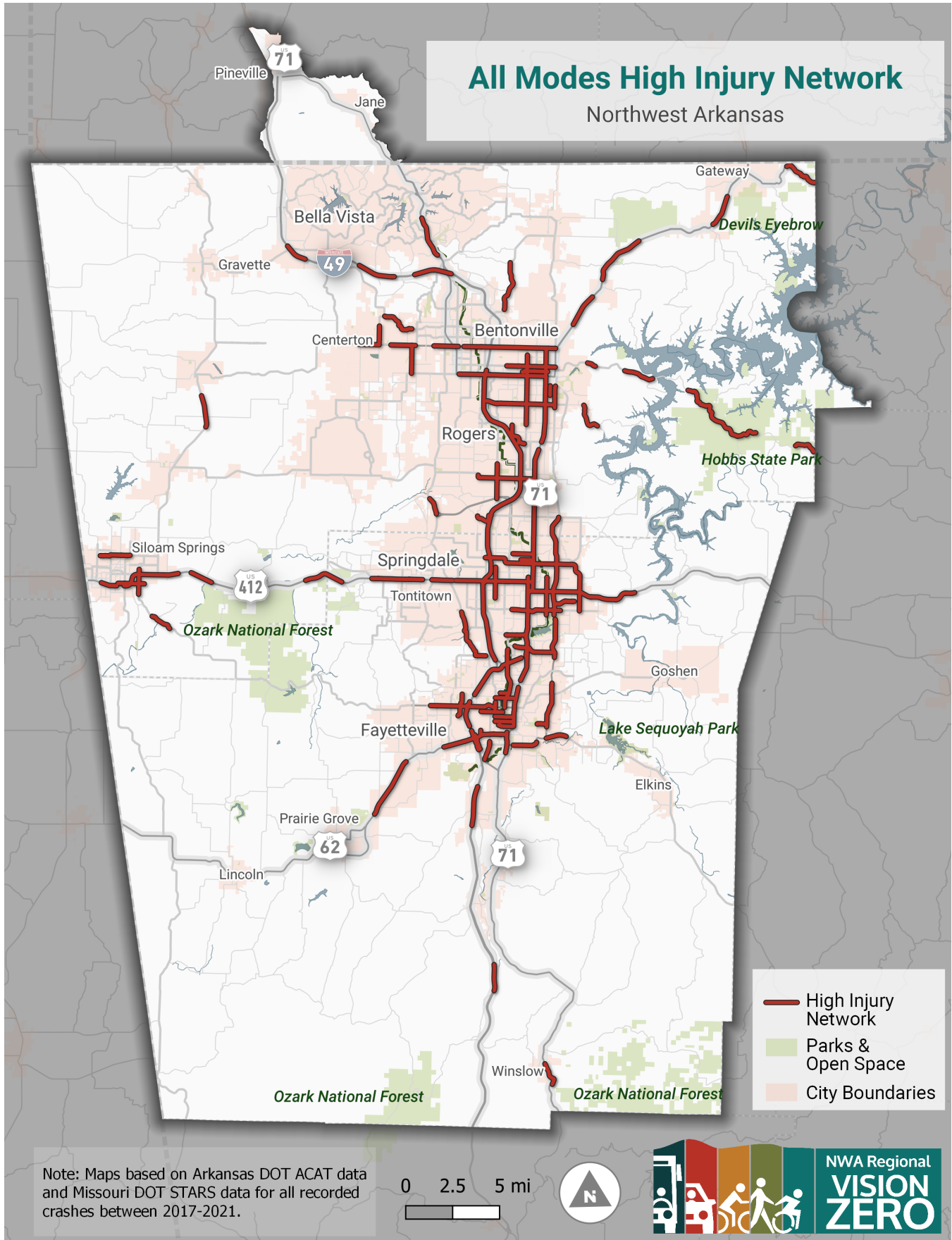
Roadway Safety Analysis

Crashes occur because of a variety and often a combination of contributing factors. These factors may include excessive speed, roadway conditions, equipment failure, inexperience, environmental conditions (e.g., weather, lighting, glare), and human behaviors, including distraction, impairment, and not complying with traffic laws. With 1,369 KSI crashes over

a five-year period, the HIN represents the most critical corridors that should be addressed in the region. Crash analysis resulted in numerous findings related to street characteristics and contexts in Northwest Arkansas. The following highlights a few of those findings along with the full HIN map for all modes.



High Injury Network



Equity

Increasing safety across the region cannot succeed without a focus on equity and identifying communities that have disproportionate traffic safety impacts. The transportation system in Northwest Arkansas must work for everyone across the region; therefore, equity is integrated throughout the NWA Vision Zero Plan. Together with the Safe System Approach, recommended actions can address safety for people that have experienced a historical disadvantage, persistent poverty, and/or social vulnerability.

To create a broad characterization of communities that have sociodemographic vulnerabilities and to define the populations, this Plan used criteria for Areas of Persistent Poverty, Historically Disadvantaged Communities as identified by the USDOT, and the Social Vulnerability Index (SVI) as defined by the Centers for Disease Control and Prevention (CDC) and Agency for Toxic Substances and Disease Registry (ATSDR).

Historically Disadvantaged Communities⁴ refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life.

- Transportation access disadvantage - communities and places that spend more, and take longer, to get where they need to go.
- Health disadvantage - communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures.
- Environmental disadvantage - communities with disproportionately high levels of certain air pollutants and high potential presence of lead-based paint in housing units.
- Economic disadvantage - areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality.
- Resilience disadvantage - communities vulnerable to hazards caused by climate change.
- Equity disadvantage - communities with a high percentile of persons (age 5+) who speak English “less than well.”

Area of Persistent Poverty⁵ is defined by the USDOT as any County or Census Tract that has consistently had greater than or equal to 20 percent of the population living in poverty over a defined period.

Equity Defined

Equity is a pluralistic concept that centers on the concept of fairness and justice. Any equitable effort should consider and address historical marginalization, disenfranchisement, and disinvestment. The equity analysis for the NWA Vision Zero Plan examined the disproportionate impacts and disparate outcomes for those who have been harmed.

Social Vulnerability⁶ refers to the potential negative effects on communities caused by external stresses on human health. Factors include:

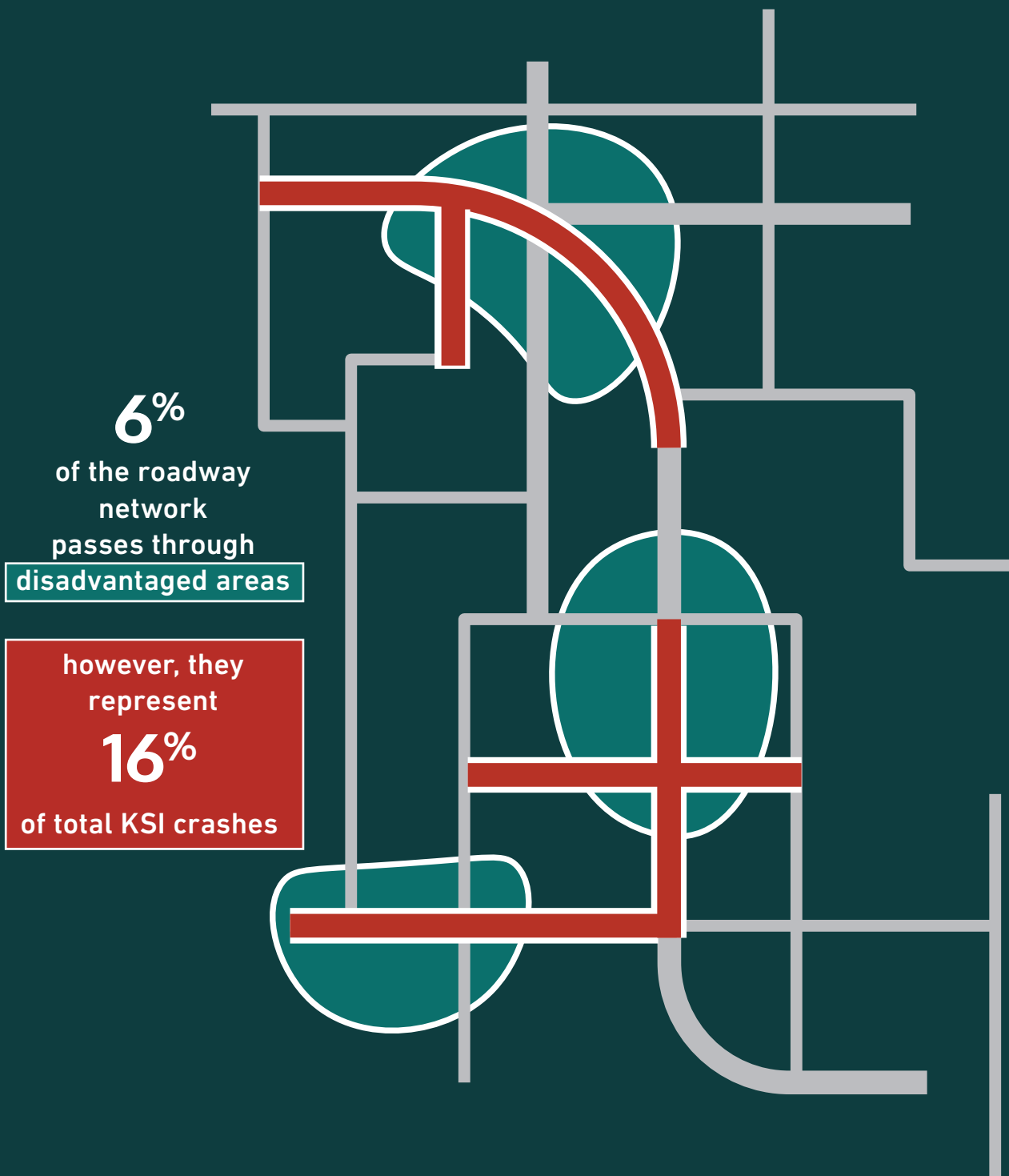
- Socioeconomic status (below 150% poverty, unemployed, housing cost burden, no high school diploma, no health insurance)
- Household characteristics (aged 65 or older, aged 17 or younger, civilian with a disability, single-parent households, English language proficiency)
- Racial and ethnic minority status (Hispanic or Latino (of any race); Black and African American, Not Hispanic or Latino; American Indian and Alaska Native, Not Hispanic or Latino; Asian, Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander, Not Hispanic or Latino; Two or More Races, Not Hispanic or Latino; Other Races, Not Hispanic or Latino)
- Housing type & transportation (multi-unit structures, mobile homes, crowding, no vehicle, group quarters)

The NWA Vision Zero Plan identified and prioritized investments in communities that have experienced varying degrees of disadvantage. Additionally, recommended actions have been intentionally developed to ensure policing and other enforcement efforts do not create or perpetuate disparities and unintended consequences in communities of color or areas of persistent poverty.

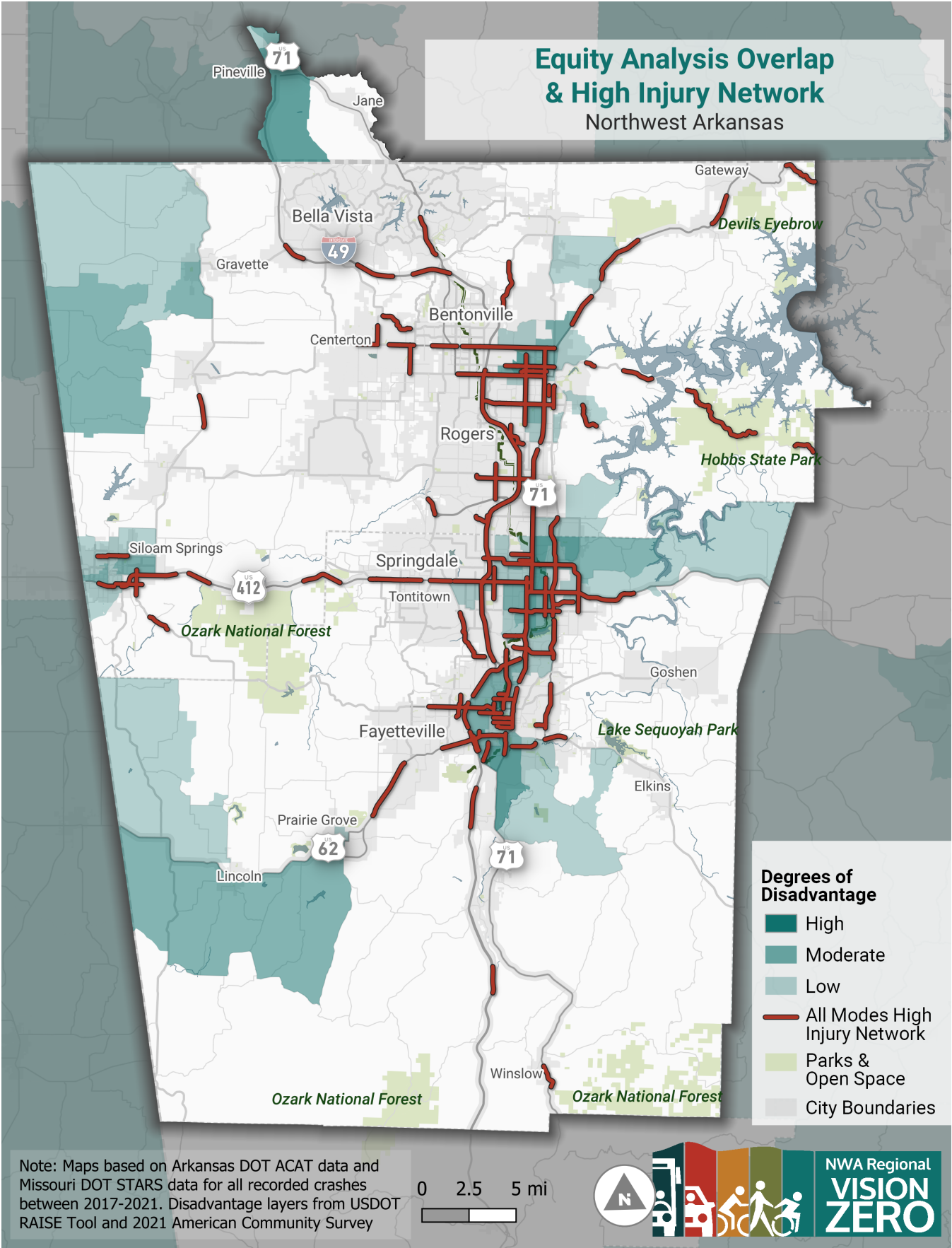


Bentonville, AR

Vulnerable roadway users that live in disadvantaged areas are overrepresented in fatal and serious injury crashes.



Equity Analysis Overlap and HIN



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Rogers, AR

3

Community Outreach

3. Community Outreach

The NWA Vision Zero Plan employed a wide range of digital and in-person engagement tools to inform the community and solicit feedback on roadway safety. Communicating the importance of roadway safety during the development of this Plan was an important step in long-lasting efforts to engage and empower people in the region to make changes that save lives. Five key elements were foundational for engagement:

1. **Listen First:** Events and outreach were structured so people could have multiple opportunities and options to share their experiences, interests, and concerns related to safety.
2. **Provide an Open and Transparent Process:** Engagement was accessible to as many members of the community as possible.
3. **Educate on Positive Traffic Safety Culture:** Each engagement event incorporated education components about the personal and community benefits of safety.
4. **Give Proper Notice:** Engagement provided community members sufficient advanced notice for in-person events as well as online feedback opportunities, allowing them to plan and prioritize their participation.
5. **Prioritize Equity:** Activities ensured that minority and low-income populations were specifically engaged and heard and materials were provided in English and Spanish.



Source <https://nwa.pressreader.com/article/281878712709691>

Promotion and Media Coverage

Promotion for the Plan relied on digital/social media, word of mouth, and traditional print media. The Northwest Arkansas Democrat-Gazette for the May 8, 2023 Issue highlighted the Safety Demonstration Site Walk in Fayetteville that took a group of municipal staff, local advocates, and elected officials from across the region on a tour near the intersection of M.L.K. Jr. Boulevard and S. School Avenue (US Business 71) to discuss and see different implemented solutions for safety along with street characteristics that should still be addressed.

Listening Sessions

Scheduled listening sessions with municipal staff provided understanding and background for the state of safety within the region along with past efforts that have increased safety. Each listening session included conversation related to:

- Traffic safety culture,

- Process for project implementation,
- Effective tools already being used,
- Challenges to increasing safety,
- Specific locations where changes should be made, and
- Concerns about staff capacity and/or resources available.

Listening sessions revealed that while ongoing efforts are being made at the local level, there is still a lot of work left to do. Major arterials moving through communities present some of the biggest threats. Simultaneously, there is a need for policies and programs to target speed, eliminate distracted driving, and prioritize people walking and bicycling to achieve a safer system as a whole.

Public Interaction

In-person activities are showcased in Table 3. They included a mix of pop-ups at various events and safety demonstration site walks around the region.

Table 3: In-Person Engagement Events

Event Name	Date	Community
Bentonville Moves	4/27/2023	Bentonville
Springdale EV Meeting NWARPC	4/28/2023	Springdale
Beaver Watershed LID Smart Growth	4/27/2023	Springdale
Bentonville Safety Project Demo	5/2/2023	Bentonville
Fayetteville Safety Demonstration Project	5/3/2023	Fayetteville
Safe Streets for All Working Group Meeting 3	5/4/2023	Springdale
Bentonville First Friday	5/5/2023	Bentonville
Lower Ramble	5/5/2023	Fayetteville
First Friday	5/5/2023	Huntsville
Rogers Concert Series	5/5/2023	Rogers
Square 2 Square Ride (Bentonville End)	5/6/2023	Bentonville
Bentonville Farmers Market	5/6/2023	Bentonville
Coler Noon to Moon	5/6/2023	Bentonville
Rogers Concert Series	5/6/2023	Rogers
Rogers Farmers Market	5/6/2023	Rogers
Square 2 Square Ride (Springdale Halfway Halt)	5/6/2023	Springdale
Farmers Market Springdale	5/6/2023	Springdale

Safety Demonstration Site Walks

Two Safety Project Demonstration Site Walks were held, one in Bentonville and one in Fayetteville, that gave residents, municipal staff, and advocates from around the region the opportunity to walk and talk about local municipality infrastructure problems and solutions. Approximately 40 people attended the two Safety Demonstrations. Bentonville's Safety Demonstration focused on touring the quick build, parking protected, two-way separated bike lane on SW 8th Street, while the Fayetteville Safety Demonstration focused on examining different pedestrian and bicycle constraints: large state-owned arterials and intersections and a few successful pedestrian crossings for the Razorback Greenway. The demonstrations also allowed advocates and residents to discuss problems they experience and witness along each route.



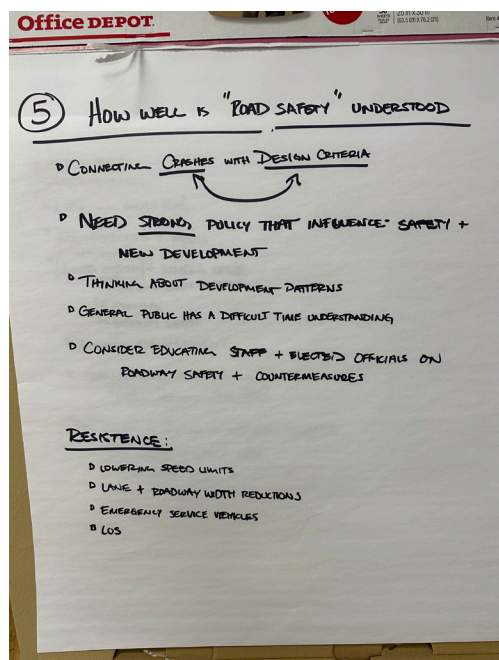
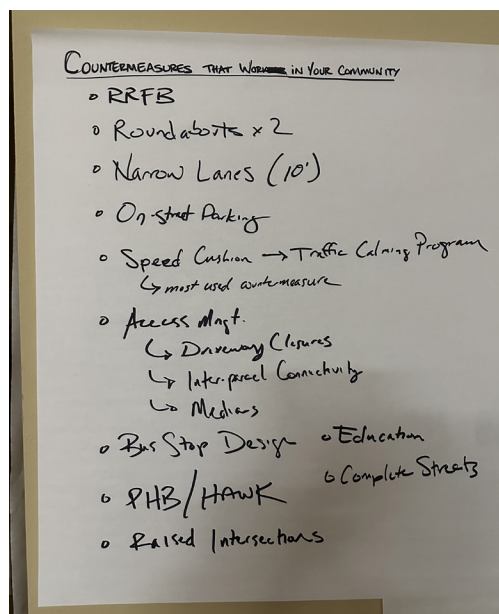
Pop-Up Booths

A go-to approach to engagement led to multiple events with pop-up booths for the NWA Vision Zero Plan throughout the region. The pop-ups included posters showcasing the number of fatalities and serious injury crashes in the region and business cards with QR codes for the public survey. Pop-up booth locations included the Square 2 Square Halfway Halt, Bentonville First Friday, Huntsville First Friday, Rogers Concert Series, Rogers Farmers Market, and the Farmers Market in Springdale. Square 2 Square is a biannual bike ride along the Razorback Regional Greenway for 30 miles between Fayetteville and Bentonville with nearly 2,000 riders, both local and regional, attending. Two events, the Rogers Concert Series and the Springdale Cinco de Mayo Farmers Market, had large Latino and Hispanic attendance which gave the opportunity to engage Spanish speaking residents.



Regional Safety Working Group

The regional safety working group met four times over the course of the NWA Vision Zero Plan development. It consisted of municipal staff, elected officials, regional advocates, and more. A key role of the working group was to discuss safety in the region, to guide recommended actions for policies, programs, and projects. Using the Safe System Approach foundation, the regional working group helped shape the NWA Vision Zero Plan and customize the recommendations that will reduce serious injury and fatal crashes in the region.



Safety Webinar Series

Educating decision-makers and the general public about safety in the region and specifically the Safe System Approach was an important role of engagement for the NWA Vision Zero Plan. Safety Webinars were developed to serve as a lasting resource to explain how addressing safety should emphasize the characteristics of the roadways that are leading to the lives being lost and that a Safe System Approach should be both reactive—implementing solutions along the High Injury Network—and proactive—deploying safety countermeasures to reduce risk. The Safety Webinar Series was recorded and posted to the project website to allow for on-demand listening.



Safety Vocabulary

- **Crashes** not accidents
- **KSI** – Killed or Serious Injury Crashes
- **Proven Safety Countermeasure** – an action designed to reduce the frequency and/or the severity of crashes
- **Systemic Safety** – applying changes to a system based on risk and not just crash history

TOOLE DESIGN

Road Diet/Roadway Reconfiguration

	PROACTIVE	REACTIVE		
	Safety Focus Area Pedestrian/Bicycle Speed Management	Crash Type Disturbance Mid-block Multiple Threat/Trapped Bicycle Night Hook Vehicle Swerving Bicycle	Expected Crash Reduction 19-47% of all crashes	Relative Cost \$

TOOLE DESIGN

*Speed Management benefits by eliminating speed differentials
** With the addition of separated bike lanes

Public Feedback

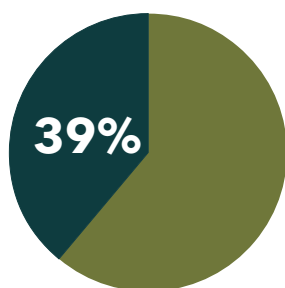
Digital engagement tools included an online survey and map. Participants that provided feedback on the interactive map were asked to identify the following:

- Locations where they feel unsafe
- Locations where they feel safe
- Places where a roadway improvement could be made

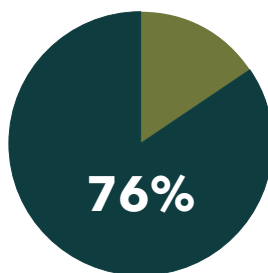
Most people who commented live in the eastern part of the region, yet most of the points are shown in the larger, more dense areas of Fayetteville and Bentonville. Overall, 316 people responded to the survey, placing over 600 points on the interactive map.

When asked what the major issues are affecting your safety on the roadways in Northwest Arkansas, community members responded that distracted driving, lack of sidewalks and/or continuous sidewalks, and people driving too fast were the top three major issues.

When asked how you typically get around Northwest Arkansas, most respondents drove, walked, or rode their bike. When asked how often they bike or walk, 39% walked or biked daily and 76% walked or biked at least once a week.



Walk or bike daily

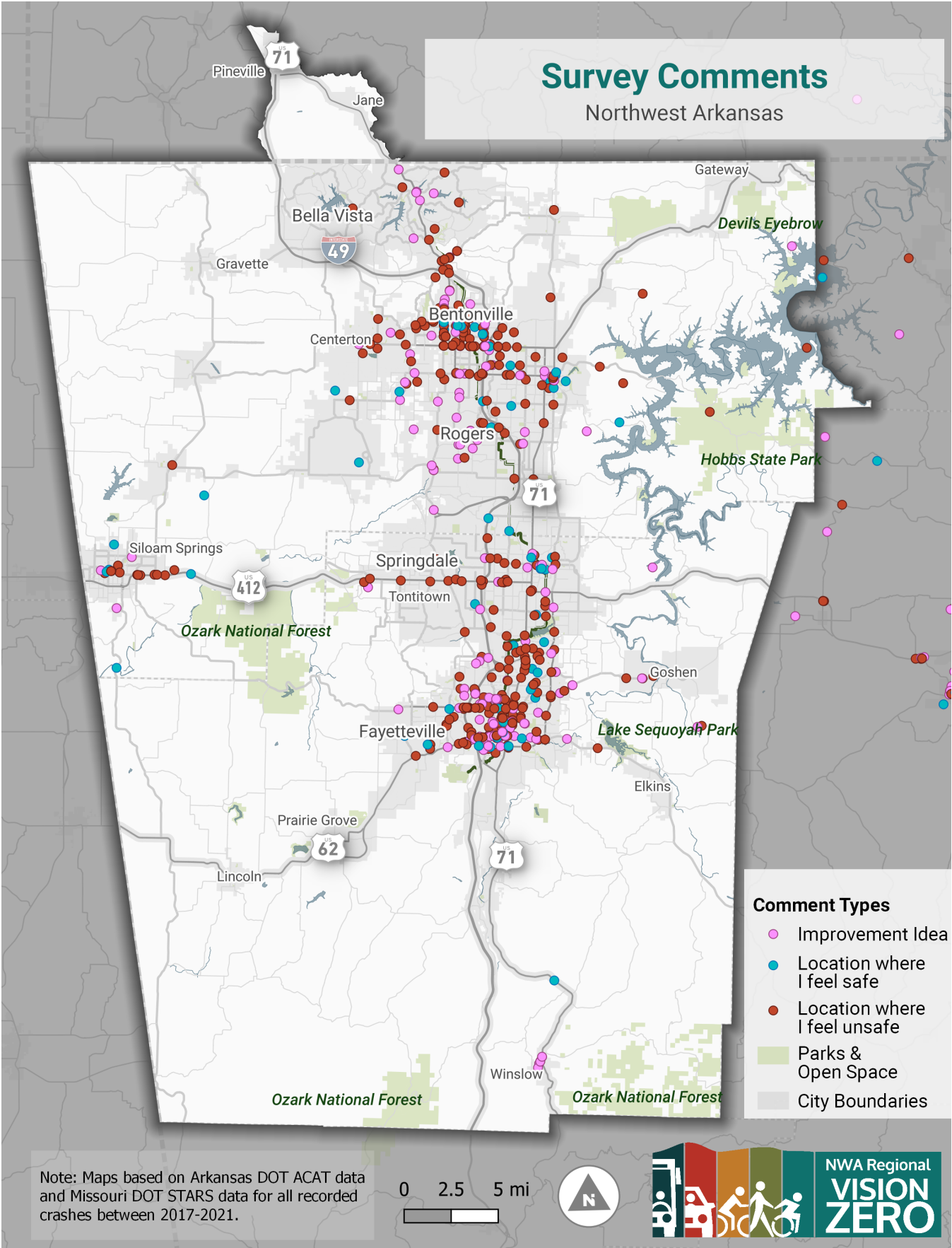


Walk or bike at least once a week

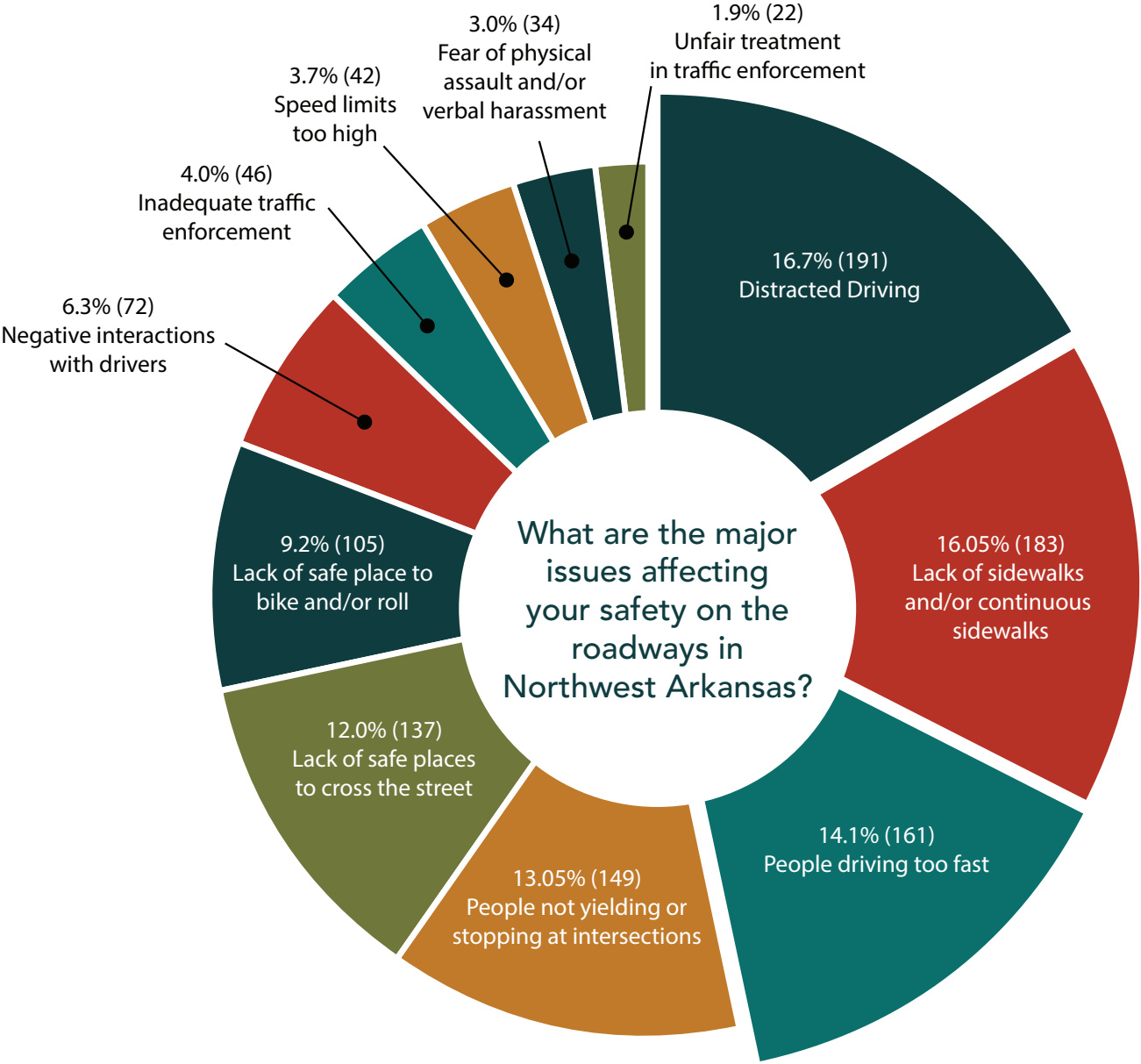
How do you typically get around NWA?



Interactive Map Comments

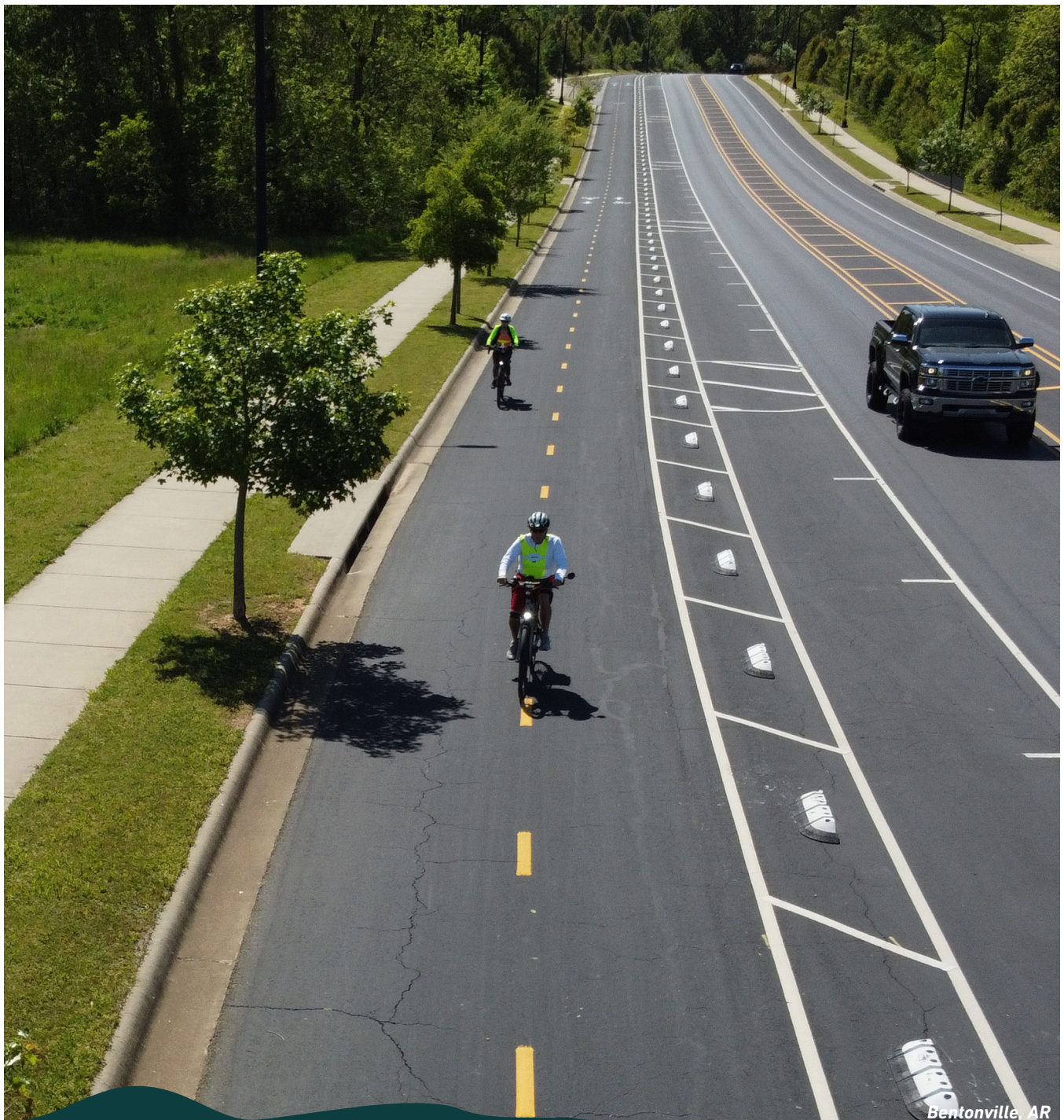


Public Survey Results





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Bentonville, AR

4

Goals and Actions

4. Goals and Actions

Goals

The mission of Vision Zero—to Save Lives—requires changing how we design and operate our transportation system. The Safe System Approach is the foundation for this change that prioritizes human life above everything else. Through this Plan's analysis, a High Injury Network has been established based on severity of crashes, roadway characteristics, individual behaviors, and unsafe speeds which highlights corridors where fatal and serious crashes are overrepresented on the regional roadway network.

This Plan establishes four goals for addressing roadway safety and implementing Vision Zero in Northwest Arkansas:



1. Promote a culture that prioritizes people's safety



2. Reduce conflicts between roadway users



3. Establish policies, practices, and programs that focus on safety at all levels



4. Slow vehicle speeds



Actions

Achieving goals is not always quick or easy. Effective implementation comes from coordinating various agencies and people to take action focused on safety. The staff of agencies and their partners must have clear tasks. Institutions must have proper incentives and authority to implement their mission.

Each goal is supported by actions that are assigned lead agencies and timeframes. By breaking overarching goals into specific actions this Plan builds a comprehensive set of efforts that together will implement Vision Zero and save lives. All actions consider and support the five Safe System Elements.



What you'll see here...

- A.** Action items - Each is a discrete, specific effort that can be advanced by a Vision Zero partner.
 - B.** Asterisk (*) - Items followed by an astrisk represent systemic safety countermeasus that can be installed on the HIN or proactively jurisdiction-wide where similar conditions exist for crashes to potentially occur. Learn more about these actions on page 51.
 - C.** Timeframe - Action items are assigned general timeframes to help action leaders prioritize their efforts. Although the timeframes note a number of years, these timeframes align with the level of effort for completing these actions.
- Timeframes include:
 - a. Immediate: 0-2 years;
 - b. Short: 2-5 years; or
 - c. Medium-Long: 5-10 years.
 - D.** Cost - There is an anticipated annual cost level listed with each step based on the following ranges:
 - a. \$ - low (less than \$100k)
 - b. \$\$ - medium (between \$100k-\$500k)
 - c. \$\$\$ - high (\$500k and above)
 - E.** Action Leader and Supporting Partners - Each action item is led by an action leader and supported by various agency partners.

	(A) Action	(B) Timeframe	(C) Cost	(D) Action Leader	(E) Supporting Partners
1-3	Create guidance for micro sidewalk gap program	Immediate	\$	Member Agency, NWARPC	
1-11	Conduct roadway safety audits after every KSI crash	Short	\$ - \$\$	Member Agency	
1-18	Install lighting on arterial roadways, starting with the HIN *	Medium-Long	\$\$\$	ARDOT, MODOT, Member Agency	NWARPC

The Actions that follow are understood to be general recommendations. For some Actions, implementation would only occur when and where appropriate based on further analysis, engineering design, and environmental assessment. Other Actions may require policy changes in alignment with other agency goals. Due to staffing, financial, and other constraints, each agency will need to consider how to prioritize implementation of these Actions in support of Vision Zero.





Ongoing communication along with projects that put safety first are critical to culture change. Culture is more than messaging; it is a set of behaviors and a way of life that values the safety of fellow roadway users by every person during every trip.

Fayetteville, AR

	Action	Timeframe	Cost	Action Leader	Supporting Partners
1-1	Work with media partners to report traffic crashes more accurately, to avoid victim blaming, and report crashes in the context of Vision Zero	Immediate	\$	NWARPC	Member Agency
1-2	Enhance training for law enforcement and emergency service personnel responsible for crash reporting to address the unique attributes required to accurately report crash circumstances involving people walking and bicycling	Immediate	\$ - \$\$	NWARPC	Member Agency
1-3	Create guidance for micro sidewalk gap program	Immediate	\$	Member Agency, NWARPC	
1-4	Consider hiring Vision Zero staff dedicated to safety projects and programs across departments	Immediate	\$ - \$\$	Member Agency	NWARPC
1-5	Develop branded Vision Zero signage to be deployed with Vision Zero infrastructure projects during construction	Immediate	\$	Member Agency	NWARPC
1-6	Promote using transit to reduce vehicle trips	Immediate	\$	Member Agency, NWARPC	
1-7	Partner with youth organizations to create peer-to-peer anti-distraction messaging campaigns	Short	\$	Member Agency	
1-8	Promote Transportation Demand Management (TDM) and street design policies that reduce Vehicle Miles Traveled (VMT) and automobile dependence	Short	\$ - \$\$	NWARPC	Member Agency
1-9	Promote Street Networks and Land Use Patterns that Reduce Trip Distances and Automobile Dependence	Short	\$	Member Agency	NWARPC
1-10	Develop a Region-Wide Safety Campaign to Share Information with the Community about Traffic Safety for All Modes	Short	\$ - \$\$	NWARPC	Member Agency
1-11	Conduct roadway safety audits after every KSI crash	Short	\$ - \$\$	Member Agency	

	Action	Timeframe	Cost	Action Leader	Supporting Partners
1-12	Conduct analysis of inequities within native populations	Short	\$	NWARPC	
1-13	Prioritize Vision Zero investments in areas with high social vulnerability	Medium-Long	\$\$ - \$\$\$	Member Agency	NWARPC
1-14	Pursue a sustainable funding source for transit to increase frequency, reduce travel time, and expand service area	Medium-Long	\$\$ - \$\$\$	Transit Agency	Member Agency
1-15	Support DUI/DWI court programs that focus on education and treatment over punishment	Medium-Long	\$	Member Agency	
1-16	Encourage large employers of truckers to put speed governors on trucks	Medium-Long	\$	NWARPC	
1-17	Install pedestrian-scale lighting along the HIN, especially at trail crossings *	Medium-Long	\$\$ - \$\$\$	Member Agency	
1-18	Install lighting on arterial roadways, starting with the HIN *	Medium-Long	\$\$\$	ARDOT, MODOT, Member Agency	NWARPC
1-19	Conduct ongoing safety campaigns and events with the community - community safety advisory team (religious leaders, community centers, rec centers)	Medium-Long	\$ - \$\$	NWARPC	Member Agency
1-20	Analyze growth areas adjacent to HIN for future planned development	Medium-Long	\$	NWARPC	Member Agency
1-21	Conduct economic and equity analysis	Medium-Long	\$	NWARPC	





Anticipating human error means providing more space and/or time between users to minimize crash severity if and when it happens. Reducing conflicts is rooted in designing streets that consider how different users move in time and space and using effective strategies and best practices to increase safety.

Bentonville, AR

	Action	Timeframe	Cost	Action Leader	Supporting Partners
2-1	Implement no right turn on red on the HIN or high-volume pedestrian routes*	Short	\$	ARDOT, Member Agency	
2-2	Implement pedestrian friendly cycle lengths, maximum 3' per second of walking speed*	Short	\$ - \$\$	ARDOT, Member Agency	
2-3	Standardize crosswalk design standards including ladder spacing and widths*	Short	\$	NWARPC, ARDOT	Member Agency
2-4	Review crosswalk spacings and distance of crossings (include pedestrian refuge islands)*	Short	\$	ARDOT, Member Agency	
2-5	Implement a sidewalk gap program to fill short segments outside of development process	Short	\$\$	ARDOT, Member Agency	
2-6	Identify walking zones for schools, recreation centers, and other community identified priorities for connectivity	Short	\$	ARDOT, Member Agency	School Board
2-7	Assess and install bicycle and pedestrian projects to increase separation*	Short	\$\$\$	Member Agency	NWARPC, ARDOT
2-8	Install median refuge and pedestrian crossing signals (RRFB or PHB) for mid-block crossings, starting with transit stops on the HIN*	Short	\$\$\$	Member Agency, ARDOT	
2-9	Reduce distances between crossings along arterials with long distances between signalized intersections*	Medium-Long	\$\$ - \$\$\$	ARDOT	NWARPC, Member Agency
2-10	Implement road diets along the HIN where applicable*	Medium-Long	\$\$\$	Member Agency	ARDOT
2-11	Close gaps in bicycle and pedestrian networks	Medium-Long	\$\$ - \$\$\$	Member Agency	
2-12	Close slip lanes where applicable, starting with the HIN*	Medium-Long	\$ - \$\$\$	Member Agency	
2-13	Implement leading pedestrian intervals at signalized intersections, specifically on applicable HIN corridors*	Medium-Long	\$ - \$\$	ARDOT, Member Agency	

	Action	Timeframe	Cost	Action Leader	Supporting Partners
2-14	Implement pedestrian recall on all permissive and through signal phases specifically on applicable HIN corridors*	Medium-Long	\$ - \$\$\$	ARDOT, Member Agency	
2-15	Install or retrofit countdown pedestrian signal heads*	Medium-Long	\$\$ - \$\$\$	ARDOT, Member Agency	
2-16	Consider removing permissive left turns during active pedestrian signal phase*	Medium-Long	\$\$	ARDOT, Member Agency	
2-17	Install sidepath or separated/raised/protected facilities for bicycle routes on roadways with speeds above 35 mph in accordance with FHWA Bikeway Selection Guide*	Medium-Long	\$\$\$	ARDOT, Member Agency	
2-18	Install edge and center line treatment with bicycle-friendly rumble strips on roadways with marked shoulders*	Medium-Long	\$\$ - \$\$\$	ARDOT, MODOT, Member Agency	
2-19	Design and install overpass or tunnel for trail crossings of roadways with vehicle speeds of 45 mph or greater in Urban/Suburban contexts and 55 mph+ in Rural contexts*	Medium-Long	\$\$\$	ARDOT, Member Agency	
2-20	Daylight intersections (removing obstacles that impair sight lines) in town centers and in high-volume pedestrian areas*	Medium-Long	\$	ARDOT, Member Agency	
2-21	Convert front-in angle parking to back-in angle or parallel parking in downtown areas*	Medium-Long	\$\$	Member Agency	
2-22	Provide buffers to sidewalks and sidepaths (paint, greenspace, trees, etc.)*	Medium-Long	\$\$ - \$\$\$	ARDOT, Member Agency	
2-23	Install backplates with retroreflective boards at all signalized intersections and use reflectors on curves and bridges, starting with the HIN*	Medium-Long	\$\$ - \$\$\$	Member Agency, ARDOT	
2-24	Deploy access management strategies to combine driveways to adjacent properties OR build medians to restrict left turns near driveways and intersections*	Medium-Long	\$\$ - \$\$\$	ARDOT, Member Agency	

A photograph of a road intersection with a semi-transparent orange box containing text. The background shows a clear blue sky, green trees, a white fence, and a road with yellow and white lane markings. A silver car is visible on the right side of the road.

3

**Establish policies,
practices, and
programs that focus on
safety at all levels**



Bentonville, AR



Accomplishing zero fatal and serious injury crashes requires changes at every level. Policy sets the stage for daily decisions to change and can influence practices, programs, and mindsets that are essential for the Safe System Approach to be effective.

	Action	Timeframe	Cost	Action Leader	Supporting Partners
3-1	Adopt Complete Streets policies	Immediate	\$	NWARPC, Member Agency, ARDOT	
3-2	Establish equitable zero tolerance policies and incentive programs to reduce and eliminate speeding	Immediate	\$	Member Agency, Police Department	
3-3	Establish program and procedures to conduct roadway safety audit after KSI crash	Immediate	\$	Member Agency	NWARPC, ARDOT, MODOT
3-4	Create regional and local roadway safety education program for practitioners, boards, and elected officials	Immediate	\$ - \$\$	NWARPC, Member Agency	
3-5	Develop a Vision Zero dashboard to track performance metrics related to KSI crashes, safety projects, completed actions, and other items that focus on the Safe Systems Approach	Immediate	\$	NWARPC	ARDOT, Member Agency
3-6	Publish annual report on crashes and other safety metrics for transparency and accountability	Immediate	\$	NWARPC, Member Agency	ARDOT, MODOT
3-7	Create policy to site transit stops closer to intersections to reduce dart and dash crashes	Immediate	\$	Member Agency, Transit Agency	NWARPC
3-8	Review and update land use policies and development standards to prioritize the safety of all road users (e.g., block size, crosswalk spacing, access management)	Immediate	\$	Member Agency	NWARPC
3-9	Consider adopting a Roundabout First Policy —the process of considering a roundabout before any other form of control at an intersection—to increase user safety and reduce conflict points	Immediate	\$	Member Agency	NWARPC
3-10	Develop a multimodal safety toolbox that identifies strategies available to address safety concerns for all modes	Short	\$	NWARPC	
3-11	Establish multidisciplinary crash response teams to evaluate and address fatal and serious injury crashes at crash locations	Short	\$	Member Agency	NWARPC, ARDOT, MODOT
3-12	Adopt specifications for incorporating safety features in new fleet vehicle purchases and retrofit existing vehicles	Short	\$	NWARPC	Member Agency

	Action	Timeframe	Cost	Action Leader	Supporting Partners
3-13	Advocate for changes to state law to expand the use of automated safety cameras	Short	\$	NWARPC	Member Agency
3-14	Conduct crash analysis by type of vehicle due to semis and large trucks with trailers on roads	Short	\$	NWARPC	ARDOT, Member Agency
3-15	Conduct analysis of crashes on curves and hills in region	Short	\$	NWARPC	ARDOT, Member Agency
3-16	Conduct analysis of crashes related to two-way left-turn lanes and access management on arterials, especially in commercial areas	Short	\$	NWARPC	ARDOT, Member Agency
3-17	Analyze crashes within new greenfield development, housing, and commercial	Short	\$	NWARPC	Member Agency
3-18	Establish policy to conduct routine walking audits to review safety needs for roadway projects during scoping phase	Short	\$	Member Agency	
3-19	Address safety through installing proven countermeasures during routine roadway maintenance	Medium-Long	\$ - \$\$\$	ARDOT, MODOT, Member Agency	
3-20	Identify and implement applicable road safety countermeasures through routine resurfacing	Medium-Long	\$\$ - \$\$\$	ARDOT, MODOT, Member Agency	
3-21	Consider policies that provide alternatives for primary access to schools on arterials or HIN for future school sites	Medium-Long	\$	School Board	Member Agency
3-22	Analyze before and after crash trends along recent roadway projects	Medium-Long	\$	NWARPC, ARDOT	
3-23	Conduct ongoing safety analyses for intersections, specifically along the HIN	Medium-Long	\$ - \$\$	NWARPC	Member Agency



4

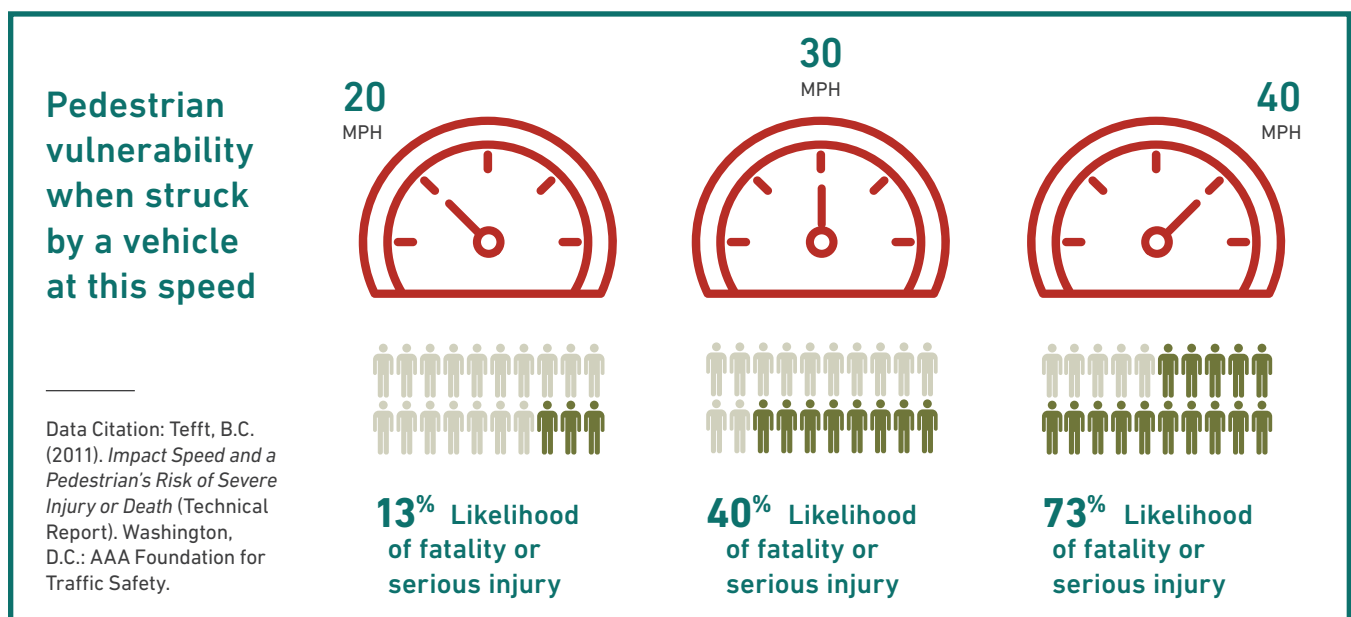
Slow Vehicle
Speeds



Excessive speed is at the heart of fatal and serious injury crashes. Getting people to drive slower will take more than just a lower speed limit. Reducing vehicle speeds will require several tools and strategies to work together for the safety of all roadway users.

Fayetteville, AR

	Action	Timeframe	Safe System Elements	Action Leader	Supporting Partners
4-1	Post nighttime speed limits *	Immediate	\$ - \$\$	Member Agency, ARDOT	
4-2	Develop guidance for equitable traffic calming policies and resources	Immediate	\$	NWARPC	Member Agency
4-3	Reduce speed limits on local streets to 20 mph *	Short	\$	Member Agency	
4-4	Conduct a special speed study in local jurisdictions for blanket speed limit reduction	Short	\$\$	NWARPC, Member Agency	
4-5	Engage state legislature to change laws related to speed limit setting	Short	\$ - \$\$	NWARPC, Member Agency	
4-6	Adjust signal timing and signage for speed limit on arterials *	Short	\$ - \$\$	Member Agency, ARDOT	
4-7	Review speed limits on the HIN	Medium-Long	\$	NWARPC	Member Agency, ARDOT
4-8	Tighten turning radii to reduce turning speeds and include truck aprons on freight routes *	Medium-Long	\$\$	Member Agency, ARDOT	



Proactive Systemic Safety Countermeasures

Systemic safety countermeasures can be installed on the HIN or proactively across the region and in member agency jurisdictions where similar conditions exist for crashes to potentially occur. Generally, systemic safety improvements increase safety of all road users. These proactive systemic safety countermeasures will likely require additional funding for implementation and perpetual maintenance for staffing and materials and/or changing a policy or standard by member agencies or the State to allow the measures to be installed for use in a more widespread manner. These systemic safety countermeasures could also be implemented

proactively or established as safety standards as part of other safety projects, such as street reconstruction or as part of new land use development projects.

The following highlights several safety countermeasures for proactive, systemic implementation in Northwest Arkansas that were listed in the previous action tables. Proactive and systemic safety countermeasures should be installed on the HIN first, as part of other street projects, in similar conditions where crashes could occur and eventually in a more widespread fashion, as budget and staff resources allow.



Install pedestrian-scale lighting along the HIN, especially at trail crossings and along arterials



Reduce distances between crossings along arterials with long distances between signalized intersections



Daylight intersections (remove obstacles that impair sight lines) in town centers and in high-volume pedestrian areas



Implement leading pedestrian intervals at signalized intersections, specifically on applicable HIN corridors



Implement no right turns on red on the HIN or high-volume pedestrian routes



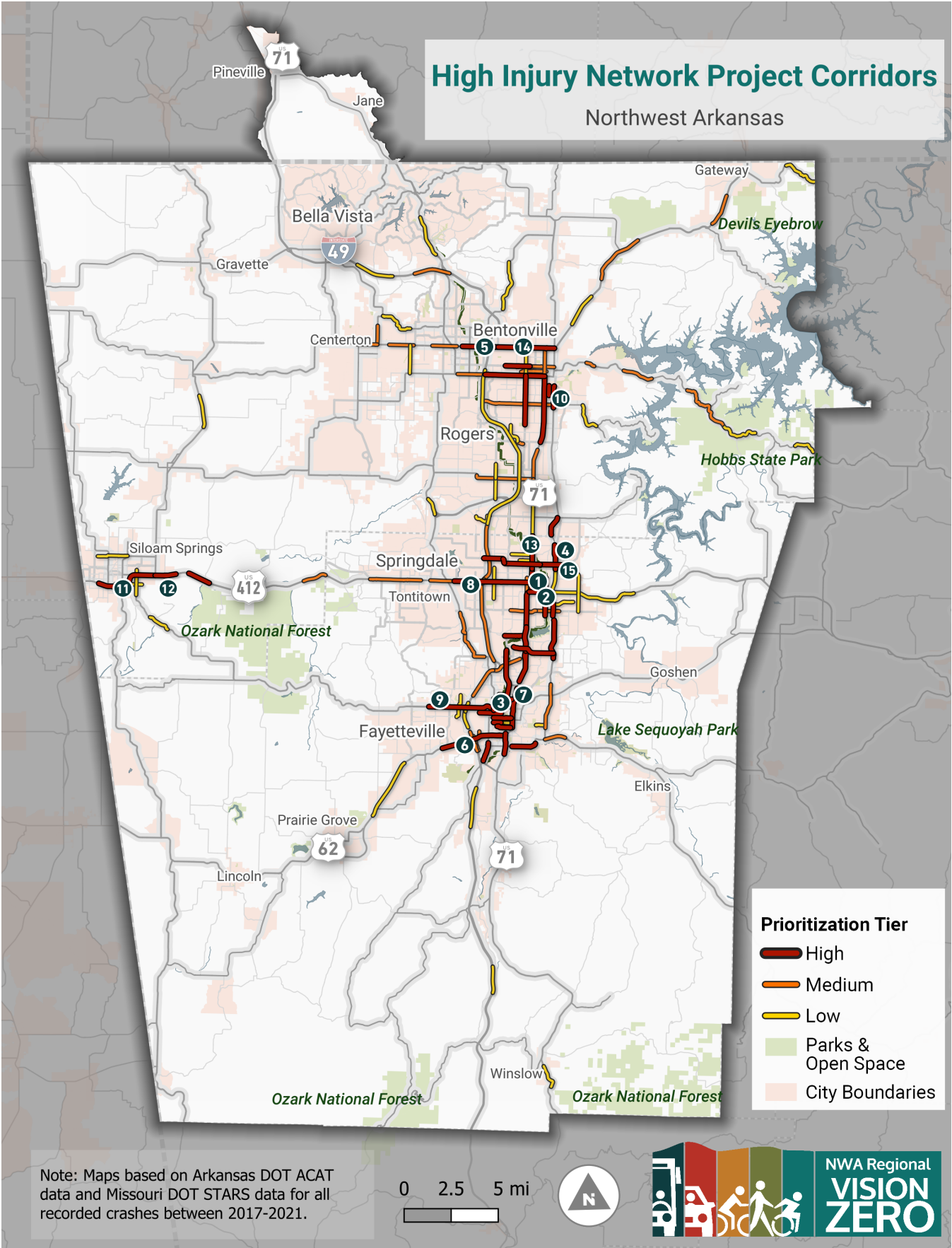
Adjust signal timing and signage for speed limit on arterials

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

High Injury Network Projects



Proven Safety Countermeasures

Addressing safety in Northwest Arkansas will require the deployment of proven safety countermeasures across the regional transportation network, starting with the HIN. Selection and design of safety countermeasures on every street project in the region should be decided through the lens of the Safe System Approach, so that if a crash occurs it will not result in a fatal or serious injury. Safety countermeasures should not be compromised or simplified during the design or

construction phases. These modifications can reduce the level of safety for all road users.

The FHWA Proven Safety Countermeasures initiative (PCSi) is a collection of specific design or operational changes to streets that have been proven nationally to improve safety. Safety countermeasures are listed below along with hyperlinks to provide a more detailed description and effectiveness of the full safety countermeasure.

Speed Management



[Appropriate Speed Limits for All Road Users](#)



[Speed Safety Cameras](#)



[Variable Speed Limits](#)

Pedestrian/Bicyclist



[Bicycle Lanes](#)



[Crosswalk Visibility Enhancements](#)



[Leading Pedestrian Interval](#)



[Medians and Pedestrian Refuge Islands](#)



[Pedestrian Hybrid Beacons](#)



[Rectangular Rapid Flashing Beacons \(RRFB\)](#)



[Road Diets \(Roadway Configuration\)](#)



[Walkways](#)

Roadway Departure



[Enhanced Delineation for Horizontal Curves](#)



[Longitudinal Rumble Strips and Stripes on Two-Lane Roads](#)



[Median Barriers](#)



[Roadside Design Improvements at Curves](#)



[Safety Edge](#)



[Wider Edge Lines](#)

Intersections



[Backplates with Retro-reflective Borders](#)



[Corridor Access Management](#)



[Dedicated Left- and Right-Turn Lanes at Intersections](#)



[Reduced Left-Turn Conflict Intersections](#)



[Roundabouts](#)



[Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections](#)



[Yellow Change Intervals](#)

Crosscutting



[Lighting](#)



[Local Road Safety Plans](#)



[Pavement Friction Management](#)



[Road Safety Audit](#)

Taking Action

The NWA Vision Zero Plan is a commitment along with an initial set of goals and actions to reach the vision of zero fatal and serious injuries on roadways across Northwest Arkansas. However, Vision Zero must be more than a document; it must be embraced, discussed, emphasized, and reinforced every day. This Plan must be a living document that unites people across agencies, departments, organizations, and the region to prioritize roadway safety.

Performance Measures

NWARPC and member agencies will need to monitor the success of individual Vision Zero actions related to each goal. Evaluation and regular reporting are essential for the data-driven approach to Vision Zero. There must be accountability to the commitment of eliminating traffic deaths and severe injuries. If certain actions are not successful, not moving fast enough, or not working for another reason, the region and member agencies should assess and modify actions as needed. However, it is critical that monitoring does not reduce or minimize the focus on the ultimate performance measure of eliminating fatal and serious injuries on all roadways in Northwest Arkansas by 2038. Actions such as the data dashboard and annual reporting can track progress and provide insight into a number of metrics, including but not limited to:

- Crashes involving bicycles and pedestrians
- Crashes resulting from unsafe speeds
- Crashes in rural versus urbanized areas
- Crashes occurring on roadways in Historically Disadvantaged Communities, Areas of Persistent Poverty, and/or Socially Vulnerable communities.

Sharing Responsibility for Vision Zero

To carry out everything presented in this Vision Zero Plan and to eliminate fatalities and serious injuries on all roadways across Northwest Arkansas by 2038, everyone—from elected officials and municipal staff to local employers and residents of all ages and abilities—will need to take action. We all have a personal responsibility to make the right choices and to communicate the importance of why roadway safety matters—making the region's efforts even more effective.





References

- 1 Population based on 2021 American Community Survey data. Most cities with fewer than 2,000 residents do not have codes and ordinances addressing road safety through street design or land use, though there are some exceptions, including Highfill, Decatur, and Greenland.
- 2 Benton County Sherriff's Office. [DWI Unit](#).
- 3 Governors Highway Safety Association. [Speed and Red Light Cameras: Arkansas](#).
- 4 Historically Disadvantaged Communities Methodology: <https://www.transportation.gov/priorities/equity/justice40/transportation-disadvantaged-census-tracts-historically-disadvantaged>
- 5 Areas of Persistent Poverty: <https://www.transportation.gov/RAISEgrants/raise-app-hdc>
- 6 Social Vulnerability: https://www.atsdr.cdc.gov/placeandhealth/svi/at-a-glance_svi.html



Acknowledgements

The creation of the NWA Vision Zero Plan would not have been possible without the dedication of numerous NWARPC staff, municipal staff from member agencies, elected officials, and community partners.

This effort was led by the NWARPC, in partnership with the Regional Working Group.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

Elizabeth Bowen

Tim Conklin

MEMBER AGENCIES

ADVOCACY ORGANIZATIONS

Trailblazers

Bentonville Moves

Bentonville Coalition

Runway Group

Walton Family Foundation

Bentonville Traffic Safety Committee

Fayetteville Traffic Safety Committee

STATEWIDE AGENCIES

ARDOT

MODOT

PROJECT CONSULTANT

Toole Design Group



Safety Action Plan



CITY COUNCIL MEMO

2023-823

MEETING OF JULY 6, 2023

TO: Mayor Jordan and City Council

THRU:

FROM: Mike Reynolds, Police Chief

DATE:

SUBJECT: Recognize Donations to Fayetteville Police Department for Youth Citizen's Police Academy

RECOMMENDATION:

Staff recommends approval of a budget adjustment in the amount of \$4,750 for the acceptance of various donations by the Fayetteville Police Department.

BACKGROUND:

Periodically, businesses, organizations and/or citizens will make monetary donations to the Police Department for various equipment items, programs, awards, etc.

DISCUSSION:

The Police Department has received donations totaling \$4,750 in support of the Youth Citizen's Police Academy. Collier Drug Stores donated \$1,250, Signature Bank donated \$1,000 and the Fayetteville Fraternal Order of Police (FOP) Foundation donated \$2,500. All donations were deposited into the City's General Fund and are tracked through the City's Project Accounting System. All purchases utilizing these funds must follow the City of Fayetteville Purchasing Policies.

BUDGET/STAFF IMPACT:

The budget impact will consist of an increase in expense budgets equal to the Police Department Donations received. There is no impact on staffing related to this agenda item.

ATTACHMENTS: SRF, 2023-823 BA Police Donations, project transactions, Item A.4 Approvals Signatures

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

City of Fayetteville Staff Review Form

2023-0823

Item ID

7/6/2023

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Mike Reynolds

6/1/2023

POLICE (200)

Submitted By

Submitted Date

Division / Department

Action Recommendation:

Staff recommends approval of a budget adjustment in the amount of \$4,750 for the acceptance of various donations received by the Fayetteville Police Department for the Youth Citizen's Police Academy (YCPA).

Budget Impact:

1010.200.2920-4809.00

General

Account Number

Fund

33044.1

Police Donations

Project Number

Project Title

Budgeted Item? No

Total Amended Budget

\$ -

Expenses (Actual+Encum)

\$ -

Available Budget

\$ -

Does item have a direct cost? No

Item Cost

\$ -

Is a Budget Adjustment attached? Yes

Budget Adjustment

\$ 4,750.00

Remaining Budget

\$ 4,750.00

V20221130

Purchase Order Number: _____

Previous Ordinance or Resolution # _____

Change Order Number: _____

Approval Date: _____

Original Contract Number: _____

Comments:

Budget Year	Division	Adjustment Number
2023	POLICE (200)	
	Requestor: T Tannehill	

Recognize and establish revenue and expense budgets for donations received by the Police Department for the Youth Citizen's Police Academy.

	COUNCIL DATE:	7/6/2023
	ITEM ID#:	2023-823
	Holly Black	
	6/5/2023 3:10 PM	
	Budget Division	Date
	TYPE:	D - (City Council)
	JOURNAL #:	
	GLDATE:	
	CHKD/POSTED:	/
RESOLUTION/ORDINANCE		

[illegible]



CITY OF
FAYETTEVILLE
ARKANSAS

Project Transaction Report

G/L Date Range 02/01/23 - 05/31/23

Include Sub Ledger Detail

Sorted By Project - G/L Account - Date

G/L Date	Journal	Journal Type	Sub Ledger Description	Source/Reference	Revenue	Debit Amount	Credit Amount	Actual Balance	Net Change
33044.1 - Police Department Donations, Police Department Donations									
1010.200.2920-4809.00 - Donations Donations									
03/01/2023	2023-00001726	JE	RA DS	Collections Cash - UFS - Business Office	Yes		1,250.00	(1,250.00)	
				33044.1 - Police Department Donations, Police Department Donations					
	Receipt Batch	Receipt Description		Received From					
2023-00074797	2023-03000968	YCPA DONATION		COLLIER DRUG STORE					
				Payment Date					
				03/01/2023					
				Amount					
				1,250.00					
				Dist. Amount					
				(1,250.00)					
				Total					
				\$1,250.00					
				(\$1,250.00)					
03/28/2023	2023-00002612	JE	RA TAL	Collections Cash - UFS - Business Office	Yes		1,000.00	(2,250.00)	
				33044.1 - Police Department Donations, Police Department Donations					
	Receipt Batch	Receipt Description		Received From					
2023-00109430	2023-03001433	YCPA Donation		Signature Bank of Arkansas-FPD					
				Payment Date					
				03/28/2023					
				Amount					
				1,000.00					
				Dist. Amount					
				(1,000.00)					
				Total					
				\$1,000.00					
				(\$1,000.00)					
04/06/2023	2023-00002913	JE	RA DS	Collections Cash - UFS - Business Office	Yes		2,500.00	(4,750.00)	
				33044.1 - Police Department Donations, Police Department Donations					
	Receipt Batch	Receipt Description		Received From					
2023-00121212	2023-04001597	YCPA DONATION		FAY FOP FOUNDATION					
				Payment Date					
				04/06/2023					
				Amount					
				2,500.00					
				Dist. Amount					
				(2,500.00)					
				Total					
				\$2,500.00					
				(\$2,500.00)					
				1010.200.2920-4809.00 Total					
				\$0.00					
				33044.1 Total					
				\$0.00					
				Grand Totals					
				\$0.00					
				\$4,750.00					

A.4 FPD Donations for YCPA (Budget Adjustment)

Item Approvals

Name:

Signature:

Date:

Tonyia Tannehill

Approved on Civic clerk

06/01/23

Mike Reynolds

Approved on Civic clerk

06/05/23

Holly Black

Approved on Civic clerk

06/05/23

Les McGaugh

Approved on Civic clerk

06/05/23

~~Jodi Barker~~

Blake Pennington



6/14/2023

Paul Becker

Paul A. Becker

6/14/2023

Susan Norton

Susan Norton

6/14/2023

Lionel Jordan





MEETING OF JULY 6, 2023

TO: Mayor Jordan and City Council

THRU: Susan Norton, Chief of Staff
Jonathan Curth, Development Services Director

FROM: Jessica Masters, Development Review Manager

DATE:

SUBJECT: **RZN-2023-0014: Rezoning (SE OF DEAD HORSE MOUNTAIN ROAD AND E. GOFF FARM ROAD/RIVERWOOD HOMES, 606, 607, 645, 646): Submitted by HALL ESTILL LAW FIRM for property located at SE OF DEAD HORSE MOUNTAIN ROAD AND E. GOFF FARM ROAD in WARD 1. The property is split zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE, and R-A, RESIDENTIAL AGRICULTURAL and contains approximately 205.2 acres. The request is to rezone a portion of the property to NC, NEIGHBORHOOD CONSERVATION AND CS, COMMUNITY SERVICES.**

RECOMMENDATION:

City Planning staff recommend denial and the Planning Commission recommend approval of a request to rezone the subject property as described and shown in the attached Exhibits 'A' and 'B'.

BACKGROUND:

The subject property is in south Fayetteville, southeast of the intersection of S. Dead Horse Mountain Road and E. Goff Farm Road. The overall site adds up to approximately 205.2 acres, is currently minimally developed with low-density residential structures and also incorporates the Stonebridge Meadows Golf Club. The property is currently zoned R-A, Residential Agricultural and RSF-4, Residential Single-Family, 4 Units per Acre. The RSF-4 section of the property has a Bill of Assurance that limits the property to a density of 2.5 units per acre. The property has a long development history, though multiple plans have failed to come to fruition. It was previously part of the Villas at Stonebridge Planned Zoning District, which expired in 2015. Upon the project's expiration, staff recommended the property revert back to its original zoning of R-A, Residential-Agricultural. The property was eventually rezoned to its current RSF-4 designation with an associated Bill of Assurance limiting the density to 2.5 units per acre (RZN 15-5194, Ordinance 5842). In February 2018, a preliminary plat for Meadows at Stonebridge Subdivision was approved on a portion of this property (PPL18-6063), which was not built. After two additional failed rezoning attempts in 2021, one a Planned Zoning District that was denied by City Council in March, and the other a request to remove the Bill of Assurance which was denied by Council in December, another preliminary plat received approval on 51.32 acres of the site from Planning Commission in July 2022 (PPL-2022-0006).

Proposal: The request is to rezone 95.17 acres to NC, Neighborhood Conservation, and 17.81 acres to CS, Community Services. The remainder of the site, as shown in the applicant's provided exhibit and totaling approximately 92.22 acres, is to remain R-A, Residential Agricultural.

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

Public Comment: Staff received public comment on the request, both ahead of the meeting and at Planning Commission. Limited primarily to inquiries, staff received comment in support as well as opposition to the request. Those members of the public who were in support mentioned the benefit of added commercial development and possibility for affordable housing; those against had concerns about existing drainage issues and traffic problems.

Land Use Compatibility: Staff finds that the updated proposal is partially incompatible with surrounding land uses. There are some benefits to the proposal; the combination of R-A and NC will concentrate density to a smaller portion of the site, rather than would a request for a blanket rezoning to something like RSF-4. From a use perspective, adding additional single-family homes near single-family homes is inherently compatible. NC, Neighborhood Conservation, is a single-family zoning district that allows for a density of 10 units per acre with 40-foot lot widths. At such a large acreage, and from a density perspective, however, potentially 950 single-family lots could be created in the NC portion of the site. While this number does not account for necessary right-of-way dedication, tree preservation, or drainage requirements that would also accompany any subdivision of land, the large site would still allow for a large number of units (potentially within the 600-800 range). At this intensity, staff does not find that existing infrastructure could support this without significant investment. Most traffic would flow and concentrate to the north towards Huntsville Road, and water and sewer capacity are limited to two 6-inch mains in S. Dead Horse Mountain Road and E. Goff Farm Road, and a 3-inch sewer main on the south side of E. Goff Farm Road.

The area to the west, though generally rural in nature, has seen recent development, and the inclusion of CS zoning in the northwestern portion of the site could help insert additional services in an area that is currently lacking in available amenities. However, while allowing for an insertion of non-residential uses, the CS zoning district does not require it. With no stated density maximum and minimal lot width and area sizes, the potential impact of additional residential units, whether multi-family or single-family on that portion of the site could be too much too soon. Because CS does not require offices, retail, or other amenities to be offered on the northwest corner of the site, staff cannot support a rezoning to that district.

Land Use Plan Analysis: Staff finds that the proposal is not in line with the goals in City Plan 2040 and adopted land use policies. The infill score for this site is low, which appears to counter the City's stated goal towards making infill development a priority. The area is also called out as both a Rural Residential Area, and a Residential Neighborhood Area. These designations do not lend themselves to the large amount of density and impact that could be added. Staff does find that the smaller lot sizes lean this proposal towards meeting the goal of providing attainable housing and the combination of zoning districts does allow for a more mixed-use area. While staff supports the mix of uses that could be offered by this proposal, it is difficult to gauge whether what could be developed would ultimately be compatible in terms of scale, size, and density given the stated requirements and allowances of each zoning district.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a non-uniform infill score of 1-3 for this site. The following elements of the matrix contribute to the score, at varying points:

- Adequate Fire Response (Station #3, 1050 S. Happy Hollow Road)
- Near Sewer Main (E. Goff Farm Road)
- Near Water Main (S. Dead Horse Mountain and E. Goff Farm Road)
- Near Paved Trail (Saint Paul Trail)

DISCUSSION:

At the May 22, 2023 Planning Commission meeting, a vote of 5-4-0 forwarded the request to City Council with a recommendation of approval. After a motion to deny failed with a vote of 4-5-0, Commissioner Brink made a

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

motion to forward with a recommendation of approval, with Commissioner Holcomb seconding. Those Commissioners opposed to the request found that the proposal was not in line with the goals outlined in City Plan 2040, or with the Growth Concept map. Further, Commissioners issued concerns about the lack of information available about proposed or potential development plans for such a large site. Those Commissioners in favor stated that the traffic and infrastructure concerns could be addressed at the time of development.

BUDGET/STAFF IMPACT:

N/A

ATTACHMENTS: SRF, Exhibit A, Exhibit B, Planning Commission Staff Report, Additional Exhibits, Hall - Estill Dead Horse Mountain, Bill of Assurance, Additional Information Memo, Bill of Assurance II



City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Legislation Text

File #: 2023-792

RZN-2023-0014: Rezoning (SE OF DEAD HORSE MOUNTAIN ROAD AND E. GOFF FARM ROAD/RIVERWOOD HOMES, 606, 607, 645, 646): Submitted by HALL ESTILL LAW FIRM for property located at SE OF DEAD HORSE MOUNTAIN ROAD AND E. GOFF FARM ROAD in WARD 1. The property is split zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE, and R-A, RESIDENTIAL AGRICULTURAL and contains approximately 205.2 acres. The request is to rezone a portion of the property to NC, NEIGHBORHOOD CONSERVATION AND CS, COMMUNITY SERVICES.

AN ORDINANCE TO REZONE THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 2023-014 LOCATED SOUTHEAST OF DEAD HORSE MOUNTAIN ROAD AND GOFF FARM ROAD IN WARD ONE FOR APPROXIMATELY 112.98 ACRES FROM R-A, RESIDENTIAL AGRICULTURAL AND RSF-4, RESIDENTIAL SINGLE FAMILY, 4 UNITS PER ACRE SUBJECT TO A BILL OF ASSURANCE TO NC, NEIGHBORHOOD CONSERVATION; CS, COMMUNITY SERVICES; AND R-A, RESIDENTIAL AGRICULTURAL

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the property shown on the map (Exhibit A) and the legal description (Exhibit B) both attached to the Planning Department's Agenda Memo from R-A, Residential Agricultural and RSF-4, Residential Single Family, 4 Units Per Acre subject to a Bill of Assurance to NC, Neighborhood Conservation; CS, Community Services; and R-A, Residential Agricultural.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

City of Fayetteville Staff Review Form

2023-792

Item ID

6/20/2023

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Jonathan Curth

6/2/2023

DEVELOPMENT REVIEW (630)

Submitted By

Submitted Date

Division / Department

Action Recommendation:

RZN-2023-0014: Rezoning (SE OF DEAD HORSE MOUNTAIN ROAD AND E. GOFF FARM ROAD/RIVERWOOD HOMES, 606, 607, 645, 646): Submitted by HALL ESTILL LAW FIRM for property located at SE OF DEAD HORSE MOUNTAIN ROAD AND E. GOFF FARM ROAD in WARD 1. The property is split zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE, and R-A, RESIDENTIAL AGRICULTURAL and contains approximately 205.2 acres. The request is to rezone a portion of the property to NC, NEIGHBORHOOD CONSERVATION AND CS, COMMUNITY SERVICES.

Budget Impact:

Account Number

Fund

Project Number

Project Title

Budgeted Item? No

Total Amended Budget

\$ -

Expenses (Actual+Encum)

\$ -

Available Budget

\$ -

Does item have a direct cost? No

Item Cost

\$ -

Is a Budget Adjustment attached? No

Budget Adjustment

\$ -

Remaining Budget

\$ -

V20221130

Purchase Order Number:

Previous Ordinance or Resolution #

Change Order Number:

Approval Date:

Original Contract Number:

Comments:

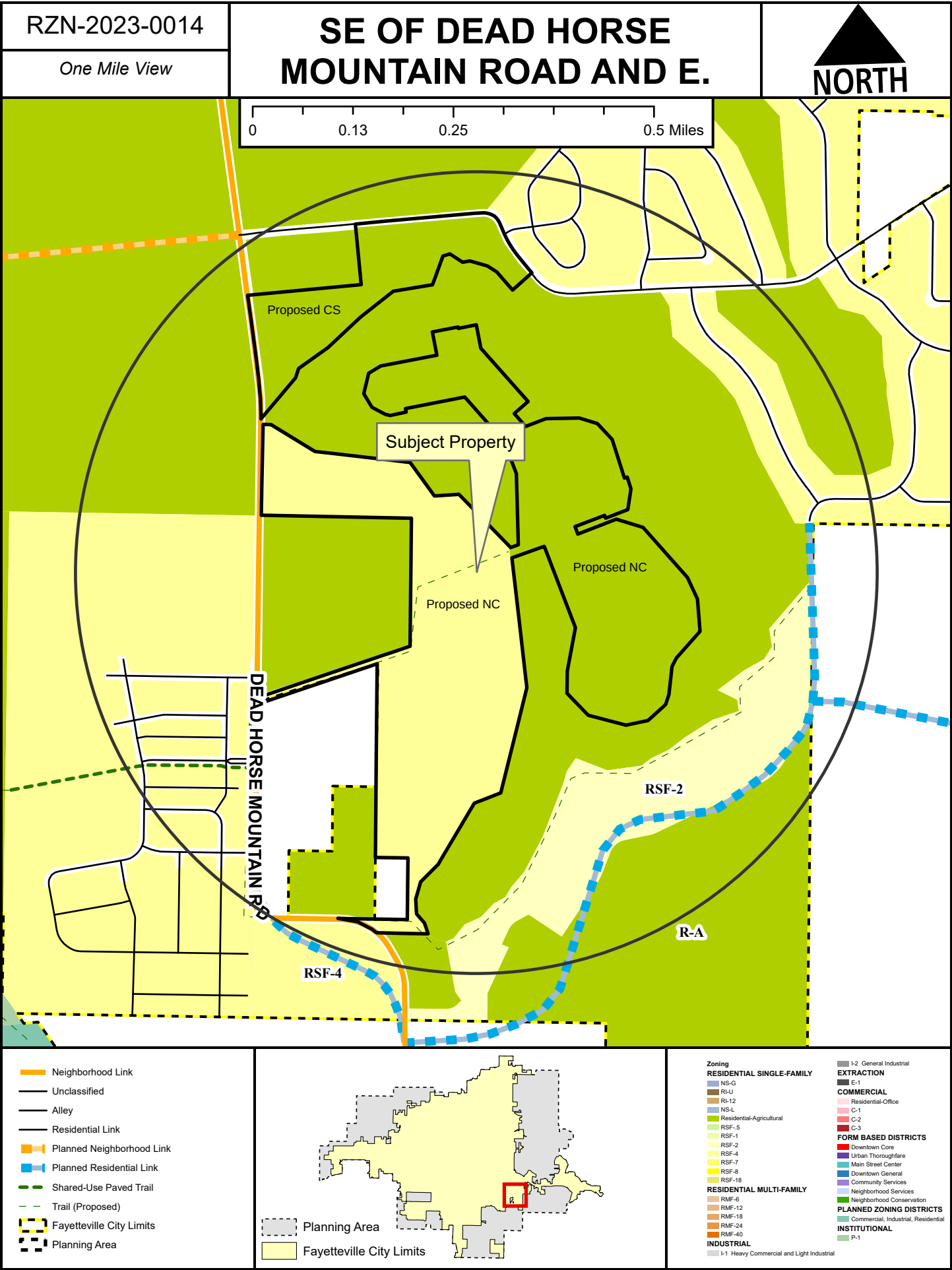


EXHIBIT 'B'
RZN-2023-0014

LEGAL DESCRIPTION – R-A TO NC:

A part of the S1/2 of Section 24, T16N, R30W in Washington County, Arkansas, and being described as follows: Beginning at the SE Corner of the SE1/4 of the SW1/4, said point being the POINT OF BEGINNING, thence N86°49'17"W 987.59 feet, thence N03°07'19"E 597.27 feet, thence S87°14'03"E 52.07 feet, thence S56°34'19"E 339.64 feet, thence S81°26'17"E 630.62 feet, thence S33°48'42"E 271.55 feet, thence N88°14'57"E 161.24 feet, thence S42°11'57"E 488.91 feet, thence N72°22'35"E 54.12 feet, thence N00°19'58"E 468.73 feet, thence N18°59'17"W 227.10 feet, thence N39°28'21"W 389.04 feet, thence S81°02'45"W 397.71 feet, thence S08°57'15"E 23.68 feet, thence S80°07'59"W 108.00 feet, thence N74°31'30"W 34.38 feet, thence N59°50'02"W 97.58 feet, thence N29°20'58"W 104.06 feet, thence N15°49'34"E 138.95 feet, thence N61°00'05"E 91.68 feet, thence N81°10'07"E 377.04 feet, thence N08°57'15"W 156.17 feet, thence N81°09'21"E 171.90 feet, thence S08°55'47"E 8.77 feet, thence N80°56'09"E 120.20 feet, thence S08°57'15"E 156.08 feet, thence S39°28'21"E 468.95 feet, thence S50°31'39"W 120.02 feet, thence S39°29'12"E 76.44 feet, thence along a curve to the right 34.60 feet, said curve having a radius of 175.56 feet and a chord bearing and distance of S33°50'26"E 34.54 feet, thence N71°00'43"E 146.72 feet, thence S88°59'17"E 219.11 feet, thence S71°01'00"E 123.95 feet, thence S41°01'48"E 143.32 feet, thence S15°42'11"E 266.28 feet, thence N74°17'46"E 19.53 feet, thence S15°42'17"E 81.70 feet, thence S10°55'46"W 137.78 feet, thence S71°00'43"W 156.33 feet, thence N18°59'17"W 20.00 feet, thence S71°00'43"W 208.00 feet, thence S18°59'17"E 52.00 feet, thence N71°00'43"E 271.47 feet, thence S70°52'46"E 183.52 feet, thence S39°36'57"E 439.73 feet, thence S22°54'42"E 157.34 feet, thence S02°32'46"E 213.06 feet, thence S43°43'41"W 235.14 feet, thence S28°26'43"W 62.04 feet, thence S08°20'49"W 184.25 feet, thence S19°43'24"W 70.60 feet, thence S49°53'43"W 156.88 feet, thence S80°04'03"W 147.49 feet, thence N73°14'18"W 258.25 feet, thence N41°49'52"W 200.37 feet, thence N02°31'08"E 144.22 feet, thence N12°36'14"E 292.67 feet, thence N18°59'17"W 572.29 feet, thence S72°22'35"W 226.24 feet, thence S04°36'29"E 859.58 feet, thence S15°59'29"W 713.53 feet, thence S70°36'56"W 185.38 feet, thence S32°40'39"W 467.13 feet, thence S46°54'37"W 162.88 feet, thence S18°19'01"W 118.12 feet, thence S01°23'12"E 98.10 feet, thence S38°52'47"E 79.66 feet, thence S16°20'29"E 74.72 feet, thence N86°40'11"W 340.05 feet, thence N49°21'23"W 36.69 feet, thence N61°14'17"W 108.75 feet, thence N78°06'50"W 129.20 feet, thence S87°02'56"E 456.97 feet, thence N02°34'06"E 405.39 feet, thence N87°05'45"W 214.58 feet, thence N02°33'12"E 1,274.23 feet, thence S73°18'48"W 819.41 feet, thence N03°35'44"E 42.64 feet, thence N73°19'49"E 1,046.13 feet, thence N02°34'06"E 841.67 feet to the POINT OF BEGINNING: Containing 95.17 acres more or less subject to easements and right of way of record.

EXHIBIT 'B'
RZN-2023-0014

LEGAL DESCRIPTION – R-A TO CS:

A part of the S1/2 of Section 24 and a part of Section 25 , T16N, R30W in Washington County, Arkansas, and being described as follows: Commencing at the SE Corner of the SE1/4, SW1/4, thence N02°50'44"E 1,517.46 feet to the POINT OF BEGINNING, thence S82°43'44"W 142.94 feet, thence S53°36'18"W 276.65 feet, thence S48°57'18"W 291.80 feet, thence S56°26'58"W 236.55 feet, thence S20°47'21"W 64.36 feet, thence S42°00'27"W 354.05 feet, thence N01°56'58"E 39.05 feet, thence N00°04'28"E 93.39 feet, thence N02°58'53"W 129.30 feet, thence N04°58'52"W 139.32 feet, thence N05°30'35"W 237.75 feet, thence N05°57'05"W 180.57 feet, thence N86°38'24"E 750.00 feet, thence N03°26'25"W 400.22 feet, thence N86°32'02"E 182.95 feet, thence N86°56'15"E 608.75 feet, thence N89°37'05"E 52.73 feet, thence along a non tangent curve to the right 78.72 feet, said curve having a radius of 131.27 feet and a chord bearing and distance of S71°23'16"E 77.55 feet, thence along a non tangent curve to the right 61.31 feet, said curve having a radius of 125.59 feet and a chord bearing and distance of S34°03'03"E 60.70 feet, thence S21°20'30"E 40.99 feet, thence along a non tangent curve to the left 202.35 feet, said curve having a radius of 660.49 feet and a chord bearing and distance of S28°18'01"E 201.56 feet, thence S37°11'15"E 89.37 feet, thence along a non tangent curve to the left 55.52 feet, said curve having a radius of 1,677.52 feet and a chord bearing and distance of S38°12'10"E 55.52 feet, thence S50°27'50"W 170.70 feet, thence N39°03'01"W 157.90 feet, thence N55°40'23"W 72.67 feet, thence N71°40'52"W 120.12 feet, thence S81°29'37"W 48.59 feet, thence N54°37'53"W 99.63 feet, thence S75°02'54"W 48.07 feet, thence S22°12'33"W 121.04 feet; thence S22°12'33"W 80.41 feet, thence S82°43'44"W 117.69 feet to the POINT OF BEGINNING: Containing 17.81 acres more or less subject to easements and right of way of record.



TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager

MEETING DATE: May 22, 2023 **Updated with PC hearing results from May 22, 2023**

SUBJECT: **RZN-2023-0014: Rezoning (SE OF DEAD HORSE MOUNTAIN ROAD AND E. GOFF FARM ROAD/RIVERWOOD HOMES, 606, 607, 645, 646):**
Submitted by HALL ESTILL LAW FIRM for property located at SE OF DEAD HORSE MOUNTAIN ROAD AND E. GOFF FARM ROAD. The property is split zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE, and R-A, RESIDENTIAL AGRICULTURAL and contains approximately 205.2 acres. The request is to rezone a portion of the property to NC, NEIGHBORHOOD CONSERVATION AND CS, COMMUNITY SERVICES.

RECOMMENDATION:
Staff recommends denial of **RZN-2023-0014**.

RECOMMENDED MOTION:
*"I move to deny **RZN-2023-0014**."*

BACKGROUND:
The subject property is in south Fayetteville, southeast of the intersection of S. Dead Horse Mountain Road and E. Goff Farm Road. The property consists of 10 parcels, and in total adds up to approximately 205.2 acres. It is currently minimally developed with low-density residential structures and also incorporates the Stonebridge Meadows Golf Club. The property is currently zoned R-A, Residential Agricultural and RSF-4, Residential Single-Family, 4 Units per Acre. The RSF-4 section of the property has a Bill of Assurance attached to it that limits the property to a density of . Surrounding land uses and zoning are listed in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Golf Course	R-A, Residential-Agricultural
South	Undeveloped	RSF-2, Residential Single-Family, 2 Units per Acre
East	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre
West	Undeveloped/Single-Family Residential	R-A, Residential-Agricultural; RSF-4, Residential Single-Family, 4 Units per Acre

Request: The request is to rezone 95.17 acres to NC, Neighborhood Conservation, and 17.81 acres to CS, Community Services. The remainder of the site, approximately 92.22 acres, is to remain R-A, Residential Agricultural.

Public Comment: Staff has received inquiries about the request, but no outright support or opposition. One neighbor issued a concern regarding an agreement with a previous property owner regarding the replacement of 20 pine trees that would be impacted by development. Staff

has determined that that is likely a civil matter at this time, and specific tree preservation requirements would be taken into account at the time of development.

INFRASTRUCTURE:

Streets: The subject area has frontage along S. Dead Horse Mountain Rd., which is a partially improved Neighborhood Link street with asphalt paving, curb and gutter, sidewalk on parts, and open ditches on the rest. The subject area also has frontage along E. Goff Farm Rd., which is a partially Residential Link street with asphalt paving and open ditches. Any street improvements required in these areas would be determined at the time of development proposal.

Water: Public water is available to the subject area. An existing 6-inch water main is present on the west side of S. Dead Horse Mountain Rd. An existing 6-inch water main is present on the north side of E. Goff Farm Rd.

Sewer: Sanitary sewer is available to the subject area. An existing 3-inch sewer main is present on the south side of E. Goff Farm Rd. Existing access to across the rest of the subject property.

Drainage: No portion of the property lies within the Hillside-Hilltop Overlay District, or within a FEMA floodplain. However, the property is largely encumbered by hydric soils. Hydric soils are known indicators of wetlands, though for an area to be classified as wetlands, it may also need other characteristics such as hydrophytes (plants that grow in water), and shallow water during parts of the year. Hydric soils can be found across many areas of Fayetteville, including valleys, floodplains, and open prairies. It's important to identify these natural resources during development, so when these soils are identified on a property, further environmental studies will be required at the time of development. Before permits will be issued for the property a statement/report from an environmental professional must be provided summarizing the existence of wetlands on the property. If this statement/report indicates that wetlands may be present on site, a USACE Determination of Jurisdictional Wetlands will be required at the time of development submittal.

There is also a protected stream on the northeast side of the property. Streamside Protection Zones generally consist of a protected area on each side of a stream or creek. This "protected area" is meant to preserve woody vegetation and natural areas along stream corridors to improve/protect stream health. At a minimum, it will be 50ft wide as measured from the top of bank but depending on the shape and extents of the floodway, it could be substantially more. Certain construction activities such as trails and some utilities are allowed in these zones, but in general, improvements such as parking lots or buildings are prohibited.

Any additional improvements or requirements for drainage will be determined at the time of development.

Fire: Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development. Station 3, located at 1050 S. Happy Hollow Rd., protects this site. The property is located approximately 2 miles from the fire station with an anticipated drive time of approximately 4 minutes using existing streets. The anticipated response time

would be approximately 6.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The current zoning districts of R-A, Residential-Agricultural and RSF-4, Residential Single-Family, 4 Units per Acre require **25% minimum canopy preservation**. The proposed zoning districts of NC, Neighborhood Conservation and CS, Community Services require **20% minimum canopy preservation**.

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood** and **Rural Residential** areas.

Residential Neighborhood areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

Rural Residential Areas recognize existing low-density large lot development but are identified to encourage the conservation and preservation of woodlands, grasslands, or agricultural lands that are sparsely settled. These areas may or may not have adequate street and water infrastructure or public services, such as police and fire protection to support urban or suburban densities and development patterns.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a non-uniform infill score of **1-3** for this site with a weighted score of **3.5**. The following elements of the matrix contribute to the score, at varying points:

- Adequate Fire Response (Station #3, 1050 S. Happy Hollow Road)
- Near Sewer Main (E. Goff Farm Road)
- Near Water Main (S. Dead Horse Mountain and E. Goff Farm Road)
- Near Paved Trail (Saint Paul Trail)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: **Land Use Compatibility:** Staff finds that the updated proposal is partially incompatible with surrounding land uses. There are some benefits to the proposal; the combination of R-A and NC will concentrate density to a smaller portion of the site, rather than a blanket rezoning to something like RSF-4, and have the potential to conserve additional land. NC, Neighborhood Conservation, is a single-family zoning district that allows for a density of 10

units per acre with 40-foot lot widths. From a use perspective, adding additional single-family homes near single-family homes is inherently compatible, and staff does not find any issues with this. At such a large acreage, and from a density perspective, however, potentially 950 single-family lots could be created in the NC portion of the site. While this number does not account for necessary right-of-way dedication, tree preservation, or drainage requirements that would also accompany any subdivision of land, the large site would still allow for a large number of units (potentially within the 600-800 range). At this intensity, staff does not find that existing infrastructure could support this without significant investment. Most traffic would concentrate to the north towards Huntsville Road, and water and sewer capacity are also quite limited in this area. The area to the west, though generally rural in nature, has seen recent development, and with the inclusion of CS zoning in the northwestern portion of the site, this could help insert additional services in an area that is currently lacking in available amenities. The CS zoning district proposal, at 17 acres, while allowing for an insertion of uses, does not require it. With no stated density maximum and minimal lot width and area sizes, the potential impact of additional residential units, whether multi-family or single-family on that portion of the site could be too much too soon. Unless there was a guarantee that offices, retail, or other amenities were to be offered on the northwest corner of the site, staff cannot support a blanket rezoning to CS.

Land Use Plan Analysis: Staff finds that the proposal is not in line with the goals in City Plan 2040 and adopted land use policies. The infill score for this site is low, which appears to counter the City's stated goal towards making infill development a priority. The area is also called out as both a Rural Residential Area, and a Residential Neighborhood Area. These designations do not lend themselves to the large amount of density that could be added to this area. Staff does find that the smaller lot sizes lean this neighborhood towards meeting the goal of providing attainable housing and the combination of zoning districts does allow for a more mixed use area. Without assurances of the mix of uses, however, it is difficult to gauge whether what could be developed would ultimately be compatible in terms of scale, size, and density.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: Staff finds that the proposed rezoning to NC, Neighborhood Conservation and CS, Community Services, is not necessarily justified. A rezoning of this nature, scale, and intensity may run counter to the long-term land use plans for the area.

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: The proposed zoning will increase traffic, and to a significant degree. With the addition of potentially anywhere between 600-900 homes in just the portion zoned NC, staff finds this may negatively contribute to traffic counts on Dead Horse Mountain Road, with residents having no viable alternative

transportation option. That said, with the addition of potential walkable services in the area through the CS zoning request, staff finds that this somewhat alleviates this concern. However, since CS also allows for residential uses by-right, there is no guarantee through that zoning district that services would be provided. Staff also finds that there is a possible connection to an existing bike trail, which does work in the development's favor towards the future reduction of traffic counts, but this does little to provide connectivity to the development in the short term. Staff finds that given the proposed unit counts and proposed densities, the applicant should plan to submit a Traffic Impact Study (TIS) with any proposed preliminary plat, should the rezoning at this site be approved.

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: Rezoning the property from its current zoning designation will significantly alter the potential population density in the area. Initial Engineering Division review indicates that utility extensions or upgrades are likely required, especially with regards to current water service to the site, which does not currently have the capacity to serve a development of this size. No comments were received from the Fayetteville Public School district.

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:
- a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;
 - b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

RECOMMENDATION: Planning staff recommends forwarding RZN-2023-0014 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>May 22, 2023</u>	☐ Tabled	☒ Forwarded	☐ Denied
Motion:	Motion #1: Garlock 2nd: Madden	Motion #2: Brink 2nd: Holcomb	
Second:	Deny 4-5-0 (Motion failed)	FWD, with a rec. of approval. 5-4-0 (Motion carried)	
Vote:	(Commissioners Brink, Payne, Holcomb, Winston, McGetrick opposed)	(Commissioners Sparkman, Garlock, Madden, Gulley opposed)	

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code:
 - §161.03 District R-A, Residential-Agricultural
 - §161.07 District RSF-4, Residential Single-Family - Four (4) Units Per Acre
 - §161.29 Neighborhood Conservation
 - §161.22 Community Services
- Request Letter
- Applicant Exhibit
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map
- **Public Comment (added 5/23/2023)**

161.03 District R-A, Residential-Agricultural

- (A) *Purposes.* The regulations of the agricultural district are designed to protect agricultural land until an orderly transition to urban development has been accomplished; prevent wasteful scattering of development in rural areas; obtain economy of public funds in the providing of public improvements and services of orderly growth; conserve the tax base; provide opportunity for affordable housing, increase scenic attractiveness; and conserve open space.

- (B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 3	Public protection and utility facilities
Unit 6	Agriculture
Unit 7	Animal husbandry
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 37	Manufactured homes
Unit 41	Accessory dwellings
Unit 43	Animal boarding and training
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 20	Commercial recreation, large sites
Unit 24	Home occupations
Unit 35	Outdoor Music Establishments
Unit 36	Wireless communications facilities
Unit 42	Clean technologies

- (C) *Density.*

Units per acre	One-half (½)
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- (D) *Bulk and Area Regulations.*

Lot width minimum	200 feet
Lot Area Minimum:	
Residential:	2 acres
Nonresidential:	2 acres
Lot area per dwelling unit	2 acres

- (E) *Setback Requirements.*

Front	Side	Rear
35 feet	20 feet	35 feet

- (F) *Height Requirements.* There shall be no maximum height limits in the R-A District, provided, however, if a building exceeds the height of one (1) story, the portion of the building over one (1) story shall have an

additional setback from any boundary line of an adjacent residential district. The amount of additional setback for the portion of the building over one (1) story shall be equal to the difference between the total height of that portion of the building and one (1) story.

(G) *Building area.* None.

(Code 1965, App. A., Art. 5(1); Ord. No. 1747, 6-29-70; Code 1991, §160.030; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 5028, 6-19-07; Ord. No. 5128, 4-15-08; Ord. No. 5195, 11-6-08; Ord. No. 5238, 5-5-09; Ord. No. 5479, 2-7-12; Ord. No. 5945, §3, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note(s)—Ord. No. 6625, §1 adopted December 6, 2022, "determines that Section 2 of Ordinance 6427 (Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2023, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section."

161.07 District RSF-4, Residential Single-Family - Four (4) Units Per Acre

(A) *Purpose.* The RSF-4 Residential District is designed to permit and encourage the development of low density detached dwellings in suitable environments, as well as to protect existing development of these types.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 9	Two-family dwellings
Unit 12a	Limited business
Unit 24	Home occupations
Unit 36	Wireless communications facilities
Unit 44	Cluster Housing Development

(C) *Density.*

	Single-family dwellings	Two (2) family dwellings
Units per acre	4 or less	7 or less

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two (2) family dwellings
Lot minimum width	70 feet	80 feet
Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet

Hillside Overlay District Lot minimum width	60 feet	70 feet
Hillside Overlay District Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories
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(G) *Building Area.* On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.

(Code 1991, §160.031; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 4858, 4-18-06; Ord. No. 5028, 6-19-07; Ord. No. 5128, 4-15-08; Ord. No. 5224, 3-3-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §8, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

Editor's note(s)—Ord. No. 6625, §1 adopted December 6, 2022, "determines that Section 2 of Ordinance 6427 (Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2023, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section."

161.29 Neighborhood Conservation

(A) *Purpose.* The Neighborhood Conservation zone has the least activity and a lower density than the other zones. Although Neighborhood Conservation is the most purely residential zone, it can have some mix of uses, such as civic buildings. Neighborhood Conservation serves to promote and protect neighborhood character. For the purposes of Chapter 96: Noise Control, the Neighborhood Conservation district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12a	Limited business*
Unit 24	Home occupations
Unit 25	Offices, studios, and related services

Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communication facilities
Unit 44	Cluster Housing Development

(C) *Density.* Ten (10) Units Per Acre.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

All dwelling types	40 feet
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(2) *Lot Area Minimum.* 4,000 square feet

(E) *Setback Regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	5 feet
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories
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(Ord. No. 5128, 4-15-08; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800 , §1(Exh. A), 10-6-15>; Ord. No. 5921 , §1, 11-1-16; Ord. No. 5945 , §§5, 7—9, 1-17-17; Ord. No. 6015 , §1(Exh. A), 11-21-17; Ord. No. 6211 , §1, 8-6-19; Ord. No. 6427 , §§1(Exh. C), 2, 4-20-21)

Ord. No. 6427 , § 2, adopted April 20, 2021, "determines that this ordinance and all amendments to Code sections ordained or enacted by this ordinance shall automatically sunset, be repealed, terminated, and become void twenty (20) months after the passage and approval of this ordinance, unless prior to that date, the City Council amends this ordinance to repeal this sunset, repeal and termination section."

161.22 Community Services

(A) *Purpose.* The Community Services District is designed primarily to provide convenience goods and personal services for persons living in the surrounding residential areas and is intended to provide for adaptable mixed use centers located along commercial corridors that connect denser development nodes. There is a mixture of residential and commercial uses in a traditional urban form with buildings addressing the street. For the purposes of Chapter 96: Noise Control, the Community Services district is a commercial zone. The intent of this zoning district is to provide standards that enable development to be approved administratively.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 15	Neighborhood Shopping goods
Unit 24	Home occupations
Unit 25	Offices, studios and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk Cafes

Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation, trades and services
Unit 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 19	Commercial recreation, small sites
Unit 28	Center for collecting recyclable materials
Unit 34	Liquor stores
Unit 35	Outdoor music establishments
Unit 36	Wireless communication facilities*
Unit 42	Clean technologies

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Dwelling	18 feet
All others	None

(2) *Lot Area Minimum.* None.

(E) *Setback regulations.*

Front:	A build-to zone that is located between 10 feet and a line 25 feet from the front property line.
Side and rear:	None
Side or rear, when contiguous to a single-family residential district:	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	5 stories
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(G) *Minimum Buildable Street Frontage.* 50% of the lot width.

(Ord. No. 5312, 4-20-10; Ord. No. 5339, 8-3-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5735, 1-20-15; Ord. No. 5800 , §1(Exh. A), 10-6-15; Ord. No. 5921 , §1, 11-1-16; Ord. No. 5945 , §§5, 7—9, 1-17-17; Ord. No. 6015 , §1(Exh. A), 11-21-17; Ord. No. 6223 , §1, 9-3-19; Ord. No. 6409 §1, 2-2-21; Ord. No. 6427 , §§1(Exh. C), 2, 4-20-21; Ord. No. 6497 , §1, 10-19-21)

Editor's note(s)—Ord. No. 6625 , §1 adopted December 6, 2022, "determines that Section 2 of Ordinance 6427 (Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2023, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section."

April 12, 2023

City of Fayetteville Planning Commission
and Planning Department
125 West Mountain Street
Fayetteville, Arkansas 72701

Re: Rezoning of Parcel Nos. 765-15268-350, 765-15268-451, 765-15269-101, 765-15269-102, 769-15269-150, 769-15269-151, 769-15268-452, 769-15268-400, 769-15268-401, 769-15268-150
ADDRESS: 2858 Dead Horse Mtn. Rd. and 3495 E. Goff Farm Rd.
From RSF-4 and RA to Neighborhood Conservation (NC) and
RA to Neighborhood Services (CS)

To Whom It May Concern:

This letter is in regard to rezoning parcels 765-15268-350, 765-15268-451, and 765-15269-101 from its current designation of RSF-4 and RA to Neighborhood Conservation (NC) and parcels 765-15269-102, 769-15269-150, 769-15269-151, 769-15268-452, 769-15268-400, 769-15268-401, 769-15268-150 from its current designation of RA to Neighborhood Services (CS). The Neighborhood Conservation zone promotes and protects neighborhood character, it is usually residential, but it can also have a mix of uses. CS is designed to give convenience goods and services to the surrounding residents. The future land use for these tracks and surrounding areas is mainly Residential Neighborhood. This designation is primarily residential with a wide variety of housing types of different scale, and it encourages highly connected compact blocks and traditional neighborhood development.

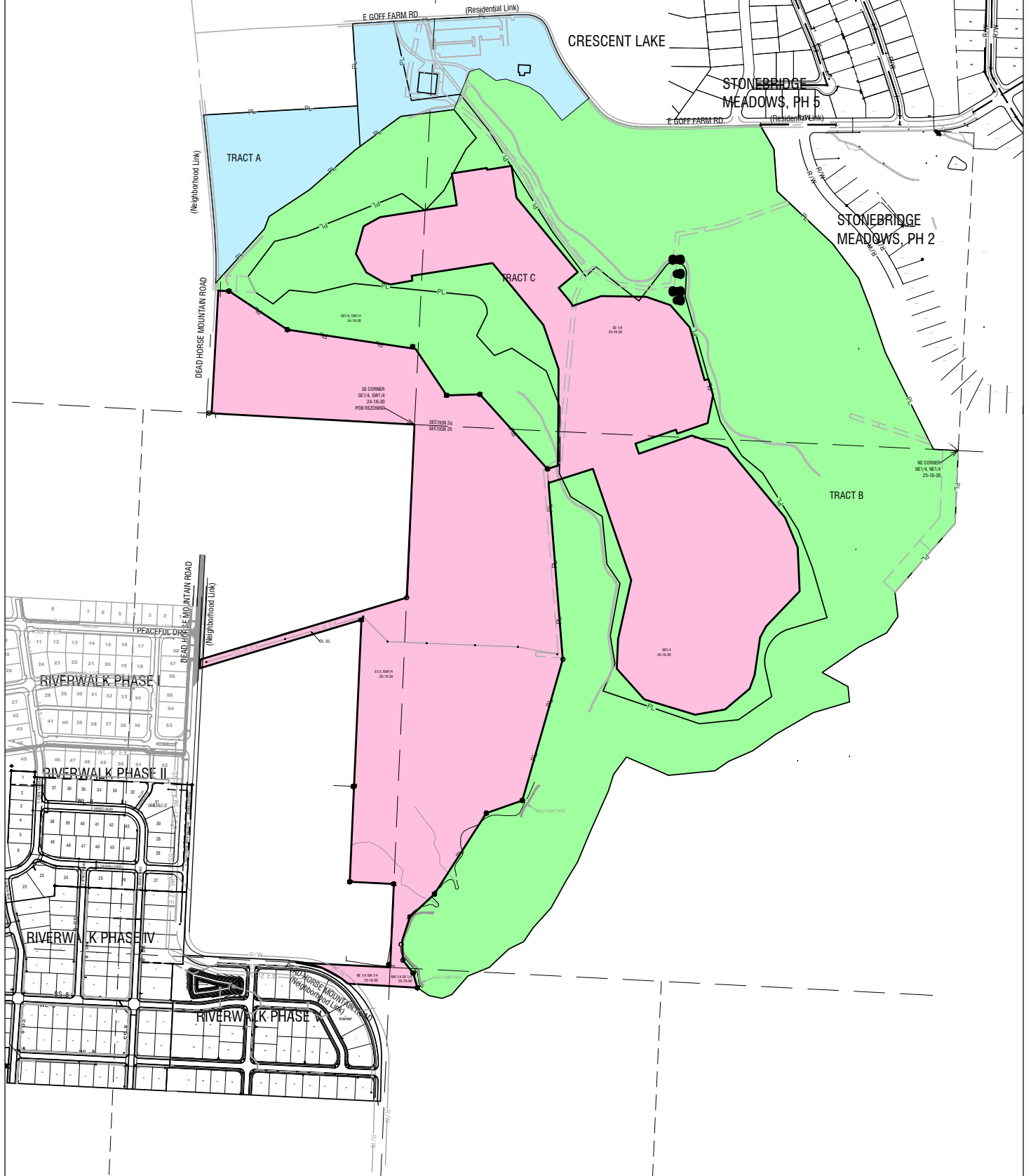
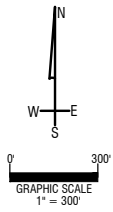
Further, Neighborhood Conservation (NC) is presently compatible and would fit in this area as it currently exists, and the future and this rezoning will not unreasonably affect in any adverse way the surrounding land uses. Also, CS is compatible too and will not unreasonably or adversely impact the surrounding land uses.

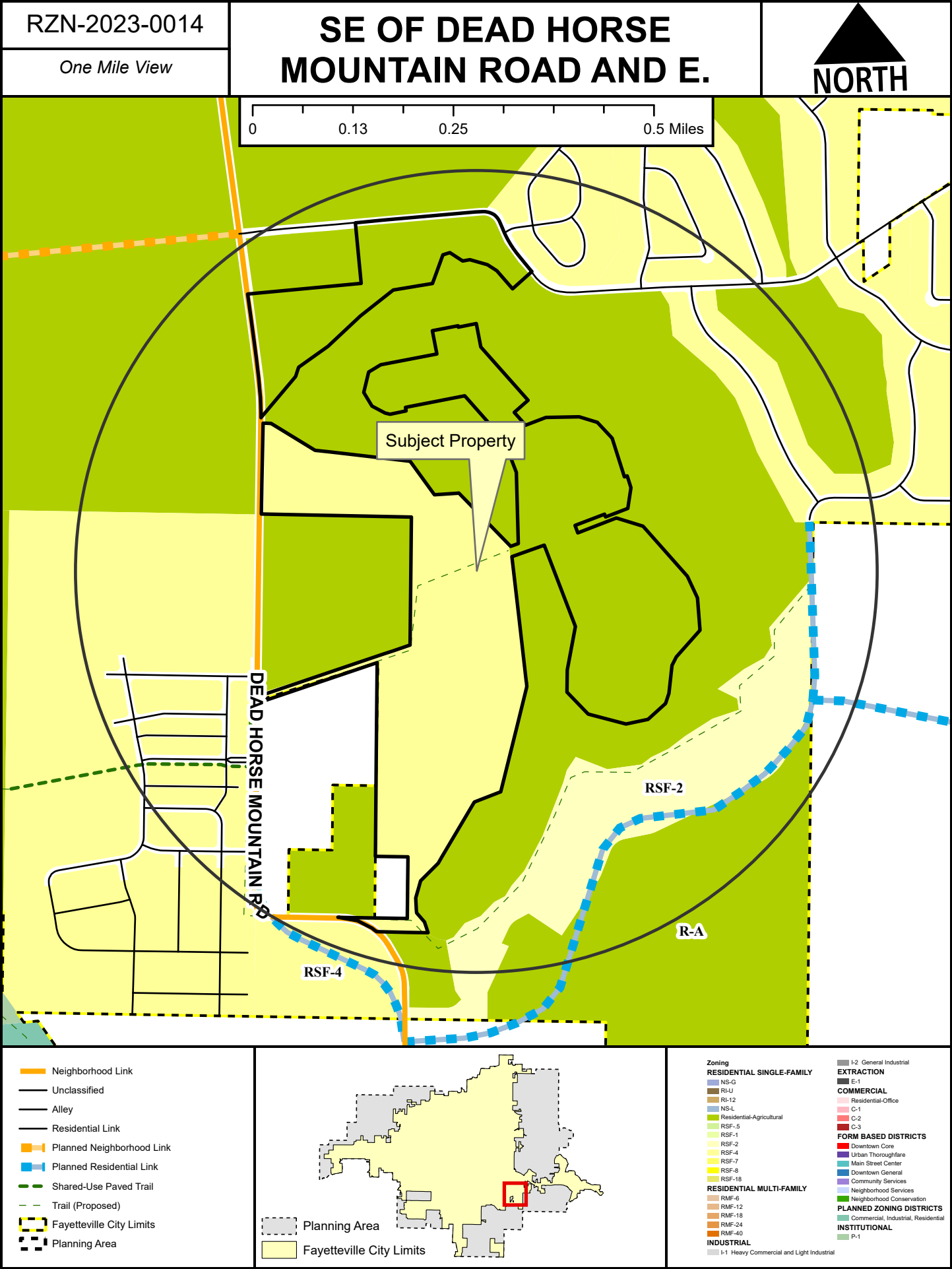
Sincerely yours,

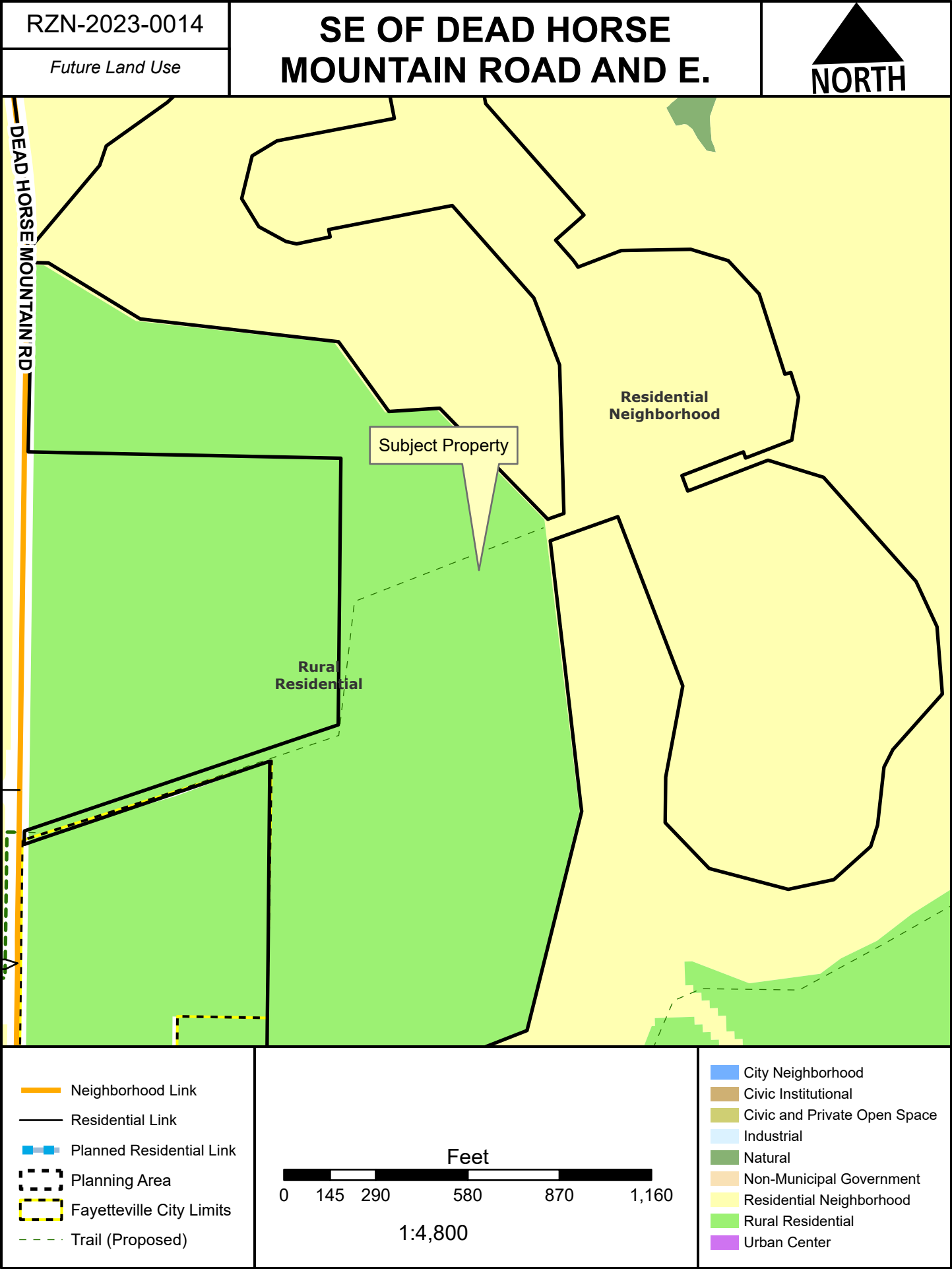
/s/ Robert K. Rhoads

Robert K. Rhoads

Cc: Client(s)







From: Kenneth Webster <fixitall123@att.net>
Sent: Sunday, April 30, 2023 4:27 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: RZN-2023-0014

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Jessica;
I'm an adjacent landowner.
I know this property sold recently. The last planning was for 50 acres. This is requesting 205 acres, and will surely be a lot more impact.

Can you send me a drop box link for the proposed development.

Also, I had an agreement written with the 2 past land owners. It was for the replacement of 20 pine trees that are 50 ft tall. They are located within 2 to 3 ft of the old, proposed road and will surely be affected by the new road installment. The roots will be impacted and most likely I will lose all 20.

(I've been told by a Horticulturist with the County)

I would like to readdress that with a new proposal that is updated and what I would like to see as a replacement.

If you can direct me to the correct personal for that issue, I would be grateful.

Kenny Webster
2396 S Dead Horse Mountain Road
479-287-9381

Re: rezone number RZN-2023-0014 Stonebridge Meadows Golf Course

Attn: Jessica Masters Fayetteville Planning Commission

Enclosed are photos showing drainage issues from the golf course This was supposed to have been

Taken care of by the bond issue 3 * years ago and to date has not yet been resolved. The property in rezone concerns is the water/pond/stream east of the clubhouse, the drainage indirectly affects the drainage on the 14th tee side of Cherry Hills Drive. Alan Pugh of the Fayetteville Engineering Department is aware of this problem.

I feel that before any rezoning is considered, the present drainage issues on the course should be addressed by the golf course and or the village.

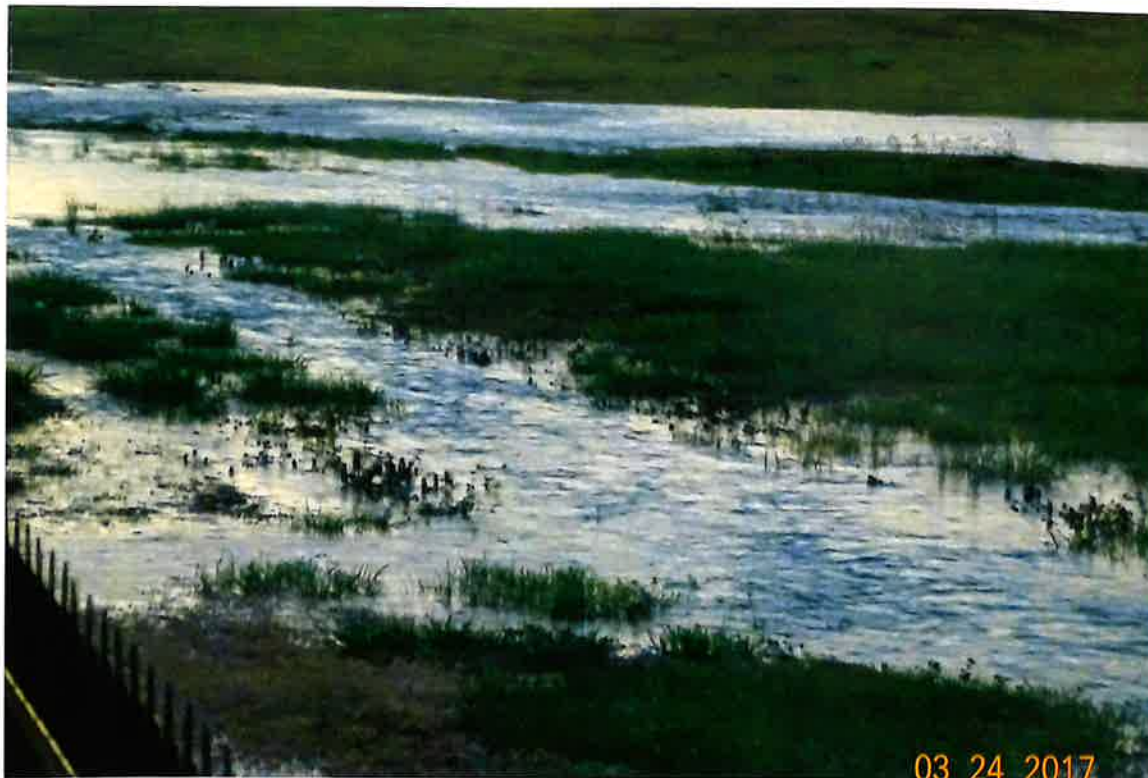
Ronald H Mueller



CELL: 847-327-9123
MUELG44@GMAIL.COM

1880 S Cherry Hills Drive
Fayetteville, Arkansas 72701









From: Billy Franklin <billyfranklin2020@outlook.com>
Sent: Sunday, May 21, 2023 8:48 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: Support For Riverwood Homes Deadhorse development

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jessie, My wife Leslie and I, Billy Franklin, support the Riverwood development in the Stonebridge/Deadhorse Mt area. We live in the Riverwalk Neighborhood and would appreciate all that Riverwood homes has to offer. We have no doubt that the development would enhance the quality, lifestyle, and property values for the people of our area. Please consider our support of the Riverwood Homes development off Goff Farm Rd near Stonebridge and Riverwalk neighborhoods.

From: John Carpenter <johncarpenter@lindsey.com>
Sent: Monday, May 22, 2023 11:40 AM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: Dead Hors Mountain Rd. and Goff Farm Rd.

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Masters,

I am writing to you about the proposed rezoning of the properties that are coming before you today. I have lived in the community for the past 11 years and have sold real estate for the past 30 plus years. I am in complete support of the applications request to rezone the property.

Best Regards,



John K. Carpenter • Senior Vice President
Lindsey & Associates
Mobile # 479-957-8181 | Direct # 479-527-8715

JohnkCarpenter.com



-----Original Message-----

From: Sean McDonald <seanmcdon23@gmail.com>

Sent: Monday, May 22, 2023 11:56 AM

To: Masters, Jessica <jmasters@fayetteville-ar.gov>

Subject: tonight's mtg

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jessica,

Unfortunately I am not able to make the commission's meeting this evening, but I wanted to let you know that as a former resident of Stonebridge, that I am in favor of this project.

I believe some additional commercial development will really help the area along with more affordable housing. It seems to make sense that Riverwood and the golf course working together could be a good solution in forward progress that would help accomplish a neighborhood that includes those traits desired by the city.

Respectfully,
Sean M

-----Original Message-----

From: James Young <youngjames@cox.net>

Sent: Monday, May 22, 2023 1:37 PM

To: Masters, Jessica <jmasters@fayetteville-ar.gov>

Subject: RZN -2023-0014

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jessica,

I may be unable to attend tonight's commission session. In light of that, I wanted to email a quick note expressing my support for the above referenced project.

This area in this project needs more commercial development. Furthermore, additional affordable housing in this area is a positive. I think Riverwood working with the golf course is a great approach to accomplishing the type of development with traits desirable to the city.

Kind Regards ,

James S. Young

From: Stacey White <staceyellenwhite@yahoo.com>
Sent: Monday, May 22, 2023 1:59 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: RZN-2023-0014

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

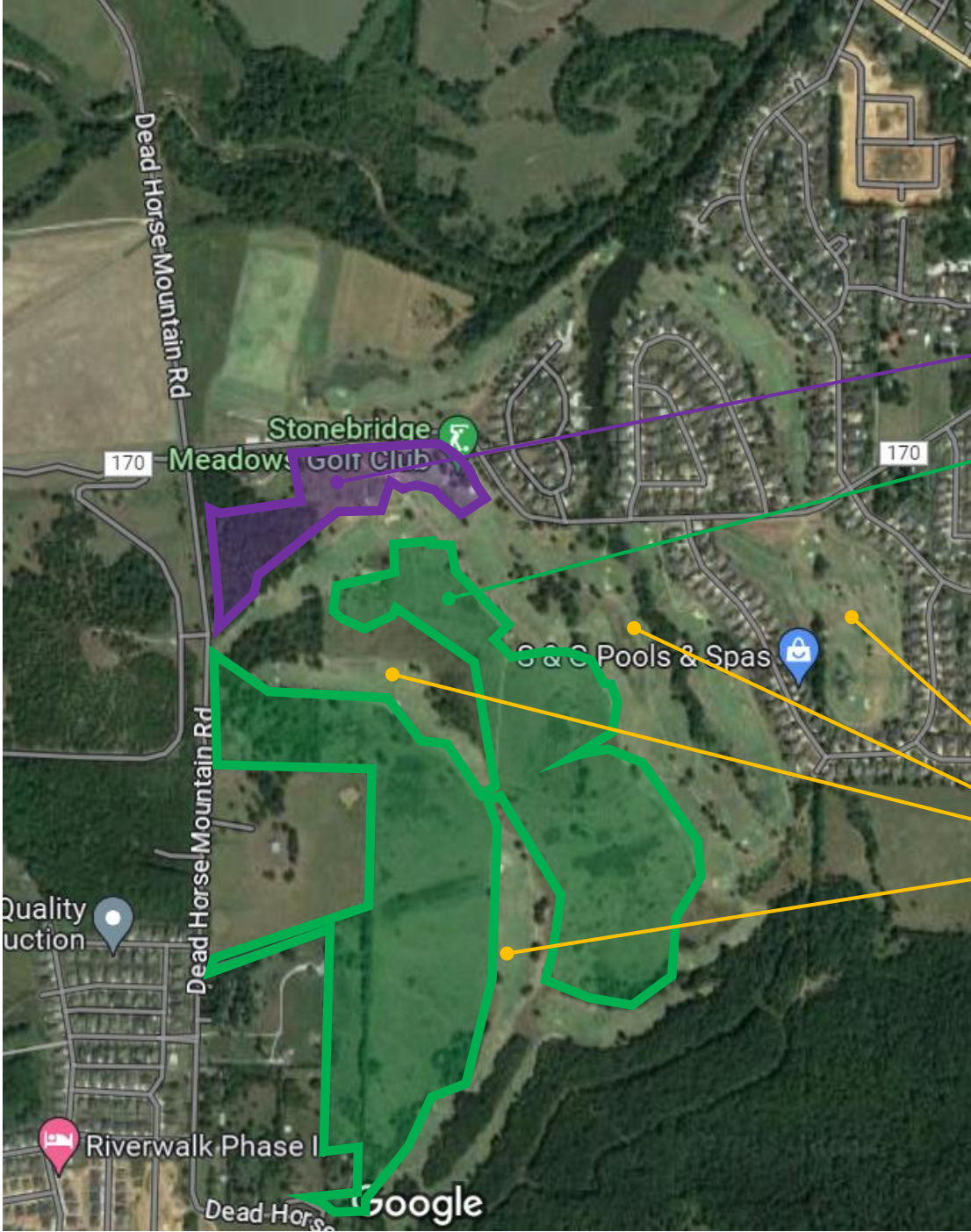
Jessica,

I may not be able to make tonight's commission meeting, but wanted to send a quick note in support of this project.

This area needs more commercial development and additional affordable housing, I think Riverwood working with the golf course makes the most sense to accomplish a neighborhood consisting of those traits desired by the city.

Regards,
Stacey White

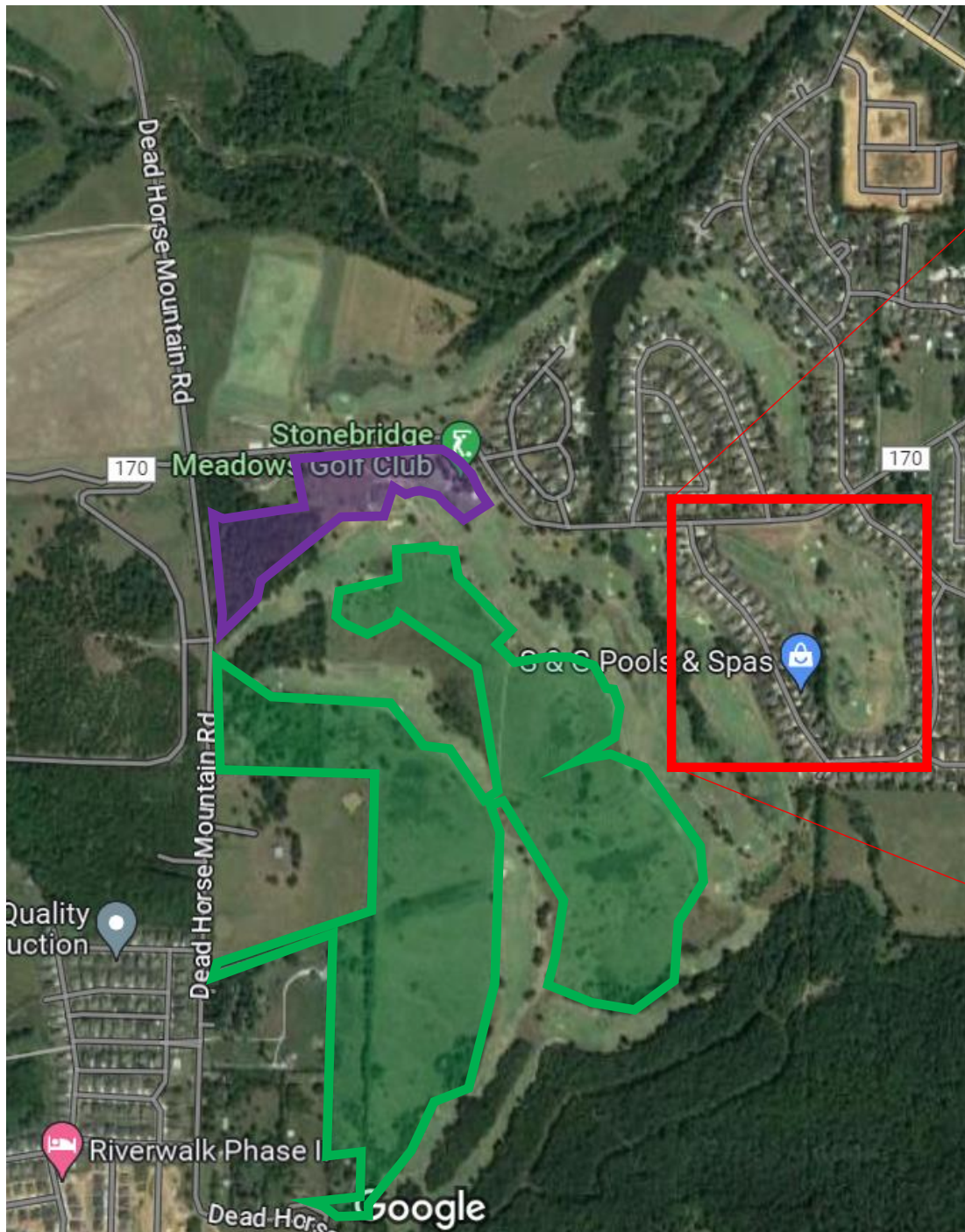
Current Land Use



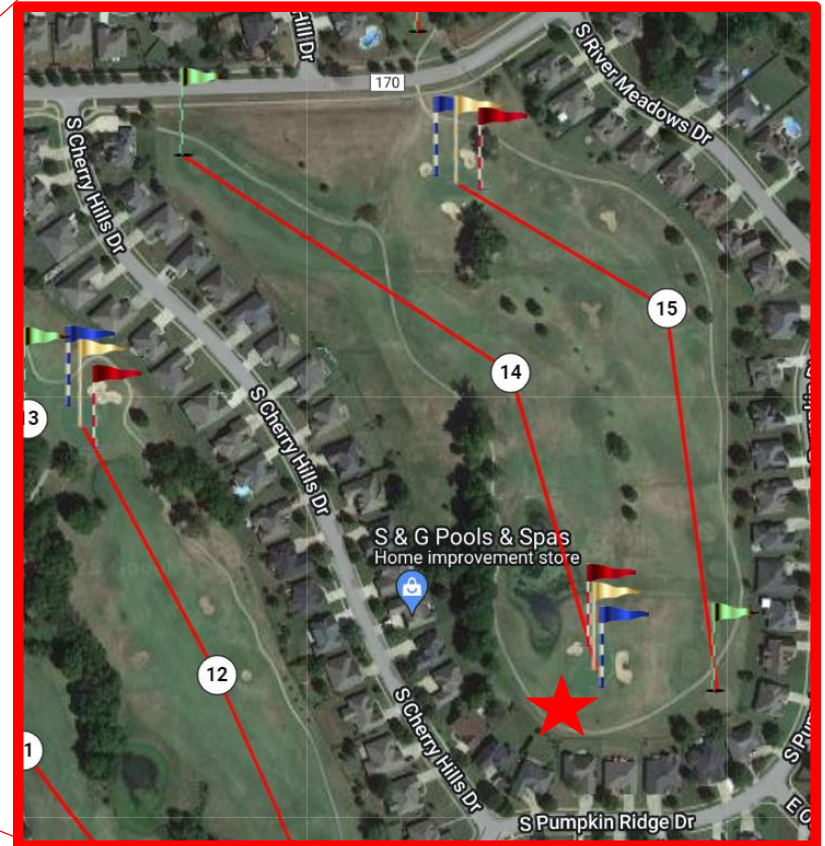
Proposed rezoning to:
CS, Community
Services
NC, Neighborhood
Conservation

Stonebridge Golf Course

Zoning boundaries are approximate

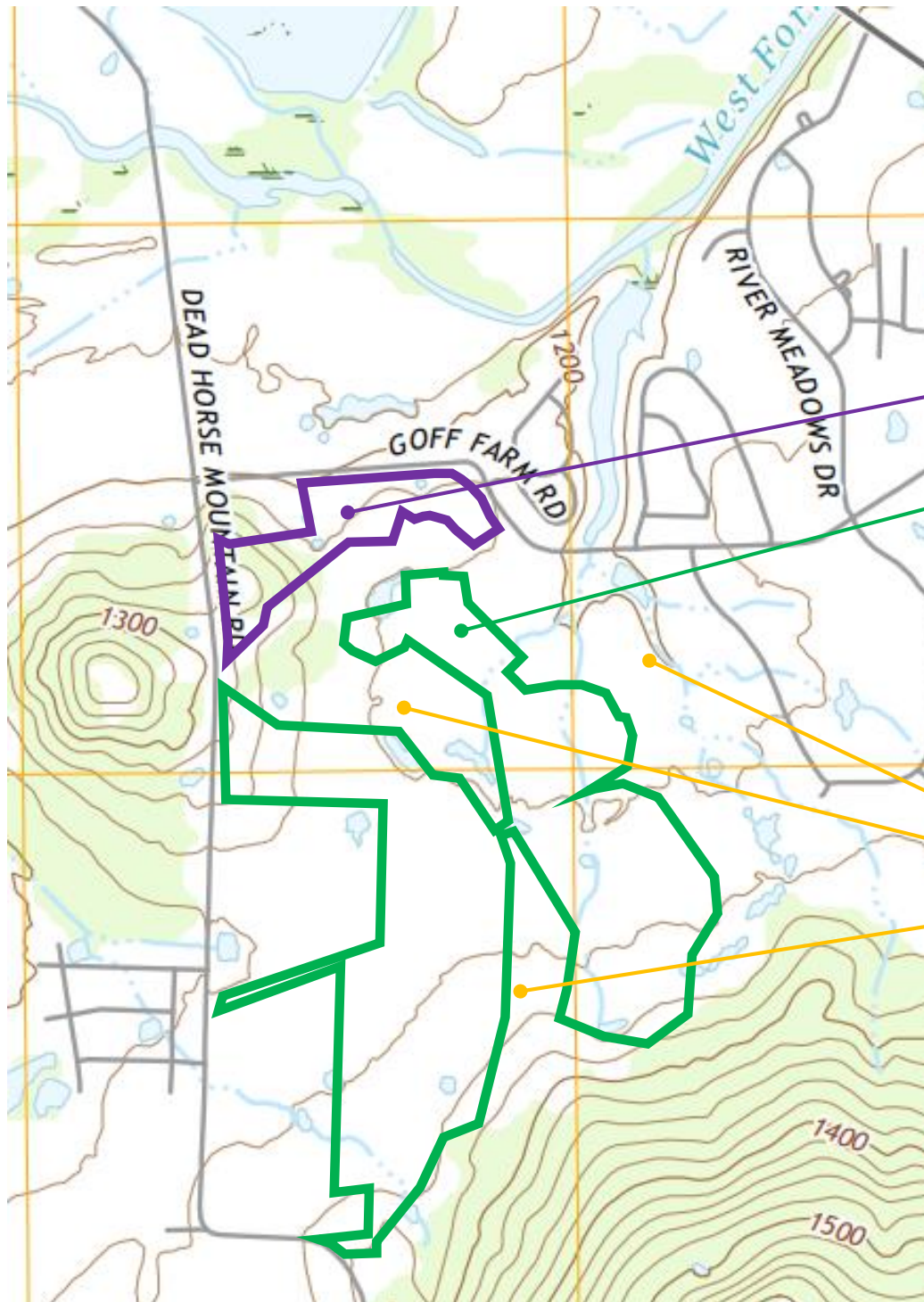


Drainage Concern (from photos in staff report)



Zoning boundaries are approximate

Topography

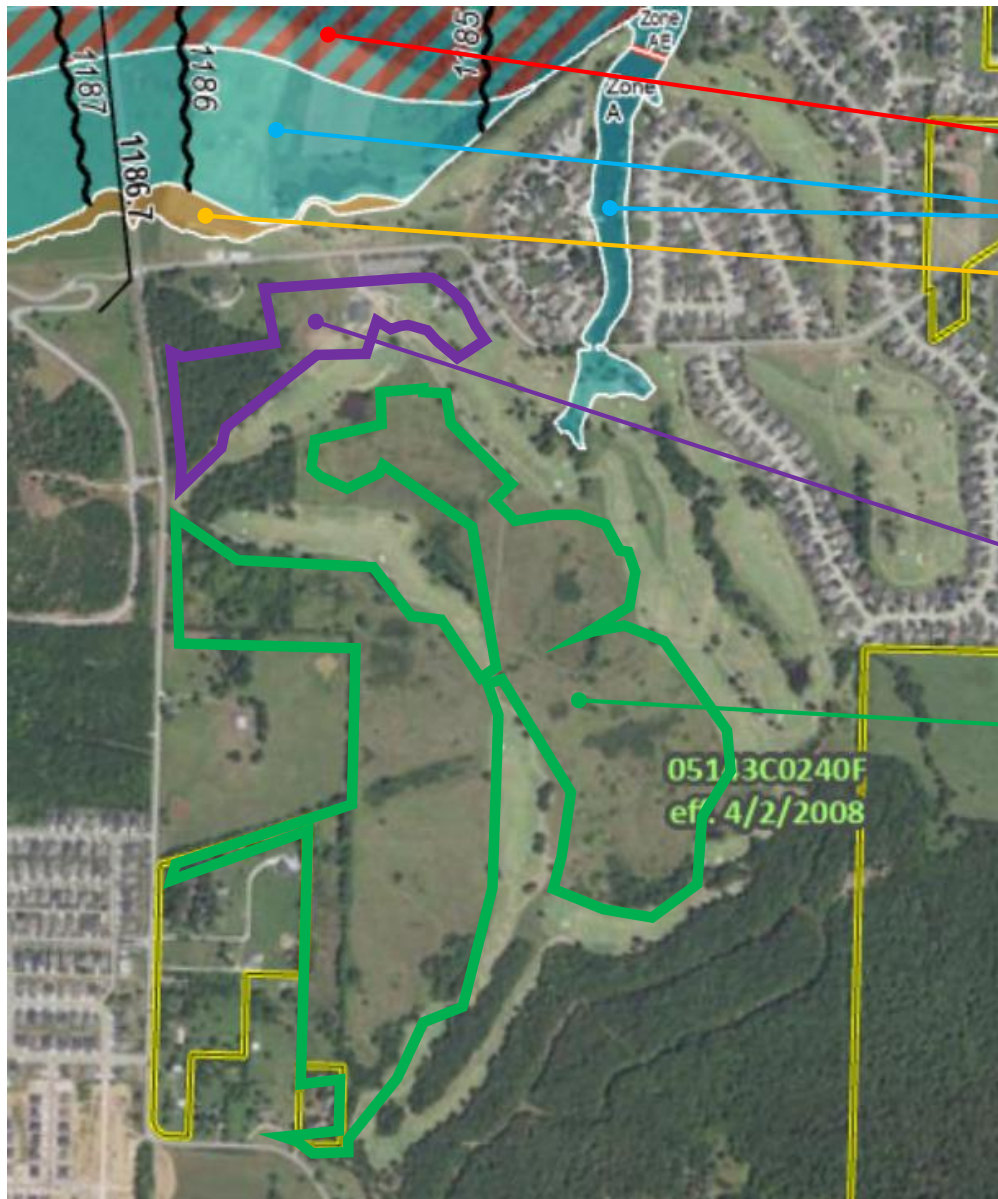


Proposed rezoning to:
CS, Community
Services
NC, Neighborhood
Conservation

Stonebridge Golf Course

Zoning boundaries are approximate

FEMA Floodplain



Floodway
100-Year Floodplain
500-Year Floodplain

Proposed rezoning to:
CS, Community
Services
NC, Neighborhood
Conservation

Zoning boundaries are approximate

June 20, 2023

VIA HAND DELIVERY

City Council Members
City Planning Commission
Kara Paxton, City Clerk
Lioneld Jordan, Mayor
Kit Williams, City Attorney

Re: RZN-2023-0014 - Dead Horse Mountain Road

To Whom It May Concern:

I represent the owners and developers of the subject properties of this rezoning which would be the good folks from Riverwood Homes as well as the Stonebridge Meadows Golf Course. I have attached some graphics of the project called "The Preserve at Stonebridge". Of the 200+ acres, half of that acreage will remain RA, therefore providing a lot of green space. Nestled within the green space will be the Neighborhood Conservation (NC) requested 97 acres will be a balance of affordable cottages (100+ starting under \$275,000), manors (about 100 at 1,800 sq ft.) and estate homes (about 40 at 2,400 sq ft.) as well as a 55+ active adult community (about 100). Another eighteen acres is subject of the Community Services (CS) request, which will be on the corner of Goff Farm Road and Dead Horse Mountain Road, allowing the golf course to build a new clubhouse with a pool on Fayetteville's and North West Arkansas' only public 18 hole champion golf course. The balance of the property is to have a variety of uses such as coffee shop/café, small mercantile, along with no more than fifty (50) cottages, townhomes or condos.

The owners of the property took the staff's report comments very seriously, specifically the concerns about density and that the NC could have up to 800 lots, however as you can see from the attached plats it's going to be no more than 350. It was asked at the Agenda Session: with the current zoning that exists for 53+ of the 97 acres at RSF-4 with a 2.5 Bill of Assurance which could yield about 134 lots, then how many more lots could there be? Since this request is not asking for 800 but instead 350, that is only 216 more than what it currently is entitled. Further, if indeed this property were developed with the 134 number those would not be affordable homes; economics would dictate \$500-\$600 hundred thousand dollars homes. With the presumption and request that this rezoning will be left on the first reading, we will have a Bill of Assurance prepared for the next meeting limiting the density to 350. So, if you look at Staff's concerns as it relates to water supply, over taxing the infrastructure, and traffic congestion then please note that those concerns were based on the potentiality of 800. The Bill of Assurance should completely eliminate those concerns.

Further, regarding density see the plat, which is the last page of my attachments, two subdivisions (Riverwalk at 264 lots and Stonebridge Meadows at 300+) that are already in existence with considerable density and unlike ours not near the amount of ingress and egress. We will have three points of ingress and egress, two off Dead Horse Mountain Road and one on Goff Farm Road. As far as surrounding compatibility, you have those other dense subdivisions next door plus you have the golf course, the owners of which are requesting this rezoning. Although they opposed prior proposed developments they obviously are excited about this one because it fits in with the overall look and feel that they were going for to enhance and improve their golf course. In a nutshell, we are making a powerful argument for compatibility.

Regarding the C.S., we again listened to staff's concerns about the potential density for housing and again we will bring forth a Bill of Assurance indicating we will not put apartment buildings nor a gas station, and we will indeed have some of the land to be earmarked for retail uses such as sidewalk cafes, offices, coffee shops on bottom, living quarters above and no more than 50 residential lots. Again, we believe this will complement the golf course. So, with this Bill of Assurance, staff gets density controlled and some much needed services for this area.

Regarding some miscellaneous matters: the fire protection is within 12 seconds of the fire department's stated goal of 6 minutes; a bike trail will certainly get lots of use as there will be 100 of the 55+ homes which will be small and quite obtainable which is exactly what our city needs and studies show that traffic patterns are reduced by over 50% for this type of community; any concerns neighbors might have about flooding and drainage will of course be taken care of during development and all of the drainage of this development will drain to the golf course and to the creek so there is a certainty that no neighbors' drainage issue will get any worse and there is a probability that neighbor's drainage issues will get better.

Finally, in regard to future land use calling for Residential Neighborhood and Rural Residential, we believe that having all of that green space, almost 100 acres, around these lots dovetails nicely with the , quoting the City's Plan, "conservation and preservation of woodlands, grasslands or agricultural lands" and "a proposed development should utilize alternative development patterns such as cluster or conservation subdivisions to achieve compatibility with surrounding areas". Further, the City's future plan calls for "primarily residential in nature and supporting a wide variety of housing types of appropriate scale and context" and further "compact blocks with gridded street patterns, retail and offices on corners and along connecting corridors encourage future existing neighborhoods to be more complete, compact, and connected,...walkable, and bicycle friendly...urban designed to create compatible, livable, accessible neighborhoods...and scale of new development to be compatible in use and proportionality between a variety of residential and nonresidential uses." Again this development hits all of those points.

On behalf of the applicants, I would hardly encourage you to leave this on 1st reading but then at the next meeting vote in favor of this rezoning. Thank you for your consideration.

1

2

Sincerely yours,

Hall, Estill, Hardwick, Gable, Golden &
Nelson, P.C.

/s/ Robert K. Rhoads

Robert K. Rhoads

RKR:sli

Cc: Clients

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THE PRESERVE AT STONEBRIDGE

REZONE 97 ACRES TO NC

This wonderfully blended community has a mixture of single family affordable cottages, manors, and estate homes, as well as a 55+ active adult neighborhood all nestled within the heart of Stonebridge Golf Course on appx. 95 acres.

The site has over 200 acres with over 100 acres remaining RA with special attention given to the preservation of large green belts, mature trees, beautiful lakes and streams.





OVERVIEW OF PROJECT

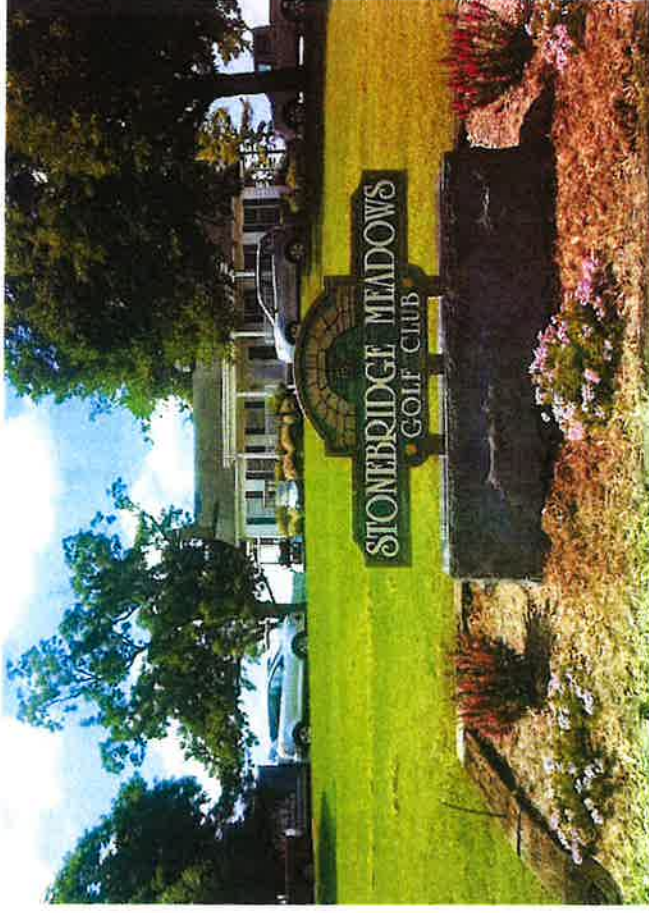
- Located within 3.5 miles to downtown Fayetteville and The University of Arkansas,
- Access from both Dead Horse Mountain and Goff Farm Road allowing multiple access points to Hwy 16.
- Public water, sewer, and gas are onsite
- Density will be limited to less than 3.75 units per acres which is less than traditional R-4 zoning
- Developer agrees to give a Bill of Assurance limiting this property to single family homes not to exceed 350 homes on the 97 acres.

RIVERWOOD HOMES

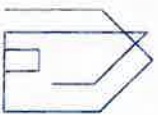
STONEBRIDGE GOLF COURSE

REZONE 18 ACRES TO CS

- Located at the corner of Goff Rd and Dead Horse Mountain to NS
- Allows Owner to build a new clubhouse with pool on the only public 18 hole golf course in Fayetteville
- Balance of property to have a variety of uses such as coffee shop/cafe, small mercantile, along with no more than 50 cottages, townhomes, or condos
- Will give Bill of Assurance limiting density, etc

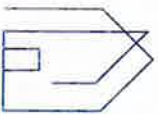


PRODUCT LINE



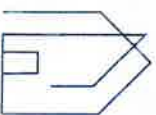
COTTAGE

Riverwood Homes 1300-1700 square feet
starting under **\$300,000**



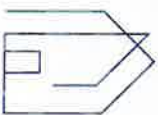
MANOR

Riverwood Homes 1700-2300 square feet



ESTATE

Riverwood Homes 2350-3000 square feet



THE COURTYARDS -

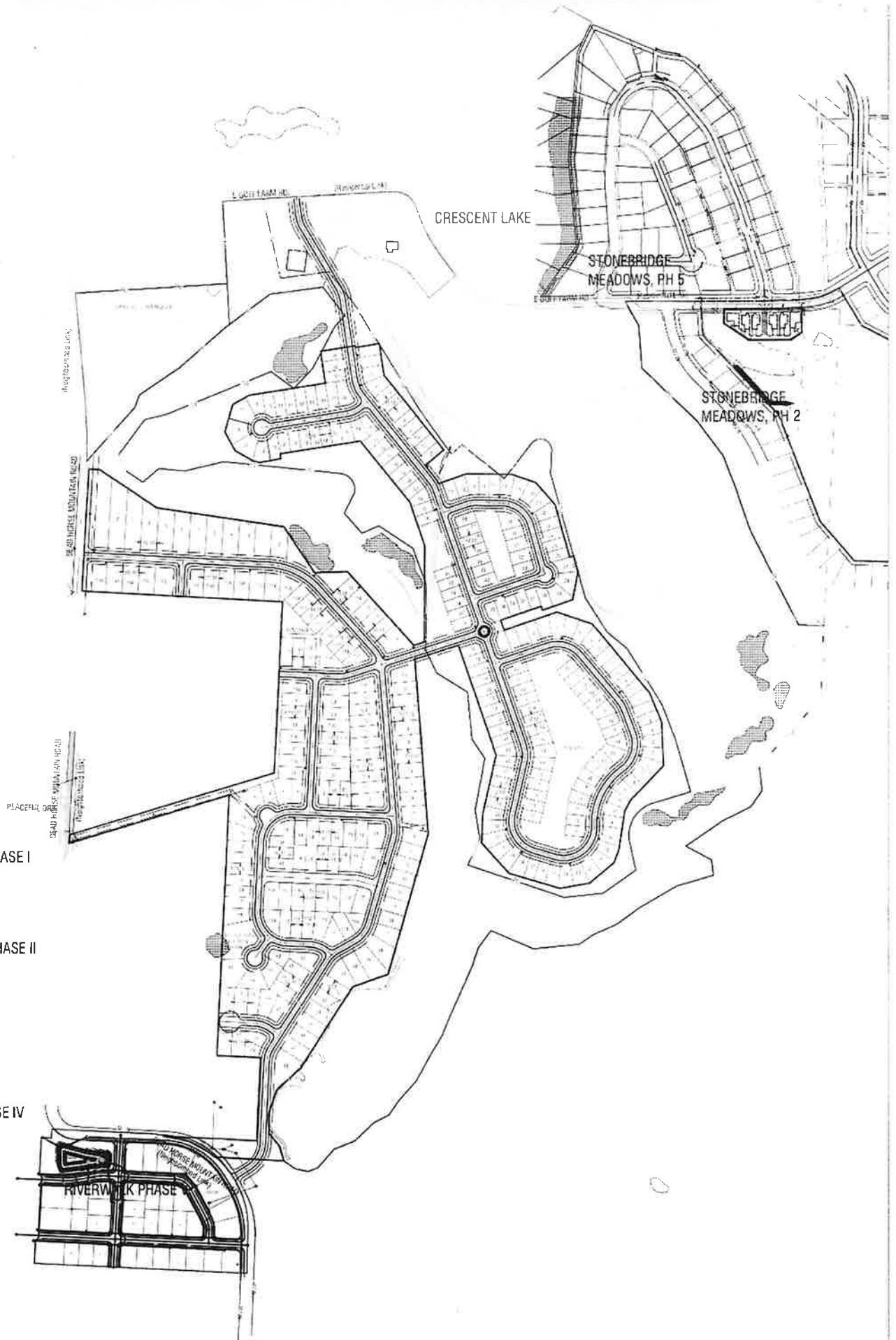
55+ Active Adult community within the Preserve
at Stonebridge



THE COURTYARDS 55+

- Reduced Traffic and School impacts compared to traditional housing within 55+ communities by up to 50%
- Low maintenance living, private courtyards, lock and leave lifestyle, universal design
- Community Amenities to include pickle ball courts, pocket parks, and walkways
- No Mower. No Rake. No Shovel...Exterior yards of homes maintained year round





**BILL OF ASSURANCE
FOR THE CITY OF FAYETTEVILLE, AR**

In order to attempt to obtain approval of a request for a zoning reclassification (RZN 23-0014 at Goff Farm Road and Dead Horse Mountain Road), the owner, developer or buyer of this property, (hereinafter called "Petitioner") TABA20, LLC, hereby voluntarily offers this Bill of Assurance and enters in this binding agreement and contract with the City of Fayetteville, Arkansas.

The Petitioner expressly grants to the City of Fayetteville the right to enforce any and all of the terms of this Bill of Assurance in the Circuit Court of Washington County and agrees that if the Petitioner or Petitioner's heirs, assigns, or successors violate any term of this Bill of Assurance, substantial irreparable damage justifying injunctive relief has been done to the citizens and City of Fayetteville, Arkansas. The Petitioner acknowledges that the Fayetteville Planning Commission and the Fayetteville City Council will reasonably rely upon all of the terms and conditions within this Bill of Assurance in considering whether to approve Petitioner's rezoning request.

Petitioner hereby voluntarily offers assurances that Petitioner and Petitioner's property shall be restricted as follows IF Petitioner's rezoning is approved by the Fayetteville City Council.

1. The area proposed to be rezoned to Neighborhood Conservation (NC), shall be limited to the following Permitted Uses:
 - a. No more than 350 lots
2. Petitioner agrees to limit the density on the property to no more than 350 lots.
3. Petitioner specifically agrees that all such restrictions and terms shall run with the land and bind all future owners unless and until specifically released by Resolution of the Fayetteville City Council. The Bill of Assurance shall be filed for record in the Washington County Circuit Clerk's Office after Petitioner's rezoning is effective and shall be noted on any Final Plat or Large Scale Development, which includes some or all of Petitioner's property.

IN WITNESS WHEREOF and in agreement with all the terms and conditions stated above, I, Mark Marquess, as the owner, developer or buyer (Petitioner) voluntarily offer all such assurances and sign my name below.

6/27/23
Date

Mark Marquess, President
TABA20, LLC


Signature

NOTARY OATH

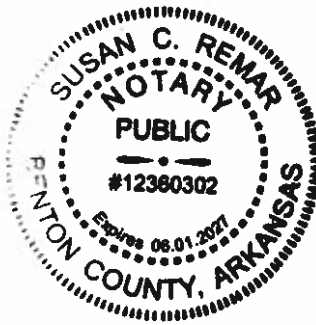
STATE OF ARKANSAS }
COUNTY OF ~~WASHINGTON~~ }
 BENTON

And now on this the 27 day of June 2023, appeared before me Mark Marquess, and after being placed upon his oath swore or affirmed that he agreed with the terms of the above Bill of Assurance and signed his name above.


Notary Public

My Commission Expires

06-01-2027
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CITY OF
FAYETTEVILLE
ARKANSAS

CITY COUNCIL MEMO

MEETING OF JULY 6, 2023

TO: Mayor; Fayetteville City Council

THRU: Susan Norton, Chief of Staff

FROM: Jonathan Curth, Development Services Director

DATE: June 29, 2023

SUBJECT: RZN-2023-0014: Rezoning (SE OF DEAD HORSE MOUNTAIN ROAD AND E. GOFF FARM ROAD/RIVERWOOD HOMES)

RECOMMENDATION:

With consideration for the proposed bills of assurance, City Planning staff's recommendation of denial stands. This is based on previously identified infrastructure shortcomings in addition to those below. Additionally, staff finds the proposal to remain inconsistent with adopted long-range plans, goals, and objectives.

The Planning Commission recommend approval of a request to rezone the subject property. Bills of assurance were not offered for consideration at that time.

BACKGROUND:

At their June 20th, 2023 meeting, the City Council heard presentations and comments on RZN-2023-0014, an ordinance to rezone approximately 200 acres of land southeast of Dead Horse Mountain Road and Goff Farm Road in Ward 1. During the hearing, the applicant requested the item be left on the first reading. In anticipation of a second reading, Councilmembers posed several questions. This included requests for information on the following:

- Water/sewer capacity issues near the rezoning.
 - Additionally, potential exacerbation of known issues or anticipated needs resulting from development under the rezoning request.
- Existing lift station limitations, including future, anticipated maintenance.
- Planned street projects in the area on existing work plans, with an emphasis on street widening or bridge modifications.
- Background on flooding associated with Dead Horse Mountain Road's crossing of the West Fork of the White River.
- Locations of known flooding complaints or issues.
- Anticipated drainage patterns from potential development.
- Development standards under which existing neighborhoods experiencing flooding were built.

Although primarily a land use decision, both the Planning Commission and City Council may legally consider the following factors in all rezoning applications (as summarized from Office of the City Attorney memo dated December 8, 2021):

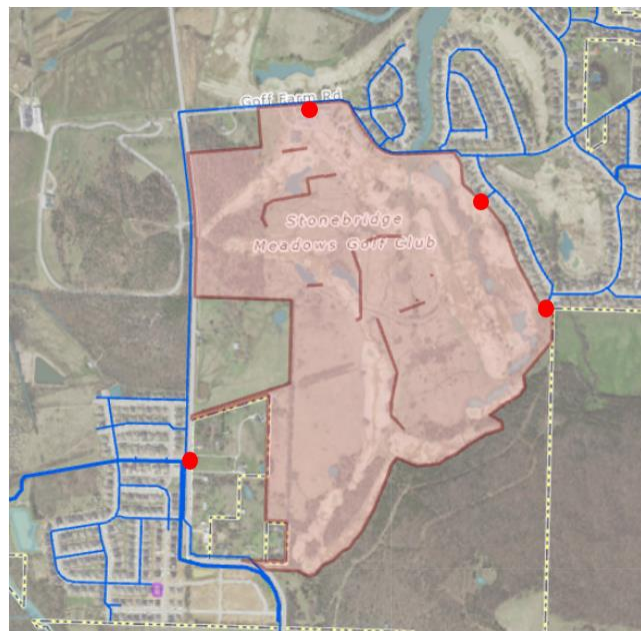
- Compatibility with adjacent zones
- Public opposition that is logical and reasonable
- Traffic (safety and congestion)
- Safety and Fire protection
- Good civic design and efficiency
- Adequacy of public facilities (sewage, water, streets)
- Noise

DISCUSSION:

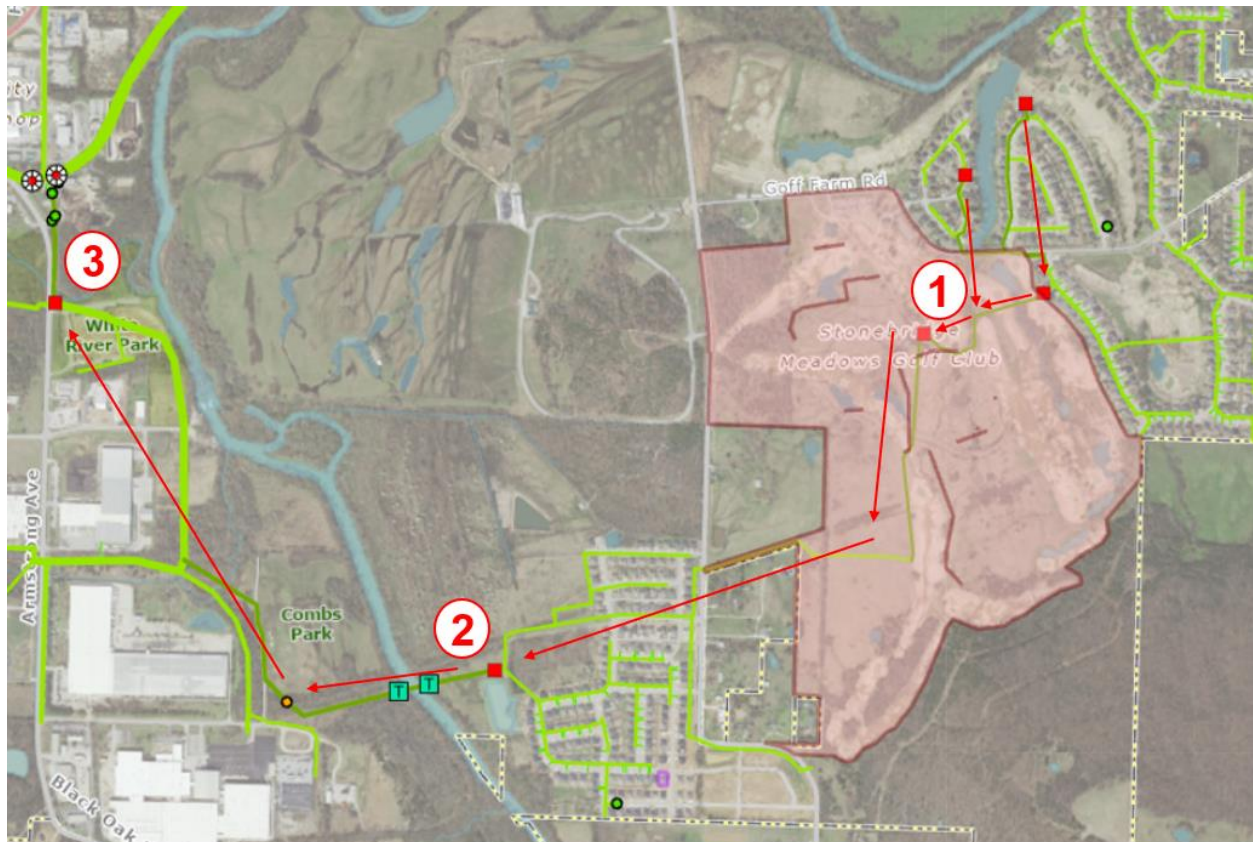
In response to the Council's questions, staff from the Development Services, Public Works, and Water and Sewer Departments conferred and offer the following information:

Water/Sewer Capacity

Water service is feasible for this scale of development, but interconnectivity is critical due to the remoteness of the property. For example, four connection points (red dots, below) should be made at full build-out. Phasing may necessitate more than one of these connections, to be determined at the time of submittal.



For sanitary sewer service, development of the property will involve integration into the nearby series of sequential pumping stations (red squares, below). There are three small stations that pump into the station identified as “1” in the image below. Based on the proposed rezoning’s area, much of the potential development will flow to station “1”. Subsequently, flows are pumped through “2” and “3” before entering larger trunk lines to the Noland treatment facility.



The Water and Sewer Department performs an annual analysis of each lift station to determine operating capacity. These analyses assist in evaluating pump efficiencies, station-specific issues, and the impacts of groundwater inflow/infiltration. However, these analyses do not assess available capacity for future development or development scenarios. When capacity is in question, a development proposal is required to include a project-specific analysis that includes detailed information on unit counts, estimated residents, etc.

In considering these analyses, current data indicates that station “1” has limited capacity to accept more flow, comparable to a few dozen homes. Upgrades to this station, including pumps, generators, electric systems, and potentially total reconstruction may be necessary. The 8-inch force main downstream of station “1” may have the ability to support higher flows, although a detailed engineering design would likely be necessary for confirmation.

Further downstream, the 8-inch gravity sewer main that flows to station “2” would be at capacity with the smaller 350-unit proposal noted in the applicant’s bill of assurance. With additional, existing flows to this line, the need to upsize is likely.

Regarding station “2”, it was upgraded in recent years due to development upstream. While having more capacity than Station “1”, it is unclear if upgrades will be necessary in association with the land under consideration for rezoning. The 12-inch force main downstream of station “2” is likely adequate, even if pumps were upsized at this station.

Finally, station “3” operates well during dry weather and can handle additional flow. However, during wet weather the station has been at capacity. Given the location of station “3” and the varied number of contributing properties, including the City’s car wash, upgrades may be more appropriate as a Water and Sewer Department project.

In summary, water service in the area of the proposed rezoning appears to be adequate while sewer service is likely to necessitate upgrades to one or more stations and one or more lines. Given the property’s location, it is ineligible for cost-share opportunities due to proximity to the urban core, but remains eligible for cost-share consideration by the Council if a project has system-wide benefits.

Planned Street Improvements

There are no current street projects funded or in design near the property being considered for rezoning. This includes a review of street widening, bridge improvements, sidewalk construction, and bond project programs. A connection of the St. Paul Trail from Armstrong to Dead Horse is projected for 2028.

Dead Horse Mountain Road Flooding

The current Dead Horse Mountain Road bridge (red dot, below) was constructed by the Arkansas Highway and Transportation Department (AHTD, now ArDOT) between 2009 and 2011. The bridge crosses the West Fork of the White River and replaced an existing narrow bridge in poor condition. The previous bridge and its approaches both experienced flooding. At the time, Federal, State, and City funding were available to replace the bridge, totaling approximately 212 feet, but not the approaches, which would necessitate several million dollars more and result in a bridge span of 800 to 1,000 feet. Ultimately, in the interest of promptly addressing the bridge’s condition with the resources available, the decision was made to

replace the structure and not the approaches, with City acknowledgement that flooding beyond the bridge may still occur.



Locations of known flooding complaints/issues

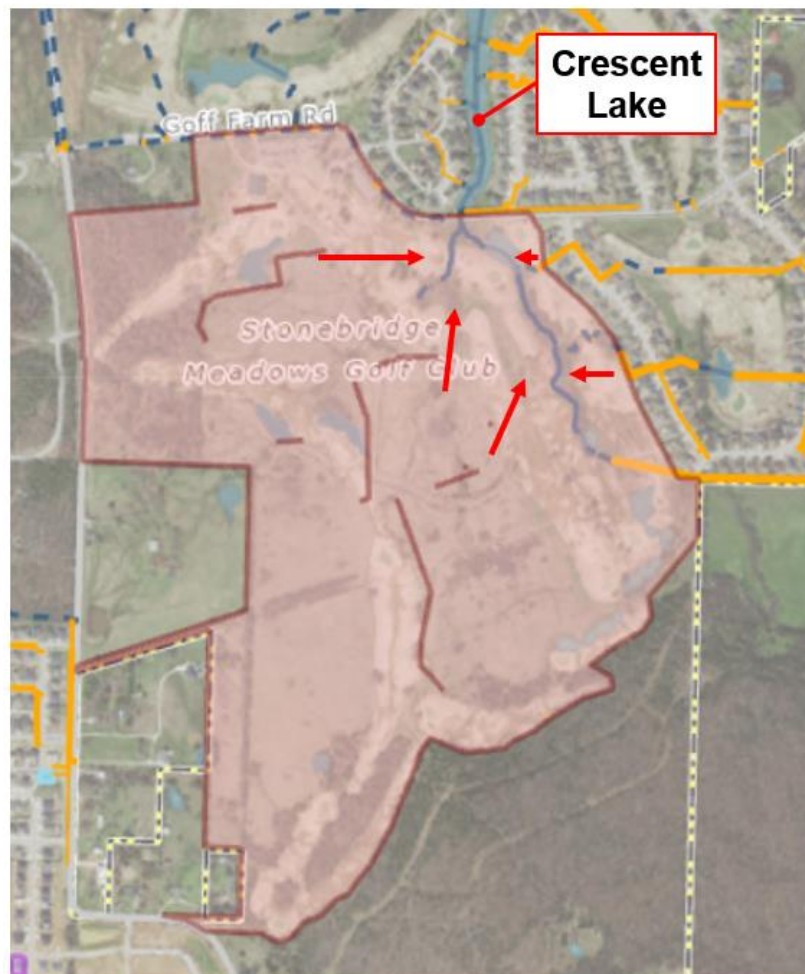
Staff has documented multiple instances of flooding and ponding near the proposed rezoning. The only structure flooding reported in the vicinity of the proposed rezoning is 1773 S. River Meadows Drive ("1", below). Other properties in the vicinity of 1773 have reported ponding water and yard flooding, including at 1758 ("2", below).

Nearer to the proposed rezoning, the City has received reports of street and yard flooding at 1781 and 1880 S. Cherry Hills Drive ("3" and "4" respectively, below). Historic issues are known to exist at 2080 S. Pumpkin Ridge ("5", below), but following minor public improvements, no additional concerns have been received. During the analysis leading up to these improvements, staff found the stormwater pipe system to be undersized for large rain events and with little provision for rainwater to move across yards. A bond project for the S. River Meadows/Cherry Hills area was developed and is partially designed, but lacks adequate funding to be constructed and easements from the golf course to install new drain pipe and regrade.



Anticipated drainage patterns from potential development

A portion of the property being considered for rezoning drains directly to Crescent Lake, the body of water to the northeast that was developed with the nearby golf course. Accordingly, drainage from the subject property does not cross other properties before passing under Goff Farm Road and reaching the lake. However, several properties that have documented standing water and yard flooding drain to the same point at Goff Farm Road. Under the current Drainage Criteria Manual, new developments are required to install measures to reduce peak flows. Stated differently, drainage from potential development on the subject property is required to be retained and released in a measured fashion, rather than at the time of a rain event when nearby properties developed under previous standards see higher rates of run-off.



Development standards under which neighborhoods experiencing flooding were built

Immediately east of the proposed rezoning is the Stonebridge Meadows Phase 2 subdivision, where the aforementioned flooding and ponding is documented. Platted in 2005, the subdivision was developed under a previous iteration of Fayetteville's Drainage Criteria Manual (DCM). Since that time, the most prominent change to the DCM that may have alleviated current issues is the requirement for a master lot grading plan. Master lot grading plans serve multiple purposes, but among them are two primary elements relevant to this area. The first is to design a subdivision so that areas for building construction are elevated to drain water away from them. Secondly, a master lot grading plan evaluates current on- and off-site drainage paths and incorporates them into the subdivision's design. Combined, these elements work to keep stormwater out of structures while allowing it to also pass through an area to stormwater infrastructure or existing ditches and streams.

**BILL OF ASSURANCE
FOR THE CITY OF FAYETTEVILLE, AR**

In order to attempt to obtain approval of a request for a zoning reclassification (RZN 23-0014 at Goff Farm Road and Dead Horse Mountain Road), the owner, developer or buyer of this property, Sasnakra Golf, LLC (hereinafter called "Petitioner") hereby voluntarily offers this Bill of Assurance and enters in this binding agreement and contract with the City of Fayetteville, Arkansas.

The Petitioner expressly grants to the City of Fayetteville the right to enforce any and all of the terms of this Bill of Assurance in the Circuit Court of Washington County and agrees that if the Petitioner or Petitioner's heirs, assigns, or successors violate any term of this Bill of Assurance, substantial irreparable damage justifying injunctive relief has been done to the citizens and City of Fayetteville, Arkansas. The Petitioner acknowledges that the Fayetteville Planning Commission and the Fayetteville City Council will reasonably rely upon all of the terms and conditions within this Bill of Assurance in considering whether to approve Petitioner's rezoning request.

Petitioner hereby voluntarily offers assurances that Petitioner and Petitioner's property shall be restricted as follows **IF** Petitioner's rezoning is approved by the Fayetteville City Council.

1. The area proposed to be rezoned to Community Services (CS), shall be limited to the following Permitted Uses:
 - a. No multi-family dwellings;
 - b. No gas service stations;
 - c. Five (5) acres will be limited to commercial use.
2. Petitioner agrees to limit the density on the CS property to no more than fifty (50) single family residential lots.
3. Petitioner specifically agrees that all such restrictions and terms shall run with the land and bind all future owners unless and until specifically released by Resolution of the Fayetteville City Council. The Bill of Assurance shall be filed for record in the Washington County Circuit Clerk's Office after Petitioner's rezoning is effective and shall be noted on any Final Plat or Large Scale Development, which includes some or all of Petitioner's property.

IN WITNESS WHEREOF and in agreement with all the terms and conditions stated above, I, Stacey White, as the owner, developer or buyer (Petitioner) voluntarily offer all such assurances and sign my name below.

Date

Stacey White, Member
Sasnakra Golf, LLC

Signature

NOTARY OATH

STATE OF ARKANSAS }
COUNTY OF WASHINGTON }

And now on this the _____ day of _____ 2023, appeared before me Stacey White, and after being placed upon oath swore or affirmed agreement with the terms of the above Bill of Assurance as signed above.

Notary Public

My Commission Expires

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MEETING OF JULY 6, 2023

TO: Mayor Jordan and City Council

THRU:

FROM: Kit Williams, City Attorney

DATE:

SUBJECT: Resolution to Fill Vacancy in the Office of the City Council Member for Ward One, Position One

RECOMMENDATION:

BACKGROUND:

DISCUSSION:

BUDGET/STAFF IMPACT:

ATTACHMENTS: City Attorney Memo - Filling Vacancy in Ward One, Position One, Agenda Request Form



City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Legislation Text

File #: 2023-874

Resolution to Fill Vacancy in the Office of the City Council Member for Ward One, Position One

A RESOLUTION TO CALL A SPECIAL ELECTION ON NOVEMBER 14, 2023 TO FILL A VACANCY IN THE OFFICE OF THE CITY COUNCIL MEMBER FOR WARD ONE, POSITION ONE OF THE CITY OF FAYETTEVILLE

WHEREAS, a vacancy in the office of the Council Member of Ward One, Position One occurred on July 1, 2023, in the City of Fayetteville; and

WHEREAS, pursuant to A.C.A. § 14-43-411(b) the Fayetteville City Council has voted to call a special election to fill this vacancy.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby calls a special election to fill the vacancy for a Council Member in Ward One, Position One of the City of Fayetteville for November 14, 2023.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby determines that the circulation period for petitions of candidacy shall begin on July 11, 2023 and end at noon on July 25, 2023 when all official petitions for municipal candidates shall be provided by any person seeking to be a candidate to the Washington County Clerk's Office. The ballot position drawing shall be conducted on or before August 1, 2023, at the place, date and time selected by the Washington County Election Commission.



OFFICE OF THE
CITY ATTORNEY

DEPARTMENTAL CORRESPONDENCE



Kit Williams
City Attorney

Blake Pennington
Assistant City Attorney

Jodi Batker
Paralegal

TO: Mayor Jordan
City Council

CC: Susan Norton, Chief of Staff

FROM: Kit Williams, City Attorney

DATE: June 1, 2023

RE: Motion and Resolutions for Council Member Harvey's Upcoming Vacancy

To facilitate the parliamentary procedure for the City Council to address the vacancy because of Council Member Sonia Harvey's resignation of her Ward 1 position, I have attached two Resolutions to be decided upon at the July 6th City Council meeting. One Resolution would elect a replacement Council Member by City Council vote on July 6th. The other option would be a Resolution to call for a Special Election to elect a new Council Member on November 14, 2023, which is the only legal date to schedule this Special Election this year.

A.C.A. § 7-11-105(A) states: "(A)ll special elections to fill vacancies in office . . . shall be held on the second Tuesday of: February, May, August or November. . . ." Subsection (d) states: "A special election to fill a vacancy in office shall be held not less than seventy (70) days following the date . . . for drawing ballot position." Allowing the couple of weeks needed to circulate election petitions prior to drawing for ballot positions would leave less than a month prior to the August election date rather than the required 70 day minimum. Therefore, the earliest allowable legal date for the Special Election is November 14, 2023.

The first issue that should be addressed is the City Council's choice between electing a replacement Council Member themselves or referring the decision to a Special Election so that Ward One voters could elect their Council Member. This should be done by a City Council Member moving either:

- (1) To elect a Council Member by the City Council to serve the unexpired term of former Council Member Sonia Harvey; or
- (2) To call for a special election to elect a new council member to replace former Council Member Sonia Harvey.

This initial motion is an internal motion such as a motion to table and is dependent upon the number of Council Members present and voting. The Mayor may as usual vote if "the Mayor's vote is needed to pass any ordinance, by-law, resolution, order or motion." A.C.A. § 14-43-501(b). If any Council Member is absent on July 6th, then only four votes would be needed to pass this motion as the members in attendance (including Mayor Jordan) would total only seven for this internal motion.

Either Resolution, however, shall continue to require five affirmative votes to pass pursuant to A.C.A. § 14-55-203 **Voting requirements for passage.** "To pass any by-law, ordinance or resolution. . . , a concurrence of majority of the whole number of members elected to the council shall be required."

This is slightly altered by A.C.A. § 14-43-411(b)(1) which requires a "majority vote of the remaining members elected to the council. . . ." As "this language would include the Mayor since he is an *ex officio* member of the council," *Gibson v. City of Trumann*, 311 Ark 561, 562, 845 S.W.2d 515, 516 (1993); the Mayor must also be counted when determining the number of "remaining members elected to the council" which would be eight. Thus, five affirmative votes (which could include a vote by Mayor Jordan) would be needed to pass either Resolution.

Please keep in mind that the state statute says: "at the first regular meeting after the occurrence of the vacancy, the **city council shall** proceed to either elect by majority vote of the remaining members elected to the council a council member to serve for the unexpired term or call for a special election" A.C.A. § 14-43-411(b)(1) (emphasis added). Therefore, the City Council has a **mandatory duty to either elect a new council member or call a special election at the July 6, 2023 meeting.**

RESOLUTION NO. _____

**A RESOLUTION TO ELECT _____ AS CITY COUNCIL MEMBER
FOR WARD ONE, POSITION ONE OF THE CITY OF FAYETTEVILLE**

WHEREAS, a vacancy in the office of the Council Member of Ward One, Position One occurred on July 1, 2023 in the City of Fayetteville; and

WHEREAS, the City Council pursuant to A.C.A. § 14-43-411(b) has voted to elect _____ as the replacement City Council Member for Ward One, Position One.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby elects _____ to the office of City Council Member of Ward One, Position One in the City of Fayetteville pursuant to A.C.A. § 14-43-411(b) to serve the remainder of the previous Council Member's term.

PASSED and APPROVED this 6th day of July 2023.

APPROVED:

ATTEST:

By: _____
LIONELD JORDAN, Mayor

By: _____
KARA PAXTON, City Clerk/Treasurer

RESOLUTION NO. _____

A RESOLUTION TO CALL A SPECIAL ELECTION ON NOVEMBER 14, 2023 TO FILL A VACANCY IN THE OFFICE OF THE CITY COUNCIL MEMBER FOR WARD ONE, POSITION ONE OF THE CITY OF FAYETTEVILLE

WHEREAS, a vacancy in the office of the Council Member of Ward One, Position One occurred on July 1, 2023, in the City of Fayetteville; and

WHEREAS, pursuant to A.C.A. § 14-43-411(b) the Fayetteville City Council has voted to call a special election to fill this vacancy.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby calls a special election to fill the vacancy for a Council Member in Ward One, Position One of the City of Fayetteville for November 14, 2023.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby determines that the circulation period for petitions of candidacy shall begin on July 11, 2023 and end at noon on July 25, 2023 when all official petitions for municipal candidates shall be provided by any person seeking to be a candidate to the Washington County Clerk's Office. The ballot position drawing shall be conducted on or before August 1, 2023, at the place, date and time selected by the Washington County Election Commission.

PASSED and APPROVED this 6th day of July, 2023.

APPROVED:

ATTEST:

By: _____
LIONELD JORDAN, Mayor

By: _____
KARA PAXTON, City Clerk/Treasurer

AGENDA REQUEST FORM

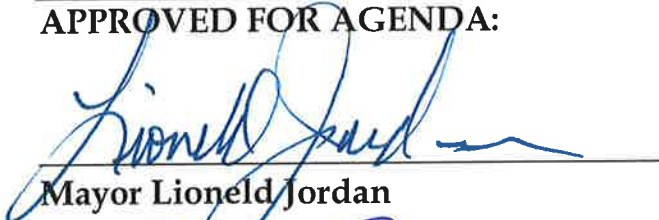
FOR: Council Meeting of July 6, 2023

FROM: Mayor Lioneld Jordan

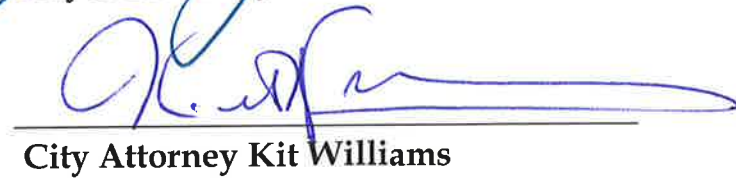
ORDINANCE OR RESOLUTION TITLE AND SUBJECT:

A RESOLUTION TO DECLARE A VACANCY IN WARD ONE, POSITION TWO AND TO DETERMINE HOW THE VACANCY SHALL BE FILLED

APPROVED FOR AGENDA:


Mayor Lioneld Jordan

6/27/23
Date


City Attorney Kit Williams

June 27, 2023
Date



MEETING OF JULY 6, 2023

TO: Mayor Jordan and City Council

THRU: Susan Norton, Chief of Staff
Jonathan Curth, Development Services Director

FROM: Britin Bostick, Long Range Planning/Special Projects Manager

DATE:

SUBJECT: Fayetteville Heritage & Historic Preservation Plan

RECOMMENDATION:

City staff, the Historic District Commission and the Black Heritage Preservation Commission recommend approval of the citywide Heritage & Historic Preservation Plan.

BACKGROUND:

One of the near-term benchmarks in City Plan 2040 is, "Seek funding to complete a citywide Community Preservation Plan to identify resources for future historic survey and registration, assess current preservation efforts, and plan for new initiatives." This will be the city's first historic preservation plan, and it is being completed in partnership with the Arkansas Historic Preservation Program (AHPP). AHPP awarded the city a \$50,000 matching grant in March 2022 with the City Council approving a \$20,000 match. Stantec Consulting Services was hired as the project consultant in August 2022 and public engagement began in September 2022 with the first public meeting on the plan held at the Fayetteville Public Library.

A survey followed the meeting to capture the community's goals and concerns regarding historic preservation in Fayetteville. More than 600 people responded to the survey and showed strong support for historic preservation goals, ranked historic preservation approaches and tools, and provided open-ended responses identifying important areas and properties to preserve. This input was used to develop the five organizing goals and more than fifty action items in the plan. A draft of the plan was presented at a second public meeting in April 2023 with the draft document posted online. A second online survey captured community input on the plan's action items and the same survey was presented in person at the Fayetteville Farmer's Market all four Saturdays in May with city staff and Historic District Commission members assisting the community with the survey and speaking to the community about the plan draft. Community comments have been incorporated into the final document, which was approved by AHPP on May 30, 2023.

DISCUSSION:

The Heritage & Historic Preservation Plan is organized by five goals that seek to strengthen the existing program as well as promote and explore the inclusion of Fayetteville's rich cultural heritage. Based on community input, current best practices in historic preservation, and a thorough assessment of the current program, the five main goals for historic preservation in Fayetteville are:

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

1. Strengthen the preservation program through efficient adjustments to the program's administration.
2. Encourage compatible development that prioritizes historic preservation.
3. Identify and protect historic properties by utilizing historic resources surveys and designations to identify and protect historic resources for future generations.
4. Provide learning opportunities for the community about historic preservation and Fayetteville's unique history.
5. Promote diversity, equity, and inclusion and protect cultural heritage.

The fifty-two action items organized by the five goals represent a plan of work for the next five to ten years that seeks to build partnerships, improve digital resources, support the protection of historic buildings and places, secure important grant funding, and tell the story of Fayetteville's rich cultural heritage. The Historic District Commission and Black Heritage Preservation Commission have been key to this planning process and have discussed the plan and received regular updates from staff throughout the process. Both commissions are already underway on implementing the plan and are in discussion or nearing completion on several action items as of June 2023, some of which will be forwarded to the City Council in the coming months.

At their June 8, 2023 meeting, the Historic District Commission voted 4-0-0 in favor of recommending adoption of the plan to the City Council. No public comment was received. At their June 15, 2023 meeting, the Black Heritage Preservation Commission voted 4-0-0 in favor of recommending adoption of the plan to the City Council. No public comment was received.

BUDGET/STAFF IMPACT:

N/A

ATTACHMENTS: SRF Heritage & Historic Preservation Plan, Fayetteville Heritage & Historic Preservation Plan, Item C.1 Approvals Signatures

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

City of Fayetteville Staff Review Form

2023-833

Item ID

7/6/2023

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Britin Bostick

6/16/2023

LONG RANGE PLANNING (634)

Submitted By

Submitted Date

Division / Department

Action Recommendation:

City staff, the Historic District Commission, and the Black Heritage Preservation Commission recommend approval of the citywide Heritage & Historic Preservation Plan.

Budget Impact:

1010.090.6600-5314.00

1010 - General Fund

Account Number

Fund

32011

Historic Preservation Master Plan (CLG)

Project Number

Project Title

Budgeted Item? Yes

Total Amended Budget

\$ 70,000.00

Expenses (Actual+Encum)

\$ 69,774.63

Available Budget

\$ 225.37

Does item have a direct cost? No

Item Cost

\$ -

Is a Budget Adjustment attached? No

Budget Adjustment

\$ -

Remaining Budget

\$ 225.37

V20221130

Purchase Order Number:

Previous Ordinance or Resolution # 169-22, 58-22

Change Order Number:

Approval Date: 8/2/2022, 3/1/2022

Original Contract Number:

Comments:

Fayetteville Heritage & Historic Preservation Plan



Project Team



Stantec

Stantec Consulting Services
of Austin, Texas



McDoux Preservation LLC
of Houston, Texas

Emily Reed, Project Manager
Mitch Ford, Lead Architectural Historian
Brandy Black, Architectural Historian
Jennifer Brosz, Senior Architectural Historian
Jenya Green, Architectural Historian
Marcus Huerta, Architectural Historian
Laura Kviklys, Senior Architectural Historian
Izabella Nuckels, Historic Preservation Specialist
Sandy Shannon, Deputy Project Manager
Kory Van Hemert, Architectural Historian
Sara Laurence, GIS Manager
Tracie Quinn, Technical Editor

Steph McDougal, Principal
Jenn Beggs, Associate

July 2023
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Attribution Note

Unless otherwise noted, photographs, maps, data, and charts were produced by the authors listed above or are courtesy of the City of Fayetteville.

Funding Note

Partially funded by the Historic Preservation Fund managed by the Arkansas Historic Preservation Program
1100 North Street
Little Rock, Arkansas (AR) 72201
(501) 324-9880

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Washington, District of Columbia (D.C.) 20240
United States (U.S.)



CITY OF
FAYETTEVILLE
ARKANSAS



**ARKANSAS HISTORIC
PRESERVATION PROGRAM**



Cover Image:

Clockwise from top left
The Fayetteville skyline facing southwest from Mount Sequoyah (East Mountain) in circa (ca.) 1905, ca. 1880, and in the spring of 2023.

Images are courtesy of Charlie Alison (ca. 1880 and ca. 1905 photographs) and Britin Bostock (2023 photograph).





Land Acknowledgement

This plan follows Fayetteville City Council Resolution 213-20, which declared racism a public health emergency. It aims to foster equity, recognize and preserve diverse histories, and celebrate the vibrant communities in our city's cultural landscapes and built environments of the past, present, and future. We respectfully acknowledge that we are on the traditional, ancestral lands of the Osage Nation. The process of knowing and acknowledging the land we stand on is a way of honoring and expressing gratitude for the ancestral Osage people who were on this land before us. This acknowledgment also recognizes the Cherokee Nation who were forced from their homes and passed through Fayetteville on the Trail of Tears. Moreover, the land currently occupied by Fayetteville has a 200-year history of systemic enslavement of and discrimination toward African people and their descendants. This statement recognizes this history, colonization, and erasure of Indigenous and Black people's stories in Fayetteville, Washington County, and Arkansas.

Figure 1. Trail of Tears.
Source: Arkansas State Parks.^A

Figure 2. Lewis Brothers Building.
Source: Brandon Rush.⁸



Acknowledgements

CITY OF FAYETTEVILLE RESIDENTS

MAYOR

Lioneld Jordan

CITY COUNCIL

Sonia Harvey, Ward 1
D'Andre Jones, Ward 1
Sarah Moore, Ward 2
Mike Wiederkehr, Ward 2
Scott Berna, Ward 3
Sarah Bunch, Ward 3
Teresa Turk, Ward 4
Holly Hertzberg, Ward 4

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Andrew Brink, Vice Chair
Mary McGetrick, Secretary
Jimm Garlock
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Joseph Holcomb
Mary Madden
Brad Payne
Porter Winston

HISTORIC DISTRICT COMMISSION

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Mark Harper
Joann Goodley
Tommie Flowers Davis
Alexandra C. Lee
Julie Preddy

BLACK HERITAGE PRESERVATION COMMISSION

D'Andre Jones, Council Member
JL Jennings, Chair
Lois Bryant, Vice Chair
Kaleb Turner
Joetta "Shawn" Walker
Wendell Huggins
Veronica Huff

CITY OF FAYETTEVILLE STAFF



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Figure 3. Center Street.



Figure 4. House at 348 Washington Avenue.
Source: Brandon Rush.^c

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Figure 6. Public Art in Gregory Park

Plan Organization

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2 <i>About Historic Preservation</i>	- Definition of Historic Preservation - Federal, State, and Local Levels of Preservation - Historic Preservation Tax Credits - Benefits of Historic Preservation - Historic Resources Surveys
3 <i>Fayetteville Background Information</i>	- Community Overview - Brief History of Fayetteville - Architectural Character and Legacy - Overview of Historic Preservation Program - Historic Districts and Properties - Evaluation of Historic Preservation Efforts
4 <i>Stakeholder and Community Engagement</i>	- Stakeholder Engagement Efforts - Community Workshops and Meetings - Community Opinion Survey - Survey and Workshop Results
5 <i>Strategic Plan</i>	- Summary of Goals - Goal Challenges and Solutions - Action Items - Implementation Matrices - Plan Maintenance
+ <i>Appendix</i>	- Acronyms (Appendix A) - Glossary of Terms (B) - Partnership Opportunities (C) - Funding Opportunities (D) - Secretary of the Interior Resources (E-F) - Historical Marker Guidance (G) - Index of Historic District Properties (H) - Historic Resources Survey Plan (I)

Figure 7. Plan Organization.

1. Executive Summary

Founded in 1828, Fayetteville is presently the second largest city in Arkansas. It is a college town and economic center, as well as a destination for art, culture, and natural scenery. As Fayetteville prepares for its bicentennial in 2028, the city looks forward to its next chapter of growth.

Historic preservation is the practice of managing historic resources through protection, reuse, conservation, education, and other means. It encourages responsible growth and development while considering and maintaining places important to the past. Historic places make communities unique and tell the story of each place. They help us celebrate, understand, and learn from our shared history and help make a community attractive to residents, visitors, and businesses. Historic places are also valuable for economic development, tourism, and civic pride. A well-crafted historic preservation plan provides the framework for successful long-term management of a community's historic resources.

The government of the City of Fayetteville (hereafter, City) began its commitment to historic preservation more than 40 years ago with the creation of its local historic preservation ordinance and municipal preservation program. In 2020, the City adopted two short-term (2019–2025) historic preservation-related benchmarks in City Plan 2040: 1) the development of a historic preservation plan and 2) preservation of historic neighborhoods (Table 1). This Heritage & Historic Preservation Plan (hereafter, plan) fulfills the first benchmark and provides objectives and actions for historic preservation work for the next ten years (2023–2033).

The planning process for this project began with a review and assessment of the City's existing historic preservation program, administrative organization, tools for preservation, partnerships, and economic factors. City programs, policies, documents, and procedures related to historic preservation were reviewed and analyzed.



Figure 8. Skyline.
Source: Denis Tagney Jr.⁹

Existing planning documents, the Code of Fayetteville (hereafter, City Code), and recommendations from the Arkansas Historic Preservation Program (AHPP) were studied to assess the extent to which the city had accomplished prior preservation-related goals. Previous historic resources surveys were analyzed for their historic contexts and geographical and historical coverage. A list of local and National Register of Historic Places (NRHP) properties and districts was developed. Lastly, an interactive map was created using geographic information systems (GIS) to plot historical survey activities, demolition activities, designated historic properties and districts, property improvement data from the Washington County Assessor (WCA), proposed transportation projects, and areas prioritized for infill development. Project personnel also conducted a limited windshield survey of Fayetteville to understand the city's broad patterns of development and built environment.



Figure 9. Planning Process and Timeline.

The background review provided a solid understanding of Fayetteville, its history, and the City's historic preservation efforts to date and informed topics for discussion with the community. Community engagement efforts for this plan included stakeholder interviews, a survey questionnaire, and public meetings. Members of the community expressed strong support for historic preservation, prioritized historic preservation activities for the City to undertake, and identified areas or properties that they believe are important to protect, among other topics discussed.

Table 1: City Plan 2040 Benchmarks

City Plan 2040 Benchmarks	Result
Seek funding to complete a citywide Community Preservation Plan to identify resources for future historic survey and registration, assess current preservation efforts, and plan for new initiatives.	This plan fulfills this benchmark.
Work to preserve the historic character and integrity of neighborhoods with multiple approaches including but not limited to creating one or more Local Regulated District(s) in neighborhoods listed on the National Register of Historic Places; and utilize other preservation tools such as overlay districts with the main goal of preserving historic character.	This plan has specific goals and action items to achieve this benchmark.

As a result of the background review and community engagement, five historic preservation goals were identified (Figure 10). Over 50 action items are provided to address each goal. Goals focus on developing a stronger historic preservation program, using survey and designation tools to document and protect historic resources, promoting sustainable development that is compatible with and respectful of the city's historic character, providing learning opportunities to the community, and uplifting diverse and underrepresented histories. These goals are not categorized by importance, but it is important to note that the action items listed for Goal 5 (Promote diversity, equity, and inclusion and protect cultural heritage) are focused on addressing the exclusionary nature of past policies and identifying the need for systemic change to celebrate and recognize Fayetteville's full heritage.

The City of Fayetteville will:

- 1 Strengthen the preservation program**
through efficient adjustments to the program's administration.
- 2 Encourage compatible development that prioritizes historic preservation.**
- 3 Identify and protect historic properties**
for future generations.
- 4 Provide learning opportunities for the community**
about historic preservation and Fayetteville's unique history.
- 5 Promote diversity, equity, and inclusion and protect cultural heritage.**

Figure 10. Goals.

The purpose of this plan is not necessarily a direct path forward but is instead the identification of a planned approach for the next ten years. This plan should be revisited annually to ensure goals and actions are being implemented, and to identify upcoming priorities. At the planning period midpoint, the City should hold a meeting to discuss progress and remaining objectives with the public. The plan should be updated every ten years, with the next planning effort commencing in 2033 (Figure 11). As the first historic preservation plan for Fayetteville, this plan affirms the City's commitment to its history and historic built environment and will help the community achieve its preservation goals.

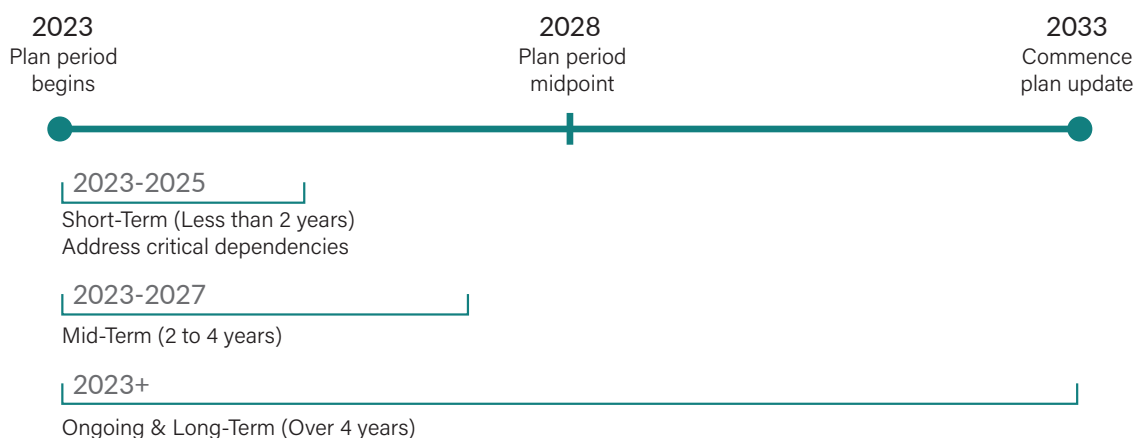


Figure 11. Planning Period.

2. About Historic Preservation

2.1 Federal, State, and Local Levels of Preservation

Historic preservation is a broad term to describe the practice of identifying what is important about our history and how we can manage that history.

It involves the evaluation, documentation, acquisition, protection, rehabilitation, restoration, interpretation, and conservation of historic places, education about history, and other activities.

In the United States, historic preservation is managed at the federal, state, and local levels through laws, processes, and agencies that work together. The National Historic Preservation Act (NHPA) of 1966 ushered in the current landscape of historic preservation in the United States. The NHPA created the National Register of Historic Places (NRHP); the national list of properties places deemed worthy of preservation for their historical significance, and the Section 106 review process. Section 106 of the NHPA requires the evaluation of effects on historic-age (typically 45-50 years old) resources associated with a federal and federally-supported project (i.e., construction of a highway with federal funds). The Section 106 process provides an opportunity for the public to provide input into projects affecting historic properties. Figure 13 defines key terms used in this section, and Figure 15 details the differences between local, state, and federal levels of historic property designations.



Figure 12. Old Main.
One of the first buildings listed in the NRHP in 1970. Source: Brandon Rush^E

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This chapter describes how historic preservation is managed at the three levels of government, explains the benefits of historic preservation, and describes the role of historic resources surveys in preservation planning and how they work.



Key Terms and Concepts

Resource

A building, structure, object, site, or district.

Historic vs. Historical

The word "historic" is used to describe something important in history. The word "historical" describes anything from the past, important or not. In a regulatory context, "historic" means eligible for the NRHP.

Historic-age vs. Nonhistoric-age

Historic-age resources are at least 45 to 50 years old, and nonhistoric-age resources are less than 45 years old.

Surveyed Resources vs. Designated Resources

Surveys typically document resources of a certain age—usually forty-five or fifty years old or older. Inclusion in a historic resources survey does not mean a resource is historic (i.e., eligible for designation or significant). Historic resources surveys make recommendations about eligibility for potential future designations, but designation is a separate process. For example, a survey could document one hundred historical properties, and of those, three might meet the criteria for NRHP designation and would be deemed "historic."

Designated resources have gone through an application process to be formally recognized as historic resources by a government agency. In Fayetteville, historic resources can be part of a local historic district or listed in the Arkansas Register of Historic Places (ARHP) or NRHP, individually or as part of a historic district.

Eligible vs. Designated

Resources recommended eligible for historic designation as part of a survey do not automatically become designated historic properties at the local, state, or national level. The historic designation process is typically initiated by property owners.

Figure 13. Key Terms and Concepts.



Figure 14. Dickson Street During the Fall.

Local Level City of Fayetteville Local Historic Districts	State Level AHPP Properties and Historic Districts	Federal Level NRHP Properties and Historic Districts
Description: Contiguous or noncontiguous areas having special historic community or architectural value. Regulated: Yes Number Designated: One local historic district (Drake Field White Hangar) Designation process: - Historic District Commission (HDC) confers designation - No defined public designation process to date	Description: Individual properties or areas having association with events or people of state or local historical significance; a type, style, or period of architecture; or important elements of Arkansas's history or prehistory. Less stringent requirements than NRHP designation. Regulated: No, honorary Number Designated: All 69 NRHP properties + 11 NRHP districts + 3 ARHP properties not listed in the NRHP Designation process: - Same application/nomination process as NRHP - AHPP confers designation - Several months to one-year process - NRHP properties are automatically listed in the ARHP	Description: Individual properties or areas significant for their association with events or broad patterns of history; persons significant in our past; architectural, engineering, artistic, or construction characteristics; or archaeological value. Must retain sufficient integrity to convey historic associations. Regulated: No, honorary for private property owners. Regulated for federal properties. Number Designated: 69 properties, 11 NRHP historic districts Designation process: - NRHP nomination form - HDC, AHPP, and NPS review - Approximately one-year process

Figure 15.
Overview
of Historic
Designations.

Remember!

Listing in the National Register of Historic Places (NRHP) DOES NOT:

- Restrict property or individual rights
- Protect a resource from a demolition

Local historic districts and protective easements
are the best ways to protect a historic resource.



2.1.1 Federal Level

The National Park Service (NPS) is the primary federal agency responsible for oversight of historic preservation in the United States. The agency works with tribes, states, local governments, nonprofit organizations, and other stewards of our shared heritage. It provides historic preservation guidance, technical support, funding, and management for programs and sites.

One of the functions of the NPS is management of the NRHP, the federal government's official list of historically significant places. NRHP designation is honorary for non-federal resources and does not protect resources from demolition unless the property is involved in a project that would receive federal funding, licensing, or permitting.¹ However, it can make a property eligible for financial incentives. For example, rehabilitation projects on properties listed in or eligible for the NRHP may qualify for federal historic preservation tax credits (Section 2.1.4). Historic properties must retain significance under at least one of the following criteria outlined below to become eligible for listing in the NRHP, either individually or as a contributing resource to a historic district:

- Criterion A. Properties associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B. Properties associated with the lives of persons significant in our past;
- Criterion C. Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, and/or;
- Criterion D. Properties that have yielded, or may be likely to yield, information important in prehistory or history.²

Additionally, for a property to qualify for the NRHP, it must retain enough physical and historical integrity to convey its significance. Seven aspects of integrity are considered: location, design, setting, materials, workmanship, feeling, and association. All seven aspects of integrity do not need to be present for a property to be eligible for the NRHP. In general, a historic property should retain enough integrity to be recognizable from the time period during which it achieved its significance, known as the period of significance (POS).



Figure 16. David and Mary Margaret Durst House. This Mid-Twentieth Century Modern style house was designed by architect John G. Williams in 1952 and is listed in the NRHP. Source: Wikimedia.^F

NRHP Data Points:

- Resource Number: WA0899
- Criterion: C
- Significance Area: Architecture
- Significance Level: State
- POS: 1950-1956



Figure 17. Hathcock House.
The house is a contributing resource in the Washington-Willow NRHP Historic District.



Figure 18. Sixteenth Street Baptist Church
The church is one of numerous resources that contribute to the Civil Rights MPS in Birmingham, Alabama.
Source: John Morse.⁶

Buildings, structures, objects, and sites can be listed in the NRHP individually or as part of a historic district. A historic district is a significant concentration, linkage, or continuity of sites, buildings, structures, or objects with a shared history or aesthetic. Each building, structure, site, and object in a historic district is categorized as either contributing or noncontributing to the district, based on its historic significance and integrity. Multiple properties may also be listed in the NRHP in a Multiple Property Submission (MPS) to the NPS. These discontinuous properties are typically linked through a shared history, architectural commonality, or historical trend.

To learn more about the NRHP, visit the NPS [program website](#).

What is Multiple Property Documentation?

Multiple property documentation is a designation approach that identifies a collection of related significant properties. As the name suggests, multiple property documentation includes two or more properties that are connected based on themes, trends, and patterns of history. This method eliminates the geographic contiguity needed in a historic district. These properties may be connected through an organized historic context or are similar property types. Multiple properties may be submitted to the NPS for NRHP nomination via a multiple property submission (MPS). Examples of MPS documentation received by the NPS include: the Civil Rights Movement in Birmingham 1933–1979 (Figure 18), Historic Residential Subdivisions in Metropolitan Denver 1940–1965, and Sculpture by Dionicio Rodriguez in Texas.

For more information on Multiple Property Documentation, view: [National Register Bulletin 16B](#).

2.1.2 State Level

State Historic Preservation Offices (SHPOs) play a pivotal role in the management of historic resources by administering the national historic preservation program at the state level. They cooperate with the NPS and other federal agencies, local governments, and private organizations to promote stewardship of historic resources. In Arkansas, the SHPO is the Arkansas Historic Preservation Program. Among its many programs, the AHPP reviews NRHP nominations, documents and registers Arkansas's cultural resources, administers historic preservation-related grants and easements, consults with federal agencies, and supports Certified Local Governments (CLGs) (Section 3.3), among other activities.

2.1.2.1 State Law Governing Local Historic Districts

In Arkansas, state legislation allows municipalities to establish local historic districts managed by historic district commissions (State Act 484, amended in 1965 by State Act 170, §14-172-207). According to the law, before a local historic district can be created, either the district must already be listed in the NRHP or a majority of property owners must demonstrate support of the measure. Therefore, it is possible for an existing NRHP district to become regulated as a local historic district without the explicit consent of current property owners. Although listing in the NRHP also requires owner consent, the two designations are different, and property ownership may have changed since the time of NRHP listing.

The law does not allow for the designation of individual properties as local historic landmarks, although it lists as its purpose the "preservation and protection of buildings, sites, places, and districts of historic interest through the maintenance of such as *landmarks*" (emphasis added).³ It also allows for discontinuous historic districts by stating, "any single historic district may embrace noncontiguous lands."⁴



Figure 19. Fayetteville Police Department. Photograph of police vehicle (ca. 1915).



Figure 20. Fayetteville Fire Department. Photograph of fire truck (ca. 1920).



Figure 21. White Hangar Local Historic District. The White Hangar at Drake Field was determined eligible for the ARHP, but it has not been determined eligible or listed in the NRHP.



Figure 22. Heffelfinger-Freund House. The house was determined eligible for the ARHP in 2018. Source: AHPP.^H

2.1.2.2 *The Arkansas Register of Historic Places*

The Arkansas Register of Historic Places (ARHP) is the state equivalent of the NRHP. Properties are eligible for the ARHP if they are at least fifty years old and possess significance in any of the areas listed below.

- Association with events of state or local historical significance
- Association with the lives of persons of significance in the history of the state or locality
- Represent a type, style, or period of architecture
- Association with important elements of Arkansas's history or prehistory

ARHP designation criteria are less stringent than NRHP criteria. For example, ARHP properties do not have to be in their original location, may have compromised integrity, and can be commemorative.⁵ All Arkansas places listed in or nominated to the NRHP are automatically placed in the Arkansas Register.⁶ Listing in the ARHP constitutes a recognition of a property's historic significance and in no way restricts or abridges an owner's right to use, modify, or dispose of their property. The AHPP provides grant funds for properties listed in the ARHP through the Historic Preservation Restoration Grant (HPRG) program. Properties that have been listed in the ARHP and/or are a noncontributing resource in an NRHP historic district are eligible to participate in the HPRG program. Participants are eligible to receive a grant of up to \$10,000 to fund restoration activities that will make the property eligible for the NRHP. Appendix D: Funding Opportunities provides more information on the HPRG program and other funding opportunities.

2.1.2.3 *State Marker Programs*

In addition to the ARHP, the State of Arkansas has two marker programs, one commemorating sites associated with the Civil War and the second being the Arkansas Historical Marker Program, created in 2017 to honor historically significant people, places, and events that have shaped the state.⁷ To be eligible for a historical marker, the significance of a person, place, or event must have occurred at least fifty years ago, but there are exceptions for extraordinary significance. An application and consultation with the SHPO are required to determine marker eligibility.

2.1.2.4 Main Street Arkansas and Arkansas Downtown Network

The AHPP manages Main Street Arkansas, an affiliate of the national Main Street America program sponsored by the National Trust for Historic Preservation (NTHP). The program can help transform historical downtowns into vibrant places through economic vitality, design, community organization, and promotion strategies.⁸ Communities accepted into the program are provided with technical assistance, resources, and ongoing education in exchange for a commitment to investing in buildings, infrastructure, and community improvements that celebrate historic character. The program provides grants for façade renovation, building rehabilitation, new construction, and other projects that stimulate economic growth and revitalization.

The AHPP's Arkansas Downtown Network program is like the Arkansas Main Street program in its use of historic preservation to promote economic development, but it has less stringent requirements. Downtown Network communities do not have to form nonprofit organizations to administer the program or have full-time staff, and budgetary requirements are lower. As of 2021, Arkansas has nineteen Main Street and twenty Downtown Network communities.

2.1.3 Local Level

In the U.S., preservation laws have the most enforcement power at the local level. Local governments can create ordinances to establish a historic preservation program, designate properties or districts as local landmarks or local historic districts and manage historic resources. For example, a building listed in the NRHP can be demolished without any review by the public or local, state, or federal agencies; however, if that building were locally designated, the City ordinance could require a review process to take place and potentially stop the demolition.



Figure 23. Downtown Fayetteville.
The city center is home to numerous festivals and events.



Figure 24. Interior of White Hangar.
The White Hangar is the only local historic district in Fayetteville.



Figure 25. Historic Tax Credits.
This rehabilitation project in Little Rock received historic tax credits after following the Secretary of the Interior Standards for Rehabilitation. The top image shows the Judson Millard House before rehabilitation and the bottom image shows the end result. The once-vacant historic house is now several apartments.
Source: AHPP.¹

2.2 Tax Credits

Historic tax credits (HTCs) are a valuable opportunity to harness historic preservation as an economic tool. The federal historic tax credit program was established in the 1970s and is administered through the NPS and the Internal Revenue Service. In the 1980s, states also began to offer tax credit programs to incentivize the rehabilitation of historic buildings. The federal and state HTC programs can be used together, maximizing the return value of a project.

The HTC program provides a credit for eligible rehabilitation expenses on federal income taxes at the federal level and credits that vary at the state level, ranging from credits on state income tax to franchise tax credits. The federal historic preservation tax credit returns 20 percent of eligible rehabilitation expenses, and the Arkansas historic preservation tax credit returns 25 percent of approved rehabilitation expenses. To be eligible for historic tax credits, a building must be individually listed in the NRHP, a contributing resource to a historic district, or determined eligible for listing by the end of the rehabilitation project. At the federal level, eligible properties must be income producing, and at the Arkansas state level, private property owners and owners of income-producing properties are eligible. Property owners are not required to apply for both federal and state tax credits, but these credits can be layered for eligible properties. The proposed work must be substantial and follow the SOI Standards for Rehabilitation (Appendix E) to retain the historic character of the building.

The State of Arkansas tax credit also applies to properties that are individually listed in the NRHP, a contributing resource to a historic district, or determined eligible for listing by the end of the rehabilitation project. The credit requires adherence to the SOI Standards for Rehabilitation.⁹ Projects must also contribute to new business creation, existing business expansion, tourism, business revitalization, and/or neighborhood revitalization. Unlike the federal program, Arkansas HTCs are available for income-producing and residential properties. Whereas the federal program has no funding limit, the state tax credit has an \$8 million cap in awards per year. Tax benefits like a federal income tax deduction may also be available for historic property owners who donate an easement.¹⁰ Additional information on economic opportunities can be found in Appendix D.

2.3 Benefits of Historic Preservation

A city and its residents benefit from historic preservation in myriad ways. Historic preservation has been proven to provide economic benefits to individuals and the community at large.¹¹ Investment in historic areas can bolster the local economy and increase property values. This investment in the existing built environment is a sustainable development practice that takes advantage of standing buildings, reduces landfill waste, and limits the use of new construction materials. Cultivating a successful historic preservation program promotes a strong community identity and can foster civic pride. This identity supports an engaged population, and can attract others to live, work, and play in a community.

2.3.1 Economic Benefits

Historic preservation contributes to job creation, development, and income generation, directly and indirectly. Historic preservation projects are generally more economically impactful than new construction projects because they are more labor-intensive, and materials are more likely to be purchased locally. Neighborhoods and communities benefit from historic tax credit projects because they attract private investors who may not have otherwise undertaken a rehabilitation project. As historic buildings are often located in downtowns and areas where infrastructure is already in place, preservation projects conserve municipal resources and combat sprawl. Finally, historic preservation projects increase property values and often encourage other renovation and investment projects.

Much of the role of historic preservation in economic development is tied to the incentives available, including grants. Since 1971, the AHPP has awarded approximately 2,400 grants in 170 cities, totaling more than \$55 million dollars.¹² Main Street communities in Arkansas have invested over \$377 million in their Main Street districts since 1984, 78 percent of which was from the private sector.¹³ Each year since the state HTC program was established in Arkansas, over 175 direct jobs and 133 indirect jobs were created, and a direct income value of more than \$7 million dollars and indirect value of more than \$4.7 million dollars was generated.¹⁴

Benefits

- Civic pride
- Supports local trades and other industries
- Cultural and community identity
- Supports small businesses
- Connection to heritage
- Natural resource conservation
- Charm and character
- Maintains affordable housing
- Creates jobs
- Heritage tourism
- Economic growth
- Increases property values
- Educates population
- Reduces waste

Since 1971, the AHPP has awarded more than **\$55 million dollars** through grants. Main Street Arkansas has seen more than **\$377 million dollars** in investment since 1984.





Figure 26. Scenes from Downtown and South Fayetteville. Downtown Fayetteville has already created a dynamic community that takes advantage of its historic buildings and streets, which contribute to the economy.

Approximately
20 percent of
landfill is from
construction
and demolition
activities in
Fayetteville.¹⁷

Historic preservation provides economic opportunities related to heritage tourism.

Heritage tourism is the activity of “traveling to experience the places, artifacts and activities that authentically represent the stories and people of the past,” which can be framed by cultural, historic, and/or natural resources and environments.¹⁵ Heritage tourism relies on historic preservation to maintain the historical appearance of environments, as well as the preservation of stories and traditions linked to a community. Museums and cultural institutions play a central role, but the local government ensures an overall commitment to heritage tourism activities. Heritage tourism bolsters the local economy by attracting visitors and residents.

Small businesses benefit from historic preservation.

The preservation and rehabilitation of historical buildings, especially smaller, older buildings, stimulates small business incubation.¹⁶ A small historic building provides the opportunity to secure an affordable space with character that would be otherwise unavailable for a small business owner. Communities with smaller, older buildings provide opportunities for entrepreneurs of all backgrounds. Creative industries also thrive in these areas, providing a supportive environment for artists and artisans. A higher density of buildings encourages walking and bicycling, in contrast to suburban sprawl-style development. The range of small businesses attracts many, especially younger, people to live, work, and play in these areas. Furthermore, these areas create an active nightlife and music scene which can encourage visitors and heritage tourists to spend the night rather than return home the same day.

2.3.2 Environmental Benefits

Historic preservation is a sustainable approach to development and waste reduction.

The rehabilitation of existing buildings promotes the adaptive reuse of a space, rather than demolishing and replacing with new construction. Existing walls and building materials can often be reused at an affordable cost. This environmentally friendly strategy works to prevent the purchase of new construction materials and reduce landfill waste that is harmful to the environment.

Oftentimes, buildings suitable for rehabilitation are in downtown communities that already present a livable environment due to a compact street network, sidewalks, and proximity to resources. Mixed-use projects contribute to this livable community, in that upper stories may be used for residential use and street-level spaces may be occupied by commercial or professional entities. Overall, this approach works to reduce the reliance on automobiles to attain services and encourage healthy, walkable communities. Historic preservation reduces a city's carbon footprint and encourages resilience in the face of climate change. Federal HTCs have been notable for production of affordable housing units in Arkansas, with 38% of housing units created through HTC projects being designated for low-income residents.¹⁸

2.3.3 Social Benefits

Historic preservation fosters civic pride and identity. Beautification through the maintenance and investment in the historic character of a place contributes to a greater sense of place and enjoyment of surroundings. The establishment of one's sense of place contributes to the memory landscape and orientation of their environment. Historic preservation activities work to preserve and maintain sense of place, which contributes to a collective memory and shared identity.

Historic preservation attracts newcomers and retains current residents. The college-town environment of Fayetteville's historic core attracts prospective students to the University of Arkansas (U of A). Residents enjoy a walkable downtown enhanced by festivals and events, like the downtown farmers' market, which has been active since 1973. Rehabilitated buildings also provide opportunities for the creation of affordable housing.

Historic preservation encourages interest in local history. Heritage tourism activities provide the opportunity to explore local history and untold stories and grow awareness around a physical place for both visitors and residents. Investment in historic buildings and interpretation can spark interest in learning more about the past and can generate support for historic preservation activities.



Figure 27. Fayetteville Farmers Market. Since 1973, the Fayetteville Farmers Market has operated in the Downtown Square. Events like the farmers market stimulate activity in walkable downtown centers. Source: Art Meripol (1974).¹

2.4 Introduction to Historic Resources Surveys

The systematic documentation of historical resources is central to successful historic preservation planning. This section describes historic resources surveys, why they are completed, and different levels of documentation. Fayetteville's survey activities to date are detailed in Section 3.6 and Appendix I: Historic Resources Survey Plan.

Historic resources surveys are the principal tool for identifying and documenting buildings, structures, sites, objects, and districts, and evaluating them for historic significance.¹⁹ They can be conducted as part of a community's historic preservation initiatives, or they may be completed for regulatory reasons. Background data review, such as historical and current map analysis and historic context development, are important tasks conducted prior to fieldwork. A historic context documents the major historical trends, events, people, and architecture in the survey area and provides the framework for identifying and evaluating historic resources. Historic contexts are intended to be a guide rather than a comprehensive narrative of history. Historic preservation practitioners historically wrote chronological contexts, but today, contexts organized thematically to analyze architectural, social, ethnic, and cultural topics are the industry standard. Historic context statements are not just useful tools for survey work; they can also serve as the foundation for public education activities, historic designations, and other historic preservation initiatives.

There are three main types of historic resources surveys: windshield, reconnaissance, and intensive surveys (Table 2). The type of survey appropriate for a project depends on existing documentation, the needs and goals of a community, and available funding.

Table 2. Types of Historic Resources Surveys

Survey Type	Definition
Windshield Survey	A windshield-level survey consists of methodologically driving a large area to understand the composition and makeup and to note those properties or areas with the most potential to have historic significance. No survey forms are completed. This type of survey is often completed before a reconnaissance survey to inform which properties or areas should be later documented with a survey form. Representative photographs and notes may be taken.
Reconnaissance Survey	A reconnaissance-level survey involves documentation of properties on a survey form and an evaluation of historic significance using readily available sources. Fieldworkers photograph each resource and document key information, such as the architectural style, exterior materials, and changes that have occurred over time. Survey forms also typically include property information and an assessment of integrity. Surveyors conduct analyses to identify those resources that represent a significant part of history identified in the historic context and maintain sufficient integrity to convey those historic associations.
Intensive Survey	Certain properties require a close examination to answer complex research questions, understand their history, and evaluate historic significance. Intensive-level surveys involve detailed documentation; comprehensive research like oral history interviews and the review of deeds, census data, and other primary sources; and robust analysis of integrity and significance.





Figure 28. Surveying.
Architectural historians completing a reconnaissance survey in Fort Smith, AR.^k

Depending on the survey and where it is completed, a resource documented at the reconnaissance or intensive level may be evaluated for eligibility for NRHP, state, and/or local historic designations. Surveys in Arkansas are frequently conducted in coordination with the SHPO, reviewed by SHPO staff, and entered into the SHPO database of surveyed properties. These projects require documentation using the AHPP's Arkansas Architectural Resources Survey Form and Ancillary Structures Form, detailed drawn site plans, a comparison of prior survey data, and printed reports and survey forms. Municipalities can also conduct surveys independently. The advantage of an independent project is that the city can customize the data they collect and eliminate unnecessary, costly, and time-consuming tasks. The disadvantage is the lack of formal evaluation by the SHPO, some potential funding limitations, and city responsibility for maintaining all records and data.

Once completed, a historic resources survey serves as the foundation for future preservation planning initiatives, such as the designation of individual properties and historic districts and Certificate of Appropriateness reviews. Historic resources surveys are typically conducted every ten years to ensure the survey provides an accurate record of a community's historic resources and is a useful tool for planners.

For more information on historic resources surveys, view [National Register Bulletin 24](#).

3. Fayetteville Background Information

3.1 Introduction

Fayetteville is the largest city in Northwest Arkansas (NWA), a growing metropolitan area in the Boston Mountains encompassing Benton, Madison, and Washington Counties (Figure 30). The city is the southern anchor of the NWA metropolitan area; the cities of Springdale, Rogers, and Bentonville lie to the north. The smaller communities of Farmington, Greenland, and Elkins are to the southwest, south, and southeast of the city, respectively. Fayetteville sits in a valley between several mountains that drain into the White and Illinois Rivers. It is home to the flagship campus of the University of Arkansas (U of A) System, which is also the city's largest employer. Museums and attractions include the Arkansas Air and Military Museum, the Botanical Garden of the Ozarks, the Clinton House Museum, the U of A Museum, the Walton Arts Center, the Wilson Art Museum, and the Washington County Historical Society Museum at the Headquarters House. Fayetteville has more than 70 public parks. Numerous festivals and events are held throughout the year.



Contents

This section describes the community context, background information, and existing conditions analysis relevant to the development of the historic preservation plan. It includes a brief history of Fayetteville and its architecture, a description of the City's historic preservation program and preservation-related initiatives to date, and an evaluation of the program and planning context.

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Figure 29. Fayetteville Square. Downtown in present day (top) and in 1935 (bottom).

Sources: Brandon Rush (top).^L
City of Fayetteville (bottom).^M

Major roads in Fayetteville include the John Paul Hammerschmidt Highway-Fulbright Expressway (Interstate 49), Martin Luther King Jr. Boulevard (U.S. Route 62), Nelson Hackett Boulevard-College Avenue (U.S. Route 71B), Wedington Drive-15th Street-Huntsville Road (State Route 16), North Street (State Route 116), and S. Razorback Road (State Route 265). The city has one municipal airport, Drake Field. The Arkansas & Missouri (A&M) Railroad runs north-south through Fayetteville. Ozark Regional Transit and Razorback Transit provides bus service to Fayetteville.

Fayetteville had a population of 93,949 in 2020 and an estimated population of 95,230 in 2021.²⁰ The city has a population density of 1,735 persons per square mile, which is higher than Little Rock at 1,688. Most residents (76.8%) are white (Figure 32). Fayetteville has a smaller percentage of Black residents than the rest of the state (5.9 percent compared to 15.7 percent).²¹

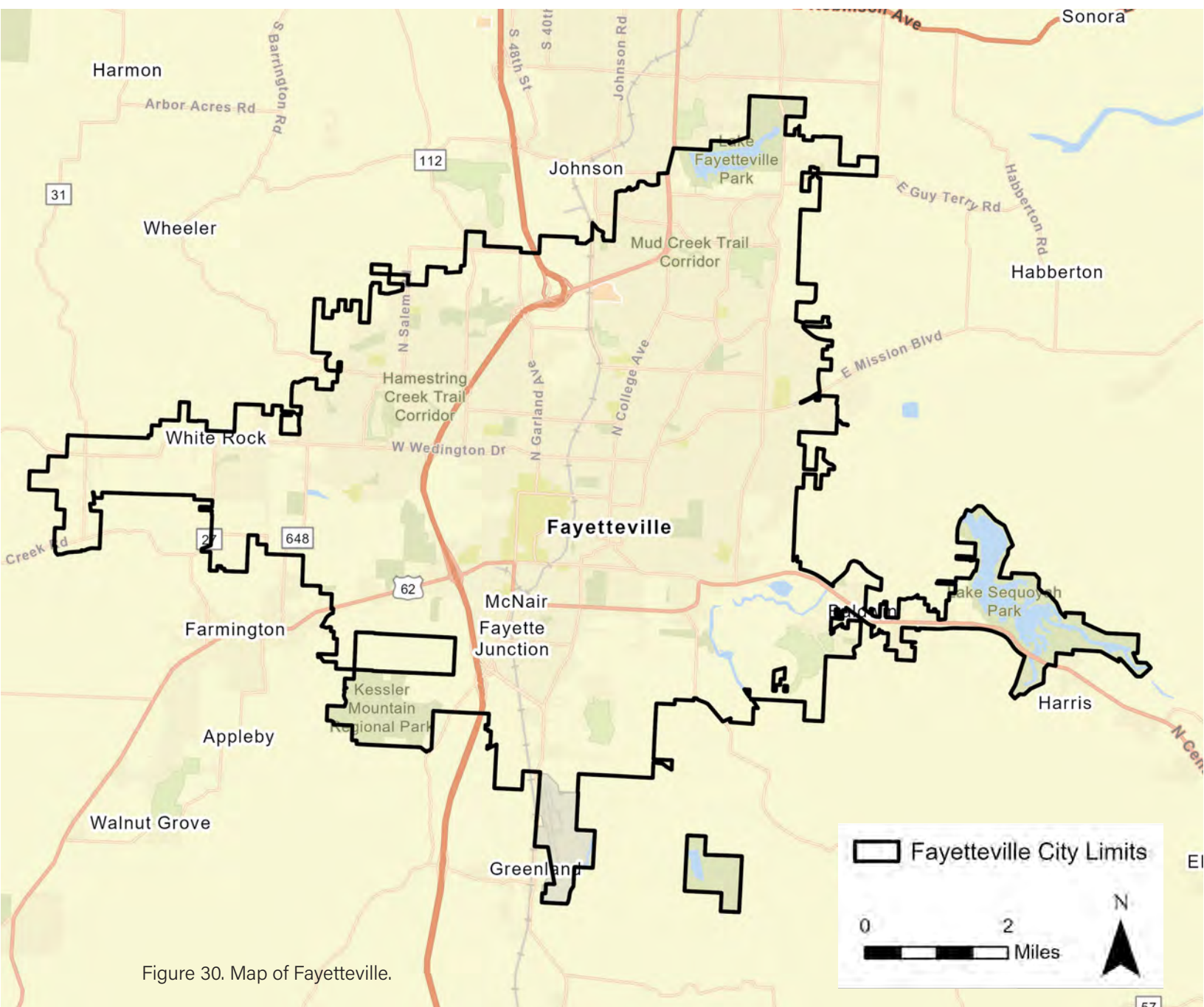


Figure 30. Map of Fayetteville.

Fayetteville at a glance...

93,949

Population

1,735.4

People per Square Mile
Population Density

\$52,111

Median Household Income

21.2%

Poverty Rate

94.7%

High School Education or Higher

37.9%

Owner Occupied Housing Rate

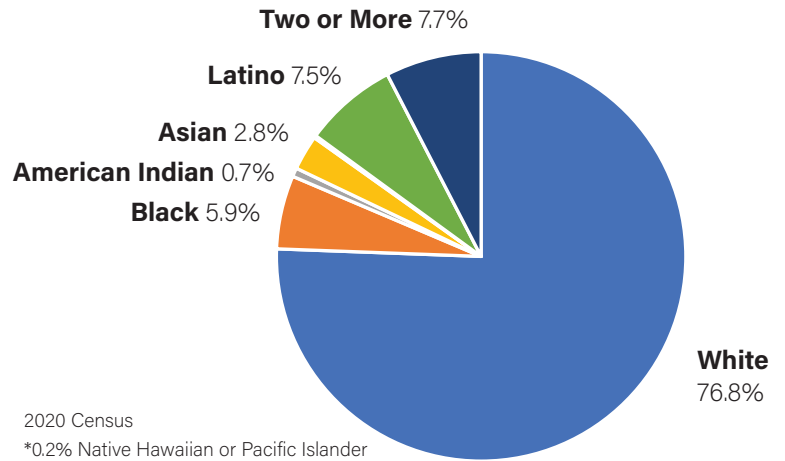


Figure 32. Racial Composition.
Source: US Census Bureau.

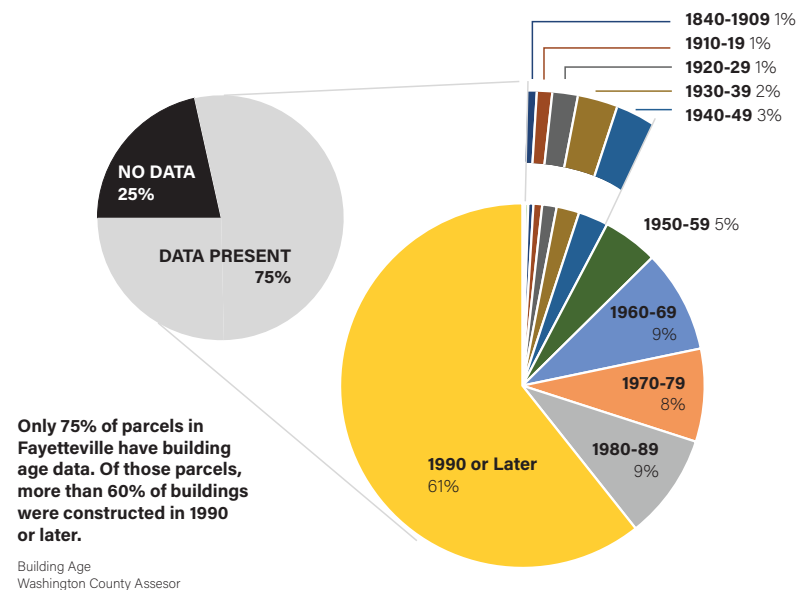


Figure 31. Demographics.
Source: 2020 Census, US Census Bureau.

Figure 33. Building Age.
Source: Washington County Assessor's Office.²²

Fayetteville has higher educational attainment than the state average; 94.7 percent of Fayetteville residents have high school or equivalent proficiency, and more than 50 percent have a bachelor's degree, compared to the state rates of 87.7 percent and 24.3 percent, respectively. Fayetteville has a higher poverty rate at 21.2 percent, compared to the state at 16.3 percent, but the median household income (2020) of \$52,111 is on par with the state level of \$52,123.

Washington County Assessor (WCA) building data reveals that most properties in Fayetteville were built after 1960, with the largest percentage (60.7 percent of parcels with data; 45 percent of all parcels) built in 1990 or later (Figure 33).²³ According to available WCA data, only 12.7 percent of this subset (approximately 9.5 percent of all parcels in the city) were built prior to 1960.



3.1.1 Brief History

Located in the Ozark Mountains, the area of present-day Fayetteville and NWA was originally inhabited by the Osage Nation. European explorers arrived in the Mississippi River Valley in 1541, which was subsequently claimed by France and named Louisiana in 1682. In 1803, the United States finalized the Louisiana Purchase from France, and in 1817 took land from the Osage Nation that was given in part to the Cherokee Nation when they were removed from their ancestral homelands in the southeastern U.S.²⁴

In 1828, George McGarrah moved his household to the area, settling in what would later become Fayetteville's Masonic Addition. The town was founded as Washington Courthouse in 1828, but its name was changed a year later to Fayetteville to avoid confusion with the community of Washington, Arkansas. Fayetteville's extents were officially recognized via a 160-acre patent issued on February 27, 1835, by President Andrew Jackson. The land was bound by what is now College Avenue on the east, Gregg Avenue on the west, Dickson Street on the north, and South Street on the south.²⁵ By the late 1830s, all land plots for the town had been purchased and the town square complete. In 1841, the town of Fayetteville incorporated with a population of 425.²⁶

Fayetteville prospered as a center for education during the nineteenth century with several notable schools. The Fayetteville Female Seminary opened in 1839, providing education for both white and Cherokee students. Arkansas College was founded in 1852, becoming the first degree-granting college in the state, though it was destroyed during the Civil War. After the war, Henderson School opened for Black students in 1866. In 1872, the Arkansas Industrial University was founded in Fayetteville, ultimately becoming the U of A in 1899.

Fayetteville experienced economic growth in the late nineteenth century fueled by the arrival of the railroad. The St. Louis & San Francisco Railway reached Fayetteville in 1881, and the first passenger train arrived at Dickson Street Station in 1882. By 1886, construction began on the Fayetteville and Little Rock Railway. Fayetteville's location at the junction of multiple railroad lines provided access to other states, including

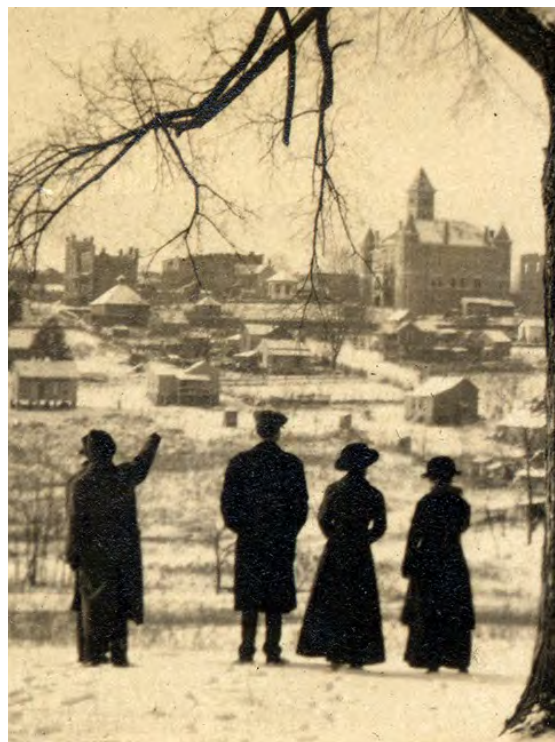


Figure 34. Overlooking Fayetteville. A photograph of individuals looking towards the courthouse around 1920. Source: MC1427, WSC Collection, Special Collections, University of Arkansas Libraries, Fayetteville.



Figure 35. Fayetteville Frisco Depot. The Fayetteville Frisco Depot pictured ca. 1910. Source: Encyclopedia of Arkansas.^N



Figure 36. First Day of Integration in 1954.
Source: Fayetteville History.^o

Oklahoma and Missouri, allowing the city to serve as an economic center for the surrounding agricultural area.²⁷ As a result, the county's fruit production, mostly apples, increased during the 1890s.²⁸ Continued railway development fostered the growth of a new lumber industry. By the turn of the century, the timber trade grew into an important enterprise with mills and factories providing economic growth and stability for Fayetteville residents as the population grew to more than 4,000.²⁹ The University of Arkansas expanded with the creation of a college of agriculture in 1905, followed by colleges of engineering, education, and arts and science. During the 1920s, Fayetteville saw additional industrial and manufacturing growth. Due to its diverse economy, Fayetteville did not suffer as much as other parts of Arkansas during the Great Depression.³⁰

By 1940, the population had almost doubled to about 8,200, and by 1950, the population reached more than 17,000. Economically, Fayetteville experienced the growth of a number of industries during the 1940s, including processing plants for Armour, Swift, and Campbell's Soup.³¹ During this period, the U of A became the first public state college south of the Mason Dixon Line to integrate, in 1948.³² In 1954, Fayetteville became the second school district in the southern United States to implement integration following the Brown v. Board of Education Supreme Court ruling. Fayetteville continued to become home to a diverse community, with the Jewish population increasing during the 1940s and 1950s and a Latino surge beginning in the 1990s.³³

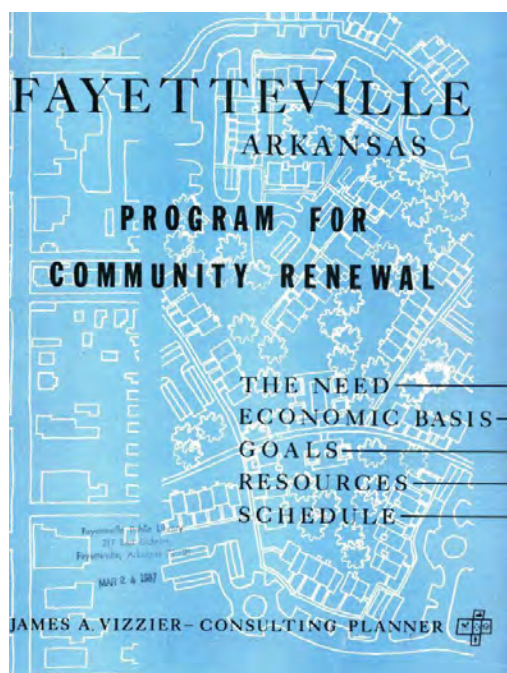


Figure 37. Urban Renewal Plan (1968).
Source: James A. Vizzier.^p

By the mid-twentieth century, a new county hospital opened in Fayetteville, which later became the Washington Regional Medical Center. The U of A added a college of business and school of architecture. Although passenger train service in Fayetteville ended by 1965, the city continued to develop through the introduction of diverse industries like agriculture (including poultry), automotive, business, and banking.³⁴ The city reached more than 30,000 residents by the 1970s. Like many American cities, the downtown of Fayetteville experienced some decline due to the rise of shopping centers and malls outside the historical core. Portions of historic downtown were also lost to the City's urban renewal efforts.³⁵ Throughout the remainder of the twentieth century, Fayetteville continued to grow and expand as a university town and commercial center in NWA. See Table 3. for a timeline of historical events.

Table 3. History Timeline

Year	Event
1541	Prior to 1541, the land that would be known as Fayetteville was inhabited by the Osage Nation. Europeans began their exploration of the land at this time.
1682	France claims the land that would become Fayetteville as part of Louisiana.
1803	The U.S. acquires the land that would become Fayetteville with the Louisiana Purchase.
1819	Arkansas Territory is established out of Missouri Territory.
1828	Fayetteville is founded as Washington Courthouse.
1829	Washington Courthouse is renamed Fayetteville after the Tennessee hometown of two of the town's commissioners, John Woody and James Buchanan.
1833	The first general store is opened by Mr. Nye and Mr. Sevier in what is now Fayetteville Square.
1835	Fayetteville is officially recognized with a land patent of 160 acres issued by President Jackson.
1836	Arkansas becomes a state.
1839	Fayetteville Female Seminary opened by Sofia Sawyer, with both White and Cherokee students.
1841	Fayetteville becomes incorporated.
1852	Arkansas College chartered as the first degree-granting college in the State. The college buildings were burned during the Civil War.
1858	- The Butterfield Overland Mail Company begins postal operations between St. Louis and San Francisco. Fayetteville is one of the postal stops along the route. - The Fayetteville Female Institute is established at College Avenue and Dickson Street.
1863	Battle of Fayetteville takes place, resulting in a Union victory. The Headquarters House, which was used as a base for Union operations, sustains minor damage from the attacks.
1865	Civil War ends and enslaved people are emancipated.
1866	The first public school for Black students (and first public school district in the state) opens. A brick building was built between 1868-1870 and later named for E. E. Henderson.
1872	Arkansas Industrial University opens, later renamed the University of Arkansas (U of A) in 1899.
1882	Passenger and freight rail service begins.
1916	Fayetteville Public Library opens in the Washington County Courthouse basement.
1918	The first streets are paved in Fayetteville.
1922	Construction begins atop Mount Sequoyah for a Methodist summer campground. Over 30 cottages and other recreational buildings remain in the complex.
1937	Construction begins on Drake Field Airport, which is later used for training during World War II during the early 1940s. The 1943 White Hangar building is now an aviation museum.
1948	U of A becomes the first university south of the Mason Dixon Line to integrate with Silas Hunt's enrollment in the U of A School of Law.
1954	Integration of Fayetteville High School begins. Elementary school integration would take place in the early 1960s.
1965	Passenger rail service ends.
1968	Urban renewal planning activities take place, demolishing portions of downtown.
1973	Fayetteville Farmers Market is established in Fayetteville Square.
1975	Future-president Bill Clinton and future Secretary of State Hillary Rodham Clinton purchase their first home in Fayetteville.
1992	Voters approve a measure to return the Fayetteville city government to a City Council. Between 1965 and 1992, the city government was administered by a board.

3.1.2 Architectural Character and Legacy

Fayetteville's early architecture reflects national trends of the late nineteenth to mid-twentieth centuries. Examples from the Victorian, Revival, and Early Modern eras of architecture are common. The city's historical downtown has rows of one- and two-part commercial block buildings, such as the 1899 Romanesque Revival-style and the 1908 Queen Anne-style Bank of Fayetteville Building and the 1886 Italianate-style Guisinger Building. Some properties were architect-designed, but more often, they are vernacular examples constructed by local builders. The Neoclassical-style 1911 post office sited prominently in the town square, the Romanesque Revival-style 1897 Washington County Jail, and 1905 Washington County Courthouse are landmark civic buildings anchoring downtown. The U of A campus near downtown has a distinctive collection of early Fayetteville architecture. Among its many notable buildings are Colonial Revival, Collegiate Gothic, Classical Revival, and Art Deco style examples, popular styles during the school's early years of development. Historical residential neighborhoods expand outward from downtown and the campus. These areas are characterized by Victorian-era architecture, like the popular Folk Victorian and Queen Anne styles; Revival-era architecture, such as the Colonial Revival, Classical Revival, Tudor Revival styles; and Early Modernist-era architecture, most commonly the Craftsman-style bungalow. Like the city's commercial buildings, most residences were constructed by builders rather than architects. Further from Fayetteville's historical core are automobile-oriented commercial corridors and post-World War II housing developments comprising mostly Minimal Traditional and Ranch-style houses.

The city is best known for its collection of mid-twentieth century Modernistic architecture. When the U of A began offering architecture courses in 1946, it brought architects to the city who taught forward-thinking and innovative design principles, created a pipeline of talent in the community, and designed properties in Fayetteville for themselves and private clients. Often this work, which rejected ornament and embraced minimalism, was influenced by and responded to the region's picturesque landscape.



Figure 38. Guisinger Building.



Figure 39. Guisinger Building (ca. 1905).



Architect and landscape architect John Gilbert Williams (1915–2008) was a founding member of the U of A architecture program and served as its chair for 20 years.³⁶ He was known as a progressive thinker and champion of the modern movement in design who introduced his students to leading architects of the era through guest critics and lecturers. In addition to his academic responsibilities, he had a private practice and designed his own Organic-style home following the ideas of renowned architect Frank Lloyd Wright (1867–1959).³⁷

Williams's most widely known and celebrated student was Euine (E.) Fay Jones (1921–2004), who received the AIA Gold Medal, the highest honor awarded by the American Institute of Architects.³⁸ Jones was Fayetteville's most prolific Modernistic architect and designed residential, educational, commercial, and religious buildings, among others. He apprenticed under Frank Lloyd Wright, and many of his buildings reflect principles he shared with Wright of geometry, organic architecture, native materials, craftsmanship, and integration of building and site.³⁹ In addition to his private practice, Jones also taught architecture at U of A for 35 years.

Another of Williams's first students and Jones's classmates was Warren Dennis Segraves (1924–1978).⁴⁰ In contrast to the Organic architecture favored by Williams and Jones, Segraves's buildings were structurally simple and glassy designs influenced by the International Style and the work of California architect Craig Ellwood.⁴¹ The 1962 Fayetteville Public Library, U of A Wesley Chapel, and the Fayetteville Federal Building are prominent examples of his work.

Like Williams and Jones, architects Cyrus Arden Sutherland (1920–2008) and James Lambeth (1942–2003) were also long-term U of A professors of architecture who had private practices.⁴² Sutherland designed residences, churches, and libraries in Northwest Arkansas and was an early leader in the historic preservation movement in the state.⁴³ Lambeth designed Contemporary and Shed-style single and multifamily residences, educational facilities, and churches. He is best known for his innovations in solar design: buildings designed to optimize the heating effects of the sun when warmth is needed and provide shade and natural ventilation when cooling is needed.⁴⁴



Figure 40. Work (top and bottom) by James Lambeth. Source: *Sundancing* by James Lambeth (1992).⁹

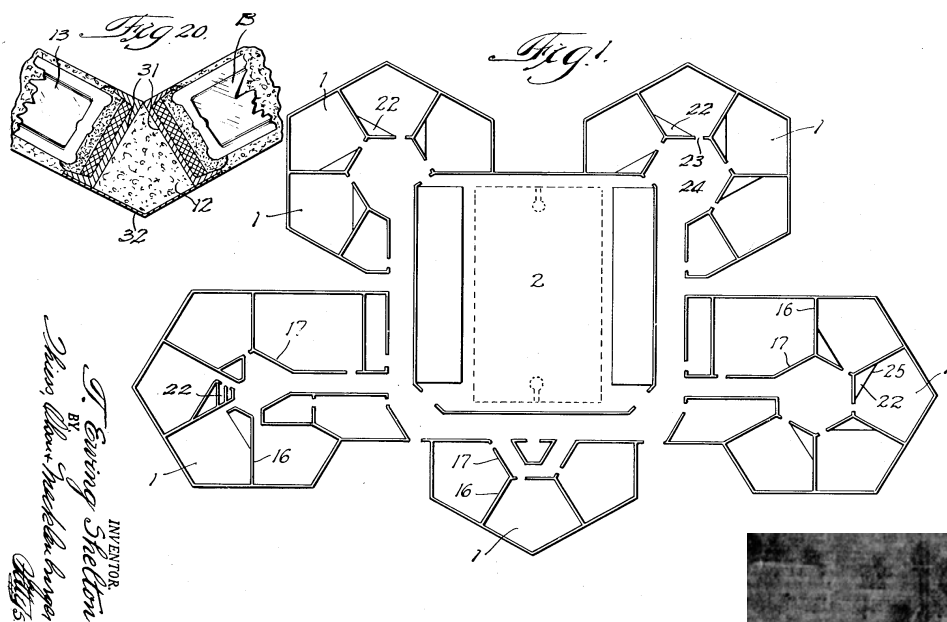
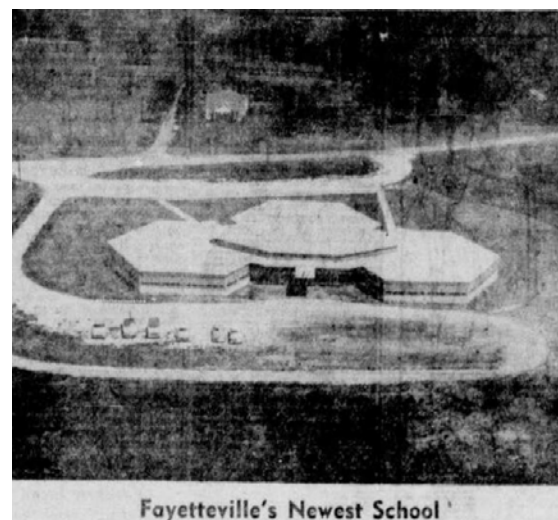


Figure 41. Root School. Plan in the 1956 patent by T. Ewing Shelton (left) and 1956 aerial image (bottom) by Shelton.^R

Thayer (T.) Ewing Shelton (1899–1982) contributed to the local architectural legacy of Fayetteville and designed buildings across the state.⁴⁵ Among his Fayetteville works are Root Elementary School, Woodland Jr. High School, Fire Stations #1 and #3, the Lynn Shelton American Legion Post No. 27 on College Avenue, and a remodel of the Rieff House (Moore's Chapel) on W. Center Street. In 1956, Shelton patented his design that was used for the Root School; a partial-hexagonal school plant with pentagonal classrooms (Figure 41).⁴⁶



Famed architect Edward Durell Stone (1902–1978) designed buildings in his hometown of Fayetteville after becoming a major figure in American architecture. He worked internationally and was a leading architect of the New Formalist style. Among his limited work in Fayetteville is the 1951 International-style Fine Arts Center and the Wrightian-influenced Sigma Nu Fraternity house at the U of A campus.

World-class and innovative architecture is uncommon in smaller cities in the central U.S., and even less common are communities with examples by multiple architects practicing with different styles, materials, and property types. Fayetteville's collection of mid-twentieth-century architecture is a unique asset that should be protected as an important aspect of the city's history. Because of the influence of U of A's architecture program, there are likely undiscovered architect-designed buildings in Fayetteville worthy of historic preservation, such as those by lesser-known architects and works from more recent eras, like the 1970s.



Figure 42. Fine Arts Building at the U of A. The building was designed by world-renowned architect Edward Durell Stone.

3.2 Preservation Program

3.2.1 Overview

Following the demolition of numerous high-profile historically significant buildings during the mid-twentieth century, historic preservation became a growing concern for Americans. In 1963, the General Assembly of the State of Arkansas authorized local governments to create historic preservation commissions, establish local historic districts, and manage those districts through certificates of appropriateness (State Act 484, amended in 1965 by State Act 170) (see Section 2.1.2). In 1966, the NHPA [16 U.S. Code (USC) 470 et seq.] was passed, providing a regulatory framework for historic preservation efforts across the country.

Preservation activities began in Fayetteville in the 1970s with the city's first NRHP listings and the fight to save the 1911 post office from demolition.⁴⁷ At the end of the decade, the Washington County Historical Society urged the Fayetteville Board of Directors to adopt an ordinance creating a historic district commission and establish via ordinance the Big Spring Historical District. In March of 1979, the City adopted Ordinance No. 2509 that established a five-member Historic District Commission (HDC) and gave the commission the powers delegated to such a commission by State Act 484, as amended. The proposed Big Spring local historical district was never established, though the area later became part of the 1980 Washington-Willow NRHP Historic District. In 1994, Ordinance No. 3836 expanded the commission to seven members. After failed attempts to establish a local historic district, the HDC disbanded in 2003.⁴⁸

In 2008, the City Council enacted Ordinance 5177, which re-established the HDC and created the city's first local ordinance historic district, or local historic district, comprising a single building, White Hangar, at Drake Field. It remains the only local historic district in Fayetteville. In the same year, the City became a CLG and gained access to NPS and SHPO support and funding for its historic preservation initiatives (Section 3.3).



Figure 43. The ca. 1835 Waxhaws Hall (demolished) was built by second Governor of Arkansas, Archibald Yell. Source: University of Arkansas.^s



IN THE WAY OF PROGRESS
... antebellum home appears doomed as post office expands. (TIMES photo by Ken Good)

Figure 44. In the Way of Progress. Caption reading "Antebellum home appears doomed as post office expands" in 1970. Source: Ken Good (1970), *Northwest Arkansas Times*.^t



Figure 45. Archibald Yell's Law Office.
Relocation of the law office to the Headquarters House in 1992.
Source: University of Arkansas Collections.^u

Since becoming a CLG, the City has undertaken numerous historic preservation projects, including eight historic resources surveys and six NRHP historic district designations. In 2009, Fayetteville became a Preserve America community, joining a federal program that encourages and supports community efforts to preserve and enjoy cultural and natural heritage (Section 3.5). Beginning in 2011, the city established a Preservation Awards program to recognize outstanding commitment, practice, and leadership in preservation. In 2015, the city began a restoration project at the 1842 Woolsey farmstead; once complete, the farmhouse will be used for educational purposes and the property will be a wet prairie nature sanctuary. In 2019, Fayetteville established design guidelines for the Washington-Willow NRHP Historic District. In 2021, the city created a Black Heritage Preservation Commission (BHPC) (Ordinance 6472, amended in 2022 by Ordinance 6543) to recognize historical resources and create historical markers associated with Black heritage (Section 3.4).



Figure 46. Steeple Replacement.
Replacement of the Washington County Courthouse Steeple in 1974.
Source: Washington County, Arkansas.^v

Fayetteville's Long Range Planning Division of the Development Services Department is responsible for the City's historic preservation program. Currently, two employees support the program part-time: the Long-Range/Special Projects Manager and Long Range & Preservation Planner (Planner). The program's planner serves as the administrative support to the HDC, and the Long-Range/Special Projects Manager provides program oversight and direction.

The historic preservation program has a dedicated section of the City's website. Content includes a statement about the city's commitment to historic preservation and a description of its historic program and initiatives. More in-depth content about the City's Historic Preservation Awards, NRHP districts, the Woolsey Farmstead and Wet Prairie project, and the Washington-Willow District Design Standards is provided, along with a link to a dynamic StoryMap of more than 350 historical sites. An HDC page includes commission information, commissioner contacts, attendance requirements, upcoming meeting information, and video recordings of past meetings. The website also provides accessibility functions to assist individuals in their viewing experience.

Table 4. Historic Preservation Timeline

Year	Event
1963	Arkansas State Act 484 is passed, authorizing municipalities to establish local historic districts.
1966	The National Historic Preservation Act is established, creating a framework for historic preservation in the U.S.
1970	Several individual properties listed in the NRHP in Fayetteville.
1974	- Fayetteville's first historic resources survey is completed of Big Spring. - Community protests save the 1911 post office from demolition.
1979	Fayetteville ordinance 2509 passed on March 1, 1979, providing the City a mechanism to safeguard and manage historic resources and establish an HDC.
1980	Washington-Willow and Fayetteville Veterans Affairs (VA) Hospital become the city's first two NRHP historic districts.
1982	Mount Nord NRHP Historic District is listed.
1983-84	Historic resources surveys of West Dickson Street and Lafayette Gregg are completed.
1988	Pratt Place Farm is surveyed.
1991-92	Historic resources surveys of Washington-Willow, Mount Nord, and Wilson Park are completed.
1994	Historic resource documentation takes place in Root School and Ridgeway View.
1995	Wilson Park NRHP Historic District is listed.
2000-01	Several individual NRHP designations for architect-designed mid-twentieth century houses around Lake Lucille, including the Fay Jones House.
2003	HDC disbanded.
2007	West Dickson Street Commercial NRHP Historic District is listed.
2008	- HDC re-established. - Fayetteville becomes a Certified Local Government. - White Hangar becomes the city's first local historic district. - Historic resources surveys at U of A, Washington County Fairgrounds, and the Butterfield Overland Mail Route are completed.
2009	- University of Arkansas Campus NRHP Historic District is listed. - Butterfield Overland Mail Route is listed in the NRHP. - Fayetteville becomes a Preserve America community.
2010-12	Historic resources surveys of Mount Sequoyah Cottages and the VA Hospital are completed.
2012	Mount Sequoyah Cottages NRHP Historic District is listed.
2015	Woolsey Farmstead Restoration Project begins.
2016	- University Heights is surveyed. - South Fayetteville is considered for survey, but AHPP rejects attempt.
2017	Meadow Spring is surveyed.
2019	- Washington-Willow NRHP Historic District Design Guidelines are created. - Meadow Springs NRHP Historic District is listed. - The Benjamin Franklin Johnson II homestead becomes the city's first agricultural NRHP district.
2020	City purchases and plans to preserve the Porter Produce Building/Apple Warehouse.
2021	- BHPC is created. - Community Remembrance Project erects marker describing racial terrorism in the county. - North Garvin Drive, the city's first post-World War II NRHP historic district is created.
2022	- Aviation-related buildings at Drake Field are surveyed. - City completes grant to restore the Woolsey Family Cemetery. - City receives grant for its first heritage and historic preservation plan.

The City has organized a historical walking tour of Fayetteville Square; participated in National Historic Preservation Month in May; and used social media to communicate historic preservation news and progress. During National Historic Preservation Month, the City took part in the National Trust for Historic Preservation (NTHP) *This Place Matters* program (now discontinued). In recent years, branding was incorporated at sites of local importance, using the This Place Matters guidance from the NTHP. Social media platforms like Facebook have been used to disseminate information about the historic preservation program and publish information about historical sites during National Historic Preservation Month. Recent preservation-related events in Fayetteville include historic walking tours hosted by the Fayetteville Public Library and events by the Washington County Historical Society.



Figure 47. Vernon & Moore-McIlroy Produce Warehouse/John Porter Produce Building.
Source: Google Street View.^w

The historic preservation program does not receive appropriated funds besides the funding of two employees in the Long-Range Planning Program who spend a small percentage of their time on preservation work (Table 5: Budget).⁴⁹ Grant funds are the primary mechanism for accomplishing historic preservation initiatives. Since 2015, the City has completed cost sharing for the restoration of the ca. 1842 Woolsey Farm and Homestead. In 2020, the City appropriated funds to stabilize the ca. 1906 Vernon & Moore-McIlroy Produce Warehouse/John Porter Produce Building (NR 2020) at 200 North West Avenue.⁵⁰ Additional grants include funding from the AHPP for restoration of the ca. 1845 Woolsey Family Cemetery (NR 2020) and the creation of this plan. Although the historic preservation program does not receive direct funds, departmental funding has increased since 2021, and the City has shown interest in protecting historical resources through capital improvements and grant funding.



Figure 48. Rendering of the Woolsey Farmstead post restoration.
Source: Revival Architecture, Inc.
Watercolor by Vladislav Yeliseliv.^x

Table 5. City of Fayetteville Historic Preservation Program Budget 2021-2025

Budget Item	2021	2022	2023	2024	2025
Long-Range Planning	\$185,236	\$191,511	\$203,223*	-	-
Woolsey Homestead Historic Preservation	\$141,000	\$150,000	\$250,000*	\$200,000*	\$200,000*
Woolsey Family Cemetery	-	\$13,725 (G)	-	-	-
Porter Building Stabilization	-	-	\$280,000*	\$85,000*	\$80,000*
Heritage & Historic Preservation Plan	-	\$70,000 (G)	-	-	-

*Projected/Estimated, (G) Grant funds

3.2.1.1 Preservation Partners

Cities often perform historic preservation activities in partnership with local organizations. Potential preservation partners for the City include the Downtown Fayetteville Coalition, Chamber Fayetteville, and Experience Fayetteville. These organizations are key to connecting with the city's business community and downtown property owners, as well as the community at large and visitors. Additional partnerships are listed in Appendix C: Partnership Opportunities.

Downtown Fayetteville Coalition (DFC) is an association of small businesses in downtown Fayetteville. DFC provides a centralized marketing platform for downtown merchants and supportive services, including dedicated staff at the A&P Commission. The merchant association is also a major stakeholder for planning projects, including the ongoing Cultural Arts Corridor project, also known as the Ramble, which will link cultural and natural attractions downtown.

Chamber Fayetteville is the city's Chamber of Commerce. The Chamber provides support to business owners throughout the city and sponsors events and programs contributing to Fayetteville's economy. Their activities include:

- Business planning tools and employment services;
- Committees specializing on diplomacy, diversity, equity and inclusion, economic development, workforce and transportation, education, government affairs, health, leadership, and teenager leadership for Washington County;
- Events including the business network meetings, ribbon cuttings, the Construction & Developers Awards, and the Northwest Arkansas Hispanic Heritage Festival, and;
- Greenway, a certification and recognition program for businesses that follow sustainable business practices.

Experience Fayetteville is the convention and visitor's bureau for the City. The bureau markets the city to visitors and operates a visitor center at 21 South Block Avenue in Fayetteville Square. Initiatives sponsored by the organization include:

- Annual events such as the Joe Martin Stage Race, First Thursday, Artosphere, NWA Pride, Fayetteville Roots Festival, Fayetteville Film Festival, and the Lights of the Ozarks;
- Calendar of events and activities at local businesses and points of interest;
- Conventions and activities for tourism and promotion, including the Walmart UCI Cyclo-cross World Championship held in 2022, and;
- Operation of the Fayetteville Town Center and historic Walker-Stone House.



Figure 49. Lights of the Ozarks.

3.2.2 Historic Preservation Ordinance

Fayetteville's 1979 historic preservation ordinance (2509, as revised) was established to safeguard and manage the City's historic resources (City of Fayetteville Code 33.226). Specifically, the purpose of the ordinance is to:

- Effect and accomplish the protection, enhancement, and perpetuation of districts that reflect the City's cultural, social, economic, political, and architectural history;
- Safeguard the City's historic, aesthetic, and cultural heritage as embodied and reflected in such areas;
- Stabilize and improve property values in such districts;
- Foster civic pride in the beauty and accomplishments of the past;
- Protect and enhance the City's attractions to tourists and visitors as well as residents;
- Strengthen the economy of the City; and
- Promote the use of historic districts and landmarks for the education, pleasure, and welfare of the people of the City.

The ordinance established the City's ability to form an HDC to administer the goals and purpose of the law. It also grants the City the ability to designate historic districts via a local ordinance and oversee alterations and demolitions to properties within locally designated districts. Aside from indicating that local historic districts should have "special historic community or architectural value," there is no designation criteria, nor is there an application process by which a member of the public or a group of individuals could seek designation. The ordinance uses language related to "historic landmarks," but following state law, it does not provide for the designation of individual properties, just historic districts. The ordinance does not apply to properties designated at the state or federal levels, unless also designated at the local level.

3.2.2.1 Historic District Commission

The 1979 historic preservation ordinance (2509; 986-503) outlines the composition and duties of the HDC.⁵¹ The HDC is a seven-member body tasked with safeguarding the heritage of Fayetteville and promoting the education, health, and welfare of the public through these preservation activities. Specific duties include undertaking historic resources surveys, keeping a register of designated historic properties, nominating resources to the NRHP, providing suggestions to the City Council on potential local historic districts, adopting design guidelines for local historic districts, assessing the appropriateness of proposed exterior alterations and demolitions to properties in local historic districts, providing advice to historic property homeowners, and communicating with the AHPP or other historical associations.

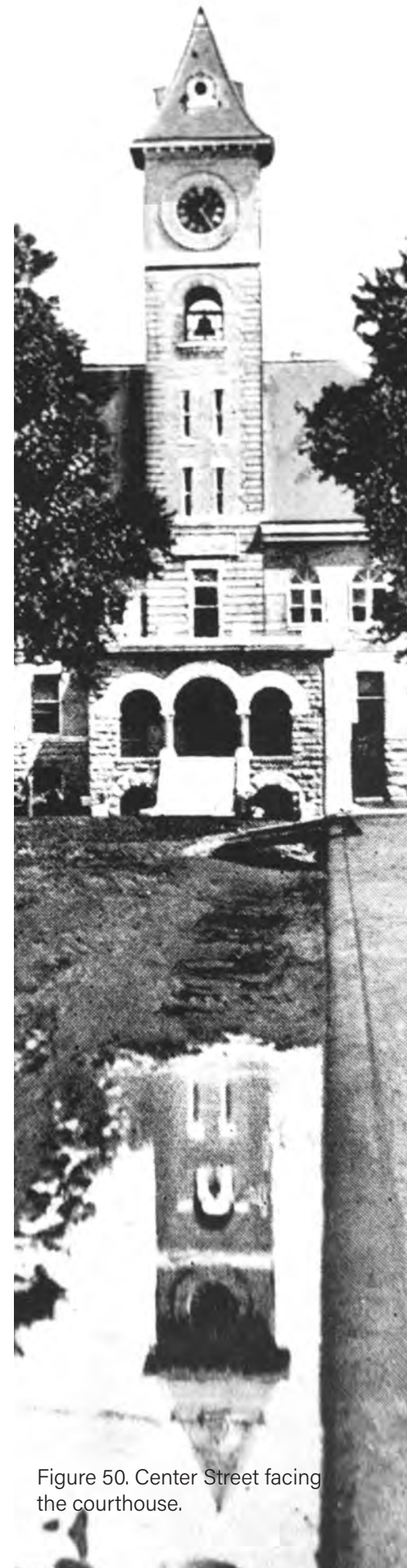


Figure 50. Center Street facing the courthouse.





Figure 51. Parade on College Avenue.

The HDC may also provide comments and advice on general City planning matters pertaining to historic preservation and historic preservation plans and ordinances. Those who serve on the Commission are appointed by the Mayor and confirmed by the City Council (City Code 33.227). All members must be electors of the city, not employed by the City or elected to municipal office. Members serve three-year terms. Additionally, the HDC has adopted bylaws to provide a structure and operating procedures for HDC meetings and other activities. The most recent set of bylaws were adopted in February of 2023, which increased meeting intervals from every other month to the second Thursday of every month.

Per Arkansas CLG Procedures C.1.A and C.1.B (issued in 1985, revised in 2001), at least five commissioners should possess expertise in historic preservation-related fields including archaeology, architecture, history, landscape architecture, planning, or other related fields.⁵² If a community lacks professionals or individuals with relevant expertise, the City must demonstrate that the government make a reasonable effort to fill the vacancy with a preservation-related professional.⁵³ To assist with training and professional development of the commission, the City may actively explore training options offered by various organizations, especially remote options that reduce travel and funding expenditures. If a matter is being reviewed that requires expert assistance, the HDC must consult with a professional. For archaeology matters, an archaeologist may be contacted from the Arkansas Archaeology Survey. Otherwise, a private consultant or pro bono professional who meets appropriate qualifications may also be contacted. Information on appropriate qualifications can be viewed in Appendix F: Secretary of the Interior Professional Qualifications.

Commissioners receive training at the outset of their appointment and during their term. Written materials like the bylaws, historic preservation ordinance, Arkansas CLG requirements, and other resources are provided to new commissioners. Annually, HDC members are invited to attend training administered by the AHPP CLG program. In 2023, the City plans to complete the Commission Assistance and Mentoring Program (CAMP) offered by the National Alliance of Preservation Commissions (NAPC). NAPC is an independent organization dedicated to supporting local preservation programs throughout the United States. One of many NAPC programs, CAMP provides municipalities with the ability to customize training to focus on specific topics or areas of interest. Trainers at CAMP include attorneys, commissioners, government employees, and commission partners.⁵⁴

3.2.2.2 Local Historic District

The 1979 ordinance (2509) allows for the establishment of local historic districts; the exteriors of historic resources in a district are regulated by the HDC. Fayetteville has established one local historic district: the White Hangar Local Historic District at Drake Field airport at the south end of the Fayetteville city limits.

3.2.2.3 Certificates of Appropriateness

Owners of properties in Fayetteville local historic districts who wish to make exterior alterations must apply for a Certificate of Appropriateness (COA). A COA is a design approval issued by the City allowing a property owner to perform work on the exterior of any building in a local historic district. The COA process requires the review of applicable design standards and the submission of an application and plans for review by the HDC or staff. A qualifying resource in a local historic district must be granted a COA before any building permit or other permit will be granted. A COA is required for a qualifying resource even in cases where a building permit is not required. Resources may be buildings, walls, fences, light fixtures, steps, paving, or other elements specified in the local historic district design guidelines.

The COA process ensures that the special character of the historic district is preserved by meeting adopted design standards based on the Secretary of the Interior's Standards for Rehabilitation (Appendix E: Secretary of the Interior Standards for Rehabilitation). Ordinary maintenance and repairs, work required for public safety, or work not visible from the public right-of-way does not require a COA. After the filing of a COA, a public hearing is held to review the application. A COA may be approved or denied based on HDC analysis. Failure to comply with the COA process may result in a stop work order and a fine. A COA is also required for the demolition, relocation, or restoration of any building in a local historic district.

Figure 52. Parade on Block Street.





3.2.2.3.1 Design Guidelines

White Hangar Local Historic District

The City adopted design guidelines for the White Hangar Local Historic District based on the SOI Standards for Rehabilitation. These guidelines are general and are not customized to the hangar building.

Washington-Willow NRHP Historic District

In 2019, the City commissioned design guidelines for the Washington-Willow NRHP Historic District. However, since the district is not designated locally, these guidelines are not currently used for regulatory design review. The document, however, provides a strong example for the development of historic design guidelines for future local historic districts.

3.3 Certified Local Government

As a CLG, the City has entered into a partnership with the AHPP and the NPS to preserve local community resources according to national historic preservation standards. It has committed to the following:

- Establishing a qualified historic preservation commission that provides an advisory role to officials and City departments regarding historic preservation;
- Enforcing appropriate state or local legislation for the designation and protection of historic properties, typically through a local historic preservation ordinance;
- Maintaining a system for the survey and inventory of local historic resources;
- Facilitating public participation in local preservation, including review of NRHP nominations; and
- Following additional requirements allowed in the State's CLG procedures and holding meetings in accordance with the Open Public Meeting Law of Arkansas (State Code §25-19-106).

The Arkansas SHPO monitors the state's 21 CLGs and evaluates their performance every four years to ensure that each local government is fulfilling the requirements for certification.⁵⁵

Fayetteville has been in good standing with the program since joining. The SHPO will issue their next evaluation of Fayetteville in early 2023 with recommendations for future work.

Figure 53. East Side of Square (ca. 1910).



3.4 Black Heritage Preservation Commission

Established in 2021, the Black Heritage Preservation Commission (BHPC) is a seven-member body created to recognize, acknowledge, protect, and preserve historical resources and cemeteries associated with Black heritage, with special regard for Fayetteville's early Black families and individuals and the churches and other cultural resources they built. The BHPC is also tasked to create Black Historical Markers that recognize the struggles and achievements of Fayetteville's Black citizens to promote diversity and equality. The BHPC may work with the HDC to coordinate their preservation goals. They may also recommend protection measures for historical Black resources to the City Council and the HDC. Commissioners are appointed by the Mayor and include a Council Member, a member familiar with the historical Black churches of Fayetteville, and five members at large (City Code 33.442). BHPC commission members typically serve three-year terms. The BHPC meets monthly.

3.5 Preserve America Community

Fayetteville is one of 26 Preserve America communities in Arkansas and one of more than 900 in the U.S.⁵⁶ Administered by the Advisory Council on Historic Preservation (ACHP), the designation recognizes communities that protect and celebrate their local heritage, use historic resources for economic development and community revitalization, and encourage individuals to experience historic resources through education and heritage tourism. The program historically provided grants to Preserve America communities but has not issued awards since 2009. Funds may be appropriated in the future. The City of Fayetteville uses Preserve America branding on its website.

Figure 54. Downtown Mural.





Figure 55.
Johnson
Plumbing.
The Opening of
Johnson Plumbing
Presently known
as the High Roller
Cyclery located
in the Meadow
Spring NRHP
Historic District.

3.6 Completed Historic Resources Surveys

Nineteen historic resources surveys have been conducted in Fayetteville since 1971 (Table 6).⁵⁷ In total, 1,032 resources have been documented. Most are residential and commercial resources, except for the U of A campus and the VA Hospital. The reconnaissance-level of documentation was typically used, but a few projects, including Butterfield Overland Mail Route, Pratt Place Farm, and Drake Field, were intensive-level evaluations. Most did not have a historic context to provide a framework for identifying and evaluating historic resources and those that did were not organized thematically, the current industry standard. Until recently, surveys conducted in coordination with the AHPP only required the completion of survey forms, not survey reports. Therefore, there is little or no documentation about the survey area selection, methodology, analysis, and findings.

In addition to municipally sponsored historic resources surveys, some surveys are conducted for regulatory reasons, such as the 2012 survey of the VA Hospital, which was sponsored by the United States Department of Veterans Affairs in compliance with the NHPA. Regulatory studies may have resulted in determinations of eligibility for the NRHP, and the results can guide preservation planning efforts; however, such studies conducted in Fayetteville were not available for this project.

Many Fayetteville surveys, both past and recent, have resulted in historic designations (Section 2.2).⁵⁸ For instance, after the 1971–1974 Big Spring survey, the Washington-Willow NRHP Historic District was designated in 1980. In 1991–1992, that historic district was resurveyed, which led to the expansion of the district’s boundaries in 1995. Since 2006, the City has conducted eight historic resources surveys, seven of which led to the creation of NRHP historic districts. This demonstrates a strong existing commitment to documentation followed by NRHP designation.

Table 6. Historic Resources Surveys⁵⁹

Date	Survey Area	Documented Resources	Primary Time Period of Documented Resources	Outcome
1971–74	Big Spring	72 buildings in the Washington-Willow neighborhood	Mid-19th to early-20th century	1980 Washington-Willow NRHP Historic District
1983–84	West Dickson Street	Commercial buildings along West Dickson Street	Early-20th century	Documented individual properties
1984	Lafayette Gregg	Residences northwest of downtown near the university	Early-20th century	Documented individual properties
1991–92	Washington-Willow NRHP Historic District resurvey	Resurveyed residential properties in the 1980 Washington-Willow NRHP Historic District	Mid-19th to early-20th century	Updated Washington-Willow NRHP Historic District
1992	Mount Nord NRHP Historic District resurvey	Resurveyed five houses in the 1982 Mount Nord NRHP Historic District	Early-20th century	Updated Mount Nord NRHP Historic District
1992	Wilson Park	Craftsman bungalow neighborhood south of Wilson Park	Early- to Mid-20th century	1995 Wilson Park Historic District
1993–94	Downtown Square	Select commercial buildings around the Downtown Square	Early-20th century	Several individual NRHP designations
1994–96	Root School-Ridgeway View	Mid-20th-century residential buildings in the Root School-Ridgeway View area northeast of downtown	Mid-20th century	Several individual NRHP designations
1998	Pratt Place Farm	Intensive-level survey of an agricultural complex	Early-20th century	No resources determined eligible for the NRHP or ARHP
2000–01	Lake Lucille	Architect-designed houses around Lake Lucille	Mid-20th century	Several individual NRHP designations
2006	West Dickson Street	Properties along West Dickson Street in downtown	Early-20th century	2007 West Dickson Street Commercial NRHP Historic District
2008	University of Arkansas	Historical campus core	Early- to Mid-20th century	2009 University of Arkansas Campus NRHP Historic District

Historic Resources Surveys (continued)

Date	Survey Area	Documented Resources	Primary Time Period of Documented Resources	Outcome
2008	Washington County Fairgrounds	Approximately 20 resources	Early- to Mid-20th century	No resources determined eligible for the NRHP or ARHP
2008	Butterfield Overland Mail Route	A historic stagecoach route in Lake Fayetteville Park	Mid-19th century	2009 Butterfield Overland Mail Route Fayetteville Segments NRHP Historic District
2010	Mount Sequoyah Cottages	Approximately 50 resources of mixed use	Mid-20th century	2012 Mount Sequoyah Cottages NRHP Historic District comprising two cottages
2012	VA Hospital	Approximately 30 resources	Mid-20th century	2012 Veterans Administration Hospital NRHP Historic District
2017	Meadow Spring	Residential neighborhood south of West Dickson Street	Early-20th century	2019 Meadow Springs NRHP Historic District
2020	University Heights	Mid-20th century residences	Mid-20th century	2021 North Garvin Drive NRHP Historic District
2022	Drake Field	Recorded aviation-related resources not previously documented	Mid-20th century	Determined several airport buildings eligible for the NRHP

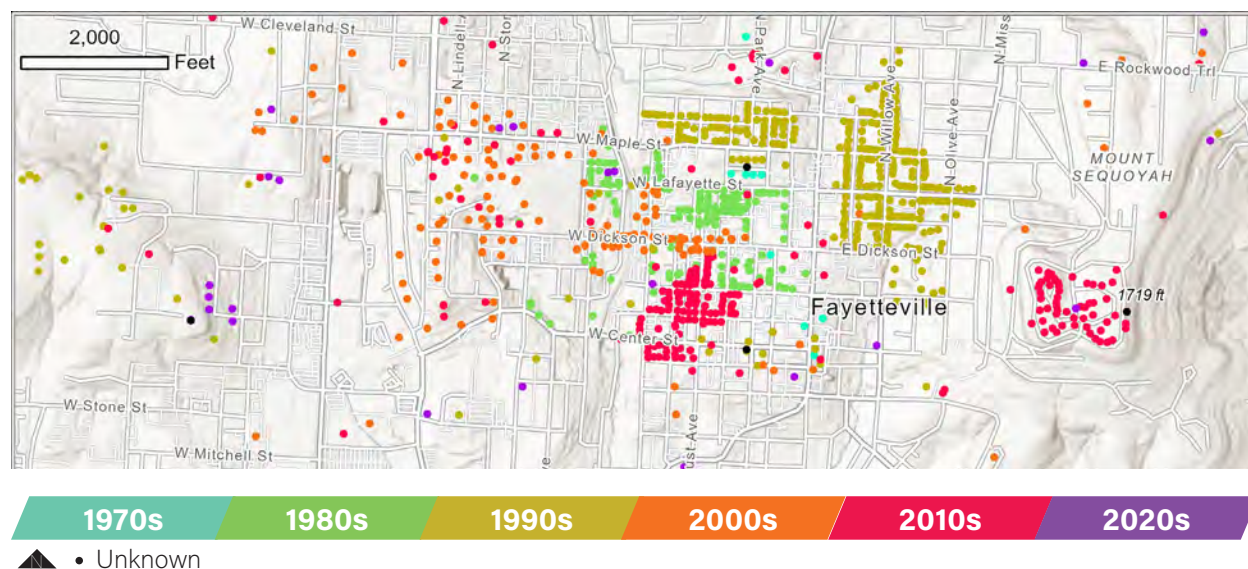


Figure 56. Surveys in central Fayetteville.

3.7 Existing Historic Designations

3.7.1 Local, ARHP, and NRHP Listings

Historic properties are designated at the local, state, and federal levels in Fayetteville.⁶⁰ Though local designations provide historic resources with the greatest protections, the City only has one local historic district comprising a single building (Figure 60). Fayetteville has more than ten NRHP historic districts and numerous NRHP properties (Table 7, Figure 61). The city has several ARHP-designated properties, in addition to the NRHP properties which are automatically listed in the ARHP. However, the NRHP and ARHP designations are largely honorary and exempt from regulatory review unless the property is involved in a project that receives federal funding or requires federal licensing or permitting. Therefore, local historic districts are the best designation option for preserving historic resources.

Over sixty Fayetteville properties are individually listed in the NRHP. Most are designated for their architectural significance. Others illustrate important events, trends, or people associated with the city's commercial, educational, exploration and settlement, health and medicine, military, politics and government, transportation, religious, and social history, among other topics. None of the properties nominated so far appear to be designated for their association with historically underrepresented people. Appendix H includes a list of property addresses in NRHP and local historic districts, as well as individual NRHP properties within the city limits.



Figure 57. House in Mount Nord NRHP Historic District.



Figure 58. House Meadow Spring NRHP Historic District.



Figure 59. VA Medical Center.
Photo by U.S. Army in May 1937.⁶¹

Table 7. National Register of Historic Places Historic Districts in Fayetteville, Arkansas

Name	Year Listed	Criteria	Area(s) of Significance	Level of Significance
Washington-Willow Historic District	1980	A, C	Architecture Community Planning Economics Education Law	Local
Veterans Administration Hospital District	1980	A, C	Architecture Health/Medicine Politics/Government	State
Mount Nord Historic District	1982	A, C	Architecture Commerce Politics/Government	Local
Wilson Park Historic District	1995	C	Architecture	Local
West Dickson Street Commercial Historic District	2007	A, C	Architecture Commerce	Local
University of Arkansas Campus Historic District	2009	A, C	Architecture Education	State
Butterfield Overland Mail Route Fayetteville Segments Historic District	2009	A	Transportation	State
Mount Sequoyah Cottages Historic District	2012	A	Religion	State
Meadow Springs Historic District	2019	A, C	Architecture Community Planning	Local
Benjamin Franklin Johnson II Homestead District	2019	A, C	Architecture Agriculture	Local
North Garvin Drive Historic District	2021	C	Architecture	Local

National Register of Historic Places

11 Historic Districts

Over **60** Individual Property Listings

City of Fayetteville

1 Local Historic District

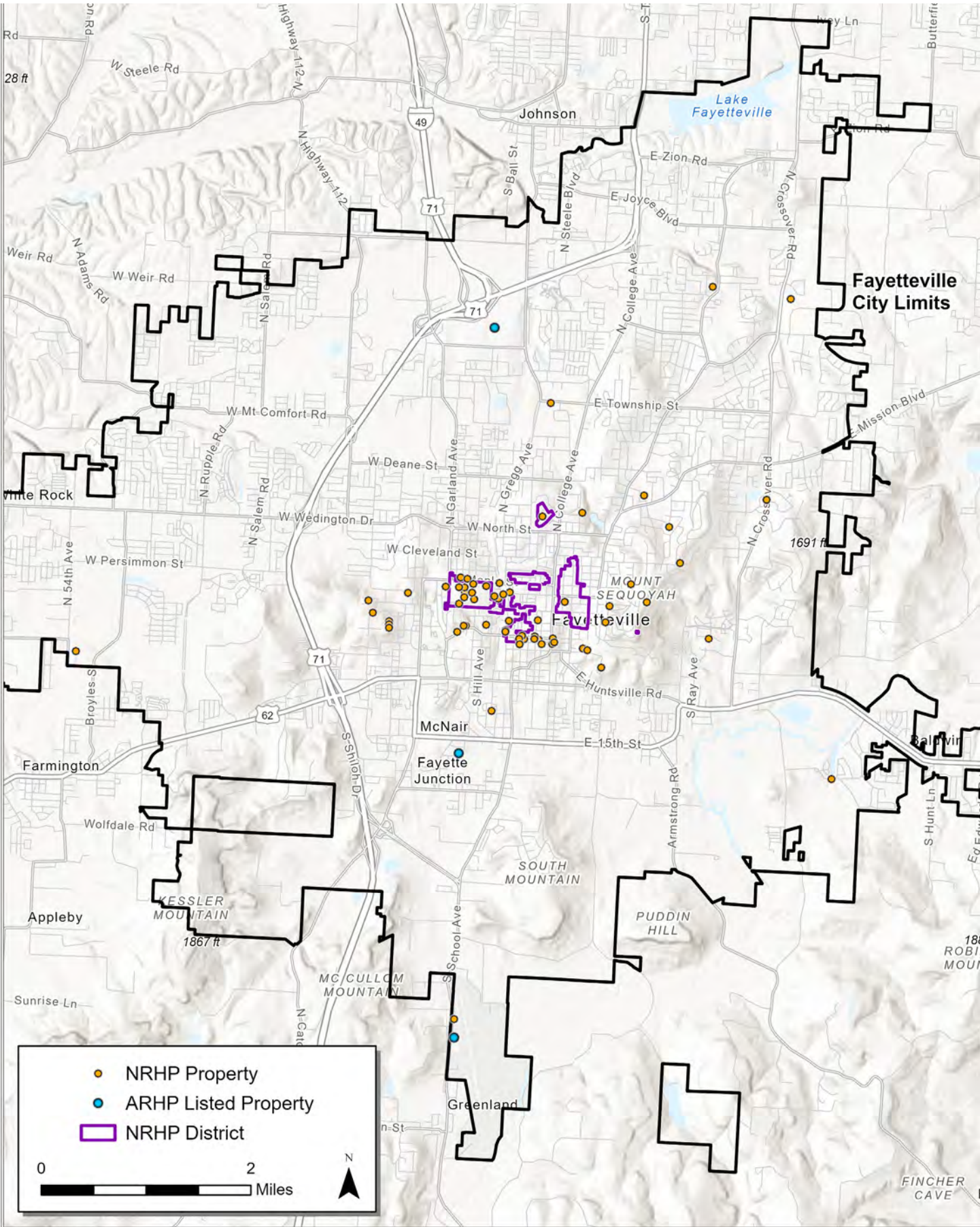
Figure 60. Designation Tally.



Figure 61. White Hangar Local Historic District.



Figure 62. Properties in the NRHP and ARHP.



3.7.2 National Historic Trails

Administered by the NPS, the National Historic Trails (NHT) program documents, programs, and preserves over 25,000 miles of linear trail networks. Two of the program's trails are in Fayetteville and surrounding areas. The 1838–1839 Native American Trail of Tears was designated an NHT in 1987. The Butterfield Overland Route, a southwestern stagecoach route in service from 1858 to 1861, was designated an NHT in 2023 (S. 3519) (Figure 66).⁶¹

Although NHTs are administered by the NPS, the entirety of the trail route is not automatically eligible for the NRHP. Each trail may have NRHP-eligible sites and segments that provide opportunity to interpret its historic significance. For example, two segments of the Butterfield Overland Mail Route in Lake Fayetteville Park were listed in the NRHP in 2008.

3.7.3 Historical Markers

Fayetteville has two Arkansas Civil War markers, one Arkansas Historic Marker for a cemetery, and one Community Remembrance Project marker (Table 8). The Equal Justice Initiative, a national nonprofit organization that works to challenge racial and economic injustice, created the Community Remembrance Project historical marker program to document diverse histories. The Fayetteville marker acknowledges historical racial terrorism in Washington County. The newly formed Fayetteville BHPC has the authority to create Black Historical Markers; the first being installed in 2023 honoring Nelson Hackett, an enslaved person from Fayetteville who escaped to Canada in 1841 helping to establish extradition protections for formerly enslaved Americans seeking refuge north of the border.⁶² See Appendix G for more information on historical marker guidance and program development.

See an inventory of historical markers by J.B. Hogan on the [City's website](#).



Figure 63. Butterfield Overland Mail Route.
Source: Fayetteville History.^z



Figure 64. Trail of Tears Sign.
Source: The Arkansas Democrat-Gazette.^{AA}



Figure 65. Community Remembrance Project.
Source: Equal Justice Initiative.^{AB}

Figure 66. National Historic Trails.

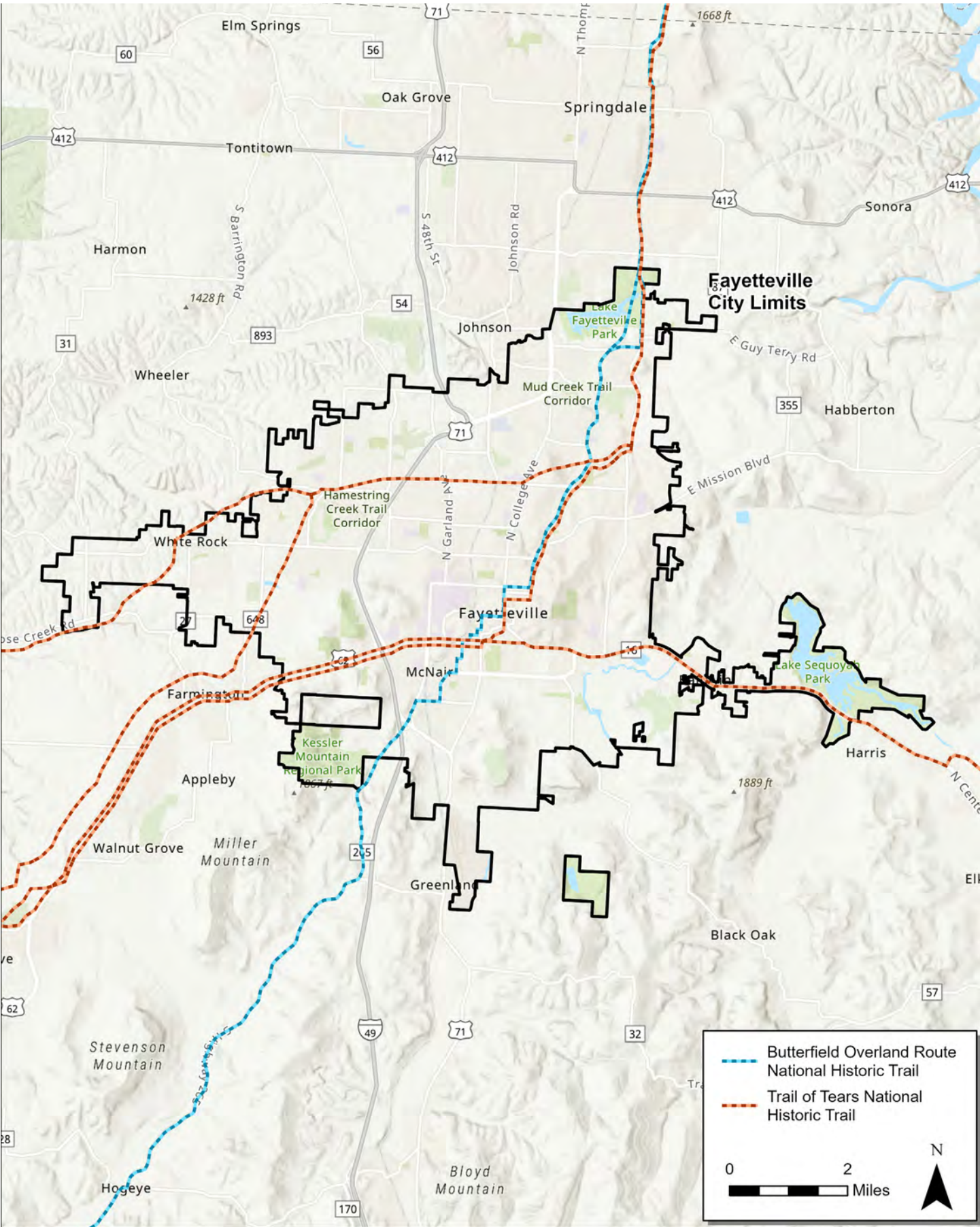


Table 8. Historical Markers

Type	Name	Date	Location
Arkansas Civil War 150 Markers	David Walker	2013	East Rock Street and South Walker Road
Arkansas Civil War 150 Markers	Mount Comfort in the Civil War	2014	North Ruppel Road and Starry Night View
Arkansas Historic Marker	Evergreen Cemetery, Fayetteville	2018	724 West Center Street
Community Remembrance Project	Racial Terrorism in Washington County	2021	Oaks Cemetery

3.7.4 Easements

Conservation easements administered by the AHPP or by a nonprofit organization are present in Fayetteville. The AHPP has four conservation easements in Fayetteville and the NWA Land Trust holds 18 easements in Washington County (Table 9). AHPP easements prioritize protection of historic properties, whereas easements owned and managed by NWA Land Trust focus on land preservation.



Figure 67. Woolsey Homestead pre-restoration. West Side Prairie, adjacent to the Woolsey Farm is protected by easement.

Table 9. Easements

Type	Name	Description
AHPP	206 West Dickson Street	ca. 1906 Queen Anne-style house in downtown
AHPP	Evergreen Cemetery	ca. 1838 cemetery (NR 1997)
NWA	Historic Johnson Farm	168-acre ca. 1908 Johnson Farm
NWA	Kessler Mountain Reserve	386 acres around Kessler Mountain
NWA	Leflar Family	50 acres in south Fayetteville protecting the scenic viewshed along Martin Luther King Jr. Boulevard
NWA	Lukens-Bachmann	128 acres along the West Fork of White River
NWA	Sutherland Fayetteville	10 acres of Markham Hill
NWA	Town Branch Preserve	0.77-acre pocket park along Town Branch
AHPP	Walker-Stone House	1845 brick house built by Judge David Walker (NR 1970)
AHPP	Washington County Courthouse	1905 Richardsonian Romanesque-style building (NR 1972)
NWA	West Side Prairie	38 acres adjacent to the Woolsey Farmstead
NWA	Wilson Springs Preserve	121 acres of the Clabber Creek headwaters

3.8 Evaluation

Evaluating the City's historic preservation program and progress is an important step in planning for the future. This section describes the City's preservation-related successes and challenges, evaluates the existing historic preservation ordinance, reviews other City plans and studies for historic preservation components, analyzes how the City manages data and uses preservation-related incentives, and compares historic preservation in Fayetteville with other cities.

3.8.1 Successes and Challenges

The City has achieved many successes since establishing its preservation program; however, it has also had historic preservation-related challenges (Table 10). This plan seeks to build on its successes and address key concerns.

Table 10. Historic Preservation Successes and Challenges

Successes	Challenges
- Many NRHP properties and districts - Numerous historic resources surveys - CLG program participant - Engaging programs and projects like the historic home tours, preservation awards, and participation in National Historic Preservation Month - Preservation projects at the Woolsey Farm Homestead, Lafayette Street Bridge, and the Porter Building/Apple Warehouse - BHPC established - Preservation-related website content - Design guidelines - Frequent historic preservation grant recipient - Presence of local knowledge on HDC - Historic Sites Map	- Minimal survey documentation outside central Fayetteville and of resources associated with diverse histories - Only one local historic district comprising one resource - Lack of public understanding about historic preservation and how it works - Lack of public support for local historic districts - No local historic district designation criteria or public process to pursue designation - No economic incentives for preservation - No demolition review for historical properties - Lack of professional historic preservation expertise on HDC - Increasing demands on staff time to manage preservation program - Development pressures in old and historic neighborhoods - No allocated preservation program funding - Lack of use of HTC's



Figure 68. City Hall.



3.8.2 Ordinance Evaluation

Fayetteville’s historic preservation ordinance provides the legal framework for the City’s historic preservation program. It is ultimately the City’s responsibility to ensure that the ordinance is followed; however, much of the work is carried out by the HDC through the nine powers and duties assigned to them by the ordinance. As shown below, each of the powers or duties was evaluated to ascertain if the HDC and City has fulfilled their historic preservation responsibilities (Table 11). All powers and duties have been addressed to some degree, but work remains to continue effective ordinance administration.

Table 11. HDC Ordinance Evaluation

HDC Powers and Duties	Status
Adopt design review guidelines to be used when considering Certificate of Appropriateness applications. These guidelines will be based upon the Secretary of Interior’s Standards for Rehabilitation and adapted specifically to Fayetteville’s local ordinance historic districts.	Addressed. Guidelines have been established for White Hangar Local Historic District; however, the guidelines have not been customized to the hangar property. Guidelines have also been created for the Washington-Willow neighborhood, but they are not in use because the area is not a local historic district.
Conduct surveys and studies of neighborhoods, areas, places, structures, objects, and improvements within the City of Fayetteville for the purpose of determining those of distinctive historic, community, architectural, or archaeological interest or value	Partially addressed. The City has a long history of conducting historic resources surveys; however, documentation efforts have focused on reconnaissance-level documentation of the city’s oldest areas. Many areas have not been assessed and contextual history is limited.
Nominate buildings, structures, objects, and historic districts to the NRHP	Partially addressed. Although many properties are listed in the NRHP in Fayetteville, the HDC could take a more active role in the process of identifying properties for nomination and assisting with nomination development (beyond reviewing nominations prepared by others).

Figure 69. You are Beautiful Building
Artwork by Matthew Hoffman (2021).



HDC Ordinance Evaluation Continued

HDC Powers and Duties	Status
Keep a register of all properties and structures that have been designated as historically significant including all information required for each designation	Partially addressed. The Historic Sites story map depicts NRHP properties and districts, properties designed by E. Fay Jones, and non-registered sites. NRHP designation information, like links to nomination files, is limited. The map data does not clearly convey the designation status of properties/districts. The list of non-registered sites includes properties that do not appear to have historic significance and/or are not historic age, which could be confusing to members of the public.
Obtain the services of qualified persons to direct, advise and assist the Historic District Commission	Addressed. Two City staff members perform this task. The City also retains SOI-qualified professionals to complete special projects.
Advise and assist owners of historic properties within historic districts on physical and financial aspects of preservation, renovation, rehabilitation, and reuse, and on procedures for inclusion on the NRHP	Partially addressed. The HDC provides review for NRHP nominations and general assistance to property owners, but programs/information are not in place that address all aspects of this item.
Hold public hearings to review applications for Certificates of Appropriateness	Addressed. One COA application has been received for the White Hangar Local District. Otherwise, application review is not a regular activity of the commission, due to a scarcity of regulated resources.
Cooperate with the AHPP, historical associations, and other agencies and organizations devoted to the history of this city and state	Partially addressed. The City collaborates with the AHPP as a CLG. Work remains to connect the City with other local organizations to accomplish historic preservation goals.

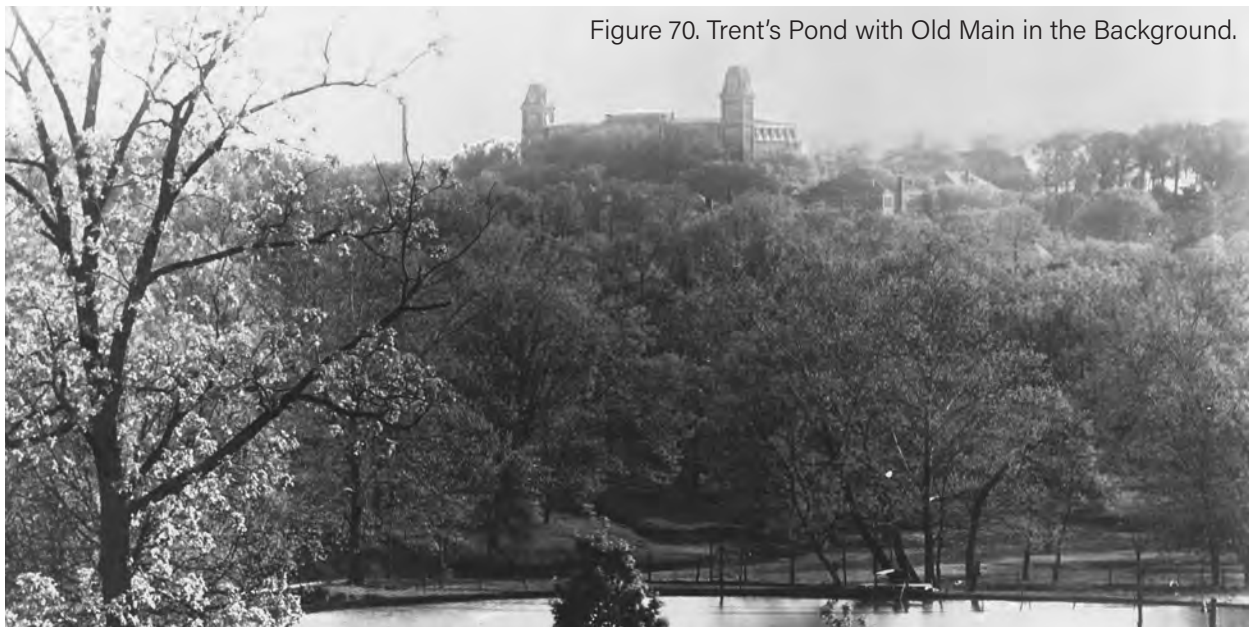


Figure 70. Trent's Pond with Old Main in the Background.

3.8.3 Planning Context and Alignment

The City has adopted numerous existing long-range plans to guide the growth and management of properties in the community. Each plan was assessed to identify existing historic preservation components and ways in which the plan may impact historic preservation. (Table 14). planning efforts.

Table 12. Plan Alignment

Plan	Relation to Historic Preservation	Topics to Consider
Active Transportation Plan (2020)	Improves connectivity Reduces car dependency	Improving access in historic areas Compatible infrastructure (e.g., granite curbs, etc.)
Bond 2019	Provides funding for projects in downtown	Compatibility with historic character of downtown
City Plan 2040 (2019)	Encourages adaptive reuse, rehab, and deconstruction Promotes preservation of community character	Targeted growth centers' impact to historic properties and resources
71B Corridor (2020)	Encourages preservation of historic character and mid- twentieth century resources	Opportunities for designation and historic interpretation
Cultural Arts Corridor (2021)	Improves connectivity and tourism in downtown	Compatibility with historic character of downtown
Digital Inclusion Plan (2019) Small Cell Installation (2017)	Improves Internet access for preservation activities (e.g., tours, events, meetings, etc.)	Compatibility with historic character
Downtown Master Plan (2004)	Encourages use of AHPP grants for revitalization efforts	Infill development and its compatibility with historic character of downtown
Drainage Improvement Plan (2018)	Addresses the threat of flooding	Readying historic buildings for future flood events
Economic Development Plan (2016)	Encourages adaptive reuse and redevelopment of historic buildings downtown Possible restoration project at the 1911 post office	Adherence to Secretary of the Interior Standards of Rehabilitation for historic buildings
Economic Recovery and Vitality Plan (2021)	Ensures a strong local economy with an emphasis on small business and workforce development	Utilize historic preservation as a resource to the local economy



Plan Alignment Continued

Plan	Relation to Historic Preservation	Topics to Consider
Energy Action Plan (2017)	Highlights benefit of historic preservation over new construction	Ability to integrate sustainable energy with historic preservation Reduction of construction waste
Fayetteville Mobility Plan (2018)	Improves connectivity and equitable transit access	Compatibility with historic character
Master Street Plan (2020)	Improves connectivity to historic areas	Compatibility with historic character Landscape changes
Neighborhood Plans Walker Park (2008)	Features historic resources that are being preserved	The redesign of Walker Park and its preservation of the design and resources A more complete history of the park land and surrounding lands
Wedington Corridor (2012)	Improves connectivity and infill development opportunities, relieving pressure from downtown	Compatibility with historic character Landscape changes
Fayetteville Junction (2009)	Improves connectivity and infill development opportunities, relieving pressure from downtown	Compatibility with historic character Landscape changes
Parks Master Plan (2023)	Sets preservation plan for historic resources in city parks	Adherence to SOI Standards Rehabilitation for historic resources
Parking Master Plan (2016)	Improves parking areas for downtown	Landscape changes
Recycling & Trash Master Plan (2017)	Improves waste management services	Deconstruction and salvaging of historic materials
Sewer Master Plan (2014) Water Master Plan (2017)	Improves water/sewer planning and management	Updating infrastructure in older areas/for older buildings
Washington County Hazard Mitigation Plan (2015)	Identifies natural hazards	Preparing historic buildings for future hazards and post-storm repairs ⁶³
Welcoming Fayetteville Plan (2018)	Strives for inclusion and integration of new Americans	Celebration of untold histories Improve diversity of resources and HDC membership Provide multilingual resources



3.8.4 Data Management and Availability

Historic preservation programs require management of large amounts of information and data accessible to staff, commissioners, and members of the public. Described next are the types of information the City must manage and how it is currently managed.

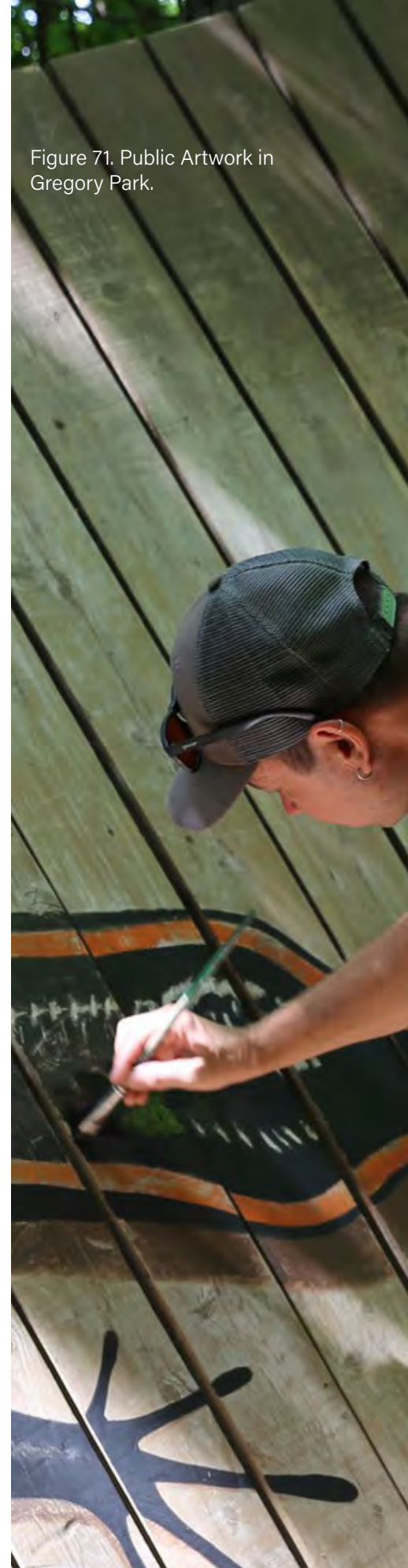
Designations and Departmental Coordination: NRHP nominations have been made available via the HDC homepage for relevant meetings (prior to review by the State Review Board). However, these documents are not available in a central location. Although regular review of historic preservation in other City projects is not required, it would be helpful for the City to make this documentation available to residents on the City's website.

Demolitions: Demolition permits are currently tracked by the City using the Energov program. Digital demolition data from 2014 to present was available for this plan analysis, although limited information was captured or transcribed into digital format until 2020. As of 2022, the associated addresses for demolition permits are readily apparent, but the online interface is difficult to navigate and does not appear to allow easy differentiation between the complete razing of an entire building versus partial demolition or removal of interior walls.

Survey Work: City staff do not have access to all prior survey documentation and the lack of GIS-spatial data is a barrier to historic preservation planning for Fayetteville. Former surveys, whether regulatory or elective, should be included on the City's website or at least be cataloged for internal departmental use.

Public Meetings: The HDC and BHPC have done well to document and archive public meetings. The meetings, which are held in the evening at City Hall, are easy to access and appropriately timed and noticed. Spanish translation assistance services are available, upon request. The commissions have access to the city attorney, upon request. The meeting agenda, minutes, and staff reports are published online. Prior meetings are video-recorded and stored for the public.

Figure 71. Public Artwork in Gregory Park.





Social Media: The City has improved its social media presence in recent years, but continued work is needed to include historic preservation news and updates in the newsfeed. Facebook remains the main City's primary social media platform, which may limit interaction and engagement with younger audiences who are more likely to use Instagram, Snapchat or TikTok.

Website: The City's website contains seven web pages dedicated to historic preservation: the program webpage (<https://www.fayetteville-ar.gov/776/Historic-Preservation>) and webpages for the HDC and BHPC. Within the homepage, separate pages are present for the Washington-Willow Design Standards, the Woolsey Farmstead and Wet Prairie project, and the Fayetteville Historic Preservation Awards. A story map developed on ArcGIS Online provides the public with an interactive mapping platform showing NRHP properties and districts, as well as properties with no historic designation. A review of the website identified the following areas for improvement:

- The website does not provide information describing the difference between local and NRHP historic districts; how to nominate a local historic district; preservation-related funding opportunities, and other topics
- Maps accessed through the Quick Links do not clearly indicate the NRHP designation or contributing/noncontributing status of buildings
- The brochure present under Fayetteville's Historic and Significant Architecture is outdated and includes broken links
- The Historic Sites StoryMap does not differentiate between NRHP, ARHP, and locally listed properties; does not provide links to designation files; and includes nonhistoric properties
- There is no link from the "Historic Preservation" page to the BHPC page
- There is no information about the White Hangar Local Historic District

3.8.5 Use of Preservation Incentives

Fayetteville has received 42 historic preservation grants since 1971. Since 1993, the City has made 25 grant requests and was awarded 17 of those with a total value of \$159,123. This number is relatively low for a city of Fayetteville's size; smaller cities in Arkansas received more than twice this amount during the same period. Cities like Conway and El Dorado have received more than \$267,000 and \$1.1 million dollars, respectively, in AHPP Grant Awards since 1979.⁶⁴ The Main Street Arkansas program also offers historic preservation funding opportunities to members. Fayetteville was a member of the Downtown Network of the Main Street program in 2014 but left the program after a few years.⁶⁵ Fayetteville has also leveraged fewer HTCs and other incentives than other Arkansas cities (Table 13). Only four Fayetteville projects used state HTCs since the program's creation in 2009 despite numerous downtown buildings being suitable for state and federal HTC projects.⁶⁶

Figure 72. Merchants Club in 1912.

Table 13. Preservation Incentives in Arkansas

City	Pop (2020) ⁶⁷	AHPP Grants	Total HTC Projects	State HTC	State+Federal HTC*	MSA Membership
Little Rock	202.5K	\$4.6M	196 (\$109M)	131 (\$31.7M)	65 (\$77.7M)	2006
Fayetteville	93.9K	\$159.1K	7 (\$1.7M)	4 (\$100K)	2 (\$471K) 1 (\$1.1M)**	N/A***
Fort Smith	89.1K	\$967K	18 (\$15.5M)	3 (\$469K)	15 (\$15M)	2020
N. Little Rock	64.5K	\$911K	25 (\$7.7M)	10 (\$1.9M)	15 (\$5.7M)	1994
Conway	64.1K	\$267K	11 (\$2.9M)	5 (\$403K)	6 (\$2.5M)	1987
Hot Springs	37.9K	\$967K	16 (\$15.5K)	9 (\$3.5M)	7 (\$11.1M)	1986
El Dorado	17.7K	\$1.1M	7 (\$33.9M)	4 (\$2.1M)	3 (\$31.8M)	1988
Batesville	11.1K	\$1.3M	6 (\$1.2M)	3 (\$336K)	3 (\$905K)	1984
Helena	9.5K	\$3.6M	5 (\$951K)	2 (\$331K)	3 (\$620K)	1984

*Represents the combined state and federal HTC amount, **Federal HTC only, ***Active in 2014⁶⁸

3.8.6 Program Benchmark

This section analyzes Fayetteville's preservation program compared to communities of similar size, economy, and natural landscape, including the CLG communities of Asheville and Chapel Hill, North Carolina; Boulder and Fort Collins, Colorado; and Lawrence, Kansas (Figure 74). Like Fayetteville, these cities have made a commitment to historic preservation and are attractive destinations for visitors, businesses, and new residents. In comparison to these cities, Fayetteville has made progress with NRHP designations, but it lacks local historic designations, historic resource regulation, and incentives for local designations. Fayetteville has recently taken steps to initiate historic preservation related to Black heritage, but other cities have gone farther, through work like a thematic survey of Black properties and a Civil Rights historic context. Other cities also have developed more web content, including informational videos. The number of properties subject to active regulations are the most notable contrast to between Fayetteville and the other cities, all of which have multiple local historic districts and local landmarks regulated by the COA process. Some also have adopted additional regulations, like demolition review of all buildings over 50 years old and or an environs buffer around historic districts to prevent encroaching development from affecting the historic setting. While Fayetteville lacks dedicated funding, other cities have appropriated funds to expand their historic preservation impact. Fayetteville has dedicated planning staff, but the program administration is shared with other areas of work, limiting the amount of time available for historic preservation.



Figure 73. House at 828 Skyline Drive by Fay Jones (1960).

Lawrence, KS

POPULATION 94,934

Local Designations:

Two local historic districts

Attractions:

University and proximity to other population centers

Program:

- Ordinance uses a buffering strategy (250 feet) called "environs" for local historic districts and landmarks to analyze potential effects surrounding the protected area
- No local financial incentives
- No direct program funding, but funds the Douglas County Historical Society
- Historic Resources Administrator serves as the program manager
- No citywide historic context, but has completed surveys and developed historic contexts for various city neighborhoods

Fayetteville

POPULATION 93,582

Local Designations:

One local historic district comprising a single property

Attractions:

University, scenic landscape, and high concentration of Modernistic architecture

Program:

- Strong recent survey and NRHP designation efforts
- Has taken steps to address racial inequity in historic preservation through the BHPC
- No process for citizens to nominate local historic districts
- No local financial incentives for historic preservation
- No local landmarks (due to barriers in State law)
- No direct funding
- Designated staff, but less than 10 percent of staff time is dedicated to historic preservation

Fort Collins, CO

POPULATION 169,810

Local Designations:

Four local historic districts, 230 landmarks

Attractions:

Universities, scenic landscape, and proximity to other populations centers

Program:

- Historic preservation incentives like rehabilitation loans, design assistance grants, and other funding options
- Focus on reducing construction waste
- Currently developing a series of seven historic contexts focusing on the Civil Rights Movement
- Numerous informational videos on city's website
- Has dedicated program funding and has completed more than seventy grant projects
- City has a Historic Preservation Department with multiple full-time staff and an Historic Preservation Officer

Boulder, CO

POPULATION 104,175

Local Designations:

Ten local historic districts, 200 landmarks

Attractions:

Scenic landscape, universities, and proximity to other population centers

Program:

- Demolition reviews for buildings more than fifty years old.
- For contributing buildings in local historic districts, city sales tax waiver on construction materials if at least 30 percent of the work is exterior
- Zoning variance and exemption options for historic properties
- In addition to local landmarks, the city's Structures of Merit program provides an honorary designation but no requirement for design review by the city
- No dedicated program funding
- Two planners support program; Historic Preservation Planner serves as program manager
- Sixteen surveys have been completed since 1977
- Fourteen documents, including historic contexts on the city's Black and Swedish populations, have been created since 1988

Asheville, NC

POPULATION 94,589

Local Designations:

Four local historic districts, 50 landmarks

Attractions:

Scenic landscape, universities, and Biltmore Estate NHL property

Program:

- Recently completed an African American Heritage Resource Survey and has completed various neighborhood surveys
- Has landscape design guidelines in addition to traditional historic district design guidelines
- Buncombe County landmarks are eligible for a 50 percent tax deferral, in addition to state and federal tax credit programs
- Program is funded
- Historic Preservation Planner serves as the program manager

Chapel Hill, NC

POPULATION 61,960

Local Designations:

Three local historic districts

Attractions:

Universities and proximity to other population centers

Program:

- Recently updated design guidelines for its historic districts at the citywide level that include specifications for landscape design and outdoor lighting
- No local financial incentives
- No dedicated program funding
- Senior Planner serves as program manager
- Has not completed surveys or developed historic contexts in recent years

Figure 74. Comparable Cities.⁶⁹⁻⁷⁴



4. Stakeholder & Community Engagement



Contents

Public input is crucial to any municipal planning process. This chapter summarizes the stakeholder and community engagement efforts that informed the development of this plan.

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Figure 75. September 2022
Community Meeting.

A community involvement plan was developed at the onset of this project to define the community engagement approach, develop a comprehensive communication strategy, increase outreach accessibility, and provide opportunities for feedback and community conversation.⁷⁵ Following a series of stakeholder engagement meetings and community meetings, a community opinion survey was released to the public. Press releases and social media were used to inform the public about the opportunities to participate in the meetings and survey. The Fayetteville Public Library and City staff provided support to individuals with Internet connectivity issues as well as those with impairments and disabilities in completing the survey. A Spanish-language version of the survey was made available at the City's Historic Preservation Office. All activities were productive with high attendance and feedback. Overall, community members overwhelmingly indicated that they support historic preservation in Fayetteville. Participants prioritized historic preservation initiatives for the next ten years and identified general areas, properties, and types of buildings that they believe are worthy of preservation.



Figure 76. Planning and Engagement Process.

4.1 Stakeholder Engagement

The City selected seven stakeholders — property owners in historic neighborhoods, local historians, former members of the Historic District Commission, and others — who were interviewed in September 2022.⁷⁶ They shared opinions about historic preservation and the state of development activities in Fayetteville. Several major takeaways emerged from the interviews:

- **The concern most often stated was about the City's rapid growth and the demolitions and redevelopment in established neighborhoods.** Speculative development, rapidly increasing density, and the University's contribution to that through growth in the student body and workforce were frequently mentioned. A few people also brought up the effects of rapid development on infrastructure, including stormwater drainage, throughout the city.
- **Stakeholders largely do not really understand how historic preservation works, including the difference between National Register-listed and locally-designated historic districts, historic tax credits, the City's historic preservation ordinance and design guidelines, etc.**
- **Stakeholders are not focused on anything in particular when it comes to historic preservation.** They have many interests and would probably benefit from some form of organizational structure that would help to direct volunteer activity and advocacy.
- **The City needs to establish a vision for historic preservation and then see it through.** The community seems to be open to and desirous of leadership from the City.

Once stakeholder interviews were complete, a list of topics for the community meeting and questions for the community opinion survey were created, with input from the City.

4.2 Community Meetings

Community meetings took place in September 2022 and April 2023. During the first meeting, attendees gave feedback regarding how to prioritize future historic preservation efforts. Each person received four stickers numbered from 1 to 4 and placed the stickers on signs corresponding to options for preservation initiatives, with 1 being the highest priority and 4 being the lowest. The scores were tallied and ranked as follows:

1. Educate people about Fayetteville history and historic preservation
2. Document and protect historic properties
3. Regulate demolitions and redevelopment in established neighborhoods
4. Promote historic tourism

The prioritization of these topics informed action items in this plan. Additional meetings provided the public with the opportunity to provide feedback on the draft historic preservation plan, as well as ask questions about the project.



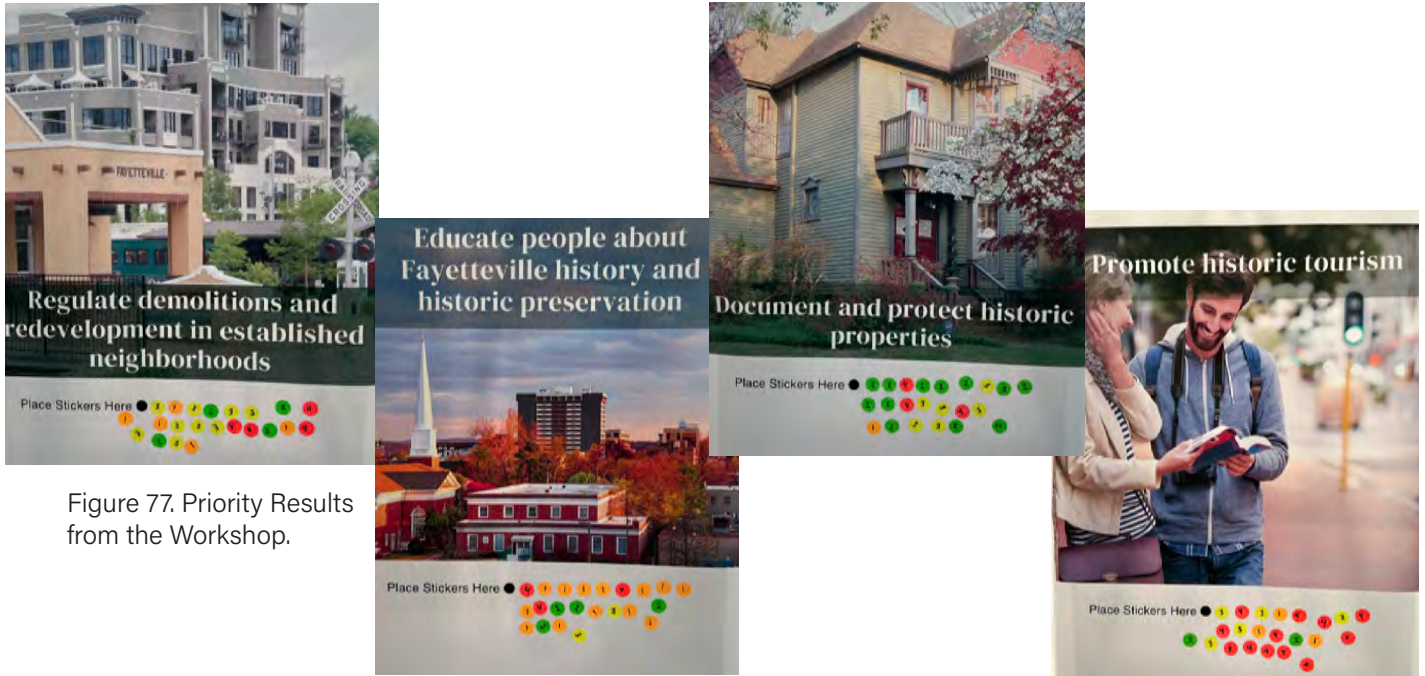


Figure 77. Priority Results from the Workshop.

4.3 Community Opinion Survey

The qualitative feedback data collected through the stakeholder interviews and the first community meeting was used to develop a community opinion survey. The purpose of the survey was to test the extent to which the anecdotal opinions and ideas provided by the small group of stakeholders and meeting attendees represented the larger community. In October 2022, the online survey was released to the public.⁷⁷ In total, 619 respondents completed the survey, exceeding the original target of 383 to reach a 95 percent confidence level with 4 percent margin of error, based on the population of Fayetteville. The survey comprised two demographic items, a set of questions about historic preservation priorities, an assessment of support for historic preservation, questions to identify places that should be preserved, and an open-ended item to collect additional thoughts. The survey responses, as summarized in the following sections, reflect **an overwhelming support for historic preservation in Fayetteville.**⁷⁸

4.3.1 Survey Results

Respondents

The 619 respondents fairly evenly represented the four wards in Fayetteville. Twelve percent of respondents did not live in Fayetteville, and 4 percent did not answer the question about where they lived. Other than the youngest group (age nineteen and younger) and people who did not provide their age, the various age groups were represented fairly equally in the survey.

Historic Preservation Priorities

Respondents were asked to rate a list of six historic preservation activities on a five-point Likert scale from Very Important to Not at All Important. "No Opinion" was also an option. The activities are outlined on the following page.

Historic Preservation Support

In the next set of questions, respondents reported the extent to which they agreed or disagreed with a series of statements, using a Likert scale with the options Strongly Agree, Agree, Somewhat Agree, Neither Agree nor Disagree, Somewhat Disagree, Disagree, and Strongly Disagree. The statements included:

- I care about preserving our community's history, including historic buildings.
- I need more information about what City historic preservation programs can do and how they work.
- Property owners in Fayetteville who make their building a historic landmark should be able to trust that the next owner will not be able to tear it down without getting permission from the City.
- Property owners who join with their neighbors to create a historic district should be able to trust that no one will be able to tear down historic houses without getting permission from the City.
- Property owners who receive financial incentives for fixing up historic buildings should be willing to follow clearly written rules about what they can do to those buildings.

Respondents overwhelmingly indicated their agreement with all these statements, as shown below (Figure 78).

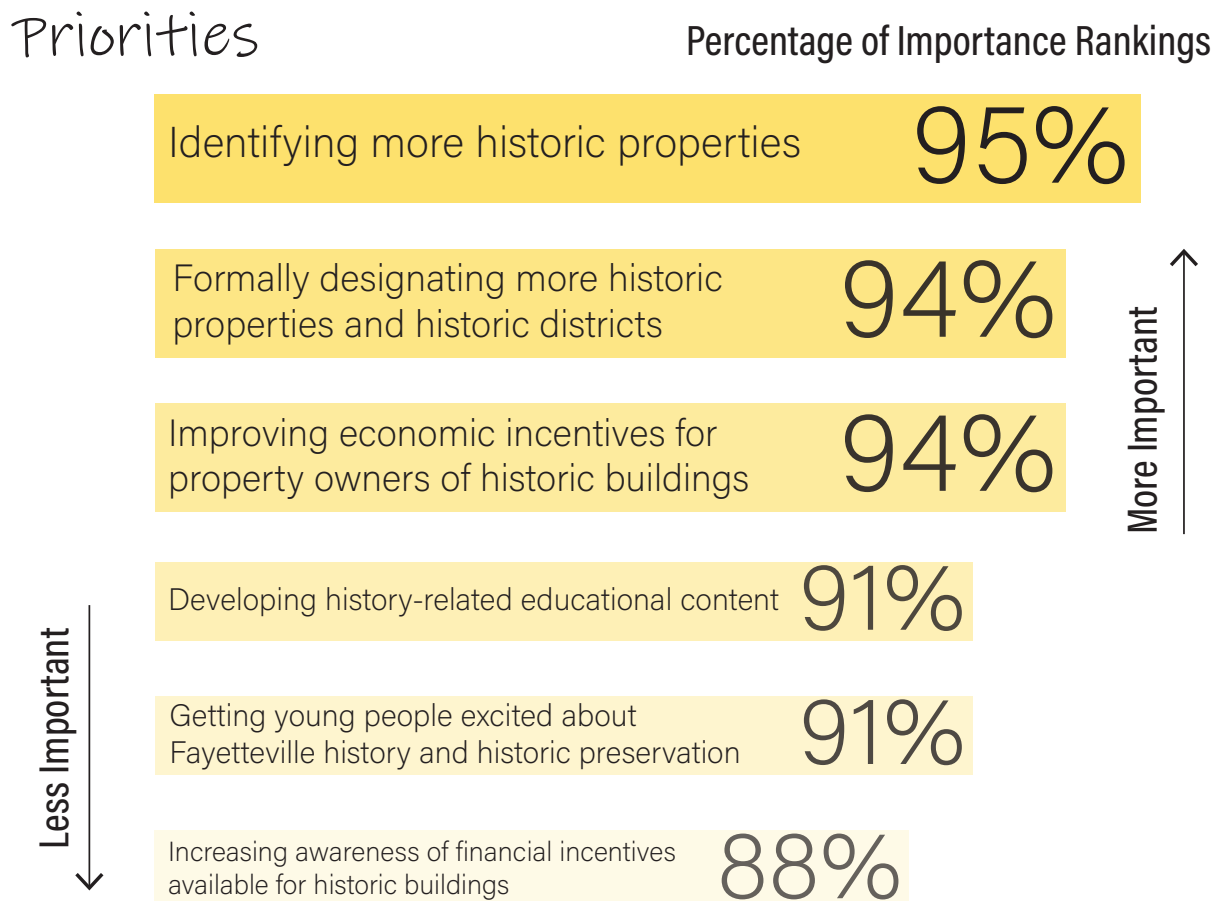


Figure 78. Priority results from the Community Opinion Survey.

Areas/Properties to Preserve

Most respondents indicated that there are specific buildings or places in Fayetteville that they would like to see preserved for future generations. The areas, buildings, or sites most often identified by respondents as important to preserve are shown below, in order from highest number of responses to lowest.

1. **Downtown** (36 responses, or 5.8 percent): including Fayetteville Square, old post office, and other downtown buildings.
2. **Dickson Street** (31, or 5 percent): also known as the West Dickson Street Commercial Historic District, listed in the NRHP in 2007 and the main throughfare connecting downtown to the U of A campus.
3. **Jefferson Elementary School** (26, or 4.2 percent): Public school opened on February 19, 1931, and integrated in 1965. Located at 612 S. College Avenue.
4. **Depot buildings** (22, or 3.5 percent): Frisco Depot at 550 Dickson Street and Fayetteville Depot at 528 W. Dickson Street.
5. **Historic and older buildings, sites, or neighborhoods**, generally (19, or 3 percent).
6. **Cemeteries** (15, or 2.4 percent).
7. **Churches** (15, or 2.4 percent).
8. **Old Courthouse** (15, or 2.4 percent): Listed in the NRHP in 1972.
9. **Markham Hill** (11, or 1.8 percent): 144 acres of woodlands and natural habitat currently facing development pressure.
10. **Block Street** (9, or 1.5 percent): Commercial area in downtown Fayetteville.
11. **South Fayetteville** (9, or 1.5 percent): A historically working-class neighborhood south of downtown.
12. **Rock/"giraffe" houses** (8, or 1.3 percent): Buildings clad in multicolored stone masonry that have a giraffe-like appearance; found in Wilson Park and other neighborhoods.
13. **University Heights** (8, or 1.3 percent): A neighborhood with a collection of Modernistic buildings by Architect Fay Jones.

Many other buildings and sites were mentioned multiple times by respondents, including Willow Heights, a historical Black neighborhood; the 112 Drive-In; and motels along College Avenue, among others.



5. Strategic Plan

Based on research results, community outreach, and anticipated historic preservation program staffing and budget levels, five main goals for historic preservation in Fayetteville have been identified:

1. **Strengthen the preservation program** through efficient adjustments to the program's administration.
2. **Encourage compatible development that prioritizes historic preservation.**
3. **Identify and protect historic properties** by utilizing historic resources surveys and designations to identify and protect historic resources for future generations.
4. **Provide learning opportunities for the community** about historic preservation and Fayetteville's unique history.
5. **Promote diversity, equity, and inclusion and protect cultural heritage.**

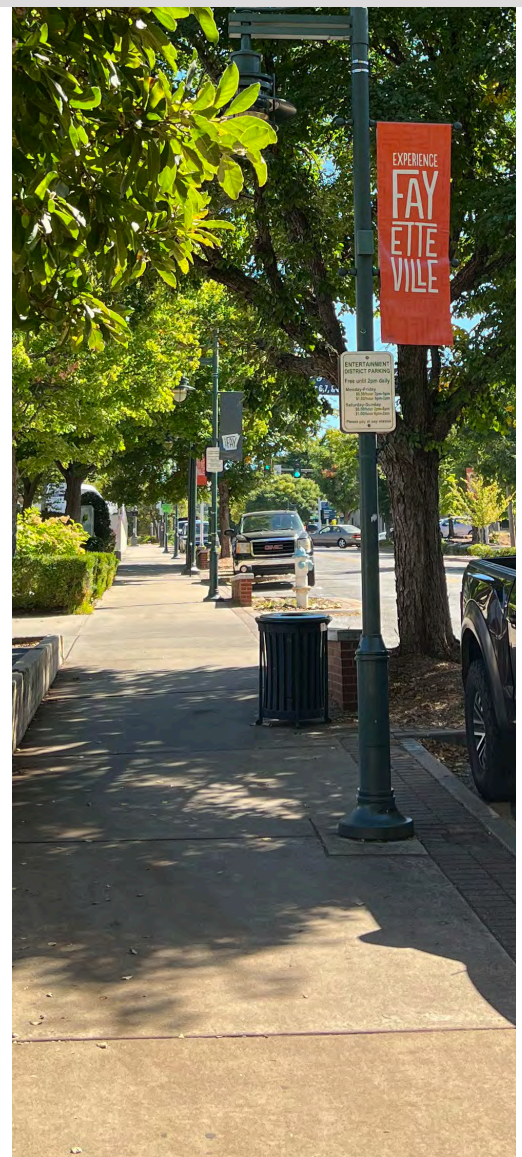
This strategic plan provides a ten-year framework and over 50 action items for achieving these goals. The goals are described in more detail in the next section of this plan, followed by an implementation matrix for each goal. Each row in each matrix is an action item with priority and timeline recommendations, the personnel and partners and required changes needed to execute the action, and anticipated funding needs and level of effort. It is important to note that although the broader goals are not listed in terms of priority, the action items are prioritized as shown below. Action items prioritized as critical should be completed as soon as is practicable. In some cases, action items will be ongoing activities. Those categorized as short-term should be addressed within the next two years (by 2025). Some short-term action items may also be critical to accomplishing other goals or rectifying current challenges, like the presence of historic preservation expertise on the HDC. Mid-term action items are those that should be completed in the next two to four years (by 2027). Long-term action items should be completed by the end of the plan cycle in 2033.

Figure 79. Downtown Fayetteville Branding.

Contents

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5.1 Goals

Goal 1. Strengthening the Preservation Program

Fayetteville can update and expand existing processes and platforms to strengthen its preservation program. The City should ensure preservation planning is integrated with other City planning and development processes. A central strategy to strengthening the preservation program is to create an ordinance that details eligibility criteria for local historic designation, including a provision for contributing and noncontributing resources within a district. This ordinance should be based on NRHP criteria and NPS standards but may be less stringent compared to the national program.⁷⁹ Discouraging demolitions to decrease landfill waste and encouraging deconstruction to salvage materials can also be addressed via City policies that require a historic preservation review, demolition delays, and/or mandate salvaging and deconstruction of the building.⁸⁰

Demolition delays are a key tool for working with the property owner to preserve a threatened historical building.

The City should explore the following process for broader demolition reviews through a new or revised ordinance and subsequent workflow processes:

1. Staff review of the proposed demolition to determine potential for historic significance and discussion with applicant to ensure they are aware of benefits of preservation and alternatives to demolition, and prior survey documentation.
2. Demolition delay issued by the HDC to allow for an extended review, public comment, discussion of alternatives with the property owner, and a site visit, if needed.
3. Denial of a COA within a local historic district.



Figure 80. The Ramble. The Ramble is an urban park inspired by the work of architect Fay Jones and includes remnants of a Civil War-era homestead.

The establishment of a citywide historic context and comprehensive survey plan (Appendix I) would provide a strong foundation for determining the significance of a historic resource proposed for demolition. Expediting action items in Goal 3. Identify and Protect Historic Properties would strengthen demolition review procedures by the City and protection of vulnerable historical resources that the community values.

For any property that will be demolished and that the City or HDC deems worthy of documentation, policies could also require a documentation package before a demolition permit is issued. Such documentation could include photographs of the building and notes on property history. The collected documentation packages could be stored and maintained digitally on the City's website or physically at the library or with a partner organization.

The recordation of demolition data should be a top priority to help City staff and officials, the HDC, and members of the community understand trends affecting the historic fabric of the city. For example, addresses and year-built information, if included alongside demolition permit data, would provide a strong foundation for future analysis and evaluation of potential intervention measures.

Additional measures like establishing dedicated funding for the historic preservation program will provide new opportunities for program expansion, including but not limited to the required dedicated funding for a Main Street program. Publishing online resources that provide information on preservation-related reviews, processes for property owners interested in seeking local historical designation, and a clear, centralized database detailing Fayetteville's historic resources will facilitate public participation in preservation processes. Examples of problems and solutions within this goal are listed in Table 14.

Table 14. Goal 1 Challenges and Solutions

Challenge	Solution/s
Sufficient planning staff capacity to handle preservation activities	Thoughtful and proactive planning for staff capacity (i.e., hiring plan considering the need for additional City staff positions and/or consultants, reallocating duties)
Accessibility of prior preservation studies and demolition data tracking	Retroactive digitization of records and more robust future data collection
Unclear guidelines for local designations	Create an ordinance that establishes designation criteria and an application form with guidance
Degree of allocated funding	Earmarked funds for program activities
Demolition goes unchecked	Require demolition reviews for resources that are forty-five years or older
Demolitions contributing to landfill	Avoiding demolition and requiring deconstruction and salvage
Navigation of and access to City historic preservation information online can be improved	Refine website to include key information for access and transparency





Goal 2. Encourage Development that is Compatible with Historic Preservation

Goal 2 focuses on encouraging development that is sensitive to the city's historic fabric through regulation and planning methods. The city's historic character contributes to its identity and its appeal to visitors; future development should be planned with this in mind. This goal promotes development that is both environmentally sustainable and historically sensitive so that present and future generations can benefit from Fayetteville's historic character. Development pressures could be addressed through planning guidance, the establishment of character overlay zones, and planned unit developments. Developers and institutions should work with the City staff in promoting sustainable development that works with existing building stock, rather than demolishes or ignores the historical context of the community. Funding opportunities, which often require professional historical rehabilitation, should also be considered to spark other investment and maintain the city's historic fabric. Demolition activity is an ongoing threat to historic properties in Fayetteville. A thorough review of historic-age building stock proposed for demolition should be completed by City staff and the City should encourage alternatives like adaptive reuse. Examples of challenges and solutions related to this goal are listed in Table 15.

Table 15. Goal 2 Challenges and Solutions

Challenge	Solution/s
Lack of regulatory authority regarding demolitions	Changes to code and processes
Preventing demolitions	Exploring easements and independent property acquisition
Loss of historic character	Create new local historic districts through new ordinances and community engagement
Degree of allocated funding	Earmarked funds for program activities
Insensitive development	Character overlay zoning and planned unit developments with guidance from the City
Absence of historic tax credit usage and missed opportunities for funding	Facilitate investment and development using historic tax credits and consider joining Main Street Arkansas
Institutional development encouraging gentrification and over-development	Work with institutions in fostering community-centered development that protects historical resources

Figure 81. SWEPCO Building by Warren Segraves (1968).

Goal 3. Identify and Protect Historic Properties

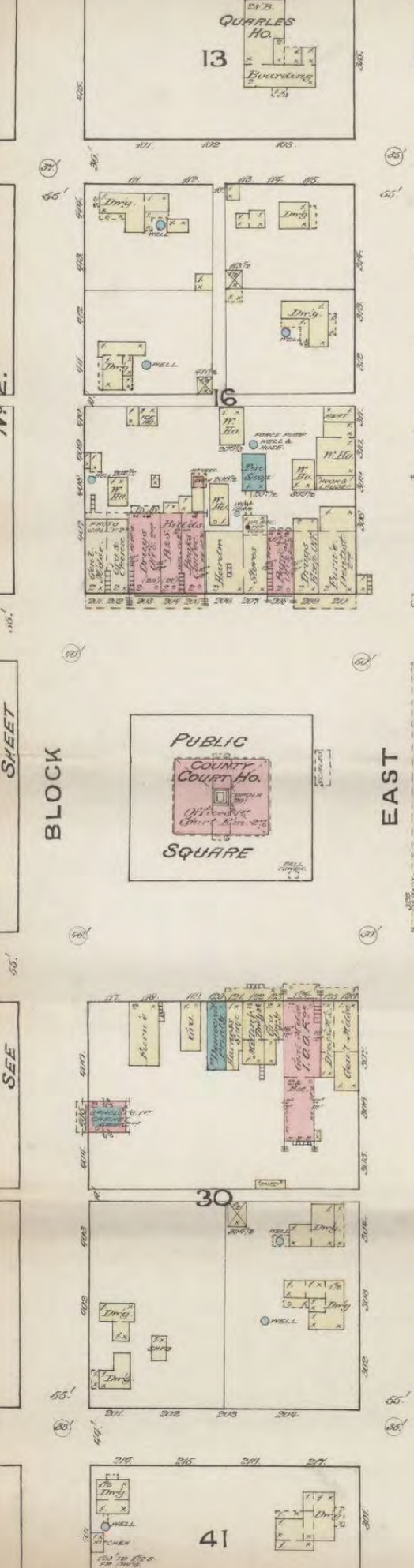
Building upon Goal 2, the City must prioritize the surveying and designation of historic properties at the local level. Protection of historic properties begins with the systematic and comprehensive survey of historical resources. Future survey work should consider properties within the boundaries of prior surveys that have reached forty-five years of age or older since the time of original documentation. Future surveys should be customized for the needs of the City rather than limited to the use of AHPP survey forms, which are time-consuming to complete and collect more information than is necessary for local evaluation and designation. Developing historic contexts for appropriate themes will facilitate survey and designation efforts. Examples of challenges and solutions within this goal are listed in Table 16. The survey plan in Appendix I details the steps recommended to achieve this goal.

Table 16. Goal 3 Challenges and Solutions

Challenge	Solution/s
Fifty years of surveying activity with inconsistent eligibility recommendations	Resurveying activities and surveying primarily for local designation rather than AHPP standards
Resources reaching historic-age (45 years or older) are significant in Fayetteville due to its mid-twentieth century architectural legacy	Funding new surveys that target important architects like Fay Jones and others
Lack of citywide historic context	Funding a citywide historic context that can guide future survey efforts
Lack of context for diverse histories and preservation of these resources	Inclusion of diverse histories and places in future survey efforts
Protecting historic properties	Exploring local historic districts, easements, and property acquisition
Maintaining historic properties	Utilizing grant funds for restoration and rehabilitation projects and educating the public on historic property maintenance

Figure 82. Fulbright Peace Fountain. Designed by Fay Jones in 1998 in front of the 1935 Vol Walker Library (NR 1992) on the U of A campus.





Local designation efforts should be a top priority for Fayetteville. Given that state law requires a proposed local district either have the support of a majority of owners or be currently listed in the NRHP, Fayetteville has an opportunity to expediently designate the 11 existing NRHP districts in the City as local districts. Although the NRHP listing status could allow the City to entirely bypass an owner petition, it is best practice to allow an avenue for owner input. The City could, however, place the burden on opponents of a district, by moving forward with local designation for current NRHP districts so long as a majority of owners ($\geq 51\%$) do not object. The NPS takes this approach at the federal level for listing districts in the NRHP; listing will move forward as long as a majority of residents who own property do not object.

As noted in Section 2, the state law's explicit allowance for embracing "noncontiguous lands" in a local historic district could allow for a thematic or multiple property-type local designation strategy, as employed for NRHP nominations. Fayetteville should explore establishing a discontinuous local historic district for Modernistic-style architecture including works by Fay Jones and others. Multiple property documentation through an MPS or local measure is an efficient method to address discontinuous resources (see Section 2.1.1 for more information on MPS).



Figure 83. Thomas-Tharp House (1854). This house was placed on the Arkansas's Most Endangered Places list in 2018.

Figure 84. Sanborn Map (1886) (at left). Numerous years of Sanborn maps of the city are available to the public for research.
Source: Sanborn Map Company.^{AC}



Goal 4. Provide Learning Opportunities for the Community

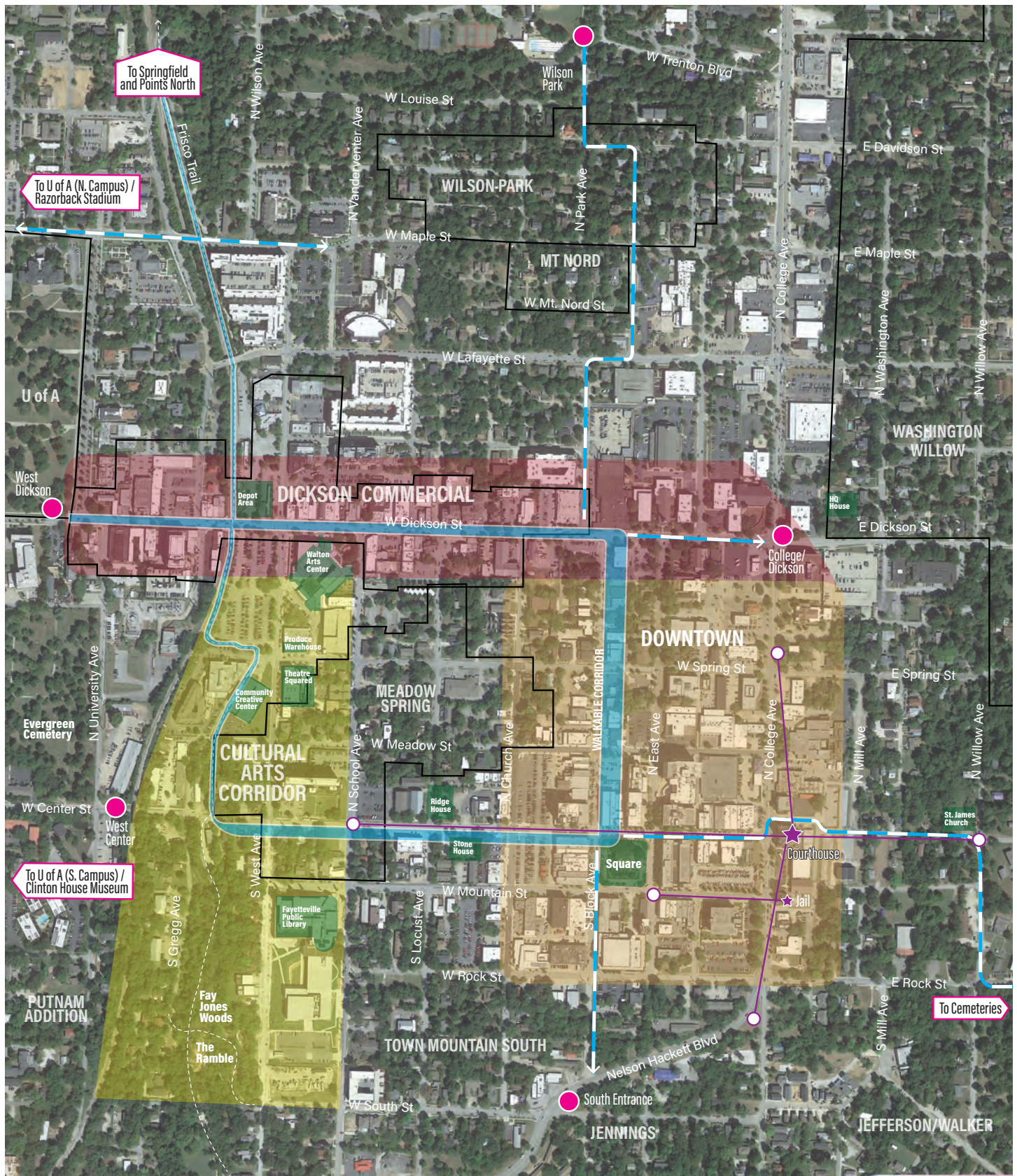
The public engagement process for this plan revealed that residents of Fayetteville believe historic preservation is important, but they lack knowledge about how historic preservation works. Residents are also proud of their city and have desire to know more about the city's history. Strengthening partnerships between the City, local and regional institutions, and community groups can increase opportunities for community members to learn about preservation and Fayetteville's history, share their preservation priorities and local historical knowledge, and become empowered and active preservation partners. Collaboration with new and existing partners to provide tours, events, and hands-on trainings for the public allows diverse local stakeholders to contribute to crafting a shared sense of community identity rooted in the preservation of the city's historic resources. The City can empower residents to take preservation into their own hands by providing information on Fayetteville's historic resources and preservation processes, economic incentives, and by marketing available preservation tools and events to diverse Fayetteville communities. Appendix C. Partnership Opportunities and D. Funding Opportunities outline various existing and potential partnerships available to the City. Examples of challenges and solutions within this goal are listed in Table 17.

Table 17. Goal 4 Challenges and Solutions

Challenge	Solution/s
Lack of awareness and education on historic preservation	Creation of historic preservation workshops and information for the public
Confusion on the difference between historic designations	Clearly inform the public on the difference between these designations
Desire to learn about Fayetteville's history but many are unable to access this information	Redesign the City's website to provide educational tools and work with institutions on increasing accessibility to information
Lack of interpretive signage	Erect informational panels throughout the city to inform the public
Lack of connection between historical places and points of interest	Develop wayfinding and historical corridors (Figure 86)

Figure 85. Preservation Event.

Figure 86. Historic Core Connections and Gateways.



Historic Core Connections & Gateways

● Gateway Opportunity
★ Historical Viewshed Corridor

--- Links
--- Walkable Corridors

Downtown Zones
NRHP Historic District

Walkable Corridors
Points of Interest



Goal 5. Promote Diversity, Equity, Inclusion, and Protect Cultural Heritage

Fayetteville residents expressed an interest in knowing more about the city's diverse histories. Along with telling this history, it is important to ensure all community members are included in the City's historic preservation program. This goal encompasses action items that seek to uplift diverse histories, expand whose voices are heard and whose interests are represented at preservation decision-making tables, and to provide accessible avenues for community participation in preservation processes. Combatting erasure, or the removal of history of a particular group, is a key method to this objective. In Fayetteville, particular focus should be given to the Black community for its notable history since the city's establishment. However, other historically underrepresented groups, including Black, Indigenous, and People of Color (BIPOC), women, the disabled, and those who identify as lesbian, bisexual, gay, transgendered, and other queer identities (LGBT+) should be included as well. Explicit efforts to explore diverse histories, broaden the scope of local survey programs, and expand protections for cultural heritage can help shepherd the city's diverse historic resources into the future. Examples of challenges and solutions within this goal are listed in Table 18.

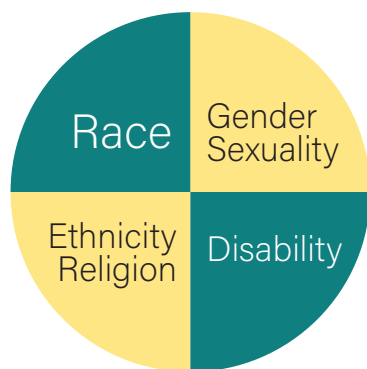


Figure 87. Diversity. Diverse histories are key to understanding a complete history of Fayetteville.

Figure 88. Fayetteville Pride. Fayetteville is a center of LGBT+ history, culture, and pride in NWA.

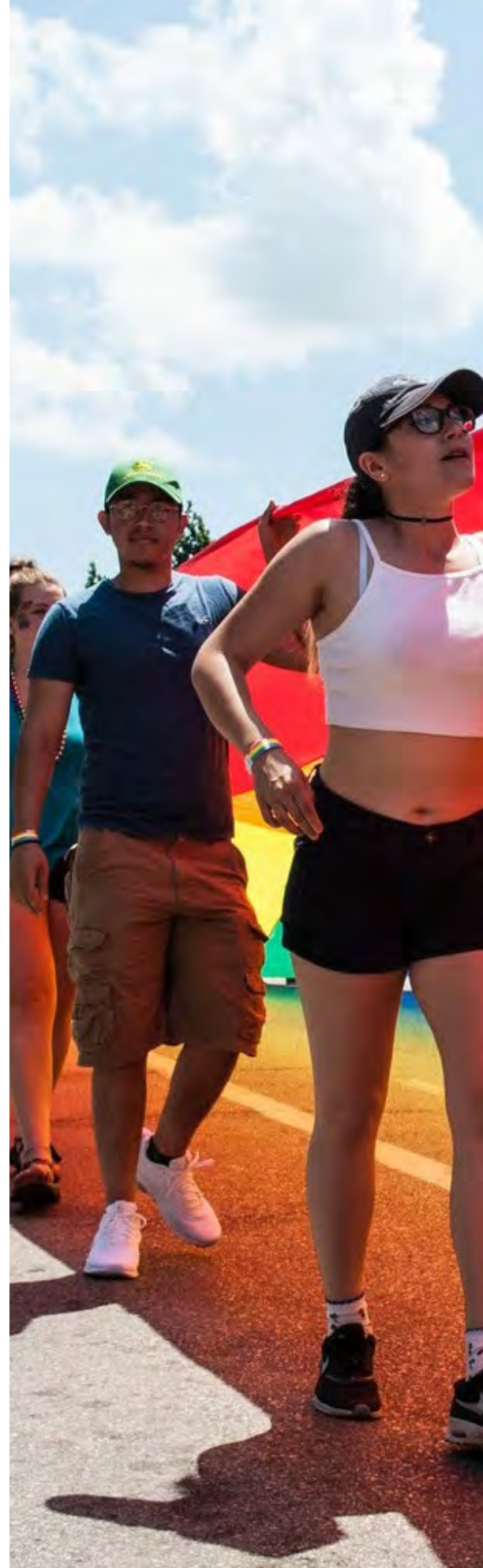


Table 18. Goal 5 Challenges and Solutions

Challenge	Solution/s
Lack of awareness of diversity and cultural heritage	Celebrate diversity and cultural heritage through education and protection of historical resources
Erasure of Black history and other historically underrepresented groups	Partner with local Black and other non-white institutions to explore how this history can be protected and celebrated
Lack of inclusion of diverse histories at designated properties	Document and designate historic properties that are associated with diverse histories
Lack of representation in historic context documents	Develop historic contexts specific to African American and other underrepresented groups, and/or address within other thematic contexts
Lack of diverse representation in the government	Include diverse individuals on the HDC and continue to invest in the BHPC

The City of Fayetteville's historic preservation planning should also consider the 2022 recommendations of the Black Heritage Resources Task Force.⁸¹ This group is a collaborative effort of the Society for Black Archaeologists, the American Cultural Resources Association, the Society of Historical Archaeology, and the Society of American Archaeology. Between 2020-2022, the group conducted surveys and research to evaluate the practices of SHPOs with a goal of addressing diversity and racial inclusion in archaeology and historic preservation. Key recommendations applicable to preservation planning in Fayetteville include:

- **Focus on identification of cultural/ethnic affiliations** for documented resources, including consulting the community. Ensure that data collection fields are established to facilitate searches for such affiliations. Review and update existing records to retroactively add ethnic/cultural affiliation.
- Be proactive in **outreach to BIPOC communities** to determine their historic preservation needs and interests. Inquire about the properties considered significant to them and consult with Black experts when evaluating properties. Make sure BIPOC communities are aware of preservation resources and benefits.
- **Increase the number of BIPOC properties honored with preservation designations.**



Figure 89. Fayetteville Public Schools Yearbook in 1954. Fayetteville began integration in 1954 following the Brown v. Board of Education ruling. Source: Fayetteville History.^{AD}

5.2 Implementation Matrices

Goal 1. Strengthen the Preservation Program

No.	Title	Action Item	Priority/ Timeline	Responsible Party	Requires	Cost	Effort Level
1.1	Local Historic District	Modify ordinance to include eligibility criteria and a process for establishing local historic districts.	Critical/ Short-Term	Planning, HDC, City Council	Ordinance	N/A	Medium
1.2	Commission Qualifications	Ensure HDC ordinance meets CLG criteria for expertise in architecture, urban planning/design, or history to the extent possible. Hire consultants or pro bono professionals to assist the HDC on an as-needed basis.	Critical/ Short-Term	Planning, HDC, City Council	Appointments, Coordination, Ordinance, Resolution	N/A	Medium
1.3	Training	Hold annual trainings with the HDC and City staff.	Short-Term	AHPP, Consultant	Budget	Medium	Medium
1.4	Funding	Allocate City budget to the historic preservation program that can be used for surveys, educational programs, events, and other initiatives.	Short-Term	Budget Office, City Council	Budget	Medium	Medium
1.5	Data Management	Improve digital data collection to assist with program analysis. Include digitized survey, designation information, demolition data, and other relevant data. Demolition data should include year-built dates, demolition types, and historic designations.	Short-Term	Long Range Planning, GIS	Website, Workflow	N/A	High
1.6	Commission Collaboration	Encourage more collaboration between the HDC and BHPC through additional meetings, committees, and tasks.	Ongoing/ Short-Term	Planning, HDC, BHPC	Management	N/A	Low
1.7	Internship	Offer a seasonal internship to students interested in historic preservation, architecture, history, or cultural studies to contribute to the program's initiatives. Consider a collaboration with the U of A.	Mid-Term	Long Range Planning	Staffing	Low	High
1.8	Historic Sites Map	Update the Historic Sites map. Clearly distinguish between NRHP properties, NRHP districts, ARHP properties, local historic districts, and other properties of interest, such as those that reflect cultural heritage but that are not designated. Attach the nomination application to each NRHP property/district. Depict historic district boundaries. Exclude resources less than forty-five years old.	Mid-Term	Long Range Planning, GIS, Consultant	Workflow	N/A	Medium
1.9	Plan Review	Include historic preservation staff in review of proposed major projects and zoning changes to determine impacts to historic resources.	Mid-Term	Planning, Engineering, Public Works	Workflow	N/A	Medium
1.10	Demolition Ordinance	Pass an ordinance to allow for the review of proposed demolitions for resources forty-five years or older. Staff to evaluate each property for significance. Work with the property owner to discourage demolition. Reviews should be taken up by the HDC as needed.	Long-Term	Planning, HDC, City Council	Processes, Ordinance	N/A	Medium



Goal 2. Encourage Compatible Development that Prioritizes Historic Preservation

No.	Title	Action Item	Priority/ Timeline	Responsible Party	Requires	Cost	Effort Level
2.1	Historic Corridors	Highlight historical corridors and areas. Examples include signage, gateways, and wayfinding to guide individuals to a historic property or district or make them aware of the historic property or area.	Short-Term/ Mid-Term	Long Range Planning, HDC, BHPC, Arts Council, Consultant	May need Grants or Other Funding	High	Medium
2.2	Downtown	Develop guidelines for downtown that encourage new development that is compatible but differentiated from historical buildings.	Mid-Term	Planning, Consultant	Document Adoption	Medium	Medium
2.3	Develop Incentives	Establish an incentive program for property owners in local historic districts to encourage designations. Consider façade improvement grants, design assistance, or local tax breaks.	Mid-Term	Planning, HDC, City Council	Budget	Medium	High
2.4	Coordinate with Institutions	Collaborate with U of A to encourage new development that thoughtfully considers surrounding neighborhoods and protects historic properties on and off campus.	Long-Term	Planning, Institutions	No Change Needed	N/A	High
2.5	Zoning	Explore overlay zoning as an alternative to local historic districts to protect historic character.	Long-Term	Planning, Consultant	Zoning	Medium	High
2.6	Sustainability	Encourage developers to utilize state and federal historic tax credits for redevelopment and rehabilitation in line with SOI. (City Plan 2040 Goal 1)	Ongoing/ Short-Term	Planning, Development Services	Planning Practices	N/A	High
2.7	Design Guidelines	Though not currently enforceable, utilize the Washington-Willow Design Guidelines as a tool for educating residents in the district about historically sensitive alterations. Use the document as a base for developing guidelines for newly created local historic districts.	Ongoing/ Short-Term	Long Range Planning, HDC	Website, Documents	N/A	Medium
2.8	Sustainability	Pass deconstruction ordinance requiring the salvaging and repurposing of historical materials in local and NRHP historic districts.	Long-Term	Long Range Planning, HDC, City Council	Ordinance	N/A	High
2.9	Main Street Arkansas	Join Main Street Arkansas. The next workshop period begins in fall 2024 with application in 2025.	Short-Term	City Council	Application	Low	Medium



Goal 3. Identify and Protect Historic Properties

No.	Title	Action Item	Priority/ Timeline	Responsible Party	Requires	Cost	Effort Level
3.1	Restoration Projects	Continue historic preservation work on city-owned properties, like the Woolsey Farmstead and Apple Warehouse. Publish progress on the projects to demonstrate the city's commitment to historic preservation.	Ongoing	Planning, Consultants	Website, Social Media	Medium	Medium
3.2	Historic Contexts: Citywide Context	Develop a citywide and thematic historic context.	Short-Term	Consultant	N/A	Grants	High
3.3	Historically Black Neighborhoods and Resources	Identify and survey historical Black neighborhoods and resources, especially the neighborhood east of downtown, that can be used for educational development.	Short-Term	Consultant	N/A	Grants	Medium
3.4	Windshield Survey	Prepare for and conduct a comprehensive citywide windshield survey.	Short-Term	Consultant	N/A	Grants, Medium	High
3.5	Reconnaissance Surveys	Based on windshield survey results, conduct reconnaissance-level documentation.	Mid-Term	Consultant	N/A	Grants	High
3.6	Historic District Outreach	Conduct outreach with property owners in NRHP historic districts to instill community pride, educate them about the difference between NRHP and local historic districts, and encourage the creation of local historic districts.	Critical/ Short-Term	HDC, Planning	Management Marketing	N/A	Medium
3.7	Local Historic District Designation	Poll NRHP historic district property owners to gauge interest in becoming a local historic district. Based on poll results, prioritize facilitation of local historic district designation.	Short-Term	Planning	Management	N/A	High
3.8	Multiple Property Designation	Create noncontiguous local historic districts based on a multiple property designation approach. Explore themes like modern architecture, Black history, and other topics.	Mid-Term	Planning, Consultant, Community	Survey	Grants	High
3.9	Easements	Encourage organizations and historic property owners to use easements as a historic preservation tool. Consider donating AHPP easements for City properties.	Long-Term	Planning, Organizations	Website	N/A	Medium



Goal 4. Provide Learning Opportunities for the Community

No.	Title	Action Item	Priority/ Timeline	Responsible Party	Requires	Cost	Effort Level
4.1	Community Engagement: Improve Information Channels	Improve the public's understanding of historic preservation and Fayetteville's preservation program by updating the city's website. Include information comparing NRHP, ARHP, and local historic designations; explaining the COA process and design guidelines; how to apply for a local historic district; details about initiatives; the updated Historic Sites map (1.10); preservation-related grants and funding opportunities; survey and historic context reports; etc.	Short-Term	Long Range Planning, Communications, GIS	Website	Low	Medium
4.2	History Sharing	Install interpretive signage panels and historical markers at historic places or utilize other physical or visual ways (e.g., murals) to share community history.	Short-Term	Planning, Consultant, Commissions, Parks	No Change Needed	Grants, Medium	Medium
4.3	Preservation Awards	Continue to award exceptional examples of preservation through the Preservation Awards program.	Ongoing	Planning, Commissions	No Change Needed	Low	Low
4.4	Program Promotion	Promote the City's historic preservation initiatives and history through press, social media, website content, and other means.	Ongoing	Planning, Communications	Website, Social Media	N/A	High
4.5	Learning Opportunities: Tours	Continue to host historic preservation tours and events. Consider HDC and BHPC members leading tours and events.	Ongoing	Planning, Commissions	Training	Grants	High
4.6	Learning Opportunities: U of A	Partner with the U of A in supporting history coursework, programming, and cultural resource management activities.	Short-Term	Planning, Commissions	Coordination	N/A	High
4.7	Learning Opportunities: Workshops	Develop and hold historic preservation workshops. Consider workshops related to local historic district and NRHP designation, historic building, and stone wall maintenance, wood and metal window, door repair, and natural disaster preparedness for buildings.	Short-Term	Planning, Partners	Management	Grants	High
4.8	Community Engagement: Finding Partners	Market to the community the importance of local historic districts, especially as a tool for maintaining historic character. Find advocates for local historic districts and partner with them to establish support.	Ongoing/ Short-Term	Planning, Commissions	Website, Marketing	Medium	High
4.9	Community Engagement: Transparency	Publish information about historic preservation reviews and demolitions of historic properties to increase transparency.	Mid-Term	Planning	Website	N/A	Medium
4.10	Catalog Contexts	Work with the Fayetteville Public Library to catalog historic contexts, oral histories, and other forms of documentation to provide the community with a central repository for historic preservation and local history.	Long-Term	Planning, Library	Processes	Grants	Low
4.11	National Historic Trails	Explore funding opportunities and interpretation options for the Butterfield Overland Route and Trail of Tears NHTs.	Mid-Term	Planning, Consultant, Partners	Website	Grants	Medium
4.12	Engage Young Residents	Consider projects and events to engage young adults with Fayetteville's history and topics of interest to them, such as histories of social justice, diverse histories, and preservation sustainability.	Mid-Term	Organizations, Schools	Social Media, Website	Medium	Medium



Goal 5. Promote Diversity, Equity, and Inclusion and Protect Cultural Heritage

No.	Title	Action Item	Priority/ Timeline	Responsible Party	Requires	Cost	Effort Level
5.1	Increase HDC Diversity	Encourage diversity on the HDC. Consider a merger of the HDC and BHPC to consolidate efforts, empower Black preservation initiatives, and save funds.	Ongoing	City Council	Appointments, Ordinance	N/A	Medium
5.2	Protect Black Sites: Develop List of Sites	Work with the BHPC and community to develop a list of threatened historical sites associated with Black heritage and identify ways to support their preservation, including Black ownership.	Ongoing/ Short-Term	Planning, Commissions, Partners	Community Engagement	N/A	Low
5.3	Share Black History	Support the designation of Black Historical Markers.	Short-Term	BHPC, City Council	N/A	Grants, Low	Medium
5.4	Increase BIPOC Representation: Add Markers	Add Black and Indigenous Historical markers to the City's Historic Sites Map.	Short-Term	Planning, GIS	Community Engagement	Low	Low
5.5	Historic Contexts: Diverse Histories	Ensure that Fayetteville's diverse histories, particularly Black, Latino, Jewish, women, and LGBT+ histories, are documented in historic context development.	Short-Term	Planning, Commissions, Partners	Community Engagement	Grants	Medium
5.6	Outreach to Diverse Communities	Explore methods of outreach to diverse communities through events, commission meetings, and crowdsourcing platforms. (see Appendix G: Historical Markers Guidance)	Short-Term	Planning, Commissions, Partners	Community Engagement	Grants	Medium
5.7	Increase BIPOC Representation: Retroactive Review	Review properties and districts currently listed in the NRHP in Fayetteville for overlooked associations with BIPOC history. Develop supplemental documentation and update official records. ⁸²	Ongoing	BHPC, HDC, Volunteers	Community Engagement	Medium	Medium
5.8	Protect Black Sites: Organization Support	Support NWA Black Heritage in securing historical Black sites. Consider assisting the organization with historic preservation activities and NRHP designation, if desired.	Mid-Term	Planning, BHPC, HDC, City Council	Coordination	N/A	Medium
5.9	Identify BIPOC Preservation Stakeholders	Establish a directory of individuals and organizations that should be consulted when evaluating BIPOC heritage resources as subject matter experts. ⁸³	Ongoing	BHPC	Community Engagement	N/A	Low
5.10	Empower BIPOC Preservationists	Conduct targeted outreach to BIPOC communities about the economic benefits of historic preservation (e.g. tax breaks).	Ongoing	Planning, BHPC	Community Engagement	NA	Low
5.11	Increase BIPOC Representation: Access to Funds	Work with BHPC to identify potential projects that could be funded through grants like the NPS' African American Civil Rights grants and Underrepresented Community grants and apply for the grants.	Long-Term	Planning, BHPC	Grant Application, BHPC Coordination	N/A	Medium
5.12	Combat Gentrification	Research historic preservation-related gentrification solutions in other cities to prepare Fayetteville for future threats. For example, legacy business program, adaptive reuse of historical buildings for affordable housing, etc.	Mid-Term	Planning, Economic Vitality, BHPC, HDC	Public Engagement, Policy, Council Action	N/A	High



5.3 Conclusion & Plan Maintenance

The rich historic character that defines Fayetteville is essential to its identity and success as the second-largest city in Arkansas. To ensure successful and effective historic preservation, the plan's action items should be achieved according to their priority as well as financial and timing constraints. Although the City is primarily responsible for the expansion of the Fayetteville Historic Preservation Program, residents, institutions, and organizations also play a critical role in shaping the outcome of a community that receives the many benefits from historic preservation.

Fayetteville has had a long history of preservation advocacy, surveying historic resources, and, more recently, attaining funding and community support for historic preservation. The City should continue to use grant funding for special initiatives but should also support the preservation program through regular funding within its annual budget process. Building the network of stakeholders and organizations that work collaboratively to support the City's efforts will be an important effort.

The City and HDC should follow this plan between 2023 and 2033. The HDC should meet annually to establish implementation priorities for the next year, and quarterly meetings should be used to discuss the status of plan action items to ensure plan maintenance. Unforeseen events or new initiatives that were not included in this document may require the City and/or HDC to develop an addendum, internal policy, or guideline prior to the next update cycle. A public meeting on the status of this plan should be held approximately five years after implementation (2028). The next plan update should take place no later than 2033.

Let's get to work, Fayetteville!

Figure 90. 112 Drive In.



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Figure 91. Tightrope Walker Above the Square in 1919.

Appendix A: Acronyms

A&M	Arkansas and Missouri Railroad
A&P	Advertising and Promotion Commission
ACHP	Advisory Council on Historic Preservation
AHPP	Arkansas Historic Preservation Program
ARHP	Arkansas Register of Historic Places
BHPC	Black Heritage Preservation Commission
BIPOC	Black, Indigenous, and People of Color
CAMP	Commission Assistance and Mentoring Program
CLG	Certified Local Government
COA	Certificate of Appropriateness
CFR	Code of Federal Regulations
DFC	Downtown Fayetteville Coalition
DOE	Determination of Eligibility
DOI	Department of the Interior
FEMA	Federal Emergency Management Agency
GIS	Geographic Information Systems
HDC	Historic District Commission
HMR	Hotel, Motel, Restaurant Tax
HPF	Historic Preservation Fund
HPRG	Historic Preservation Restoration Grant
HTC	Historic Tax Credit
LGBT+	Lesbian, Gay, Bisexual, Transgender, and Asexual, Intersex, Queer, Questioning, etc.
MPS	Multiple Property Submission
MSA	Main Street America/Arkansas
NAPC	National Alliance of Preservation Commissions
NHPA	National Historic Preservation Act
NHT	National Historic Trail
NPS	National Park Service
NRHP	National Register of Historic Places
NTHP	National Trust for Historic Preservation
NWA	Northwest Arkansas
POS	Period of Significance
QRE	Qualifying Rehabilitative Expenditure
SRB	State Review Board
SHPO	State Historic Preservation Office (AHPP)
SOI	Secretary of the Interior
THPO	Tribal Historic Preservation Office
U of A	University of Arkansas
USC	United States Code
VA	Veterans Affairs
WCA	Washington County Assessor



Appendix B: Glossary

Arkansas Historic Preservation Program (AHPP) is the State Historic Preservation Office (SHPO) for Arkansas. The AHPP State Review Board is responsible for reviewing nominations to the National Register of Historic Places (NRHP) and the Arkansas Register of Historic Places (ARHP). The AHPP also provides oversight and disbursement of funds for various grant programs.

Arkansas Register of Historic Places (ARHP) is the state equivalent of the NRHP. The state register is less stringent than the NRHP, providing an alternative designation for historic properties. The AHPP manages the ARHP and determines eligibility for inclusion.

Black Heritage Preservation Commission (BHPC) is a seven-member body created to recognize, acknowledge, protect, and preserve historical resources and cemeteries associated with Black ethnic heritage, with special regard for Fayetteville's early Black families and individuals and the churches and other cultural resources they built. The BHPC is responsible for erecting historical markers for places of Black history and heritage.

Certificate of Appropriateness (COA) is a legal permit petitioned by a property owner in a local historic district to complete alterations to a contributing resource in said district. The COA process is administered by the City's Historic District Commission (HDC) and typically requires the review of applicable design guidelines and submission of documents/plans for approval.

Certified Local Government (CLG) is a government certified through national standards to manage local historic preservation initiatives. The CLG program was established in 1980 by Congress and is administered by the National Park Service (NPS) and the corresponding SHPO.

City of Fayetteville, or City, is the local government of the municipality of Fayetteville, Arkansas. The use of the term City (uppercase) is differentiated from city (lowercase) which refers to the city's history, landscape, and geography.

Contributing Resource is a historic resource that adds to the historic value of a district. The opposite of a contributing resource is a **Noncontributing Resource** which does not add value because of a lack of historic significance, alterations, or nonhistoric-age.

Deconstruction is the act of removing building materials intact during demolition. This process aims to reuse and repurpose salvaged materials rather than discarding them for landfill.

Designation is the official recognition status of a property or district's historic significance. These designations may be mostly honorary (federal and state) or have special protections (local ordinance historic district).

Design Guidelines are specific design principles and recommendations one should follow when making changes or completing construction in a local historic district. The guidelines ensure that proposed changes are appropriate in the context of the local historic district.

Easement is a legal protection for properties where covenants restrict certain property rights. The AHPP Conservation Easement program protects buildings from demolition through this legal restriction.



Historic pertains to resources that have an official local, state, and/or federal designation(s).

Historic-age are resources that are at least 45 to 50 years old. The opposite of historic-age is **nonhistoric-age**, which includes resources that are less than 45 years old.

Historical pertains to resources that do not have an official local, state, or federal designation but are significant to the culture. It may also be used to describe “historical” maps or imagery, or an older house that does not have a historic designation.

Historic Preservation is the identification, evaluation, recordation, documentation, curation, acquisition, protection, management, rehabilitation, restoration, stabilization, maintenance, research, interpretation, and conservation of historic properties, or education and training regarding the foregoing activities.

Historic District Commission (HDC) is the legal body responsible for administering the COA process in Fayetteville, administering nominations for local historic districts and the NRHP, and providing comment and direction on the City’s historic preservation program.

Historic Preservation Fund (HPF) is a program funded by oil and gas lease revenues per the Outer Continental Shelf Lands Act, as amended, to assist in matching grants-in-aid for various historic preservation programs and projects.

Historic Preservation Officer or **Planner** is the staff role of managing a historic preservation program and the executive secretary of the HDC. This program manager role is currently being filled by the Long Range & Preservation Planner with oversight from the Long-Range Planning & Special Projects Manager.

Historic Integrity is a concept used to evaluate the significance of a historical resource. The resource must retain integrity of seven aspects: materials, workmanship, design, feeling, location, setting, and association. Ideally, the resource must retain some if not all of these aspects to be considered eligible for the National Register of Historic Places (NRHP).

Historic Resources Survey, or Architectural Survey, is a planned process of identifying, evaluating, and documenting historical resources within a specific survey area.

Local Ordinance District or **Local Historic District** is a historic district created by a municipality by the enactment of an ordinance for a specific area. Local historic districts include more than one contributing resource and often encompass neighborhoods. In Fayetteville, local historic districts are regulated by the City and HDC; in contrast, NRHP historic districts are largely honorary and only regulated when federal funds are used.

Main Street Arkansas is a state-level program of the Main Street America program, sponsored by the National Trust for Historic Preservation. Main Street communities receive funding and support opportunities from the AHPP.



National Historic Preservation Act (NHPA) is the legislation that created the National Register of Historic Places and expanded federal review to include the survey, identification, and documentation of historic properties of projects funded by the federal government. Section 106 of the NHPA requires federal agencies to identify and assess the effects its actions may have on historic properties.

National Historic Trail (NHT) is a National Park Service program that documents, programs, and preserves more than 25,000 miles of linear trail networks.

National Park Service (NPS) is the federal agency within the Department of the Interior (DOI) that administers the NRHP, in addition to administering the nation's national parks and other sites.

National Register of Historic Places (NRHP) is a federally-maintained list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture.

NRHP Historic District is composed of districts sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture.

Property Type are groupings of properties defined by common physical and associative attributes.

Public Private Partnerships (PPP) seek to complete projects or tasks using time and expenses approach to reduce expenses and improve project outcomes based on private expertise.

Secretary of the Interior (SOI) is the executive official appointed by the President of the United States to administer the Department of the Interior (DOI, which includes the NPS). The SOI Standards for Rehabilitation are official guidelines for professional qualifications and for the categorization and methodology of preservation, rehabilitation, restoration, and reconstruction of historic buildings. SOI Professional Qualifications are federal standards published in Code of Federal Regulations (CFR) 36 CFR Part 61 to provide a standard baseline of professional requirements for professions in the cultural resource management field.

Section 106 is stipulated in the NHPA as the federal review process for historic resources. This legislation requires federal agencies to consider the effects of their actions on historic properties and is generally triggered by a federal action such as federal agency's finding, licensing, permit, or approval.

State Historic Preservation Office (SHPO) is the state historic preservation program. Each SHPO has a State Historic Preservation Officer. In Arkansas, the AHPP fulfills the role as SHPO.



Appendix C: Partnership Opportunities

Name	Type of Organization	Potential Areas of Expertise	Potential Partnerships
Arkansas Air and Military Museum	Museum	Aviation, Military History	Programming
Arkansas Historical Association	Organization	Historic Preservation Local History	Networking
Arkansas Historic Preservation Program	Agency	Historic Preservation Arkansas/National Registers	Programming, Designations
Arkansas Municipal League	League	Grants, Local Government	Grants
The Art Gallery at NWA Mall	Museum	Exhibit Curation	Programming
Black Historic Preservation Commission	Commission	Black History	Education, Designation, Programming
Black Action Collective	Organization	Black History	Education, Designation, Programming
Botanical Garden of the Ozarks	Museum	Landscape Design, Plants	Programming
Clinton House Museum	Museum	Political History	Programming
Crystal Bridges Museum of American Art	Museum	Art History/Conservation, Exhibit Curation	Art Conservation, Regional Programming
Dickson Street Merchants	Organization	Economic Development Events, Tourism	Main Street Arkansas Programming
Experience Fayetteville	City Department	Economic Development, Tourism	Main Street Arkansas Programming
Fayetteville Chamber	Nonprofit	Economic Development	Main Street Arkansas Programming
Fayetteville History	Blog	Local History	Education, Programming
Fayetteville Farmers Market	Community Organization	Events	Events
Fayetteville Forward Historic and Heritage Resource Action Group	Community Organization	Local History	Community Activism
Fayetteville Natural Heritage Association	Nonprofit	Land Preservation, Historic Sites Mapping	Education, Programming
Fayetteville Public Library	Agency	Archives, Local History	Education, Programming
Fayetteville Public Schools	Agency	Community Engagement	Education
Fayetteville Senior Activity & Wellness Center	Agency	Community Engagement Local History	Community Activism, Education, Programming
Friends of the East Mountain Cemetery	Community Organization	Black History, Cemetery Preservation	Education, Programming
Habitat for Humanity ReStore of Washington County	Charity	Salvaging Materials	Donations
Headquarters House Museum	Museum	Local History	Education, Programming
Historic District Commission	Commission	Designations, Local History	Community Activism Designation
KUAF Public Radio	Media	Community Engagement	Education
The Nature Conservancy, Fayetteville	Nonprofit	Easements, Land Conservation	Easements



Name	Type of Organization	Potential Areas of Expertise	Potential Partnerships
Neighborhood Associations (in Fayetteville)	Community Organization	Designations, Local History	Community Activism
Northwest Arkansas African American Heritage Association, Inc.	Nonprofit	Black History, Education	Programming
Northwest Arkansas Heritage Trail Partners	Nonprofit	Historic Trails, Local History, Designations	Programming
Northwest Arkansas Land Trust	Nonprofit	Easements, Land Preservation	Networking
Prairie Grove Heritage Museum	Museum	Local History	Programming, Designations
Shiloh Museum of Ozark History	Museum	Exploration/Settlement History	Grants
Washington County Historical Society	Preservation	Community Engagement, Historic Preservation	Programming
The Wilson Art Museum	Museum	Art History/Conservation	Education, Designation, Programming
Trail of Tears Association	Organization	History	Education, Designation, Programming
University of Arkansas	University	Community Engagement	Programming
U of A Fay Jones School of Architecture and Design	University College	Architecture, Community & Regional Planning, Design	Education, Programming
U of A Fulbright College of Arts & Sciences	University College	Archaeology, History	Education, Programming
U of A Community Design Center	University	Architecture, Design	Design Assistance
U of A Museum	Museum	University History	Programming
VA Medical Center - Fayetteville	Agency	Military/Medical History	Education
Washington County Fair	County Fair	Agriculture History, Fairgrounds History	Events, Programming



Appendix D: Funding Opportunities

Funding opportunities are categorized below based on federal, state, and local/regional sources. Most of these grants are recurring annually, but it is possible for grants to change over time, become decommissioned, or institute new requirements. Therefore, it is recommended the City conduct research on each grant opportunity to determine the best path forward for funding projects.

Federal Incentives

Federal Historic Preservation Tax Incentives Program	NPS oversight; tax credit of 20 percent of qualified expenditures; applies to income-producing properties only (https://www.nps.gov/tps/tax-incentives.htm)
Federal Grants	African American Civil Rights Grants* Community Development Block Grant (CDBG)* Disaster Recovery Grants Emergency Supplemental HPF History of Equal Rights Grant Opportunity* Save America's Treasures Tribal Historic Preservation Office Grant* Underrepresented Community Grants* Additional NPS Grants geared towards specific properties/projects
State Grants	AHPP County Courthouse Restoration Grant AHPP Historic Marker Program Grants AHPP CLG Grants (Funded by the NPS HPF)* AHPP Downtown Revitalization Grants Available to Downtown Network, Main Street Arkansas cities AHPP Historic Preservation Restoration Grant - Option 1: Grants up to \$10,000 to fund renovation and restoration projects that make properties eligible for nomination to the NRHP. 1) These grants are available to non-profit, local government, and private property owners. 2) Eligible properties must be listed on the ARHP or identified as noncontributing structures in an NRHP historic district. 3) The project must restore architectural features that will make the property eligible for the NRHP. 4) Grant recipients may apply for Option 2 funding in subsequent years. Requires a 2:1 match from the grantee. - Option 2: Grants of \$10,000 or more are available to fund approved restoration projects for properties currently listed on the National Register of Historic Places. 1) These grants are available to nonprofit and local government. Private property owners are not eligible for Option 2 grant funding. 2) Any owner receiving Option 2 grant funds must sign and file an easement agreement before grant funds are released (see page 12). 3) Option 2 recipients may also re-apply for additional funding in subsequent years. These grants require an easement to be donated to AHPP. Requires a 2:1 match from the grantee. - Option 3: Grants of \$5,000 to \$9,999 for approved restoration projects for cemeteries listed on the NRHP. Recipients must provide a 20 percent match, 50 percent of which may be in-kind materials, services, and/or labor. This is a 4 to 1 match with AHPP. Arkansas Arts Council Grants Curtis H. Sykes Memorial Grant Program*



State and Local Incentives

Arkansas Rehabilitation Tax Credits: Owner-Occupied	State tax credit of 25 percent of eligible expenditures; costs must have a minimum investment of \$5,000. There is a maximum cap of credit value of \$25,000. Properties may be individually listed, contributing to an existing historic district, and deemed eligible for listing following the rehabilitation to be eligible for the state historic tax credit. The projects must follow the Secretary of the Interior's Standards for Rehabilitation.
Arkansas Rehabilitation Tax Credits: Income-Producing	State tax credit of up to 25 percent of eligible expenditures; costs have a minimum investment of \$25,000. There is a maximum cap of credit value of \$400,000. Properties may be individually listed, contributing to an existing historic district, and deemed eligible for listing following the rehabilitation to be eligible for the state historic tax credit. The projects must follow the Secretary of the Interior's Standards for Rehabilitation.

Nonprofit Funding Sources

National Funding Sources	African American Cultural Heritage Action Fund (NTHP)* Clinton Foundation * Cynthia Woods Mitchell Fund for Historic Interiors (NTHP)** National Trust Emergency/Intervention Funding (NTHP) Hart Family Fund for Small Towns (NTHP) Johanna Favrot Fund for Historic Preservation (NTHP)** National Trust Preservation Funds * Shell Oil Company Foundation *
Local and Regional Funding Sources	Arkansas Black Hall of Fame Foundation * Arkansas Municipal League Benefit Programs Carpet One Floor & Home Greening of Arkansas Grants Program J.B. Hunt Company Giving * Northwest Arkansas Community Foundation * Preserve Arkansas Services Sunderland Foundation Grants * Tyson Foods Corporate Sponsorships * Union Pacific Foundation * Walmart Northwest Arkansas Giving Program * Willard & Pat Walker Charitable Foundation

*Potential for funding historic resources surveys and/or historic context development. There is the possibility an agreement could be made with certain local sources for funding surveys and development of historic contexts.

**Requires work to be completed on an NHL.

Hotel, Motel, Restaurant Tax

Since 1977, revenue from the Hotel, Motel, Restaurant (HMR) Tax (Arkansas Code §26-75-606) has been a tool for Fayetteville.⁸⁴ HMR taxes (2 percent sales) are split evenly between the Fayetteville Parks and Recreation Department and Advertising and Promotion (A&P) Commission. One percent of the HMR tax is used for the following tasks:

- Advertising and promotion purposes;
- Convention center construction and upkeep;
- Operation of a visitor center or for other tourist promotion facilities;
- Funding staffing for the A&P Commission;
- Funding the arts;
- Operation of tourist-oriented facilities, and;
- Construction and maintenance activities for public recreation facilities and bond payment.

The City may appropriate the sales revenue to the aforementioned activities, but they are not permitted to use these funds for capital improvements that differ from the ones mentioned above, operational costs, and/or for civic groups and the chamber of commerce.



Appendix E: Secretary of the Interior (SOI) Standards for Rehabilitation

The Secretary of the Interior (SOI) Standards for Rehabilitation, commonly referred to as the SOI Standards, are official guidelines for professional qualifications and on the categorization and methodology of preservation. Note the SOI Standards for Rehabilitation provide a basis for rehabilitation efforts. The White Hangar Local Historic District includes specifications for certain materials and features in addition to these standards.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.



Appendix F: SOI Professional Qualifications

The following are the Secretary of the Interior Professional Qualifications (36 CFR Part 61).

History

The minimum professional qualifications in history are a graduate degree in history or closely related field; or a bachelor's degree in history or closely related field plus one of the following:

- At least two years of full-time experience in research, writing, teaching, interpretation, or other demonstrable professional activity with an academic institution, historic organization or agency, museum, or other professional institution; or
- Substantial contribution through research and publication to the body of scholarly knowledge in the field of history.

Architectural History

The minimum professional qualifications in architectural history are a graduate degree in architectural history, art history, historic preservation, or closely related field, with coursework in American architectural history, or a bachelor's degree in architectural history, art history, historic preservation, or closely related field plus one of the following:

- At least two years of full-time experience in research, writing, or teaching in American architectural history or restoration architecture with an academic institution, historical organization or agency, museum, or other professional institution; or
- Substantial contribution through research and publication to the body of scholarly knowledge in the field of American architectural history.

Historic Architecture

The minimum professional qualifications in historic architecture are a professional degree in architecture or a state license to practice architecture, plus one of the following:

- At least one year of graduate study in architectural preservation, American architectural history, preservation planning, or closely related field; or
- At least one year of full-time professional experience on historic preservation projects.

Architecture

The minimum professional qualifications in architecture are a professional degree in Architecture plus at least two years of full-time experience in architecture; or a state license to practice architecture.

Archaeology

The minimum professional qualifications in archaeology are a graduate degree in archaeology, anthropology, or closely related field plus:

- At least one year of full-time professional experience or equivalent specialized training in archaeological research, administration, or management;
- At least four months of supervised field and analytic experience in general North American archaeology, and
- Demonstrated ability to carry research to completion.

In addition to these minimum qualifications, a professional in prehistoric archaeology shall have at least one year of full-time professional experience at a supervisory level in the study of archaeological resources of the prehistoric period. A professional in historic archaeology shall have at least one year of full-time professional experience at a supervisory level in the study of archaeological resources of the historic period.



Appendix G: Historical Markers Guidance

Historical markers are an effective method of providing orientation to a significant historical resource. Markers can be related to a particular historical event, an important individual, sacred site, or notable building, structure, or object. In addition to state historical markers which are administered by the AHPP, the City is developing another program for local markers celebrating and recognizing history in Fayetteville. Both BHPC and HDC have a role in establishing historical markers.

Historical Markers

The process for approving historical markers can be organized by the following steps: eligibility, application, approval (or denial), and erection of the marker itself. Baseline steps for the historical marker process is outlined below.

Eligibility Criteria

The marker must fulfill at least one of the following parameters:

1. A historical event that happened at least 50 years ago.
2. A significant person who has passed away at least 50 years ago or has contributed to the community at least 50 years ago. (i.e., Jane Smith died in 1973 or Jane Smith was the first Black woman to be mayor in or before 1973).
3. A historical place (site, building, object, structure) that is at least 50 years old.

Application Process

1. Complete an application form detailing the purpose and need for the historical marker, and ensuring the proposed marker meets eligibility criteria.
2. Draft a statement of significance for the historical marker topic. The statement should include referenced data and information in bibliographic format (Chicago citation style).
3. Submit the application with a fee for approval.

Approval Process

1. The applicable historic commission or both historic commissions will review the application at their commission meeting. The applicant should be present for the meeting to present their case for the historical marker.
2. If denied, the staff and the commissions may work with the applicant in correcting their application or refining their proposed topic.
3. If approved, the commission(s) would request a formal draft text for the historical marker. The applicant will be allotted 90 days to draft the marker text. The marker draft should be approximately 200 to 300 words and should include a title for the marker.
4. Once resubmitted, the HDC and/or BHPC and Historic Preservation staff will review the draft and work with the applicant to develop a final draft.

Erection of the Marker

1. Once approved, staff will order the marker to be manufactured.
2. The City may work to facilitate the siting of the marker if it is placed on public property.

Implementation



Alternative Methods

There are many ways to express and share history in the built environment, as well as virtually. Formal historical markers are expensive and require more time for approval, therefore other methods of recognizing history should also be explored by the BHPC, HDC, and the City. Below is a list of additional options that may be explored in addition to formal historical marker programs:

Informational Panels

Informational panels that include imagery and text. Panels often accompany historical sites and complexes that require additional orientation of public history through detailed text and images.

- [National Park Service informational panel design](#) is used frequently in national parks and other NPS sites as a way to clearly convey history and the environment.

Online Tools

Online map portal for crowdsourced story submissions. Examples include:

- [There's A Story Here](#) developed by the City of San Antonio. This website provides users the opportunity to share their own personal stories that celebrate their upbringing and cultural heritage in San Antonio.
- [Texas Freedom Colonies Atlas](#) developed by Dr. Andrea Roberts. This crowdsourced interactive map fact-checks user-submissions about freedom colonies and other significant Black communities in Texas.

Virtual walking tour with map and points of interest. Virtual walking tours can be explored virtually or in-person, and are equipped with an interactive map, images, and/or audio media.

- A traditional map with interactive points ([Wake Forest, North Carolina](#)).
- A story map platform with a short narrative and data points ([Hart Island, New York City](#)).
- Audio storytelling with imagery ([Longmont, Colorado](#)). This example provides virtual tours for downtown, Latino, and Women's history.
- Various story maps depicting legacy businesses and Black, LGBT+, and women histories ([Cambridge, Massachusetts](#)).
- Video recordings of walking tour stops ([Baltimore National Heritage Area](#)).



Figure 92. NPS informational panels.
Source: National Park Service



Figure 93. Story Map.
Source: City of Cambridge, Massachusetts

Appendix H: Historic District Properties

The following tables include a list of property addresses in NRHP and local historic districts in Fayetteville as of 2023.

Historic Districts

Local Historic District

Name	Year Listed	Significance
White Hangar	2008	Local

NRHP Historic Districts

Name	Year Listed	Criteria	Area of Significance	Level of Significance
Washington-Willow Historic District	1980	A, C	Architecture Community Planning Economics Education Law	Local
Fayetteville Veterans Administration Hospital District	1980	A, C	Architecture Health/Medicine Politics/Government	State
Mount Nord Historic District	1982	A, C	Architecture Commerce Politics/Government	Local
Wilson Park Historic District	1995	C	Architecture	Local
West Dickson Street Commercial Historic District	2007	A, C	Architecture Commerce	Local
University of Arkansas Campus Historic District	2009	A, C	Architecture Education	State
Butterfield Overland Mail Route Fayetteville Segments Historic District	2009	A	Transportation	State
Mount Sequoyah Cottages Historic District	2012	A	Religion	State
Meadow Springs Historic District	2019	A, C	Architecture Community Planning	Local
Benjamin Franklin Johnson II Homestead District	2019	A, C	Architecture Agriculture	Local
North Garvin Drive Historic District	2021	C	Architecture	Local



Historic District Properties

Local Historic District

White Hangar Local Historic District

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0792	White Hangar	White Hangar at Drake Field	4290 S. School Ave	No style

NRHP Historic District

Benjamin Franklin Johnson II Homestead District NRHP Historic District

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0345	Ben Johnson Barn	Johnson Barn	3150 W Pear Lane	Craftsman
WA1691	Benjamin Johnson II House	Johnson House	3150 W Pear Lane	Craftsman
N/A	Chicken House	N/A	3150 W Pear Lane	No style
N/A	Spring House	N/A	3150 W Pear Lane	No style
N/A	Dam	N/A	3150 W Pear Lane	N/A
N/A	Rock walls	N/A	3150 W Pear Lane	No style
N/A	Cistern	N/A	3150 W Pear Lane	No style
N/A	Pergola	N/A	3150 W Pear Lane	No style
N/A	Workhouse foundation	Site of the former Workhouse	3150 W Pear Lane	N/A
N/A	Orchard	Site of the Orchard	3150 W Pear Lane	N/A

Butterfield Overland Route, Fayetteville Segment NRHP Historic District

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0975	Butterfield Overland Mail Route	Butterfield Route Segment 1	West of Old Missouri Road	N/A
WA0976	Butterfield Overland Mail Route	Butterfield Route Segment 2	West of Old Missouri Road	N/A

Fayetteville Veterans Affairs Hospital NRHP Historic District

SHPO Site ID	Name	Address	Style
WA1207	Main Hospital Building	1100 N College Ave	Colonial Revival
WA1208	Dining Hall and Attendants' Quarters	1100 N College Ave	Colonial Revival
WA1209	Recreation Building	1100 N College Ave	Colonial Revival
WA1205	Nurses' Quarters	1100 N College Ave	Colonial Revival
WA1210	Director's Residence	1100 N College Ave	Colonial Revival
WA1211	Duplex Quarters	1100 N College Ave	Colonial Revival
WA1212	Duplex Quarters	1100 N College Ave	Colonial Revival
WA1202	Storehouse and Garage Building	1100 N College Ave	Colonial Revival
WA1201	Laundry Building	1100 N College Ave	Colonial Revival
WA1200	Boiler Plant	1100 N College Ave	No Style
WA1199	Seamstress Building	1100 N College Ave	No Style
N/A	Flag pole	1100 N College Ave	N/A
WA1204	Garage	1100 N College Ave	No Style
WA1206	Gatehouse	1100 N College Ave	Colonial Revival
WA1193	Connecting Corridor (Res 1 to 3)	1100 N College Ave	N/A
N/A	Front Gateposts	1100 N College Ave	N/A
WA1059	Elliptical Lawn and Main Drive	1100 N College Ave	N/A



Meadow Spring NRHP Historic District

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0195	Vest, John S House	N/A	21 N West Ave	Gothic Revival/ Carpenter
WA0122	Thomsen, Fred, House	N/A	202 N Locust Ave	Plain/Traditional
WA0137	Hanks, Otto B., House	N/A	314 W Spring St	Craftsman
WA1260	Hillcrest Towers	N/A	1 N School Ave	Brutalist
WA1547	Apartment Complex At 201 N. Locust	Mullis Apartment	201 N Locust St	Contemporary
WA1555	Building At 203 W. Spring Street	NWA Center For Equality	203 W Spring St	Contemporary
WA1556	Doctor's Building	Mid-South Training Academy/W-R Hair Salon/ Shin Dig Papiere	241 W Spring St	Century Standard Commercial
WA1558	Brown, Oliver, House	N/A	309 W Spring St	Folk Victorian
WA1559	Shook, Earl, House	Therapy Tree	311 W Spring St	Craftsman
WA1567	Hansard, John C., House	N/A	103 N School Ave	Plain/Traditional
WA1568	Feathers, John, House	Apartments At 109 N. School Avenue	109 N School Ave	Folk Victorian
WA1570	House At 116 N. School Avenue	N/A	116 N School Ave	Folk Victorian
WA1571	Apartments At 110 N. School Avenue	N/A	110 N School Ave	Contemporary
WA1573	House At 322 W. Meadow Street	Vacant Lot	322 W Meadow St	N/A
WA1574	House At 320 W. Meadow Street	N/A	320 W Meadow St	Craftsman
WA1575	Workshop At Shipley Alley	Tanner McGinty Workshop	101-B N Locust Ave	Plain/Traditional
WA1576	House At 304 W. Meadow Street	Bill D. Stiles House	304 W Meadow St	Queen Anne/ Eastlake
WA1577	Farmer, Elizabeth, House	Tanner McGinty House	101 N Locust Ave	Craftsman
WA1579	Harris Dental Clinic	Ross Dental Clinic	106 N Locust Ave	Century Standard Commercial
WA1582	Head, James A., House	Apartments At 202 W. Meadow Street	202 W Meadow St	Contemporary
WA1595	Apartments At 309-311 W. Meadow Street	N/A	309-311 W Meadow St	Contemporary
WA1596	House At 327 W. Meadow Street	N/A	327 W Meadow St	Contemporary
WA1601	Mitchell, Owen C., House	Austin, Brenda H., House	413 W Center St	Folk Victorian
WA1602	House At 415 W. Center Street	N/A	415 W Center St	Other
WA1605	Briggans, Williams, House	Satkarm & Teresa Pictor House, The Mystic Melon	16 S West Ave	Craftsman
WA1607	Andy's Drive-In Restaurant	Lynn & Joel Carver Center For Public Radio (Kuaf)	9 S School Ave	Contemporary
WA1613	Apartment Complex At 109 N. School Avenue	Feather's Cottage Apartments	109 N School Ave	Contemporary



Meadow Spring NRHP Historic District continued

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA1614	House At 224 W. Meadow Street	Parking Lot	224 W Meadow St	N/A
WA1620	House At 10 N. School Avenue	N/A	10 N School Ave	Other
WA1621	House At 314 W. Center Street	N/A	314 W Center St	Other
WA1622	House At 320 W. Center Street	N/A	320 W Center St	Other
WA1623	House At 5 S. School Avenue	N/A	5 S School Ave	Other
WA1624	House At 402 W. Mountain Street	Parking Lot	400 W Mountain St	N/A
WA0054	Tharp, Moses B., House	Besom, Robert B., House	15 N West Ave	Queen Anne/Eastlake
WA0055	House At 11 N. West Avenue	Tolley & Brooks Law Firm	11 N West Ave	Queen Anne/Eastlake
WA0056	Simpson, William W., House	N/A	5 N West Ave	Queen Anne/Eastlake
WA0123	Alvin Jones House	N/A	206 N Locust Ave	Plain/Traditional
WA0124	House At 210 N. Locust Avenue	N/A	210 N Locust Ave	Craftsman
WA0125	House At 212 N. Locust Avenue	N/A	212 N Locust Ave	Plain/Traditional
WA0126	House At 216 N. Locust Avenue	N/A	216 N Locust Ave	Plain/Traditional
WA0127	House At 224 N. Locust Avenue	N/A	224 N Locust Ave	Plain/Traditional
WA0135	Cook, Jacob M., House	N/A	207 N Locust Ave	Bungalow
WA0136	Bell, John P., House	N/A	201 N Locust Dy	Craftsman
WA0138	Clarence Marshall House	N/A	318 W Spring St	Craftsman
WA0167	Marshall's Grocery	The High Roller Cyclery	322 W Spring St	20th Century Standard Commercial
WA1237	House At 315 West Center Street	N/A	315 W Center St	Folk Victorian
WA1238	House At 321 West Center Street	N/A	321 W Center St	American Foursquare
WA1242	House At 50 South School Street	N/A	50 S School Ave	Queen Anne/Eastlake
WA1243	Roberts, John C., House	N/A	320 W Mountain St	Queen Anne/Eastlake
WA1554	Warbritton, Othel, House	Boyd Law Firm	121 W Spring St	Plain/Traditional
WA1557	House At 301 W. Spring Street	N/A	301 W Spring St	Craftsman
WA1560	Jeffries, Paul, House	Apartments At 313 W. Spring Street	313 W Spring St	Craftsman
WA1561	Bond, Samford H., House	Aspire Solutions	323 W Spring St	Prairie Style
WA1562	Alburty, Ada, House	Doss Law Firm	121 N East Ave	Queen Anne/Eastlake
WA1564	House At 418 W. Meadow Street	Lushbaugh Law Firm	418 W Meadow St	Folk Victorian



Meadow Spring NRHP Historic District continued

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA1565	House At 416 W. Meadow Street	N/A	416 W Meadow St	Craftsman
WA1566	House At 414 W. Meadow Street	Steven Flemming Tax Service	414 W Meadow St	Plain/Traditional
WA1572	House At 102 N. School Avenue	N/A	102 N School Ave	Queen Anne/ Eastlake
WA1578	Couch, Fred T., House	The Bungalow Salon	115 N Locust Ave	Plain/Traditional
WA1580	House At 230 W. Meadow Street	Juli Dorrough House	230 W Meadow St	Queen Anne/ Eastlake
WA1581	Hays House	Meadow Street Suites	204 W Meadow St	Plain/Traditional
WA1583	Putman, W. B., House	Lisa Lashley Higgins, CPA - Lashley Building	111 N Church Ave	Spanish/Mission Revival
WA1584	Faller, John W., House	N/A	117 N Church Ave	Craftsman
WA1585	Smiley, Frank, House	N/A	114 N Church Ave	Craftsman
WA1586	Mintun, Arthur R., House	N/A	110 N Church Ave	Minimal Traditional
WA1587	Dr. David C. Roberts House	N/A	124 W Meadow St	Colonial Revival
WA1588	Read Apartments	N/A	110 W Meadow St	Art Moderne
WA1589	Whiddon, William T., House	N/A	215 W Meadow St	Shingle Style
WA1590	Chandler, James, House	N/A	217 W Meadow St	Prairie Style
WA1591	Meadow Apartments	N/A	219 W Meadow St	Art Moderne
WA1592	House At 24 N. Locust Avenue	N/A	24 N Locust Ave	Folk Victorian
WA1593	House At 20 N. Locust Avenue	N/A	20 N Locust Ave	Folk Victorian
WA1594	Peel, Frank W., House	N/A	21 N Locust Ave	Craftsman
WA1597	House At 14 N. School Avenue	Klinger, Timothy C., House	14 N School Ave	Craftsman
WA1598	Harris, Sarah H., House	N/A	21 N West Ave	Italianate/Italianate Villa
WA1599	Walkers Cleaners	N/A	20 N School Ave	Century Standard Commercial
WA1600	Rushing Plumbing & Heating	N/A	16 N School Ave	Century Standard Commercial
WA1603	House At 419 W. Center Street	Gary Fast & Michael Hill House	419 W Center St	Craftsman
WA1606	Busey, Ethel L., House	Joetta Harriman House	414 W Mountain St	Craftsman
WA1608	Fayetteville Floor Co.	Gary's Hairbenders	7 S School Ave	20th Century Standard Commercial
WA1612	Apartment Complex At 164 N. Shipley Alley	Phelan Apartments	164 N Shipley Alley	Contemporary
WA1551	Weber, Nora, House	N/A	226 N Locust Ave	English Revival
WA1569	House At 115 N. School Avenue	N/A	115 N School Ave	Plain/Traditional
WA1604	Keller, Frank M., House	N/A	12 S West Ave	Craftsman
WA0196	Stapleton, Orin, House	N/A	216 W Spring St	Plain/Traditional



Mount Nord NRHP Historic District

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0404	Pritchard House	Triangle House	1 W Mt Nord St	Neoclassical
WA0406	Bohart-Huntington House	Huntington House	2 W Mt Nord St	Queen Anne/Eastlake
WA0407	Gulley House	Harrison House	3 W Mt Nord St	Queen Anne/Eastlake
WA0408	Lawsen House	Block House	4 W Mt Nord St	Colonial Revival
WA0405	Mock-Fulbright House	Hall House	5 W Mt Nord St	Neoclassical

Mount Nord NRHP Historic District

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA1131	N/A	Cottage #1	810 E Skyline Dr	No style
WA1132	N/A	Cottage #2	808 E Skyline Dr	No style

North Gavin NRHP Historic District

SHPO Site ID	Historic Name	Alternate Name	Address	Style
Unknown	N/A	House at 15 N Gavin Dr	15 N Gavin Dr	Contemporary
Unknown	Preston Magruder House #1	House at 37 N Gavin Dr	37 N Gavin Dr	Contemporary
Unknown	Cole House	House at 49 N Gavin Dr	49 N Gavin Dr	Contemporary
Unknown	Cole House Carport	Carport at 49 N Gavin Dr	49 N Gavin Dr	Contemporary

University of Arkansas Campus NRHP Historic District

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0001	Old Main, U of A	University Hall	459 N Campus Walk	Second Empire
WA0031	Vol Walker Hall	University Library	459 N Campus Walk	Classical Revival
WA0038	Geology Building (razed ca. 2011)	Old Geology Building; Ordark Building	902 W Dickson St	Art Deco
WA0058	Carnall, Ella Hall	Inn at Carnall Hall	465 Arkansas Ave	Colonial Revival
WA0059	Agri Hall; Home EC. Building; Univ Infirmary Agri Engineering	Agricultural Annex	935 W Maple St	Colonial Revival
WA0081	Engineering Hall	John White Jr. Hall	770 W Dickson St	Collegiate Gothic
WA0084	Agriculture Building	N/A	475 N Campus Walk	Collegiate Gothic
WA0086	Peabody Hall	N/A	763 W Maple St	Plain/Traditional
WA0087	Army ROTC Building	Women's Gymnasium	775 W Maple St	Classical Revival
WA0117	Home Economics Building	Human Environmental Sciences Building	987 W Maple St	Collegiate Gothic
WA0141	Student Union	Memorial Hall; Futrell Hall	480 N Campus Walk	Collegiate Gothic
WA0347	Ozark Hall; Classroom Building Business Admin Bldg.	Gearhart Hall; Graduate School	340 N Campus Dr	Other
WA0348	Chi Omega Greek Theatre	Greek Theatre	980 W Dickson St	Classical Revival
WA0349	Chemistry Building	Department of Chemistry and Biochemistry	345 N Campus Dr	Collegiate Gothic
WA0350	Men's Gymnasium; Field House	Jim & Joyce Faulkner Performing Arts Center	453 Garland Ave	Collegiate Gothic
WA0930	Fine Arts Building	Fine Arts Center	340 Garland Ave	International



University of Arkansas Campus NRHP Historic District continued

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0931	Sigma Nu Fraternity House	Phoenix House	348 Arkansas Ave	International
WA0984	Chemistry Building; Psychology & Geography Building	Academic Support Building	470 N Campus Walk	Italianate
WA0985	Razorback Hall	Gibson Hall	1050 W Dickson St	Collegiate Gothic
WA0986	Razorback Annex	Gibson Annex	300 N McIlroy Ave	Collegiate Gothic
WA0987	Delta Gamma Sorority House	University House; Phi Mu Sorority House	1002 W Maple St	Other
WA0988	Davis Hall	Law Center Annex; Phi Mu Sorority House	1030 W Maple St	Colonial Revival
WA0989	Gregson Hall	CLASS+	301 Garland Ave	Collegiate Gothic
WA0990	Holcombe Hall	Holcombe Hall Dormitory	550 Garland Ave	Colonial Revival
WA0991	Pi Kappa Alpha Fraternity House	Pike House	320 N Arkansas Ave	Century Modern
WA0992	Science Engineering Auditorium	Hillside Auditorium	902 W Dickson St	Other
WA0993	Science Building	Science D Building; Discovery Hall	435 Garland Ave	New Formalism
WA0994	Graduate Education Building	College of Education and Health Professions	751 W Maple St	Mid-20th Century Modern
WA0995	Mullins Library	David W. Mullins Library	365 N McIlroy Ave	Other
WA1169	Arkansas Union (East Half Of Building)	Union Building	435 Garland Ave	Other
WA1170	George & Boyce Billingsly Music Building	Billingsly Building	377 N McIlroy Ave	Other
WA1172	Daniel E. Ferritor Hall	Ferritor Hall	319 N Campus Walk	Other
WA1173	Science Engineering Building	Science and Engineering Hall	850 W Dickson St	Other
WA1174	Bell Engineering Center	Bell Center	800 W Dickson St	Brutalism
WA1175	Plant Science Building	Plant Sciences	475 N Campus Walk	Brutalism
WA1176	Rosen, Harry R., Alternative Pest Control Center	Rosen Center	979 W Maple St	Other
WA1177	Watermann Hall	Leflar Law Center	1045 W Maple St	International/ Other



Washington-Willow NRHP Historic District

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0468	Duplex at 309-311 N Washington	Edmiston House	309-311 N Washington Ave	Plain/Traditional
WA0467	Harris House	Koepp House	305 N Washington Ave	Queen Anne/ Eastlake
WA0469	Connor-Hight House	Thompson House	315 N Washington Ave	Queen Anne/ Eastlake
WA0470	Cravens-Lewis House	Lewis House	327 N Washington Ave	Queen Anne/ Eastlake
WA0471	Stringfellow-Read House	Long House	329 N Washington Ave	Colonial Revival
WA0472	Bozarth House	McNair House	339 N Washington Ave	Queen Anne/ Eastlake
WA0473	Duplex at 309-311 N Washington	Hiemenez House	347 N Washington Ave	Queen Anne/ Eastlake
WA0474	Harding House	Newbern House	357 N Washington Ave	Greek Revival
WA0475	Harding House	Newbern House	403 N Washington Ave	Other
WA0476	Albright-Conner-Winchester House	Hoffman House	409 N Washington Ave	Plain/Traditional
WA0477	Earle-Wiggans-Wilkinson House	Owings House	415 N Washington Ave	Plain/Traditional
WA0480	McChesney House	Jones House	429 N Washington Ave	Plain/Traditional
WA0490	Duplex at 309-311 N Washington	Suttle House	504 N Washington Ave	Plain/Traditional
WA0492	Duplex at 309-311 N Washington	Hunt House	432 N Washington Ave	Plain/Traditional
WA0495	Sherman-Hook-Douglas House	Daniel House	416 N Washington Ave	Bungalow
WA0478	McConnell House	Owings House	419 N Washington Ave	Craftsman
WA0479	Pierce House	Bunch House	427 N Washington Ave	Bungalow
WA0481	Mayes-Lewis House	Bumpass House	435 N Washington Ave	Queen Anne/ Eastlake
WA0482	Duplex at 309-311 N Washington	Jenkins House	503 N Washington Ave	Plain/Traditional
WA0483	Simmons House	Stanberry House	505 N Washington Ave	Bungalow
WA0484	Lang House	Lunsford House	513 N Washington Ave	Other
WA0485	Davies House	Shea House	523 N Washington Ave	Craftsman
WA0486	Cravens-Pearson House	Thomas House	525 N Washington Ave	Craftsman
WA0487	Mayes-Carlisle House	Rhodes House	531 N Washington Ave	Queen Anne/ Eastlake
WA0488	Perry-Davidson House	Reis House	530 N Washington Ave	Craftsman
WA0489	Finch-Stone House	Hunnicut House	520 N Washington Ave	Italianate Villa
WA0491	Norman House	Herriman House	502 N Washington Ave	Queen Anne/ Eastlake
WA0493	Perkins House	Newbern House	428 N Washington Ave	Bungalow
WA0494	Duplex at 309-311 N Washington	Murray House	422 N Washington Ave	Greek Revival
WA0498	Frost House	Lesh House	356 N Washington Ave	Greek Revival



Washington-Willow NRHP Historic District continued

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0502	Collier House	Smith House	326 N Washington Ave	Craftsman
WA0507	Duplex at 309-311 N Washington	Harrington House	315 N Willow Ave	Bungalow
WA0510	Duplex at 309-311 N Washington	Patrick House	309-311 N Washington Ave	Plain/Traditional
WA0512	Duplex at 309-311 N Washington	Alexander House	409 N Willow Ave	Other
WA0496	Duplex at 309-311 N Washington	Newbern House	410 N Washington Ave	Craftsman
WA0499	Williams House	Mathias House	348 N Washington Ave	Greek Revival
WA0501	McIlroy House	Patrick House	322 N Washington Ave	Queen Anne/ Eastlake
WA0503	Williams House	Nickell House	310 N Washington Ave	Other
WA0504	Duplex at 309-311 N Washington	Banks House	308 N Washington Ave	Queen Anne/ Eastlake
WA0505	Wood House	Banks House	306 N Washington Ave	Greek Revival
WA0506	Greer House	Greer House	309 N Willow Ave	Bungalow
WA0508	Duplex at 309-311 N Washington	Kost House	325 N Willow Ave	Queen Anne/ Eastlake
WA0509	Davies House	McNair House	341 N Willow Ave	Craftsman
WA0511	Walker House	Adams House	347 N Willow Ave	Greek Revival
WA0513	Duplex at 309-311 N Washington	Trumbo House	413 N Willow Ave	Plain/Traditional
WA0514	Rollins House	Phillips House	421 N Willow Ave	Queen Anne/ Eastlake
WA0515	Cravens House	Stone House	427 N Willow Ave	Greek Revival
WA0516	Nix House	Skilern House	433 N Willow Ave	Craftsman
WA0517	White-Shultz House	Hall House	503 N Willow Ave	Queen Anne/ Eastlake
WA0518	Trahin House	Phillips House	511 N Willow Ave	Queen Anne/ Eastlake
WA0497	Hathcock House	Havers House	400 N Washington Ave	English Revival
WA0531	Mitchell House	Morrison House	432 N Willow Ave	Plain/Traditional
WA0534	Duplex at 309-311 N Washington	Blair House	420 N Willow Ave	Other
WA0519	England-White House	Maxfield House # 1	523 N Willow Ave	Other
WA0520	Baker-Bush House	Maxfield House # 2	533 N Willow Ave	Craftsman
WA0521	Goforth-Tucker House	Lighton House	603 N Willow Ave	Queen Anne/ Eastlake
WA0522	McRoy House	McRoy House	613 N Willow Ave	Queen Anne/ Eastlake
WA0523	Walker House	Phillip House	610 N Willow Ave	Bungalow
WA0524	Duplex at 309-311 N Washington	Benner House	608 N Willow Ave	Queen Anne/ Eastlake
WA0525	Parker House	Lewis House	534 N Willow Ave	Queen Anne/ Eastlake



Washington-Willow NRHP Historic District continued

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0526	Rosser House	Harrison House	528 N Willow Ave	Queen Anne/ Eastlake
WA0527	Hansard House	Kennedy House	520 N Willow Ave	Queen Anne/ Eastlake
WA0528	Lewis House	Foster House	514 N Willow Ave	Queen Anne/ Eastlake
WA0529	Hill House	Hill House	506 N Willow Ave	Queen Anne/ Eastlake
WA0530	Milburn House	Lewis House	504 N Willow Ave	Queen Anne/ Eastlake
WA0532	Polk House	Connors House	428 N Willow Ave	Bungalow
WA0533	Askew House	Alter House	424 N Willow Ave	Queen Anne/ Eastlake
WA0536	Duplex at 309-311 N Washington	Parker House	346 N Willow Ave	Queen Anne/ Eastlake
WA0537	Duplex at 309-311 N Washington	Baxter House	312 N Willow Ave	Bungalow
WA0535	Duplex at 309-311 N Washington	Fletcher House	354 N Willow Ave	English Revival
WA0543	Duplex at 309-311 N Washington	Clock House	228 E Dickson St	Other
WA0546	Duplex at 309-311 N Washington	Stapleton House	218 E Dickson St	Plain/Traditional
WA0547	Ripley House	Logue House	210 E Dickson St	Plain/Traditional
WA0552	Duplex at 309-311 N Washington	Gosnell House	220 E Sutton St	Plain/Traditional
WA0553	Duplex at 309-311 N Washington	Fletcher House	304 E Sutton St	Bungalow
WA0555	Duplex at 309-311 N Washington	Bowman House	217 E Lafayette St	Bungalow
WA0558	Duplex at 309-311 N Washington	Morgan House	225 E Lafayette St	Plain/Traditional
WA0564	Duplex at 309-311 N Washington	Walker House	220 E Maple St	Plain/Traditional
WA0565	Duplex at 309-311 N Washington	Kirby House	224 E Maple St	Other
WA0566	Duplex at 309-311 N Washington	Serebreni House	223 E Maple St	Queen Anne/ Eastlake
WA0394	Headquarters House	Washington County Historical Society	118 E Dickson St	Greek Revival
WA0538	Duplex at 309-311 N Washington	Lea House	310 N Willow Ave	Queen Anne/ Eastlake
WA0539	Williams House	Harding House	308 N Willow Ave	Queen Anne/ Eastlake
WA0540	Duplex at 309-311 N Washington	Charlton House	306 N Willow Ave	Bungalow
WA0541	Osborn House	Gayer House	304 N Willow Ave	Bungalow
WA0542	Lemke House	Cormack House	231 E Dickson St	Craftsman
WA0544	Duplex at 309-311 N Washington	Allred House	222 E Dickson St	Queen Anne/ Eastlake
WA0545	McConnell House	Yates House	220 E Dickson St	Plain/Traditional
WA0548	Wade House	Phillips House	216 E Sutton St	Queen Anne/ Eastlake
WA0549	Duplex at 309-311 N Washington	Thompson House	218 E Sutton St	Queen Anne/ Eastlake
WA0550	Duplex at 309-311 N Washington	Zisner House	217 E Sutton St	Colonial Revival



Washington-Willow NRHP Historic District continued

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0551	Duplex at 309-311 N Washington	Reif House	219 E Sutton St	Bungalow
WA0554	Duplex at 309-311 N Washington	Lockhart House	303 E Sutton St	Plain/Traditional
WA0556	Duplex at 309-311 N Washington	Hine House	221 E Lafayette St	Plain/Traditional
WA0557	Lotspeich House	Woodley & Wilson House	223 E Lafayette St	Plain/Traditional
WA0560	Duplex at 309-311 N Washington	Hannold House	220 E Lafayette St	Plain/Traditional
WA0561	Duplex at 309-311 N Washington	Guisinger House	214 E Lafayette St	Bungalow
WA0567	Bossmeyer House	Fonte House	219 E Maple St	Queen Anne/ Eastlake
WA0569	Davidson House	Roe House	128 E Davidson St	Queen Anne/ Eastlake
WA0559	Stone House	Stone-Hilton House	306 E Lafayette St	Greek Revival
WA0562	Duplex at 309-311 N Washington	Gammil House	118 E Lafayette St	Craftsman
WA0568	Duplex at 309-311 N Washington	Hickson House	117 E Davidson St	Craftsman
WA0563	Duplex at 309-311 N Washington	January House	116 E Maple St	Craftsman
WA0570	Duplex at 309-311 N Washington	Walker House	218 E Maple St	Plain/Traditional
WA0638	Duplex at 309-311 N Washington	Guadalajara House	312 Lafayette St	Bungalow
WA0639	Simco House	Gessler House	318 Lafayette St	Colonial Revival
WA0640	Guisinger House	Mace House	322 Lafayette St	Greek Revival
WA0641	Reed House	Dana House	404 Lafayette St	Colonial Revival
WA0642	Duplex at 309-311 N Washington	Trumbo House	408 Lafayette St	Craftsman
WA0644	Harlan House	Haj House	416 Lafayette St	Plain/Traditional
WA0647	Duplex at 309-311 N Washington	Crouch House	426 Lafayette St	Craftsman
WA0655	Duplex at 309-311 N Washington	Ewen House	425 Lafayette St	Craftsman
WA0656	Duplex at 309-311 N Washington	Briggs House	423 Lafayette St	Colonial Revival
WA0657	Howell House	Scism House	417 Lafayette St	Colonial Revival
WA0659	Duplex at 309-311 N Washington	January House	407 Lafayette St	Craftsman
WA0660	Duplex at 309-311 N Washington	McCartney House	403 E Lafayette St	Craftsman
WA0665	Duplex at 309-311 N Washington	Gibson House	314 Sutton St	Craftsman
WA0667	Duplex at 309-311 N Washington	Hammond House	345 Walnut Ave	Craftsman
WA0669	Duplex at 309-311 N Washington	Rothrock House	307 Sutton St	Plain/Traditional
WA0673	Mclroy House	Dalton House	319 Sutton St	Bungalow
WA0690	Duplex at 309-311 N Washington	Jenkins House	415 Spring St	Craftsman
WA0395	Wilson-Pittman-Campbell-Gregory House	Meldrum House	405 E Dickson St	Other
WA0683	Bothmeyer-Fraser House	Brewer House	318 E Dickson St	Craftsman
WA0684	Campbell House	Heerwagen House	401 E Dickson St	Plain/Traditional
WA0685	Ramsay-Faust House	Faust House	402 Spring St	Queen Anne/ Eastlake
WA0689	Conner-Lesh House	Bryan House	423 Spring St	Plain/Traditional
WA0691	Sanders-Crouch-Dailey House	Cully House	307 Spring St	Plain/Traditional
WA0694	Duplex at 309-311 N Washington	Jones House	429 N Walnut Ave	Other
WA0695	Duplex at 309-311 N Washington	Galbraith House	327 E Maple St	Craftsman



Washington-Willow NRHP Historic District continued

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0696	Duplex at 309-311 N Washington	Schumacher House	501 N Walnut Ave	Queen Anne/ Eastlake
WA0697	Duplex at 309-311 N Washington	Schirmer House	400 E Maple St	Craftsman
WA0706	Johnson House	Galbraith House	321 E Maple St	Queen Anne/ Eastlake
WA0708	Duplex at 309-311 N Washington	McAllister House #1	202 E Davidson St	Plain/Traditional
WA0709	Duplex at 309-311 N Washington	McAllister House #2	204 E Davidson St	Plain/Traditional
WA0710	Duplex at 309-311 N Washington	Boyd House	206 E Davidson St	Craftsman
WA0714	Ramay House	Sutton House	618 N Willow Ave	Craftsman
WA0719	Duplex at 309-311 N Washington	Block House	631 N Willow Ave	Queen Anne/ Eastlake
WA0724	Renner House	Chase House	731 N Willow Ave	Colonial Revival
WA0726	Lewis House	Hilker House	311 Prospect St	Plain/Traditional

West Dickson NRHP Historic District

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0004	The Ice House Building	Building At 339 N West Avenue	339 N West Ave	20th Century Standard Commercial
WA0005	The Ice House Building	Berquist's & On The Rocks	329 N West Ave	20th Century Standard Commercial
WA0006	House At 354 N West Avenue	N/A	354 N West Ave	Queen Anne/Eastlake
WA0033	Citizen's Cleaners	Tony C's Building	326 N West Ave	20th Century Standard Commercial
WA0034	Waters-Pierce Oil Company Building Site	327 N West Avenue Parking Lot	327 N West Ave	20th Century Standard Commercial
WA0035	Apartment Building	Hog Haus Brewery	430A W Dickson St	Italianate/Italianate Villa
WA0036	Randall, JW Grocery	Common Grounds	412 W Dickson St	20th Century Standard Commercial
WA0037	House At 301 Dickson	Sexton Law Firm	301 W Dickson St	Queen Anne/Eastlake
WA0092	Dairy Bottling Plant	Magnolia Company Building	359 N West Ave	20th Century Standard Commercial
WA0094	Oberman Shirt Factory	West Avenue Annex	346 N West Ave	19th Century Standard Commercial
WA0095	Dever Cash Grocery	Building At 352 N West Avenue	352 N West Ave	20th Century Standard Commercial
WA0128	Fayetteville Business College	Emelia's Mediterranean Kitchen	309 A-B W Dickson St	20th Century Standard Commercial
WA0140	Vickers Laundry	Dickson Street Bookshop	323 W Dickson St	20th Century Standard Commercial
WA0143	Bates Brothers Grocery	Building at 430B W Dickson St	430B W Dickson St	Italianate/Italianate Villa
WA0148	George's Majestic Building	Building At 519 W Dickson	519 W Dickson St	20th Century Standard Commercial
WA0163	Sherwood, Bill Property	Building at 205 W Dickson St	205 W Dickson St	20th Century Standard Commercial



West Dickson NRHP Historic District continued

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0170	Shipley Holsum Baking Company	Building At 313 W Dickson Street	313 W Dickson St	20th Century Standard Commercial
WA0171	Shipley Holsum Baking Company	Building At 311 W Dickson	311 W Dickson St	20th Century Standard Commercial
WA0172	Keeton's Conoco Station	Bill's Dickson Street Liquor	241 W Dickson St	20th Century Standard Commercial
WA0173	Sine's Body Shop	Dickson's Theater	227 W Dickson St	20th Century Standard Commercial
WA0175	Collier Drug Building	Building At 100 W Dickson St	100 W Dickson St	Art Moderne
WA0176	Coca Cola Bottling Company	French Metro Antiques Building	200 W Dickson St	Art Deco
WA0177	House At 206 W Dickson Street	N/A	206 W Dickson St	Queen Anne/Eastlake
WA0178	Needham's Food Market	1936 Club Building East	302-304 W Dickson St	20th Century Standard Commercial
WA0179	D-Lux Eat Shop	1936 Club Building West	306 W Dickson St	20th Century Standard Commercial
WA0181	Star Grocery	Doe's Restaurant	318 W Dickson St	20th Century Standard Commercial
WA0183	Fashion Shop	Gypsy Building	402 W Dickson St	20th Century Standard Commercial
WA0184	Christman Plumbers Building	Gypsy Building	404 W Dickson St	Italianate/Italianate Villa
WA0185	Roger's Bar & Recreation	Building at 406 W Dickson St	406 W Dickson St	20th Century Standard Commercial
WA0186	Dowell Meat Market	Brewsky's	408 W Dickson St	20th Century Standard Commercial
WA0187	Building At 410 W Dickson St	N/A	410 W Dickson St	20th Century Standard Commercial
WA0188	Citizens Bank	Club 4-14	414 W Dickson St	20th Century Standard Commercial
WA0189	Taylor Building	Lilly's Restaurant	416 W Dickson St	20th Century Standard Commercial
WA0190	Hodge's Café	Condom Sense	418 W Dickson St	20th Century Standard Commercial
WA0191	McAdam's Drug Store	Buster Belly's	420 W Dickson St	20th Century Standard Commercial
WA0192	Bates Brothers General Mercantile	Stir	422 W Dickson St	20th Century Standard Commercial
WA0212	Frisco Depot	Building At 550 W Dickson St	550 W Dickson St	Spanish/Mission Revival
WA0213	Uncle Sam's Store	Jimmy John's	518 W Dickson St	20th Century Standard Commercial
WA0214	Building At 522 W Dickson St	The Rice Village	522 W Dickson St	20th Century Standard Commercial
WA0215	Flying Possum Leather Store	Building At 526 W Dickson St	526 W Dickson St	20th Century Standard Commercial
WA0216	Building At 540 W Dickson St	Kosmos Greek Kafe	540 W Dickson St	20th Century Standard Commercial



West Dickson NRHP Historic District continued

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0218	Building At 626-648 W Dickson St	Sonneman Building I	626-648 W Dickson St	Plain/Traditional
WA0225	Ozark McCord Wholesale Grocery	Qdoba Grill Building	603 W Dickson St	20th Century Standard Commercial
WA0227	The Courts	Building At 623-641 W Dickson St	623-641 W Dickson St	Art Deco
WA0228	Sonneman Building II U-Ark Theatre	Building At 643-653 W Dickson St	643-653 W Dickson St	Art Deco
WA0233	U-Ark Bowl	U-Ark Events	622 W Dickson St	Art Deco
WA0867	Underwood Building	Building At 611 W Dickson St	611 W Dickson St	Other
WA0946	U S Pizza Parking Lot	Parking Lot At 202 W Dickson St	202 W Dickson St	Not Applicable
WA0947	Three Sisters Building	Building At 212-248 West Dickson St.	212-248 W Dickson St	French Colonial
WA0948	Specialty Shop, The	Crown Pub Building	303 W Dickson St	20th Century Standard Commercial
WA0949	Bordinos Building	Building At 310 W Dickson Street	310 W Dickson St	Plain/Traditional
WA0950	Minute Man Restaurant	Jose's & Toothpick's	324 W Dickson St	20th Century Standard Commercial
WA0951	Frisco Train	Train car at 542 W Dickson St	542 W Dickson St	N/A
WA0952	Parking Lot At SW Corner Of Dickson St & West Ave.	N/A	507 W Dickson St	N/A
WA0953	Frisco Warehouse	Building at 548 W Dickson St	548 W Dickson St	20th Century Standard Commercial
WA0954	Building At 604-624 W Dickson St	N/A	604-624 W Dickson St	20th Century Standard Commercial
WA0955	Lofts Site, The	N/A	607 W Dickson St	N/A
WA0956	Mr. Tux	Building at 608 W Dickson St	608 W Dickson St	20th Century Standard Commercial
WA0957	Bank Building	Building at 703 W Dickson St	703 W Dickson St	Mid-20th Century Modern
WA0958	St. John Lutheran Church	Christ On Campus	310 N Arkansas Ave	Mid-20th Century Modern
WA0959	Stevens Organ Repair Shop	Building at 330 N West Ave	330 N West Ave	20th Century Standard Commercial



Wilson Park NRHP Historic District

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0580	Sanford House	Stephens House	320 11a St	Bungalow
WA0601	Duplex At 113-115 11a St	Young Duplex	113-115 11a St	Plain/Traditional
WA0603	House At 201 11a St	Trice House	201 11a St	Craftsman
WA0604	House At 205 11a St	Scott House	205 11a St	Plain/Traditional
WA0605	House At 207 11a St	Glover House	207 11a St	Plain/Traditional
WA0130	Walker House #1	Walker House	25 Davidson St	Bungalow
WA0243	Drake-Wade House #1	Drake-Wade House #1	603 Park Ave	Bungalow
WA0356	House At 605 Park Ave	White House	605 Park Ave	Bungalow
WA0571	House At 202 11a St	Miller House	202 11a St	Plain/Traditional
WA0599	House At 607 Park Ave	Drake-Wade House	607 Park Ave	Craftsman
WA0600	Wiggles House	Schreibman House	601 Park Ave	Craftsman
WA0602	House At 111 11a St	Cole House	111 11a St	Plain/Traditional
WA0578	House At 525 Shady Ave	Rahtz House	525 Shady Ave	Plain/Traditional
WA0579	House At 318 11a St	Stephens House	318 11a St	Other
WA0581	House At 506 Vandeventer Ave	Green House	506 Vandeventer Ave	Plain/Traditional
WA0582	House At 504 Vandeventer Ave	Newby House	504 Vandeventer Ave	Plain/Traditional
WA0586	House At 421 11a St	Putnam House	421 11a St	Other
WA0593	House At 503 Forest Ave	January Apartments	503 Forest Ave	Colonial Revival
WA0596	House At 506 Forest Ave	House At 506 Forest Ave	506 Forest Ave	Plain/Traditional
WA0577	House At 302 11a St	Douglas House	302 11a St	Colonial Revival
WA0584	House At 525 Vandeventer Ave	Law House	525 Vandeventer Ave	Plain/Traditional
WA0587	House At 412 11a St	Thompson House	412 11a St	Not Applicable
WA0588	House At 409 11a St	Risk House	409 11a St	Other
WA0589	House At 414 11a St	West House	414 11a St	Bungalow
WA0592	House At 501 Forest Ave	Wade House	501 Forest Ave	Craftsman
WA0594	Rosen House	Watts House	509 Forest Ave	Plain/Traditional
WA0595	House At 16 Maple St	Fowler House	16 Maple St	Craftsman
WA0597	House At 508 Forest Ave	Candido House	508 Forest Ave	Craftsman
WA0614	House At 14 W Davidson St	Drake House #2	14 Davidson St	Craftsman
WA0608	House At 511 Forest Ave	Adams House	511 Forest Ave	Craftsman
WA0612	House At 601 Forest Ave	Brezeale House	601 Forest Ave	Craftsman
WA0620	Duplex At 558-560 Highland Ave	Wilkins Duplex	560 & 558 Highland Ave	Plain/Traditional
WA0621	House At 513 Highland Ave	Rudolph House	513 Highland Ave	Craftsman
WA0622	House At 512-512B Highland Ave	Kinzer House	512-512B Highland Ave	Craftsman
WA0625	House At 14 W Maple St	Russum House	14 W Maple St	Craftsman
WA0609	House At 515 Forest Ave	Walker House #2	515 Forest Ave	Craftsman



Wilson Park NRHP Historic District continued

SHPO Site ID	Historic Name	Alternate Name	Address	Style
WA0610	Drake House #4	House At Ne Corner Of Park Ave. & Maple St.	98 Park Ave	Craftsman
WA0613	House At 16 W Davidson St	Drake House #1	16 W Davidson St	Craftsman
WA0615	House At 9 W Davidson St	Feinstein House	9 W Davidson St	Craftsman
WA0616	House At 601 Highland Ave	Drake House #3	601 Highland Ave	Craftsman
WA0617	House At 521 Highland Ave	Tepfer House	521 Highland Ave	Craftsman
WA0618	House At 526 Highland Ave	Garriss House	526 Highland Ave	Plain/Traditional
WA0619	House At 517 Highland Ave	Goza House	517 Highland Ave	Craftsman
WA0623	House At 12 W Maple St	Standrod House	12 W Maple St	Craftsman
WA0624	House At 516 Highland Ave	Comstock House	516 Highland Ave	Other
WA0626	House At 319 Ila St	Hanna House #2	319 Ila St	Other
WA0627	House At 112 W Maple St	Horan House	112 W Maple St	Plain/Traditional
WA0628	House At 202 W Maple St	Allen House	202 W Maple St	Other
WA0629	House At 206 W Maple St	Frick House	200 W Maple St	Other
WA0611	House At 15 W Davidson St	Long House	15 Davidson St	Craftsman
WA0633	Building At 316 W Maple St	Hanna Apartments	316 W Maple St	Plain/Traditional
WA0632	House At 505 Shady Ave	Wolf House	505 Shady Ave	Italianate/Italianate Villa
WA0634	House At 326-328 W Maple St	Hanna House #1	326-328 W Maple St	Craftsman
WA0635	House At 500 Vandeventer Ave	Cummings House	500 Vandeventer Ave	Craftsman
WA0427	House At 515 Park Ave	Ross House	515 Park Ave	Plain/Traditional
WA0447	Smith House	Jordan House	126 Ila St	Plain/Traditional
WA0574	House At 276 Ila St	Frakes House	276 Ila St	Other
WA0636	House At 502 Vandeventer Ave	Purette House	502 Vandeventer Ave	Craftsman



Individual Properties

Individual ARHP Properties

Name	SHPO Site ID	Year Listed or Determined Eligible	Status
Drake Field White Hangar	WA0792	2008	Listed in the ARHP
House at 1638 Price Avenue	WA1063	2009	Listed in the ARHP
Oaks Cemetery	WA1234	2014	Listed in the ARHP
First Christian Church	WA1228	2014	Eligible for the ARHP
Thomas-Tharp House	WA1682	2018	Eligible for the ARHP
Heffelfinger-Freund House	WA1683	2018	Eligible for the ARHP
De Weese House	WA1684	2018	Eligible for the ARHP
Holland – Bowen House	WA1690	2018	Eligible for the ARHP
Lea House	WA1789	2021	Eligible for the ARHP

Note: Properties listed in the NRHP are automatically listed in the ARHP

Individual NRHP Properties

Name	SHPO Site ID	Year Listed	Criteria	Area of Significance	Level of Significance
Anderson-Taylor House	WA1747	2021	C	Architecture	Local
Bank Of Fayetteville Building, Old	WA0771	1994	C	Architecture	Local
Business Administration Building - University of Arkansas, Fayetteville	WA0347	1992	A, C	Architecture, Education, Social History	Local
Chemistry Building, University of Arkansas	WA0349	1992	A, C	Architecture, Education	Local
Chi Omega Greek Theatre, University of Arkansas	WA0348	1992	A, C	Architecture, Education	Local
Chi Omega Sorority Chapter House	WA0780	1995	C	Architecture	Local
Clack House	WA0937	2006	C	Architecture	Local
Clark, Joe Marsh House	WA0869	2020	C	Architecture	Local
Clinton House/Clinton House Museum	WA0979	2010	B, C	Architecture, Politics/Government, Law	State, Local
Durst House	WA0899	2015	C	Architecture	State
Ella Carnell Hall, University of Arkansas	WA086	1982	A, C	Architecture, Education	Not provided
Ellis Building	WA1675	2019	A, C	Architecture, Commerce, Transportation	Local
Evergreen Cemetery	WA0153	1997	A	Exploration/Settlement, Politics/Government	Local
Fayetteville Confederate Cemetery	WA0425	1993	A	Conservation, Military	Local
Fayetteville Fire Department Fire Station 3	WA1244	2015	A, C	Architecture, Social History	Local
Fayetteville Fire Department Fire Station 1	WA1225	2015	A	Social History	Local
Fayetteville National Cemetery	WA0859	1999	A	Military	Local
Fayetteville Veterans Hospital	WA1059	2011	A, C	Architecture, Health/Medicine, Politics/Government	State



Individual NRHP Properties continued

Name	SHPO Site ID	Year Listed	Criteria	Area of Significance	Level of Significance
Fitzhugh, Vernon, House	WA1300	2017	C	Architecture	Local
Fletcher, Adrian House	WA0834	2013	C	Architecture	State
Frisco Depot	WA0212	1988	A, C	Architecture, Transportation	Local
Goff Farm Stone Bridge	WA0964	2010	A, C	Engineering, Transportation	Local
Gordon, Troy House	WA0417	1978	C	Architecture	Local
Gregg House	WA0002	1974	A, C	Architecture, Education	Not provided
Guisinger Building	WA0460	1984	A	Commerce, Urban Design	Local
Hantz House	WA0896	2001	C	Architecture	State
Happy Hollow Farm	WA0461	1986	A	Literature	Not provided
Headquarters House	WA0394	1971	A	Military	Local
Hemingway House & Barn	WA0430	1982	C	Architecture	Not provided
Home Economics Building, University of Arkansas	WA0119	1992	A, C	Architecture, Education	Local
Jackson House	WA0418	1982	C	Architecture	Not provided
John Williams House No. 2	WA1669	2020	C	Architecture	Local
Jones, Euine Fay House	WA0830	2000	C	Architecture	State
Lafayette Street Overpass	WA0239	1995	C	Engineering	Local
Lewis Brothers Building	WA0384	1987	A, C	Architecture, Commerce	Not provided
Magnolia Company Filling Station	WA0089	1978	A, C	Architecture, Commerce	Not provided
Maple Street Overpass	WA0795	1995	C	Engineering	Local
McNair, Wiley P., House	WA1241	2016	C	Architecture	Local
Men's Gymnasium, University of Arkansas	WA0350	1992	A, C	Architecture, Education	Local
Noll, Willis House	WA0928	2005	C	Architecture	State
Old Main, University of Arkansas	WA0001	1970	A, C	Architecture, Education	Not provided
Old Post Office, The	WA0431	1974	A, C	Architecture, Urban Planning	Not provided
Patrick, Dr. James House	WA1283	2017	C	Architecture	Local
Presbyterian Student Center	WA1247	2022	A, C	Architecture, Social History	Local
Ridge House	WA0387	1972	A, C	Architecture, Education, Environmental	Not provided
Rieff's Chapel Cemetery	WA1738	2020	A	Exploration/Settlement	National
Routh-Bailey House	WA0341	1989	C	Architecture	Local
Segraves, Warren, House	WA1284	2017	C	Architecture	Local
Shelton, Lynn American Legion Post #27	WA0786	1996	A, C	Architecture, Social History	Local
Skillern House	WA1020	2015	C	Architecture	Local
Smyth, Peter House	WA0728	2002	C	Architecture	State



Individual NRHP Properties continued

Name	SHPO Site ID	Year Listed	Criteria	Area of Significance	Level of Significance
Son's Chapel	WA909	2003	A, C	Architecture, Religion	Local
Strengthening The Arm of Liberty Monument	WA0731	2000	A	Social History	State
Student Union, University of Arkansas	WA0141	1992	A, C	Architecture, Education	Local
Tharp, Moses B. House	WA0054	2004	C	Architecture	Local
Vernon & Moore-McIlroy Produce Warehouse	WA0147	2020	A, C	Architecture, Commerce	State
Vest, John S. House	WA0195	1979	C	Architecture	Not provided
Villa Rosa	WA0073	1990	C, D	Architecture, Archaeology, Literature	State
Vol Walker Library	WA0031	1992	A, C	Architecture, Education	Local
Wade-Heerwagen House	WA0429	1978	A, C	Architecture, Education, Local History	Not provided
Walker Family Plot	WA1188	2012	A	Exploration/Settlement, Politics/Government, Social History	State
Walker-Knerr-Williams House	WA0413	1975	C	Architecture	Not provided
Walker-Stone House	WA0388	1970	C	Architecture	Not provided
Washington County Courthouse	WA0392	1972	A, C	Architecture, Politics/Government	Not provided
Washington County Jail	WA0393	1978	A, C	Architecture, Politics/Government	Not provided
Waterman-Archer House	WA0842	1999	C	Architecture	Local
Wilson-Pittman-Campbell-Gregory House	WA0395	1980	C	Architecture	Not provided
Woolsey Farmstead Cemetery	WA1731	2020	A	Exploration/Settlement	Local
Young, Mrs. Building	WA0385	1999	C	Architecture	Local



Fayetteville Historic Resources Survey Plan

Fayetteville Heritage & Historic Preservation Plan
May 2023



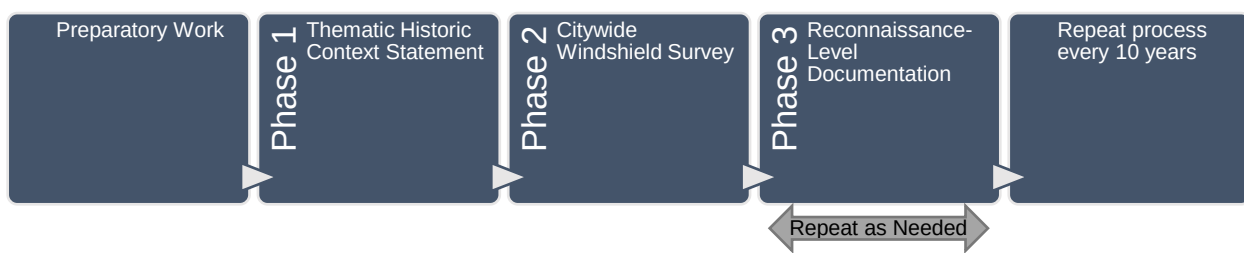
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1 Introduction

Stantec developed a historic resources survey plan as part of this historic preservation plan. The recommended phased approach includes project preparation, developing a historic context statement to guide survey work, conducting a citywide windshield survey, and documenting select properties at the reconnaissance level. Very few of Fayetteville's historic-age properties have been surveyed, undocumented and undesignated historic properties and areas appear to exist, the city is experiencing development pressures, and there is public support for the identification and designation of historic places. This methodology allows for an expeditious, comprehensive, and cost-effective assessment of the city's resources and documentation of its most important places.



This document begins with a presentation of the analysis conducted to inform the survey plan methodology. Next, the survey plan is presented with cost estimates for each phase and identification of responsible parties. Potential funding sources for conducting historic resources surveys are presented in Appendix D.

2 Background Information and Analysis

Stantec conducted background analysis to inform the development of the survey plan presented in Section 3. This analysis included review of Washington County Assessor (WCA) construction dates, prior surveys, existing designations, a limited windshield survey, threats to historic resources, and community input.

Washington County Assessor Construction Date Analysis

WCA construction dates were analyzed to identify the number and geographic distribution of historic-age parcels.¹ For the purposes of this analysis, historic-age was defined as 1978 or earlier, 45 years prior to the current year.² Of the city's 30,973 parcels, 6,664 or 22% have a 1978 or earlier WCA construction date, 16,459 or 53% have a 1979 or later construction date, and 7,850 or 25% have no construction date (Chart 1). Most historic-age properties were built in

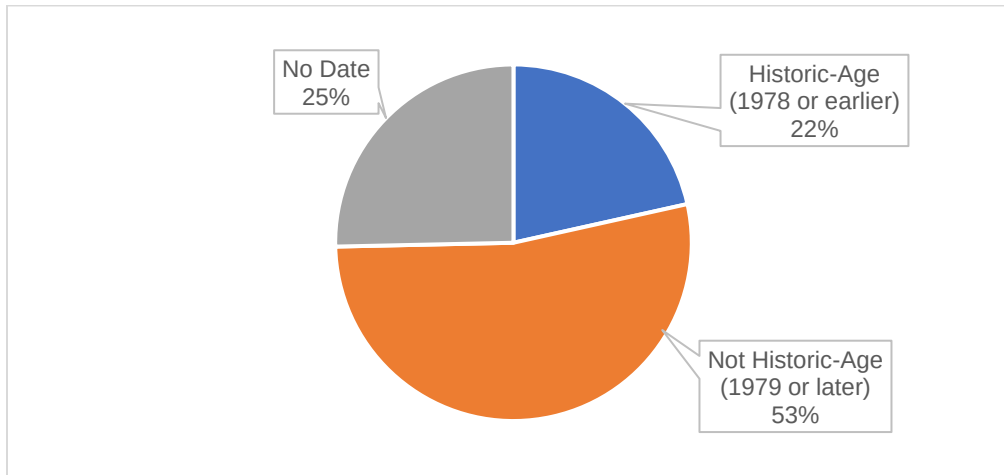
¹ County assessors maintain construction date data for each parcel in the county to inform property valuations. These construction dates are generally relatively reliable but are sometimes missing or inaccurate. Absence of a construction date does not necessarily mean that there are no built resources on a property. Regardless of its limitations, assessor data can be a valuable tool for survey analysis and fieldwork.

² Forty-five years was used to calculate the historic-age cut-off for this analysis because historic resources surveys typically document properties 45 years old or older. Resources typically have to be at least 50 years old to be eligible for listing in the NRHP so surveys with a 45-year cut-off date allow for identification of resources that may soon be eligible for designation.

the 1950s, 1960s, and 1970s during Fayetteville’s post-World War II construction boom (Chart 2).

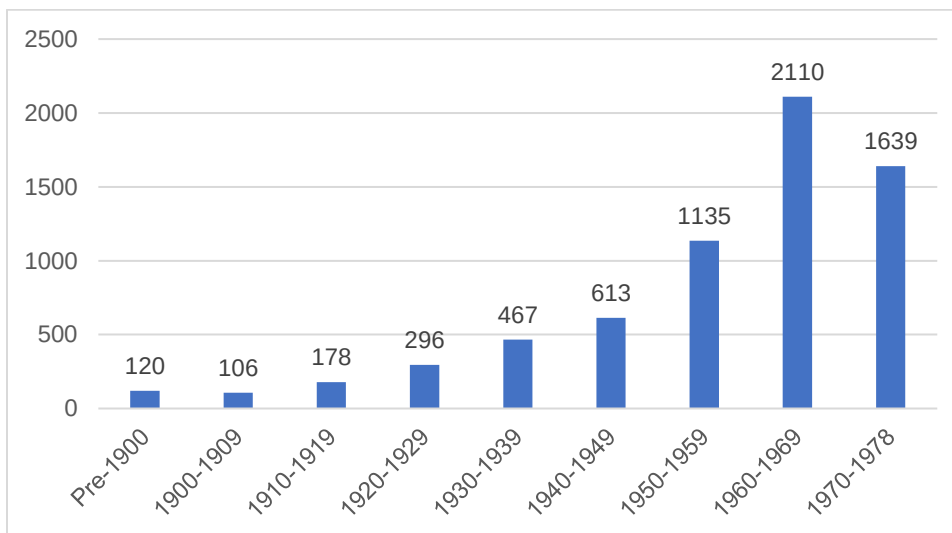
As depicted in Figure 1, the oldest properties in the city are concentrated in central Fayetteville, and post-World War II development radiates outward. A large percentage of properties do not have WCA construction data; however, a comparison with historical aerial imagery indicates that many of these properties are developed with historic-age resources.

*Chart 1. Washington County Assessor Construction Dates for Properties in Fayetteville**



*Chart categorizes properties by their earliest WCA construction date. Properties without a construction date may be undeveloped, untaxed, or developed but missing property improvement information.

*Chart 2. Decade in which Historic-Age (Pre-1979) Properties were Built**



*Chart data is limited to parcels with a construction date noted in WCA records; the data reflects the earliest improvement date on each parcel.

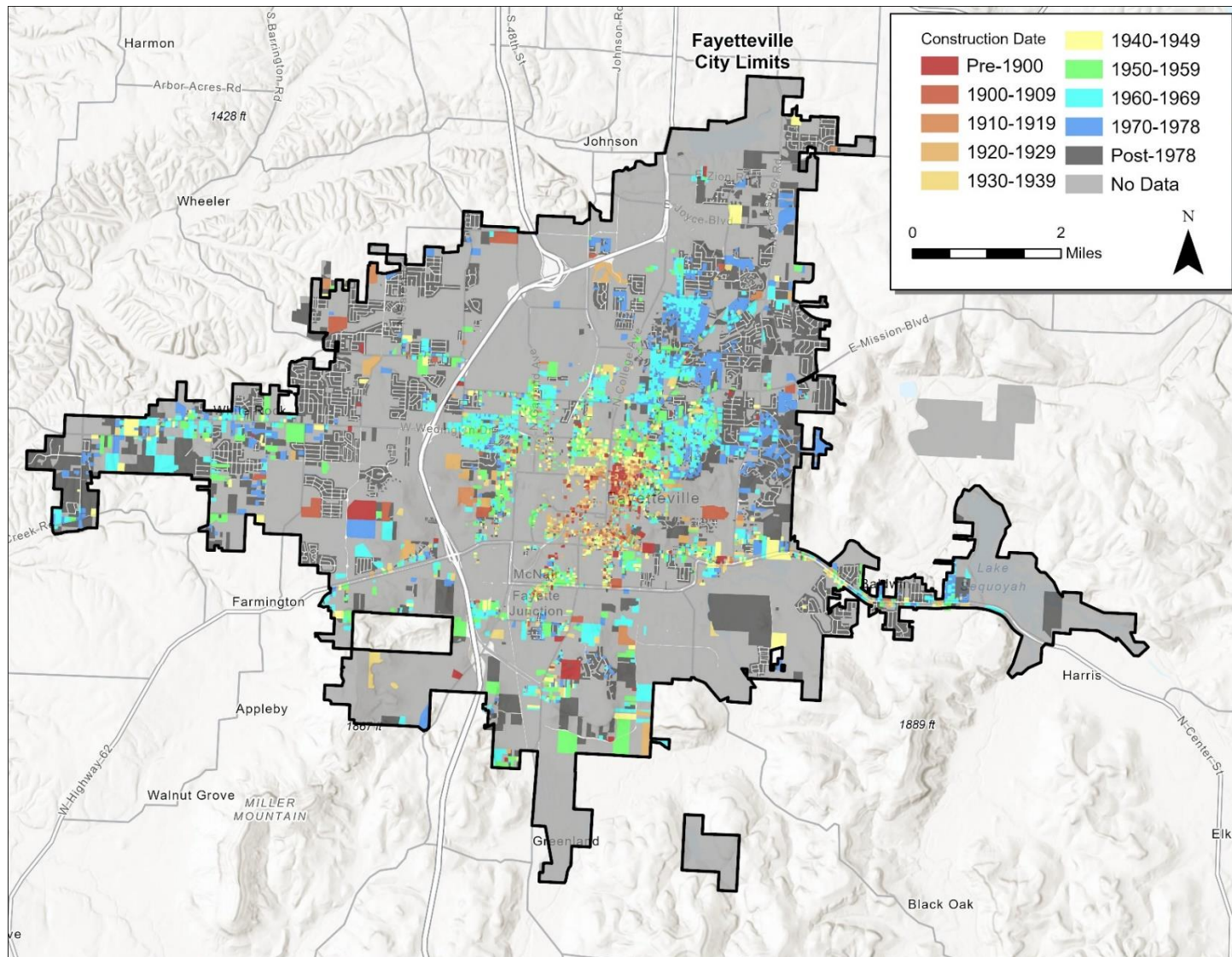


Figure 1. Map of Parcels by Earliest WCA Construction Date. Much of the city's post-World War II development, which radiates outward from central Fayetteville, has not been surveyed. A comparison of this map with historical and current aerials revealed that many properties that do not have accessor construction dates have historic-age buildings.

Prior Survey Analysis

In total, 1,032 Fayetteville resources on 770 parcels have been documented as part of 19 historic resources surveys.³ These projects represent an important investment in historic preservation and have led to the creation of numerous NRHP properties and districts; however, only a small percentage of the city has been surveyed. In total, 2% of Fayetteville's 30,973 parcels have been documented (Table 1). In consideration of just those properties with historic-age WCA construction dates and no WCA construction date, 5% have been documented. As depicted in Figure 2, surveyed resources are concentrated in central Fayetteville where the city's oldest resources are located. Few properties outside the historical core have been documented.

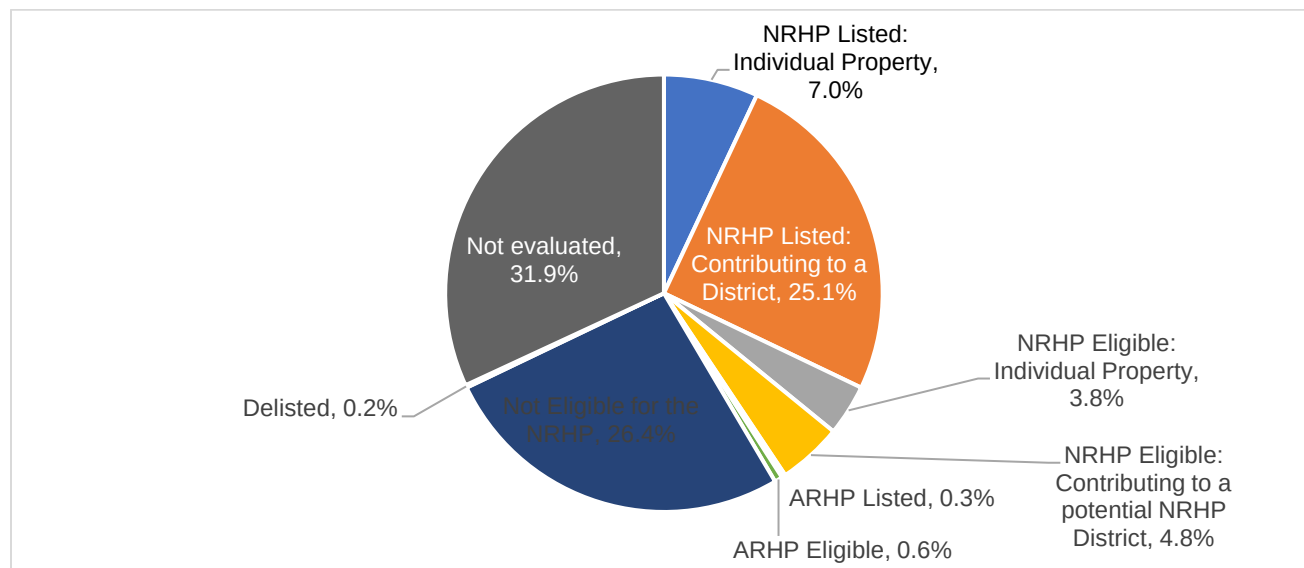
Table 1. Number and Percent of Surveyed Properties in Fayetteville

	% of Total Properties (n=30,973)	% of Historic-Age/No Date Properties* (n=14,514)
Surveyed properties (n=700)	2%	5%

*Defined as properties with a 1978 or earlier WCA construction date and properties without a WCA construction date.

A primary goal of a historic resources survey is to evaluate each documented resource for eligibility for local, state, and/or federal historic designations. However, of the 1,032 surveyed resources in Fayetteville, nearly one-third were not evaluated for historic significance (Chart 3, Figure 3). Further, many were surveyed more than 15 years ago, and their documentation is outdated (Figure 2). Properties previously considered not eligible for historic designation may now be considered eligible.

Chart 3. Historic Evaluation Status of Surveyed Resources*



*Data compiled from the eligibility field of the Arkansas SHPO survey form.

³ The 1,032 resources are documented in the Arkansas SHPO's GIS-based survey database. Additional resources have been documented as part of regulatory projects; however, the survey documentation was not available for this analysis.

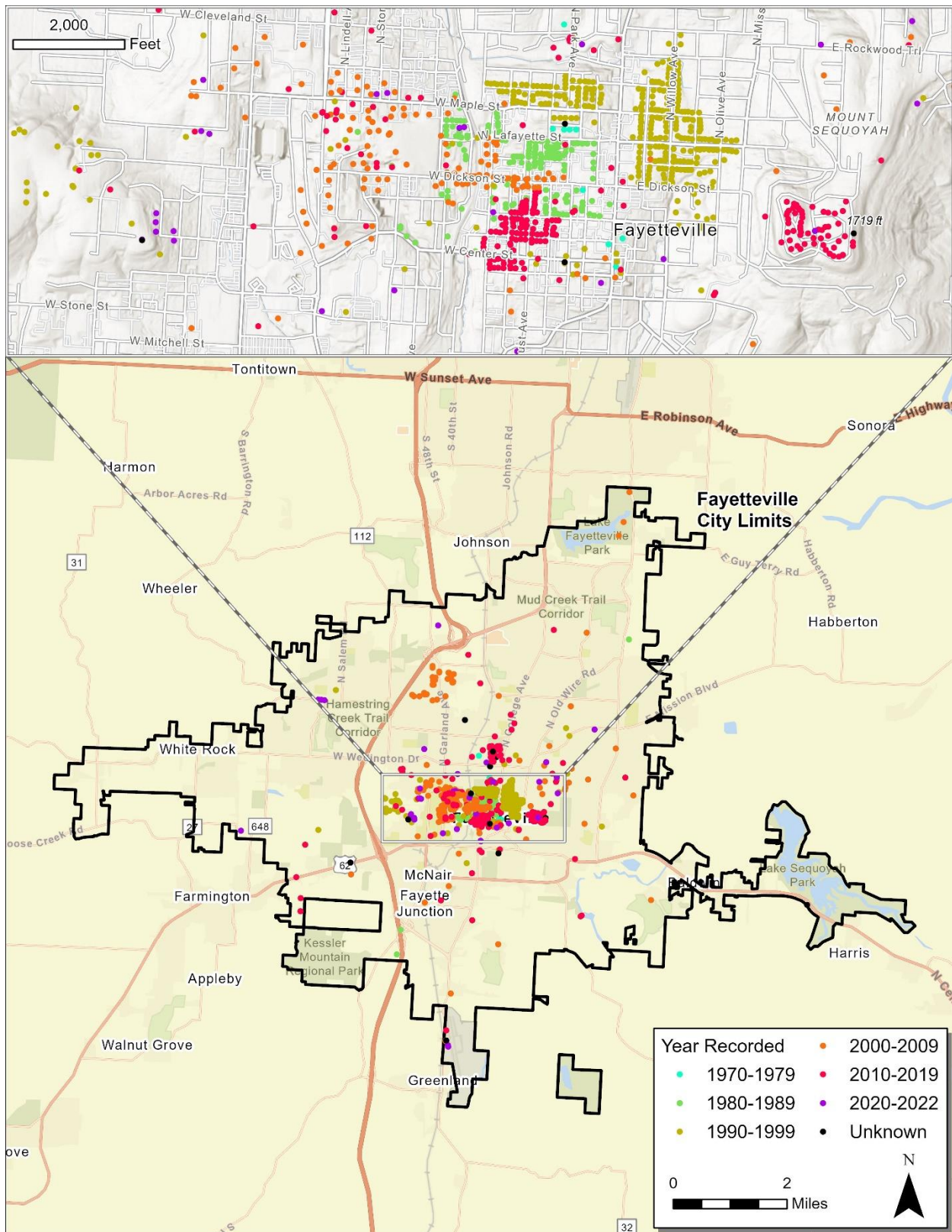


Figure 2. Map of Previously Surveyed Properties in Fayetteville by Year Surveyed. Previously surveyed properties are concentrated in central Fayetteville, and most were documented more than 10 years ago.

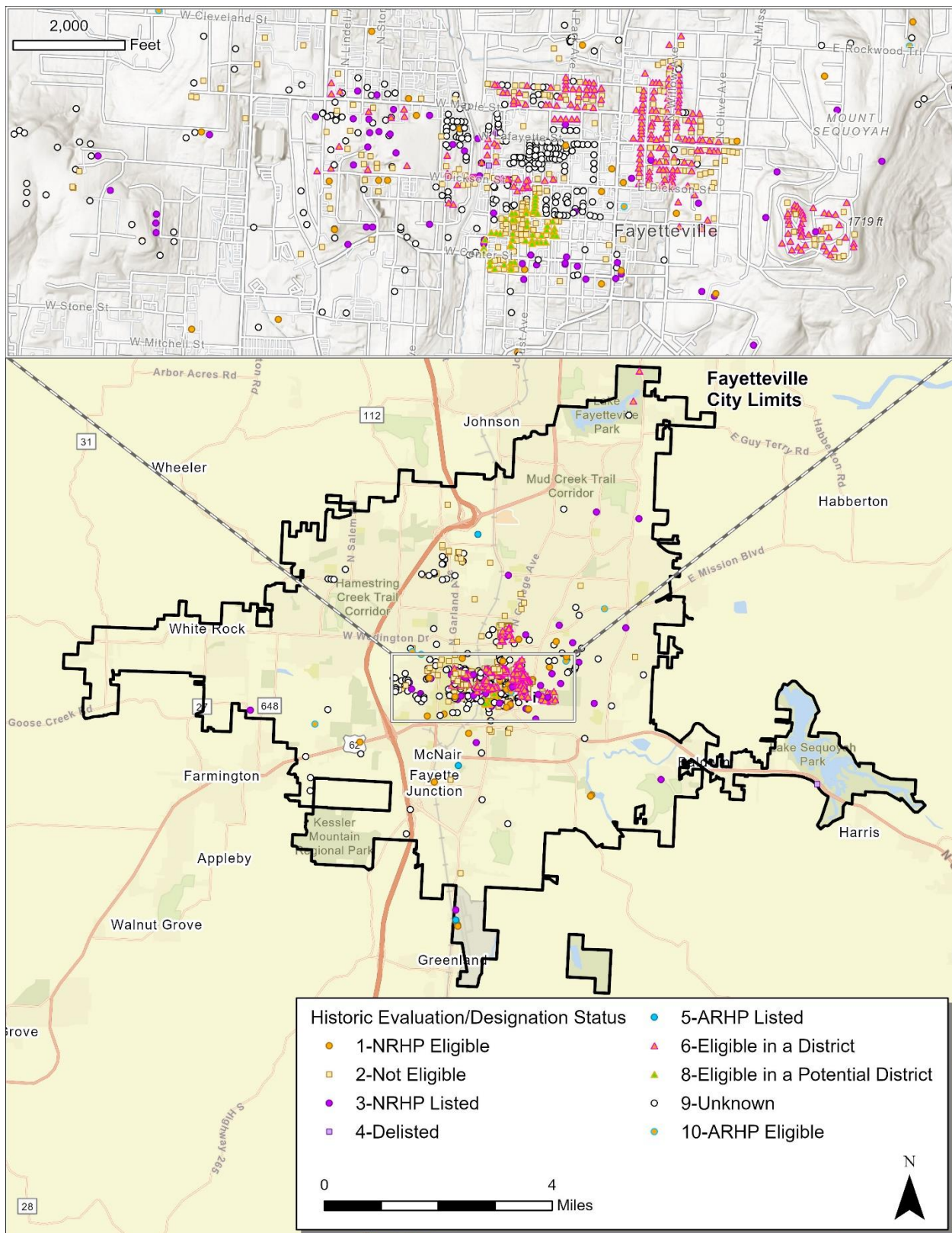


Figure 3. Map of Previously Surveyed Properties Categorized by Designation Status and Current Historic Evaluation. Nearly one-third of surveyed properties have not been evaluated for historic significance.

Need for a Comprehensive and Thematic Historic Context Statement

Historic context statements are written documents that describe the major historical trends, events, people, and architecture important to the physical development of a community. They are a critical component of historic resources surveys because they provide a framework for evaluating which resources are historically significant and which are not. Most of the City's prior survey projects did not include a historic context specific to the survey area, and a citywide and thematic historic context statement, the current industry standard, does not exist.

A thematic historic context statement provides a broad understanding of the patterns and events that have shaped the history of an area. Historic resources may share a common theme, like a similar period of construction, cultural or historical association, architectural style or type, or another historical trend. Following the development of a historic context, a survey is conducted to identify resources with significant ties to important themes in history and evaluate them for NRHP, ARHP, and local historic designation eligibility.

In Arkansas, local historic districts provide the best protections for historic properties, and they can comprise contiguous or noncontiguous properties connected thematically. Many opportunities exist to establish noncontiguous historic districts in Fayetteville. For example, a collection of noncontiguous post-World War II Modernistic residences could be a local historic district. Noncontiguous resources associated with Black ethnic heritage could be another local historic district. For this reason, a historic context that identifies the themes and subthemes that have significantly shaped Fayetteville's history is a critical need.

Existing Designations

As described in the historic preservation plan, Fayetteville has one local historic district comprising one building, three ARHP properties, 69 NRHP properties, and 11 NRHP historic districts. The number of NRHP designations is commendable; however, the lack of local historic districts is a missed opportunity. Most designated resources are in central Fayetteville and there may be historically significant properties outside the historical core not yet documented. Lastly, most properties are designated for their architectural significance. A survey could lead to the identification of more properties important for their historical or cultural significance, providing a richer understanding of Fayetteville's history.

Limited Windshield Survey

Stantec completed a limited windshield survey of Fayetteville in October 2022 to understand the city's broad patterns of development and building stock. The purpose of the survey was to drive select areas of Fayetteville noting the character and the predominance and general location of resources or groups of resources that may be historic. Surveyors noted Fayetteville's vibrant downtown; unsurveyed areas with pockets of mid-twentieth century resources that appeared to have potential to be historic districts; and infill development, particularly student housing, that does not reflect surrounding historical resources.

Threats

Historic places can be threatened by social, political, economic, natural, and other forces. In Fayetteville, key threats appear to be development and a lack of understanding of historic preservation processes and regulations.⁴

Development

Historic preservation is about managing development in a responsible way, not stopping it. During times of economic growth and development, it is critical for cities to operate with this mindset. The demolition of older buildings to make way for new ones, incompatible new development on formerly empty lots, infrastructure improvement projects that may affect nearby properties, inappropriate exterior alterations, and gentrification are issues associated with development pressures. A comprehensive historic resources survey can provide a roadmap for which properties or areas could be preserved through adaptive reuse, historically sensitive infill, design review, and other strategies, and which areas are better suited for development. The survey can also be designed to more intensely study and document areas experiencing rapid change to ensure that historic places that matter to people are part of development decisions and anti-gentrification efforts like aged-in housing, community organization, and affordable housing programs.

City staff and Planning Commissioners utilize an infill suitability map to help guide development decisions, particularly related to properties proposed for rezoning. Properties that are closer to services, public safety, schools, utilities, and other public amenities were rated as being more suitable for infill development. Higher scoring areas are typically near transportation corridors and the city's older and historic neighborhoods (Figure 4), creating the potential for conflict with the City's goal to promote historic preservation. Staff and commissioners would be able to make better informed development decisions if the results of a comprehensive survey of historic resources were available to them in addition to other planning tools like the infill suitability score and a map of historical demolition data.

⁴ According to FEMA's National Risk Index, Fayetteville is at low risk for natural hazards like extreme storms or flooding (<https://hazards.fema.gov/nri/map>).

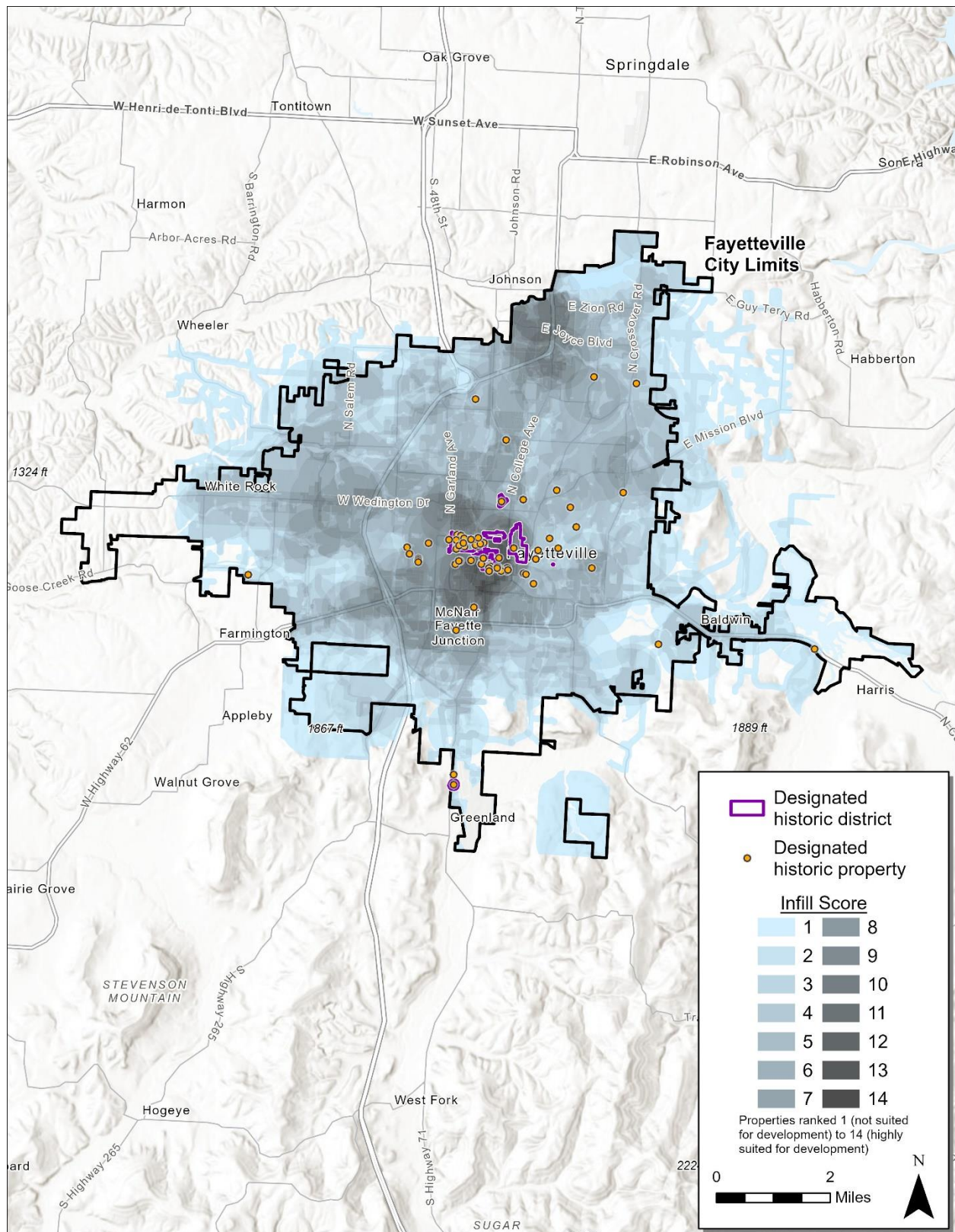


Figure 4. Map of the City's infill development scores with designated historic properties and districts. Many of the city's older and historic areas are rated as highly suited for development creating the potential for conflict with the City's goal to promote historic preservation.

Lack of Understanding of Historic Preservation Processes and Regulations

The way in which historic preservation is structured in the U.S. can be confusing to the general public. Misunderstandings about the system of federal, state, and local laws and processes are common and can result in fear and distrust of historic preservation initiatives, like surveys, historic designations, and design review. For example, it is not uncommon for property owners to think that inclusion of their property in a survey means that the property is historic and therefore subject to regulations. Or, that if their house is listed in the NRHP, they cannot make interior changes. These kinds of misunderstandings can thwart preservation initiatives despite otherwise broad community support. Public outreach throughout the course of a survey project can clarify misconceptions, as well as inform the public about the purpose of the project and how the survey data could be used by private property owners and the City. It can also lead to historical information about properties not documented in traditional sources and foster enthusiasm and support for historic preservation and future initiatives, making public outreach a critical component of a survey plan.

Community Input

Members of the community who participated in the public engagement for this project overwhelmingly support historic preservation in Fayetteville and ranked identifying more historic properties, formally designating more historic properties and districts, developing history-related educational content, and getting young people excited about Fayetteville history and historic preservation as important activities. They also identified over 100 places that they would like to see preserved in locations all over the city, including many properties with social, ethnic, or other associations not evident from the exterior. This lends support for an investment in a thematic study and comprehensive survey that can serve as the foundation for identification and designation, interesting new educational content, and topics and ways to engage young members of the community.

3 Survey Plan

Very few of Fayetteville's historic-age properties have been surveyed and the city is experiencing development pressures. Survey efforts to date have not fully reflected the social and cultural history of the community and there may be additional resources associated with the city's Modernistic architecture heritage that are not yet documented and evaluated. A comprehensive thematic historic context statement has not yet been developed, and opportunities exist for contiguous and noncontiguous local historic districts connected thematically. Lastly, members of the public have indicated that historic preservation is important to them, and they want more historic properties identified and designated as well as public engagement that can stem from a historic resources survey. For these reasons, a comprehensive yet expeditious survey approach is recommended for Fayetteville to meet its preservation goals and make the most of its budget.

The recommended survey methodology is a phased approach involving preparatory work, development of a historic context statement, public involvement, and a citywide windshield survey to identify properties, districts, and landscapes with potential historic significance, followed by reconnaissance-level research and documentation. Rather than documenting every resource within a survey area—a task that requires considerable time and labor expenses—this approach allows for coverage of a broad geographic region in a short amount of time and the identification and documentation of the city's most important resources. As a result, time and

money are not expended on resources that have low potential to be eligible historic properties. Of note, this survey plan does not include evaluation and documentation of the University of Arkansas campus. Due to the complexity of the campus, ownership considerations, and funding opportunities, a separate evaluation of the campus (or portions thereof), should be pursued in collaboration with the school.

The result of a windshield survey is a list of properties for which additional research and documentation is recommended. For example, surveyors may review over 3,000 properties during one day of windshield survey fieldwork (depending on conditions such as street grid, parcel size, and number of historic-age resources) and determine that, of those properties, 10 individual resources and 1 district have potential historical significance and should be documented and evaluated for local, state, and national eligibility. A windshield survey can also be used to identify properties for which right-of-entry is needed to view and assess historic-age built resources not visible from the right-of-way.

Funding can be allocated in phases:

- Preparatory Work (Ongoing, FY 2023–2033)
- Phase 1. Historic Context Statement (FY 2024)
- Phase 2. Windshield Survey (FY 2025)
- Phase 3. Reconnaissance Survey (FY 2026, potentially recurring)

Work recommended to complete this approach is outlined below, along with survey-related tasks, cost estimates, and timeline recommendations.

Preparatory Work

Performed by City staff

As part of preparations for a historic resources survey, the City must implement ordinances and processes regarding local designation, identify funding, and prepare a request for qualifications (RFQ). The grant application and RFQ process may be repeated for subsequent phases.

The main goal of a survey is to identify resources eligible for local, state, and NRHP historic designation. The City does not currently have criteria for local designation, which is necessary for surveyors to evaluate resources for eligibility for local listing. Before initiating survey work, the City must adopt via ordinance criteria for local designation and a process the public may use to apply for local designation (Fayetteville Heritage & Historic Preservation Master Plan, Goal 1, Action Item 1.1). This information should be made publicly accessible on the historic preservation program's website (Goal 4, Action Item 4.1).

A combination of City funding and grants is recommended to complete the historic resources survey plan for Fayetteville. A windshield survey followed by custom reconnaissance-level documentation of select properties is a highly effective means for evaluating large land areas in a cost-effective manner; however, CLG grant funding may not be the best fit for funding these tasks since the CLG program typically requires a higher degree of documentation. If the CLG program is unable to fund the windshield and reconnaissance-level tasks, grants can be obtained from other federal, state, and local agencies and foundations (provided in Appendix D). Review and careful consideration of grant opportunities, available City funding, and survey needs, followed by completion of applications is a recommended first step to prepare for the upcoming survey efforts.

Historic resources surveys are labor intensive projects that require specialized experience and technologies. The City should prepare an RFQ for consultants to perform the work, leveraging the content in the following survey plan. Because the phases and tasks in the plan build upon each other, the work would be best executed by the same consulting team. The retained consultant's staff should meet the SOI professional qualification standards for history or architectural history, and have demonstrated experience in the following:

- writing historic context statements developed in preparation for comprehensive historic resources survey efforts;
- developing custom GIS-based data collection platforms for surveys;
- engaging the public during the survey process;
- conducting a comprehensive windshield survey using GIS-based technologies; and
- documenting and evaluating resources for historic significance at the reconnaissance-level under a range of historical themes using GIS-based technologies.

Phase 1. Thematic Historic Context Statement

Performed by consultants; Estimated cost: \$50,000

Consultant fee assumes approximately 50 pages of text; secondary source research

Phase 1 consists of preparing a citywide historic context to provide a framework for evaluating properties for historic significance. Following industry standards, the context should be organized thematically by broad areas of significance such as community planning and development, economic development, public and private institutional development, and ethnic heritage, then by themes and subthemes. Given the predominance of post-World War II development in Fayetteville and lack of existing documentation of all but the most architecturally outstanding resources from this era, trends from the mid-twentieth century through the survey cut-off date (45 years prior to the survey date), should be of particular focus. Underrepresented histories should also be incorporated into the narrative.

The historic context is intended to be a tool for surveyors rather than a comprehensive community history. It should be concise, to the point, and easily understood, with graphics to illustrate key concepts. In total, approximately 50 pages of text is preliminarily assumed for the document.

Tasks

1. Research Design

The research design should define the outline for the context, estimated page lengths for each section, research questions, anticipated sources, and a preliminary bibliography.

2. Research

Research should be conducted according to the City-approved research design. Research is anticipated to be limited to secondary sources, focusing on prior cultural resource management documents, such as prior survey contexts and NRHP nominations, and published books, papers, and digitized newspaper articles.

3. Complete a Draft Historic Context Statement

The draft historic context should follow the outline approved in the research design, synthesizing research findings from Task 2. The overall intent of the context should be to guide evaluation of historic resources during subsequent survey phases.

4. Finalize the Historic Context Statement

The consultant should address one round of consolidated comments from the City, as well as any grant funding stakeholders, to finalize the context.

Phase 2. Citywide Windshield Survey

Performed by consultants with support from City staff for Tasks 1 and 2; Estimated consultant cost: \$40,000–\$60,000

Phase 2 consists of preparatory data management work, community input, and the windshield survey fieldwork.

Tasks

1. Data Management and Windshield Survey Preparation

Completed by City staff and consultants

Consultant scope assumes coordination with City to develop a list of survey items, development of a GIS-based data collection platform, creation of a digitized survey form, and development of GIS-based survey map

Historic resources surveys result in a large amount of data that is most useful to planning department staff when it is readily accessible and when it can be searched, sorted, filtered, and updated, as well as viewed on a GIS-based map. During this task, the City should collaborate with the consultant to identify relevant survey fields for the reconnaissance-level documentation that meet the City's needs. This may include address, latitude and longitude, year built, architecture style(s), use, materials, height, ancillary resources, historical information, existing designation status, recommendation, and/or other items. The field formats should be defined (e.g., multiple choice vs. open text) and value lists should be created, such as a list of architecture styles. The consultant should also create a survey form that presents the collected data with the survey photographs. A PDF copy of each property's survey form would be provided by the consultant as a deliverable in addition to GIS-based survey data. This work is recommended at this stage to allow for sufficient time for the consultant to develop a GIS-based data collection system and survey form before reconnaissance-level documentation begins and to ensure that the City has a way to integrate the collected survey data into an existing internal system or adopt a new data management platform for the survey data.

The consultant should also prepare the GIS-based map that will be used during the windshield survey. It should include the following layers:

- High resolution current aerial background
- Georeferenced historical aerial imagery and topographic maps
- Points and polygons showing the properties and areas that members of the public identified as important in the community opinion survey (Section 4.3.1 of the historic preservation plan). This layer should include relevant notes from the community.
- The most current WCA parcel data, color-coded by parcels with a historic-age WCA construction date (defined as 45 years prior to the survey date), no construction date, or a non-historic-age construction date
- Previously surveyed resources from the AHPP GIS data, categorized by the evaluation field (i.e., not evaluated for historic significance, determined eligible, and designated)
- Designated properties and districts. District polygons should include the data of designation, the date of the last survey, and the period of significance.

- Properties identified during contextual development that may have the potential for historic significance

The map should be set up for tablet-based data collection and allow fieldworkers to take photographs and record data about each surveyed property using the finalized list of fields and data lists. The photographs and data should be automatically linked in GIS to the WCA parcel.

During this task, the City should work to develop a website where the results of the survey can be posted with a GIS-based map of properties recommended eligible for local, state, and national designations as a result of the reconnaissance-level survey.

2. Community Input

Completed by City staff and consultants

Consultant scope assumes development of the public engagement plan, a presentation at one public meeting; and limited public engagement content (e.g., draft website content explaining the project). City staff responsible for additional public outreach including meeting planning and attendance, social media posts, public notices, press releases, etc.

Public outreach is an incredibly valuable tool for historic resources survey projects and surveys provide an opportunity to engage members of the community in local history and historic preservation. The foundation for community-supported preservation efforts are residents who are well-informed and who are provided with the opportunity to participate in the process. A public engagement plan should be developed to identify opportunities to distribute information about the upcoming survey tasks and the project's goals, gather information about resources, and promote an appreciation for the historic built environment. Community involvement should involve regular interaction with the public using a variety of platforms and engagement opportunities, such as website content, social media posts, public meetings, press releases, email listservs, mailings, and other strategies.

3. Windshield Survey

Completed by consultants

A comprehensive windshield of Fayetteville is recommended with targeted review of properties with higher potential to have historic resources.

The survey would consist of methodologically driving all publicly accessible streets in Fayetteville and noting those properties with the most potential to have historic significance, the boundaries of potential districts, and properties for which right-of-entry would be needed to complete an assessment. Driving should be conducted at a slow enough speed that surveyors can view resources visible from the right-of-way and categorize each property as reconnaissance documentation recommended, reconnaissance documentation not recommended, or right-of-entry needed for assessment.

The survey should include targeted review of properties with higher potential to have historic resources. Surveyors should pay special attention to the types of properties listed below by driving by these properties more slowly and more carefully looking at the property's built resources:

- Properties with historic-age WCA construction dates or no construction date

- Properties and areas identified by members of the public during the community opinion survey
- Previously surveyed resources that were not evaluated for historic significance
- Previously surveyed resources that were determined eligible by the SHPO but have not been designated
- Properties identified during contextual development that may have the potential for historic significance
- Historic districts documented more than 10 years ago

The city should be divided into geographic zones to facilitate the survey process and survey teams should complete one zone entirely before moving on to the next zone. Teams of fieldworkers who meet the SOI professional qualification standards for history or architectural history and who are familiar with the historic context statement developed during Phase 1 would drive each zone, referring to GIS-based field maps on a tablet computer displaying the earliest WCA date of each parcel, resources identified by members of the public, previously surveyed resources categorized by eligibility status, properties identified during contextual development, and currently designated resources and districts. Fieldwork teams should comprise two to three people per vehicle, including a driver and a navigator/notetaker recording in the GIS field map which parcels should be revisited and documented at the reconnaissance phase, which parcels need right-of-entry to complete an assessment, and which parcels do not need to be revisited. Surveyors should record the potential area or areas of significance and provide field notes, as needed, for properties identified for reconnaissance-level documentation. Potential new historic districts should be recorded in the map as polygons. Notes should be taken regarding existing historic districts more than 10 years old that appear to warrant updated documentation, an expanded boundary, and/or have potential for an expanded period of significance. All work should be completed from vehicles. At least one person in each vehicle should be a senior historian/architectural historian who exceeds the SOI professional qualification standards. The GIS field map should be set to automatically save progress to the consultant's web-based GIS account.

4. Produce Draft Windshield Survey Results

Completed by consultants

The consultant should review and refine the windshield survey data and prepare the following deliverables:

- A table of properties with potential for significance to be revisited during the reconnaissance survey phase (Phase 3) of the project, including the following fields: parcel number, address, location (latitude and longitude), potential area(s) of significance, and surveyor notes.
- A table of potential new historic districts with a description of potential boundaries and potential area(s) of significance.
- A table of existing historic districts warranting updated documentation.
- A table of properties for which right-of-entry is required to evaluate significance.
- A geodatabase with the above information joined to parcels for individual properties and polygons for districts.

To minimize costs for this phase, a written report would not be prepared.

5. Produce Final Windshield Survey Results

Completed by consultants

As necessary, incorporate one round of consolidated comments from City staff and relevant stakeholders to finalize the list of properties recommended for reconnaissance-level documentation.

Phase 3. Reconnaissance-Level Documentation

Completed by consultants and City; Estimated consultant fee: \$50,000

Consultant fee assumes pre-field review of up to 50 properties not visible from the right-of-way; reconnaissance-level documentation of up to 200 properties total, including up to 20 properties requiring right-of-entry; a survey form with limited fields, no site plan, no property map, no incorporation or review of prior survey data, and reconnaissance-level research for only those properties with potential historic significance; and a presentation at one public meeting.

Phase 3 consists of additional public engagement, preparatory work for the reconnaissance survey, and the reconnaissance survey fieldwork. The goal of the reconnaissance survey is to document potentially historic properties and districts identified during the windshield survey and properties for which right-of-entry is desired to assess historic significance. For budgetary reasons, this phase may be broken up into increments and repeated as necessary until all resources identified during the windshield survey have been documented at a reconnaissance level.

Tasks

1. Continue to Engage the Public

Completed by City

The City should continue to keep the public apprised of the survey timeline and project status through press releases, website updates, social media posts, and other means.

Communications should explain that some property owners may receive letters requesting right-of-entry so surveyors can assess historic-age resources not visible from the right-of-way.

2. Refine List of Properties for Which Right-of-Entry is Desired and Request Right-of-Entry

Completed by consultant and City

If many properties are not visible from the right-of-way, the consultant should coordinate with City staff to refine the list to include only those for which right-of-entry is desired. The consultant should review historical aerial imagery and topographic maps to identify those with historic-age resources. Next, they should identify those with highest potential to be historically significant by comparing current and aerial imagery, the age of the historic-age resources, and the character of surrounding contemporaneous properties. This list should be reviewed and finalized with the City.

The City should request right-of-entry for the selected properties. The letters should be sent to property owners on City letterhead explaining the project and its goals and soliciting access to photograph and document historic-age built resources. The letters should provide a form that property owners can complete and return to grant or deny access, and to provide additional information about access or coordinating access during fieldwork. The consultant would be responsible for following up with property owners who requested advance notification of fieldwork or who wanted to be present during fieldwork.

3. Conduct Reconnaissance-Level Field Documentation

Completed by consultant

Reconnaissance-level field documentation would involve documenting individual properties identified during the windshield survey for their potential historic significance and properties for which right-of-entry is desired to assess historic significance. The GIS-based data collection system developed in Phase 2, Task 2 would be used to photograph and record information about each property. The camera should be set to capture photographs at the highest resolution (no less than 1200 x 1600 pixels). For cost efficiency, fieldworkers should document the primary historic-age resource on each property on the survey form; ancillary resources should be photographed and included on the form for the primary resource. A minimum of two photographs taken from different angles, when possible, should be required for each property.

Historic-age resources on properties identified during reconnaissance-level field documentation with potential for historic significance would be documented from the public right-of-way. Surveyors may determine that properties for which right-of-entry was obtained may not possess potential historic significance, but since access was granted, all right-of-entry properties should be documented to provide a record for the City.

For potential historic districts, the boundaries should be confirmed, all properties in the boundary should be documented, and representative photographs should be taken showing the general character of the area.

4. Produce a Draft Reconnaissance Survey Report

Completed by consultant

After fieldwork, reconnaissance-level research should be conducted on individual properties and districts with potential historic significance to inform eligibility recommendations. The level of research necessary would vary by resource, but may include review of historical aerial images, maps, and local history publications, archival newspaper research, review of digitized archives, and review of other sources that may provide information about a property's history or the people or groups associated with the property. Each resource and potential district should be evaluated for historic significance according to the themes and subthemes outlined in the historic context developed in Phase 1. The results of the research and a recommendation regarding eligibility for historic designation should be provided in the survey form for individual resources. Individual properties recommended eligible for designation should include a description of significance, applicable eligibility criteria, the identified area(s) and period(s) of significance, a boundary recommendation, and contributing and noncontributing resources. A PDF of each property's survey form should be generated that includes a minimum of two photographs and the required survey data.

For new districts recommended eligible, the consultant should prepare a summary of the district and its historic significance, applicable eligibility criteria, the identified area(s) and period(s) of significance, a boundary recommendation, a list of contributing and noncontributing resources, and representative photographs. For existing districts in which changes are recommended, the changes should be summarized and an updated listed of contributing and noncontributing resources prepared, if applicable.

A draft reconnaissance survey report should be prepared with an executive summary, a description of the methodology, key findings, survey forms, and results figures. The digital survey photographs and a geodatabase with the survey results should accompany the report.

5. Share Results with the Public

Consultant scope assumes a presentation at one public meeting. City staff responsible for additional public outreach including meeting planning and attendance, sharing the draft report online, social media posts, public notices, press releases, etc.

The draft survey results should be shared with the public via a public meeting and other means. At the meeting, City staff should explain the purpose of the project, the City's goals, the benefits of historic preservation, and next steps for owners of properties interested in pursuing historic designations. Consultants should present the survey findings and solicit feedback.

6. Finalize the Reconnaissance Survey Report

As necessary, incorporate one round of consolidated comments from the City, other relevant stakeholders, and input from the public to finalize the reconnaissance survey report.

Repeat the Process Every 10 Years

Historic resources surveys are recommended every 10 years to ensure the survey provides an accurate record of a community's historic resources and serves as a useful tool for planners. The City should plan to repeat the survey plan described above every 10 years, building upon the findings of the past 10 years, and focusing on newly historic-age properties, newly recognized historical themes, and recent period(s) of significance.



Copyright 2023

C.1 Fayetteville Heritage & Historic Preservation Plan

Item Approvals

Name:

Signature:

Date:

Britin Bostick



6/14/23

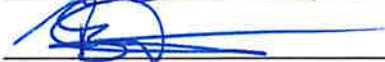
Jonathan Curth



6-14-23

~~Jodi Batker~~

Blake Pennington



6/14/2023

Susan Norton

Susan Norton

6/14/2023

Lioneld Jordan



Paul A. Becker

6-14-2023



MEETING OF JULY 6, 2023

TO: Mayor Jordan and City Council
THRU: Chris Brown, Public Works Director
FROM: Byron Humphry, Parks Maintenance Superintendent
DATE:
SUBJECT: CHANGE ORDER NUMBER 1 WITH CROSSLAND HEAVY CONTRACTORS FOR LAKE FAYETTEVILLE SOFTBALL RENOVATION PROJECT.

RECOMMENDATION:

PUBLIC WORKS STAFF REQUESTS MAYOR AND CITY COUNCIL TO APPROVE CHANGE ORDER NUMBER 1 WITH CROSSLAND HEAVY CONTRACTORS FOR THE LAKE FAYETTEVILLE SOFTBALL COMPLEX CONSTRUCTION MANAGER AT RISK TO ESTABLISH THE GUARENTEED MAXIMUM PRICE FOR CONSTRUCTION.

BACKGROUND:

THE 2019 PARKS BOND CONSTRUCTION FUNDS WERE ANTICIPATED TO PROVIDE SYNTHETIC TURF INFIELDS, IMPROVE STORM DRAINAGE, NEW DUGOUTS, FENCING AND IMPROVE SPECTATOR AREAS AT THE LAKE FAYETTEVILLE SOFTBALL FIELDS.

DISCUSSION:

BUDGET/STAFF IMPACT:

ATTACHMENTS: Item C.2 Approval Signatures, SRM Lake Fay Softball Crossland CO1, SRF Lake Fay Softball Crossland CO1, BA Lake Fay Softball Crossland CO1, Change Order No 1 - GMP proposal Crossland Heavy



City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Legislation Text

File #: 2023-834

CHANGE ORDER NUMBER 1 WITH CROSSLAND HEAVY CONTRACTORS FOR LAKE FAYETTEVILLE SOFTBALL RENOVATION PROJECT.

A RESOLUTION TO APPROVE CHANGE ORDER #1 TO THE CONSTRUCTION MANAGER AT RISK CONTRACT WITH CROSSLAND HEAVY CONTRACTORS FOR THE LAKE FAYETTEVILLE SOFTBALL RENOVATION PROJECT IN THE AMOUNT OF \$2,702,903.00, TO ESTABLISH A GUARANTEED MAXIMUM PRICE FOR CONSTRUCTION IN THE AMOUNT OF \$2,702,903.00, TO APPROVE A PROJECT CONTINGENCY IN THE AMOUNT OF \$93,500.00, AND TO APPROVE A BUDGET ADJUSTMENT - 2019 PARK IMPROVEMENT BOND PROJECT

WHEREAS, on March 21, 2023, the City Council approved Resolution 75-23 and authorized a contract with Crossland Heavy Contractors to serve as the construction manager at risk for the Lake Fayetteville Softball Renovation Project; and

WHEREAS, Change Order #1 will provide for synthetic turf infields, improved storm drainage, new dugouts and fencing, and improved spectator areas.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby authorizes Mayor Jordan to sign Change Order #1 to the construction manager at risk contract with Crossland Heavy Contractors, a copy of which is attached to this Resolution, for the Lake Fayetteville Softball Renovation Project in the amount of \$2,702,903.00, and further approves a project contingency in the amount of \$93,500.00 .

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby approves the Guaranteed Maximum Price for construction of the Lake Fayetteville Softball Renovation Project in the amount of \$2,702,903.00.

Section 3: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment, a copy of which is attached to this Resolution.

C.2 Crossland Heavy Contractors (Change Order #1)

Item Approvals

Name:

Signature:

Date:

Chris Brown



6/14/23

Kevin Springer

Paul A. Becker for Kevin Springer

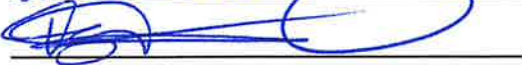
6/14/23

Les McGaugh

Amanda P.

6/14/23

Jodi Batker



6/14/2023

Paul Becker

Paul A. Becker

6/14/2023

Susan Norton

Susan Norton

6/14/2023

Lioneld Jordan





MEETING OF JULY 6, 2023

TO: Mayor and City Council

THRU: Susan Norton, Chief of Staff
Chris Brown, Public Works Director
Terry Gulley, Assistant Public Works Director

FROM: Byron Humphry, Park Operations Director

DATE: 6/23/23

SUBJECT: A Resolution to approve Change Order No. 1 to the Construction Manager at Risk Contract with Crossland Heavy Contractors in the amount of \$2,702,903.00 for the Construction Phase of the Lake Fayetteville Softball Improvements Project, to approve a Project Contingency in the amount of \$93,500, to recognize Parkland Dedication revenue, and to approve a Budget Adjustment – Park Improvements Bond Project

RECOMMENDATION:

A Resolution to approve Change Order No. 1 to the Construction Manager at Risk Contract with Crossland Heavy Contractors in the amount of \$2,702,903.00 for the Construction Phase of the Lake Fayetteville Softball Improvements Project, to approve a Project Contingency in the amount of \$93,500, to recognize Parkland Dedication revenue, and to approve a Budget Adjustment – Park Improvements Bond Project

BACKGROUND:

On October 4, 2022, City Council approved Resolution 224-22 to enter a contract with Crafton Tull & Associates, Inc. to provide professional architectural and engineering service associated with the design of the Lake Fayetteville Softball Improvement project.

On January 22, 2023, the City of Fayetteville advertised RFQ 23-02 and accepted requests for qualifications from construction management companies to provide CMAR services for the Lake Fayetteville Softball Improvement project. On February 23, 2023 a selection committee made up of City staff and elected officials reviewed submittals from four construction management professionals that responded to the request for qualifications and short listed the applicants to two companies. On March 9, 2023, the selection committee interviewed the two companies. The committee selected and negotiated a contract with Crossland Heavy Contractors, Inc. to complete this task.

On March 21, 2023, City Council approved Resolution 75-23 to authorize a Construction Manager at Risk Services Contract with Crossland Heavy Contractors, Inc., for the Lake Fayetteville Softball Improvement Project for pre-construction services.

DISCUSSION:

Crossland Heavy worked with City Staff and Crafton Tull Associates in the pre-construction phase to shape the design and plan development to conform to project needs and available funds. Upon final design, the project was advertised and bid by Crossland Heavy in accordance to City and State procurement policies and based on the design documents provided by Crafton & Tull Associates. The scope of work includes improvements to the field and site drainage and storm water infrastructure, new fencing, dugouts, and bleachers, artificial turf infields, and improved accessibility. The GMP (Guaranteed Maximum Price) document submitted by Crossland Heavy outlines the bid tabulations of the selected bidders, the allowances, and a signed affidavit that the GMP complies with Arkansas State procurement laws. This change order will approve the GMP as submitted and initiate the construction phase of the project.

BUDGET/STAFF IMPACT:

The cost of this Change Order as detailed in the GMP document is \$2,702,903. A project contingency of \$93,500 will also be funded. Funding sources are as follows:

Purchase Order Details:

G/L ACCT	PROJECT	AMOUNT
4705.860.7505-5806.00	46050.7505.1000	2,532,903.00
4470.520.8520-5806.00	46050.7505.1000	100,000.00
2250.520.9256-5806.00	46050.7505.1000	70,000.00
TOTAL		2,702,903.00

Attachments:

Change Order #1 – GMP Submittal

City of Fayetteville Staff Review Form

2023-834

Item ID

7/6/2023

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Byron Humphry

6/23/2023

PARKS & RECREATION (520)

Submitted By

Submitted Date

Division / Department

Action Recommendation:

A Resolution to approve Change Order No. 1 to the Construction Manager at Risk Contract with Crossland Heavy Contractors in the amount of \$2,702,903.00 for the Construction Phase of the Lake Fayetteville Softball Improvements Project, to approve a Project Contingency in the amount of \$93,500, to recognize Parkland Dedication revenue, and to approve a Budget Adjustment – Park Improvements Bond Project

Budget Impact:

4705.860.7505-5806.00
4470.520.8520-5806.00
2250.520.9256-5806.00

Parks Projects 2022 Bonds
Sales Tax Capital Impr
Parks Development

Account Number

Fund

46050.7505.1000

Lake Fayetteville Improvements, Softball Fields

Project Number

Project Title

Budgeted Item? Yes

Total Amended Budget

\$ 173,520.00

Expenses (Actual+Encum)

\$ 166,180.00

Available Budget

\$ 7,340.00

Does item have a direct cost? Yes

Item Cost

\$ 2,702,903.00

Is a Budget Adjustment attached? Yes

Budget Adjustment

\$ 2,796,403.00

Remaining Budget

\$ 100,840.00

V20221130

Purchase Order Number: 2023-467

Previous Ordinance or Resolution # 75-23

Change Order Number: #1

Approval Date: 3/21/2023

Original Contract Number: 2023-23

Comments: Item cost does not include project contingency of \$93,500.

City of Fayetteville, Arkansas - Budget Adjustment (Agenda)

Budget Year 2023	Division /Org2 PARKS & RECREATION (520) Requestor: Byron Humphry	Adjustment Number
--------------------------------	---	--------------------------

BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:

A Resolution to approve Change Order No. 1 to the Construction Manager at Risk Contract with Crossland Heavy Contractors in the amount of \$2,702,903.00 for the Construction Phase of the Lake Fayetteville Softball Improvements Project, to approve a Project Contingency in the amount of \$93,500, to recognize Parkland Dedication revenue, and to approve a Budget Adjustment – Park Improvements Bond Project

RESOLUTION/ORDINANCE	COUNCIL DATE:	7/6/2023
	ITEM ID#:	2023-834
	<i>Holly Black</i>	
	<i>6/23/2023 10:35 AM</i>	
	Budget Division	Date
	TYPE:	D - (City Council)
	JOURNAL #:	
	GLDATE:	
	CHKD/POSTED:	/

TOTAL		70,000	70,000				v.2023530
Account Number	Increase / (Decrease)		Project.Sub#		AT	Account Name	
	Expense	Revenue	Project	Sub.Detl			
4705.860.7505-5806.00	2,532,903	-	46050	7505.1000	EX	Improvements - Park	
4705.860.7505-5911.99	93,500	-	46050	7505.1000	EX	Contingency - Capital Project	
4705.860.7999-5899.00	(2,626,403)	-	46050	7999	EX	Unallocated - Budget	
	-	-					
4470.520.8520-5806.00	100,000	-	46050	7505.1000	EX	Improvements - Park	
4470.520.8520-5806.00	(100,000)	-	19007	1	EX	Improvements - Park	
	-	-					
2250.520.9256-4419.01	-	70,000	46050	7505.1000	RE	Greenspace Fees - NE	
2250.520.9256-5806.00	70,000	-	46050	7505.1000	EX	Improvements - Park	
	-	-					
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Lake Fayetteville Softball Complex

GMP Submittal #1: City of Fayetteville, AR

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CROSSLAND

HEAVY CONTRACTORS

501 South East Ave.
Columbus, KS 66725
Tel: 620.429.1410

June 21, 2023

Byron Humphry
Park Operations Director
Public Works Department
City of Fayetteville

RE: Lake Fayetteville Softball Complex – GMP #1

Mr. Humphry,

Crossland Heavy Contractors is pleased to present to you the GMP for the Lake Fayetteville Softball Complex Project based on design documents provided by Crafton & Tull Associates. The basis of the GMP as presented has been developed based on the following documents being submitted within the GMP. Below is the summary of costs for consideration of approval with a GMP amount post bid of \$2,702,903.

Total Cost of Work =	\$2,457,867.00
Construction Managers Fee =	\$147,472.00
Contingency Including 6.0% Fee =	\$97,564.00
GMP Total =	\$2,702,903.00

Please call or email with questions or concerns regarding the Guaranteed Maximum Price Proposal.

Respectfully,

Garrett Street
Pre-Construction Manager
620-202-1834
gstreet@crossland.com
Crossland Heavy Contractors

Statement of Estimated Cost

LAKE FAYETTEVILLE BALLPARK RENOVATIONS					
		GMP AS BID	90% DESIGN REV.1	90% DESIGN PRELIMINARY	
ITEM	SOV/BID ITEM SUMMARY		TOTAL COST	TOTAL COST	
A	GENERAL CONDITIONS	\$ 436,053.50	\$ 437,245.16	\$ 564,294.56	
B	DEMOLITION	\$ 55,508.00	\$ 30,443.00	\$ 139,841.50	
C	GENERAL SITEWORK	\$ 84,502.10	\$ 170,600.00	\$ 534,112.85	
D	SITE CONCRETE	\$ 129,947.00	\$ 323,033.00	\$ 562,279.00	
E	ELECTRICAL	\$ 46,500.00	\$ 40,000.00	\$ 113,300.00	
F	FENCING & GATES	\$ 784,527.97	\$ 395,441.00	\$ 853,562.00	
G	LANDSCAPING	\$ 112,312.00	\$ 98,402.75	\$ 390,230.75	
H	INFIELD FEATURES	\$ 681,000.23	\$ 706,038.00	\$ 728,197.00	
I	SITE IMPROVEMENTS	\$ 12,928.90	\$ 7,750.00	\$ 47,187.50	
J	WATER/ STORMWATER IMPROVEMENTS	\$ 81,098.00	\$ 189,462.00	\$ 211,222.00	
K	Bonding	\$ 33,489.82	\$ 107,701.44	\$ 168,130.44	
TOTAL COST OF WORK =		\$ 2,457,867.52	\$ 2,506,116	\$ 4,312,358	
CM FEE (6% OF COST OF WORK) =		\$ 147,472	\$ 150,367	\$ 258,741	
CONTINGENCY INCLUDING 6% FEE =		\$ 97,564	\$ -	\$ 272,615	
TOTAL BASE BID =		\$ 2,702,903	\$ 2,656,483	\$ 4,843,714	
VARIANCE FROM 90% TARGET PRICE		\$ (2,140,811)	\$ (2,187,230)	\$ -	
% VARIANCE		-80.59%	-45.16%	0%	



					FINAL PRICING BREAKDOWN (GMP)					Costing Type/Origin Legend: CM - Construction Manager (GC's & PR's) SP - Self-Perform S - Sub EMS - Equipment/Material Supplier P - Plug A - Allowance	
SCHEDULE OF VALUES					BASE			CONTINGENCY			
ITEM	COST TYPE/ ORIGIN	Division	BP	DESCRIPTION	CONTRACT ITEMS			% Contingency	Contingency \$		Total Price
					QTY/ UOM	UNIT PRICE	Neatline Subtotal				
A				GENERAL CONDITIONS			\$436,053.50		\$8,721.07	\$444,774.57	
A1	CM	1000	CM	BONDS & INSURANCE	1	LS	\$33,573.00	\$33,573	2%	\$671	\$34,244
A2	CM	1000	CM	CM STAFFING	1	LS	\$271,177.50	\$271,178	2%	\$5,424	\$276,601
A3	CM	1001	CM	CM PROJECT REQUIREMENTS	1	LS	\$131,303.00	\$131,303	2%	\$2,626	\$133,929
B				DEMOLITION				\$55,508.00		\$3,885.56	\$59,393.56
B1	SP	2000	01	DEMOLISH/REMOVE EXISTING STORM SEWER - S&K	590	LF	\$23.00	\$13,570	7%	\$950	\$14,520
B2	SP	2000	01	REMOVE EXISTING SIDEWALK - S&K	1670	SY	\$18.00	\$30,060	7%	\$2,104	\$32,164
B3	SP	2000	01	REMOVE EXISTING HYDRANT - S&K	1	EA	\$1,800.00	\$1,800	7%	\$126	\$1,926
B4	SP	2000	01	DEMOLISH EXISTING SIDEWALK FOR BACKSTOP RETAINING WALL - S&K	1	LS	\$3,100.00	\$3,100	7%	\$217	\$3,317
B5	SP	2000	01	REMOVE EXISTING RETAINING WALL - S&K	82	LF	\$19.00	\$1,558	7%	\$109	\$1,667
B6	SP	2000	01	REMOVE EXISTING DUMPSTER ENCLOSURE, WOOD FENCING & SURFACE - S&K	1	LS	\$2,300.00	\$2,300	7%	\$161	\$2,461
B7	SP	2000	01	REMOV EXISTING SITE CHAINLINK FENCEING - S&K	390	LF	\$8.00	\$3,120	7%	\$218	\$3,338
C				GENERAL SITEWORK				\$84,502.10		\$4,513.00	\$89,015.10
C1	S	2000	01	CLEARING & GRUBBING - S&K	1	LS	\$6,200.00	\$6,200	7%	\$434	\$6,634
C2	S	2000	01	CUT TO GRADE (EXPORT) - S&K	1,550	CY	\$9.10	\$14,105	10%	\$1,411	\$15,516
C3	S	2000	01	EMBANKMENT (IMPORT) - S&K	750	CY	\$7.80	\$5,850	10%	\$585	\$6,435
C4	S	2000	01	UNDERCUT & BACKFILL - S&K	1	CY	\$27.10	\$27	7%	\$2	\$29
C5	S	2000	01	ROCK EXCAVATION - S&K	1	CY	\$300.00	\$300	7%	\$21	\$321
C6	S	2000	01	CONSTRUCTION ENTRANCES - S&K	2	EA	\$4,000.00	\$8,000	7%	\$560	\$8,560
C7	S	2000	01	EROSION CONTROL - SECOND NATURE LANDSCAPE	1	LS	\$14,500.00	\$14,500	3%	\$435	\$14,935
C8	S	2000	01	TOPSOIL PLACEMENT - SECOND NATURE LANDSCAPE	8,000	SY	\$4.44	\$35,520	3%	\$1,066	\$36,586
D				SITE CONCRETE				\$129,947.00		\$9,096.29	\$139,043.29
D1	SP	3000	02	CONCRETE SIDEWALK - S&K	1,440	SY	\$63.00	\$90,720	7%	\$6,350	\$97,070
D2	SP	3000	02	CONCRETE HD DUMPSTER PAD - S&K	75	SY	\$72.00	\$5,400	7%	\$378	\$5,778
D3	SP	3000	02	DUGOUT CONCRETE - S&K	115	SY	\$63.00	\$7,245	7%	\$507	\$7,752
D4	SP	3000	02	CAST-IN-PLACE DETECTABLE WARNING PANEL - S&K	18	SF	\$33.50	\$603	7%	\$42	\$645
D5	SP	3000	02	FIELD 1 BACKSTOP RETAINING WALL - S&K	118	LF	\$28.00	\$3,304	7%	\$231	\$3,535
D6	SP	3000	02	4" OVERLAY SIDEWALK FIELD 1 - S&K	325	SY	\$63.00	\$20,475	7%	\$1,433	\$21,908
D8	SP	3000	02	DUMPSTER BOLLARDS - S&K	8	EA	\$275.00	\$2,200	7%	\$154	\$2,354
E				ELECTRICAL				\$46,500.00		\$9,300.00	\$55,800.00
E1	S	16000	03	ELECTRICAL - INCLUDES DEMO ITEMS - ELECTRICAL RESOURCES	1	LS	\$46,500.00	\$46,500	20%	\$9,300	\$55,800
F				FENCING & GATES				\$784,527.97		\$17,070.09	\$801,598.06
F1	S	10000	04	SITE ELEMENT - BLEACHERS 5 ROW (SUPPLY & INSTALLED) - SCHOOL & OFFICE PRODUCTS	3	EA	\$10,821.16	\$32,463	3%	\$974	\$33,437
F2	S	10000	04	SITE ELEMENT - BLEACHERS 3 ROW (SUPPLY & INSTALLED) - SCHOOL & OFFICE PRODUCTS	6	EA	\$4,602.77	\$27,617	3%	\$828	\$28,445
F3	S	10000	04	SITE ELEMENT - SHADE STRUCTURES (SUPPLY & INSTALLED) - SCHOOL & OFFICE PRODUCTS	1	EA	\$23,362.69	\$23,363	3%	\$701	\$24,064
F4	S	10000	04	SITE ELEMENT - DUGOUT BENCHES (SUPPLY & INSTALLED) - SCHOOL & OFFICE PRODUCTS	6	EA	\$2,476.25	\$14,858	3%	\$446	\$15,303
F5	S	10000	04	SITE ELEMENT - MANUFACTURED DUGOUTS (SUPPLY & INSTALLED) - SCHOOL & OFFICE PRODUCTS	6	EA	\$22,958.78	\$137,753	3%	\$4,133	\$141,885
F6	S	13000	05	6' TALL CHAINLINK FENCE - ROBINSON FENCE	410	LF	\$45.00	\$18,450	3%	\$554	\$19,004
F6.5	S	13000	05	6' TALL CHAINLINK FENCE - ALLOWANCE	1005	LF	\$45.00	\$45,225	0%	\$0	\$45,225
F7	S	13000	05	10' TALL CHAINLINK FENCE - ROBINSON FENCE	775	LF	\$130.00	\$100,750	3%	\$3,023	\$103,773
F7.5	S	13000	05	10' TALL CHAINLINK FENCE - ALLOWANCE	1300	LF	\$131.00	\$170,300	0%	\$0	\$170,300
F8	S	13000	05	BACKSTOP NETTING - ROBINSON FENCE	3	EA	\$28,200.00	\$84,600	3%	\$2,538	\$87,138
F9	S	13000	05	BACKSTOP NETTING BETWEEN FIELDS - ROBINSON FENCE	1	LS	\$105,750.00	\$105,750	3%	\$3,173	\$108,923
F10	S	13000	05	REMOVABLE INFIELD FENCING & ANCHOR SYSTEM - ROBINSON FENCE	600	LF	\$39.00	\$23,400	3%	\$702	\$24,102
G				LANDSCAPING				\$112,312.00		\$11,286.00	\$123,598.00
G1	S	2000	06	IRRIGATION - OUTFIELDS AND LANDSCAPE AREAS - SECOND NATURE LANDSCAPE (ALLOWANCE)	1	LS	\$25,000.00	\$25,000	10%	\$2,500	\$27,500
G2	P	2000	06	SEEDING AND MULCHING - SECOND NATURE LANDSCAPE	2	AC	\$4,356.00	\$8,712	25%	\$2,178	\$10,890
G3	S	2000	06	SOLID SOD (SOLID BERMUDA SOD) - SECOND NATURE LANDSCAPE	10000	SY	\$6.50	\$65,000	10%	\$6,500	\$71,500
G4	P	2000	06	TREE PROTECTION FENCING - SECOND NATURE LANDSCAPE	1	LS	\$3,600.00	\$3,600	3%	\$108	\$3,708
G5	P	2000	06	TIMBER EDGING - ALLOWANCE	1	LS	\$10,000.00	\$10,000	0%	\$0	\$10,000



H				INFIELD FEATURES				\$681,000.23		\$20,430.01	\$701,430.23	
H1	S	13000	07	ARTIFICIAL TURF SURFACE FOR INFIELDS (INCLUDES UNDERDRAIN SYSTEM) - UNITED TURF & TRACK	46896	SF	\$13.77	\$645,601	3%	\$19,368	\$664,969	
H2	S	13000	04	BASES WITH ANCHORS - SCHOOL & OFFICE PRODUCTS	3	EA	\$5,030.10	\$15,090	3%	\$453	\$15,543	
H3	S	10000	08	FIELD SIGNAGE - OUTFIELD - CUSTOM PAVEMENT & MARKINGS	9	EA	\$125.00	\$1,125	3%	\$34	\$1,159	
H4	S	10000	08	FIELD SIGNAGE - OTHER - CUSTOM PAVEMENT & MARKINGS	15	EA	\$85.00	\$1,275	3%	\$38	\$1,313	
H5	S	10000	04	SITE ELEMENT - PORTABLE PITCHING MOUNDS - SCHOOL & OFFICE PRODUCTS	3	EA	\$5,969.64	\$17,909	3%	\$537	\$18,446	
I				SITE IMPROVEMENTS				\$12,928.90		\$387.87	\$13,316.77	
I7	S	4000	08	PARK SIGNAGE - CUSTOM PAVEMENT & MARKINGS	1	LS	\$600.00	\$600	3%	\$18	\$618	
I8	S	4000	08	STRIPING - CUSTOM PAVEMENT & MARKINGS	1	LS	\$1,330.00	\$1,330	3%	\$40	\$1,370	
I9	S	4000	09	NEW WOOD FENCE - ROBINSON FENCE	330	LF	\$33.33	\$10,999	3%	\$330	\$11,329	
J				UTILITY/ STORMWATER IMPROVEMENTS				\$81,098.00		\$5,676.86	\$86,774.86	
J1	SP	2000	01	18" HDPE W/FES - S&K	22	LF	\$109.00	\$2,398	7%	\$168	\$2,566	
J2	SP	2000	01	24" HDPE W/FES - S&K	400	LF	\$78.00	\$31,200	7%	\$2,184	\$33,384	
J3	SP	2000	01	8" PVC - S&K	36	LF	\$40.00	\$1,440	7%	\$101	\$1,541	
J4	SP	2000	01	22 x 13 RCHEAP - S&K	185	LF	\$76.00	\$14,060	7%	\$984	\$15,044	
J5	SP	2000	01	4' X 4' GRATE INLET - S&K	3	EA	\$5,800.00	\$17,400	7%	\$1,218	\$18,618	
J6	SP	2000	01	4' X 4' JUNCTION BOX - S&K	1	EA	\$5,200.00	\$5,200	7%	\$364	\$5,564	
J7	SP	2000	01	4' X 4' AREA INLET - S&K	1	EA	\$5,500.00	\$5,500	7%	\$385	\$5,885	
J8	SP	2000	01	FRENCH DRAIN SYSTEM - S&K	130	LF	\$30.00	\$3,900	7%	\$273	\$4,173	
K				BONDING				\$33,489.82		\$1,674.49	\$35,164.31	
K1	O	2000	00	SITEWORK - S&K DIRTWORKS	1	LS	\$9,100.00	\$9,100	5%	\$455	\$9,555	
K2	O	2000	00	ELECTRICAL - ELECTRICAL RESOURCES	1	LS	\$930.00	\$930	5%	\$47	\$977	
K3	O	2000	00	SITE ELEMENTS SUB - SCHOOL & OFFICE PRODUCTS	1	LS	\$3,190.52	\$3,191	5%	\$160	\$3,350	
K4	O	2000	00	FIELD FENCING SUB BONDING	1	LS	\$6,660.00	\$6,660	5%	\$333	\$6,993	
K5	O	2000	00	LANDSCAPING SUB BONDING - SECOND NATURE LANDSCAPE	1	LS	\$3,183.30	\$3,183	5%	\$159	\$3,342	
K6	O	2000	00	FIELD TURF SUB BONDING - UNITED TURF & TRACK	1	LS	\$9,956.00	\$9,956	5%	\$498	\$10,454	
K7	O	2000	00	PARK SIGNAGE - CUSTOM PAVEMENT & MARKINGS	1	LS	\$250.00	\$250	5%	\$13	\$263	
K8	O	2000	00	WOOD FENCING - ROBINSON FENCING	1	LS	\$220.00	\$220	5%	\$11	\$231	

COST OF WORK TOTAL	\$	2,457,868
CONSTRUCTION MANAGERS FEE (6.0% OF COST OF WORK)	\$	147,472
PROJECT TOTAL LESS CONTINGENCY	\$	2,605,340
TOTAL CONTINGENCY WITH 6.0% FEE	\$	97,564
TOTAL % CONTINGENCY		3.97%
PROJECT TOTAL INCLUDING CONTINGENCY	\$	2,702,903

Allowances

Lake Fayetteville Softball Complex – Allowance Items

Allow. #:	Allowance Descriptions	Unit	Cost
1	G1 – Irrigation Repair	LS	\$25,000.00
2	G5 – Replacement Timber Edging	LS	\$10,000.00
3	F6.5 – 6' Tall Chainlink Fence (Supply & Install)	LS	\$45,225.00
4	F7.5 – 10' Tall Chainlink Fence (Supply & Install)	LS	\$170,300.00

Description and Recommendation of Allowance Items:

1. Irrigation Repair
 - a. This allowance item is to be utilized for incidental repair or replacement for irrigation supply lines, or irrigation components, that could be damaged during construction.
2. Replacement Timber Edging
 - a. This allowance item is to be utilized for incidental repair or replacement for existing timber edging that could be damaged during construction.
3. 6' Tall Chainlink Fence (Supply & Install)
 - a. This allowance item is to be utilized for additional chainlink fencing installation per the Owners' request.
4. 10' Tall Chainlink Fence (Supply & Install)
 - a. This allowance item is to be utilized for additional chainlink fencing installation per the Owners' request.

Staffing Matrix & Project Requirements

CONSTRUCTION SERVICES		QTY	UNIT	AMOUNT	TOTAL	NOTES FOR CLARITY
CHC OFFICE EXPENSE						
1	Job Sign	1.0	LS	\$ 600	\$ 600	Project Job Sign
2	CM Field Office	9.0	MO	\$ 800	\$ 7,200	Office Trailer Rental, Mobilization and Demobilization
3	Field Office Furniture & Furnishings	1.0	LS	\$ 1,000	\$ 1,000	Storage, File Cabinets, Desks, Chairs
4	Office Supplies	9.0	MO	\$ 200	\$ 1,800	Paper, Pens, White Boards, Digital Display, & Misc.
5	Field Office Maintenance & Repairs	4.5	MO	\$ 150	\$ 675	Projected, minor repairs for the project office trailer
6	Copier Rental	-	MO	\$ 300	\$ -	Average monthly rental cost
7	Small Tools / Small Tool Rental	1.0	LS	\$ 1,750	\$ 1,750	Misc. ST&S for Mobilization Assistance
8	Jobsite Radios	1.0	LS	\$ 600	\$ 600	Site Communications, Purchase and Repairs
9	Cell Phones & Internet	9.0	MO	\$ 330	\$ 2,970	Total of 3 Management Personnel
10	Water and Ice	9.0	MO	\$ 200	\$ 1,800	Bottle Water and Ice for the Duration
11	Mobilization / Demobilization CHC Labor	1.0	LS	\$ 1,750	\$ 1,750	Labor Assist for Mobilization and De-Mobilization
12	Construction Photo's & Supplies	1.0	LS	\$ 500	\$ 500	Progress Photos, Finish Photos & Drone Footage
ENGINEERS OFFICE EXPENSE						
TEMP CONSTRUCTION, SECURITY & SAFETY						
18	Temporary Fencing/Barriers (1,500 lf @ 9 months)	1.0	LS	\$ 5,000	\$ 5,000	Required Temporary Fencing and Barricades
19	Temporary Laydown, Storage and Maintenance	1.0	LS	\$ 3,000	\$ 3,000	Required Laydown, Storage and Maintenance
20	Safety Material	9.0	MO	\$ 400	\$ 3,600	Visitor Hard Hats, Safety Glasses, and Misc.
21	Temp Signage	1.0	LS	\$ 1,000	\$ 1,000	Temporary Construction Signage
22	Cleanup & Dumpsters	9.0	MO	\$ 650.00	\$ 5,850	CM Required Service (Site Dumpsters)
VEHICLES & UTV'S						
23	Truck Expenses	18.5	MO	\$ 750	\$ 13,875	Total of 2 Management Personnel (Super/FE 9 mnths, PM 4.5 mnths)
24	Fuel Expenses	18.0	MO	\$ 500	\$ 9,000	Total of 2 Management Personnel (18 months)
25	UTV	-	MO	\$ 800	\$ -	Site Access and Mobility
SITE SURVEY & CONTROL						
26	Survey Sub (Initial Control)	-	LS	\$ -	\$ -	Establishment of Initial Control
27	GPS Earthwork Model	1.0	LS	\$ 1,500	\$ 1,500	Earthwork Model for Layout
28	Base Station, Rover, Data Collector (SERVICE)	9.0	MO	\$ 1,250	\$ 11,250	QA/QC and Layout
29	Survey Supplies	9.0	MO	\$ 150	\$ 1,350	Anticipated Survey Supplies
TEMP UTILITIES						
30	Temporary Electric Service	-	MO	\$ 450.00	\$ -	Local Utility Company
31	Temporary Water	-	MO	\$ 750.00	\$ -	Local Utility Company (water tightness testing)
32	Temporary Power / Heat & Ventilation	-	LS	\$ -	\$ -	Climate Control Structures
33	Temporary Toilets	18.0	MO	\$ 125	\$ 2,250	CM Required Service 2 Units for the Durations
34	Temp Sanitary Sewer Tanks (Office Trailers x 1)	-	MO	\$ 125	\$ -	One Unit for the Duration
MATERIAL HANDLING & STORAGE						
35	Telehandler Rental	3.0	MO	\$ 2,800.00	\$ 8,400	Equipment loading and unloading
36	Skidsteer	3.0	MO	\$ 2,320	\$ 6,960	Clean up and maintenance
37	Mobilization / Demobilization Equipment	2.0	EA	\$ 675	\$ 1,350	Tellehandler, Skidsteer, & Tool Vans
38	Material Handling Labor (Equipment Unloading)	-	LS	\$ 2,500	\$ -	CHC Labor for Unloading and Handling Equipment
39	Tool Vans (12 Months x 2 Connexes)	18.0	MO	\$ 150	\$ 2,700	CM Required Storage
STAYOUT, PER-DIEM, ADD-ONS						
40	Management Per-diem (\$30 Rate/Day)	-	Day	\$ 30	\$ -	Super 24 months / 104 wks / 384 days
41	Management Per-diem (\$60 Rate/Day)	-	Day	\$ 60	\$ -	
42	Management Travel Add-On Incentive	-	WK	\$ 400	\$ -	
43	Labor Per-diem (\$30 Rate/Day)	-	Day	\$ 30	\$ -	
44	Labor Per-diem (\$60 Rate/Day)	-	Day	\$ 60	\$ -	
45	Travel Time	-	LS	\$ -	\$ -	
46	Hotel Stay	-	Day	\$ 100	\$ -	
MISC. PROJECT MANAGEMENT EXPENSES						
47	Project Control Software	-	MO	\$ 200	\$ -	
TOTAL CONSTRUCTION SERVICES EXPENSE =					\$ 97,730	
OTHER SERVICES		QTY	UNIT	AMOUNT	TOTAL	NOTES FOR CLARITY
SPECIALTY FEES						
48	Building/Grading Permit	-	LS	\$ -	\$ -	
49	Special Permits, Licenses, & Fees	-	LS	\$ -	\$ -	
50	Utility Connection Permits	-	LS	\$ -	\$ -	
51	Impact Fees	-	LS	\$ -	\$ -	
52	Testing Laboratory Services	-	LS	\$ -	\$ -	
53	Soils Testing & Inspections	-	LS	\$ -	\$ -	
54	Concrete Testing & Inspections	-	LS	\$ -	\$ -	
55	Operational Permits	-	LS	\$ -	\$ -	
56	Easements	-	LS	\$ -	\$ -	
57	Site Surveys & Soils Reports	-	LS	\$ -	\$ -	
TOTAL OTHER SERVICES EXPENSE =					\$ -	
BONDS & INSURANCE		QTY	UNIT	AMOUNT	TOTAL	NOTES FOR CLARITY
PERFORMANCE REQUIREMENTS						
58	Bonds	0.00611	Factor	\$ 3,000,000	\$ 18,333	Bonds and insurance provided based on CM services.
59	General Liability	0.00350	Factor	\$ 3,000,000	\$ 10,500	
60	Owners & Contractors Protective Liability	-	Factor	\$ 3,000,000	\$ -	
61	Builders Risk	0.00158	Factor	\$ 3,000,000	\$ 4,740	
TOTAL BONDS & INSURANCE EXPENSE =					\$ 33,573	
TOTAL PROJECT REQUIREMENTS =					\$ 131,303	

PROJECT STAFFING MATRIX

PROJECT: Lake Fayetteville Ballpark			ROLE				PROJECT TIMELINE																							
TEAM MEMBER	BILLING RATE (\$/HR)	STAFFING REQUIREMENTS	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Total Hours by Individual	Total Cost by Individual								
PRECONSTRUCTION SERVICES			PRE-CONSTRUCTION																											
							1	2	3	4	5	6	7	8	9	10	11	12	13	14										
Dan Thompson	\$ 125	Project Principle	0	0	0	0															0	0								
Garrett Street	\$ 110	Pre-Construction Manager	10	40	30	40															120	13200								
Bill Hagenburger	\$ 115	Design Manager	0	0	0	0															0	0								
Ron Edmond	\$ 110	Project Manager	0	15	0	15															30	3300								
Jared Cox	\$ 105	Superintendent	0	10	0	10															20	2100								
Brandon Bentley	\$ 90	Lead Estimator	10	40	20	20															90	8100								
TBD	\$ 75	Civil Sitework Estimator	0	15	0	15															30	2250								
		TOTAL BASE STAFF HOURS BY MONTH =	20	120	50	100															290	\$ 28,950.00								
CONSTRUCTION SERVICES							CONSTRUCTION PHASE TOTAL DURATION																							
FULL DURATION							1	2	3	4	5	6	7	8	9	10	11	12	13	14										
Dan Thompson	\$ 125	Project Principle					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -								
Garrett Street	\$ 110	Pre-Construction Manager					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -								
Bill Hagenburger	\$ 115	Design Manager					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -								
Ron Edmond	\$ 110	Project Manager					43.25	43.25	43.25	43.25	43.25	43.25	43.25	43.25	43.25	0	0	0	0	0	0	389.25	\$ 42,818							
Jared Cox	\$ 105	Superintendent					173	173	173	173	173	173	173	173	173	0	0	0	0	0	0	1557	\$ 163,485							
Brandon Bentley	\$ 90	Lead Estimator					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -								
TBD	\$ 75	Civil Sitework Estimator					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -								
TBD	\$ 75	Field Engineer					0	0	0	0	173	173	173	173	173	0	0	0	0	0	0	865	\$ 64,875							
		TOTAL BASE STAFF HOURS BY MONTH =	0	0	0	0	216.25	216.25	216.25	216.25	389.25	389.25	389.25	389.25	389.25	0	0	0	0	0	0	2811.25	\$ 271,177.50							

PROJECT STAFFING MATRIX - MONTHLY BILLING (Assuming 9-Month Duration)

PROJECT: Lake Fayetteville Ballpark		ROLE	PROJECT TIMELINE																					
TEAM MEMBER	BILLING RATE (\$/HR)	STAFFING REQUIREMENTS	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23		Total Cost by Individual		
CONSTRUCTION SERVICES							CONSTRUCTION PHASE TOTAL DURATION																	
Dan Thompson	\$ 125	Project Principle					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		
Garrett Street	\$ 110	Pre-Construction Manager					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		
Bill Hagenburger	\$ 115	Design Manager					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		
Ron Edmond	\$ 110	Project Manager					\$ 4,758	\$ 4,758	\$ 4,758	\$ 4,758	\$ 4,758	\$ 4,758	\$ 4,758	\$ 4,758	\$ 4,758	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 42,818		
Jared Cox	\$ 105	Superintendent					\$ 18,165	\$ 18,165	\$ 18,165	\$ 18,165	\$ 18,165	\$ 18,165	\$ 18,165	\$ 18,165	\$ 18,165	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 163,485		
Brandon Bentley	\$ 90	Lead Estimator					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		
TBD	\$ 75	Civil Sitework Estimator					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		
TBD	\$ 75	Field Engineer					\$ -	\$ -	\$ -	\$ -	\$ 12,975	\$ 12,975	\$ 12,975	\$ 12,975	\$ 12,975	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 64,875		
		TOTAL BASE STAFF COST BY MONTH =	\$ -	\$ -	\$ -	\$ -	\$ 22,923	\$ 22,923	\$ 22,923	\$ 22,923	\$ 35,898	\$ 35,898	\$ 35,898	\$ 35,898	\$ 35,898	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 271,177.50		

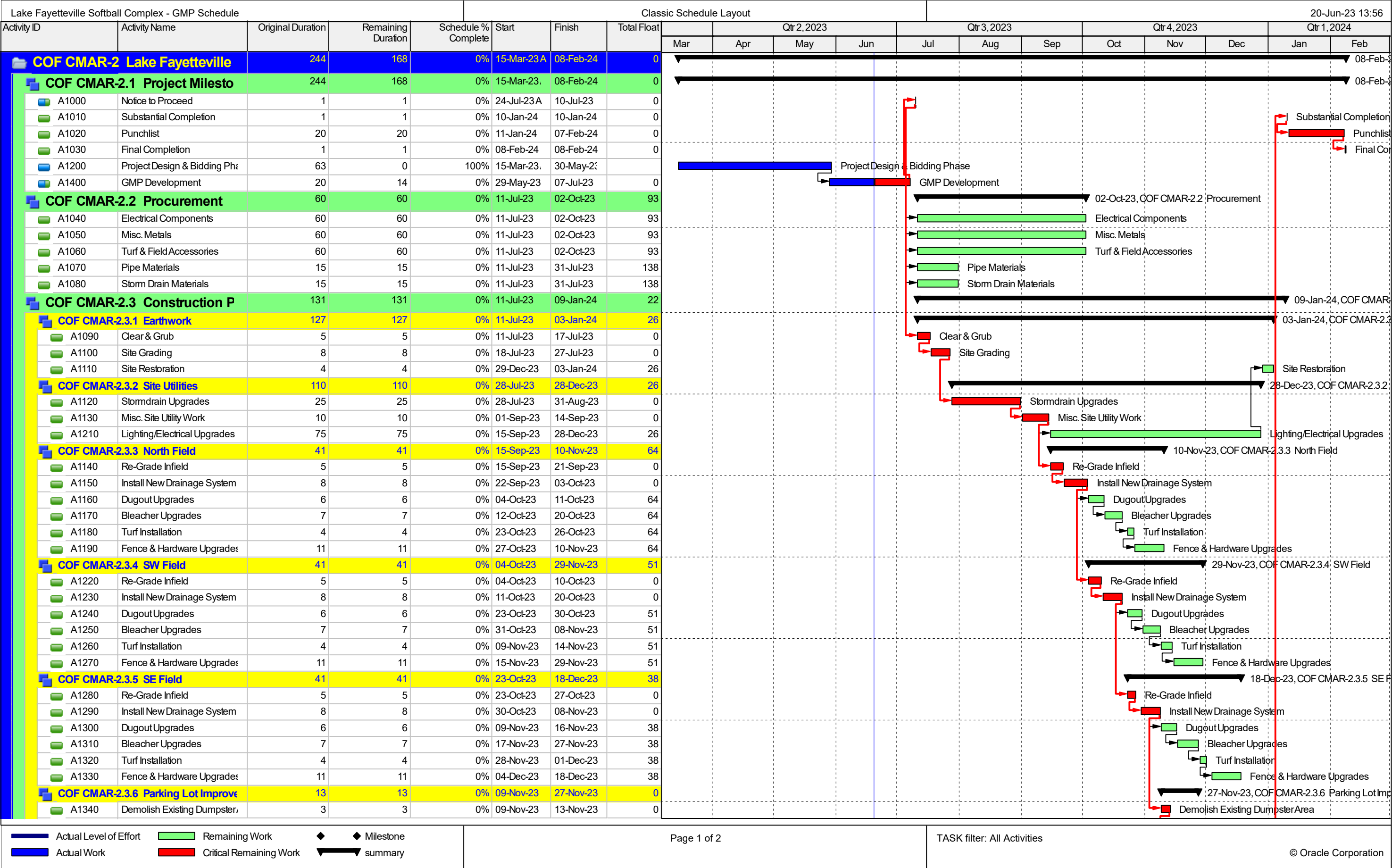
Assumptions & Clarifications

City of Fayetteville – Lake Fayetteville Softball Complex

General Clarifications & Assumptions:

- 1) All bidders' mobilizations have been included in the GMP price.
- 2) CHC has captured cost of temporary fencing & signage to protect the public from the work area during construction in Project Requirements.
- 3) This project has been priced without consideration of Domestic and AIS requirements.
- 4) The GMP does not include re-location of the existing sanitary sewer line depicted in the drawings.
- 5) This GMP does not include labor, equipment, or materials for demolition of existing dugouts, scorekeepers' huts, field fencing, benches, or bleachers. This work is to be provided by the City of Fayetteville prior to, or during, construction.
- 6) The GMP does not include trucking costs for haul off & removal of infield clay mixture. The City is to provide trucking for removal of existing infield clay soil mixture.
- 7) The GMP includes one (1) unit for Rock Excavation and one (1) unit for Undercut & Backfill to be paid by the unit of work performed by the Contractor. Additional work performed under these two (2) items shall be paid for using project contingency.
- 8) This GMP includes use of "Type S" detail (sheet C-504) for all concrete joints in sidewalks, slabs, topping slabs, curbs, or other flatwork concrete items.
- 9) This GMP includes 18 SF of detectable warning panels. Additional square footage of this item shall be compensated using project contingency.
- 10) This GMP does not include any modifications to existing light poles beyond what's specified in the construction documents.
- 11) This GMP includes the cost of the product proposed only by Forever Lawn.
- 12) This GMP does not include any costs for jobsite trailer or Contractor personnel office space. The CM shall utilize the existing concession stand and restroom facilities. The CM shall clean the spaces utilized prior to demobilization.
- 13) The CM shall have liberty to utilize the entire parking area for laydown, storage & equipment off-loading for the duration of the project.

CPM Schedule



Lake Fayetteville Softball Complex - GMP Schedule						Classic Schedule Layout						20-Jun-23 13:56							
Activity ID	Activity Name	Original Duration	Remaining Duration	Schedule % Complete	Start	Finish	Total Float	Qtr 2, 2023				Qtr 3, 2023			Qtr 4, 2023			Qtr 1, 2024	
								Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
	A1350	ConstructHD Dumpster Pad	9	9	0%	14-Nov-23	24-Nov-23	0											
	A1360	Install New Wood Fence	1	1	0%	27-Nov-23	27-Nov-23	0											
	COF CMAR-2.3.7 Common Area Impr		31	31	0%	28-Nov-23	09-Jan-24	0										09-Jan-24, COF CMAR	
	A1370	Demolish Existing Un-Even C	11	11	0%	28-Nov-23	12-Dec-23	0											
	A1380	Re-Grade Common Area	6	6	0%	13-Dec-23	20-Dec-23	0											
	A1390	F/P/F Concrete Common Are	14	14	0%	21-Dec-23	09-Jan-24	0											

Scope Document Log Index

Exhibit D – Project Bidding Documents List

Specification List

Division 01. General Requirements	
Specification No.	Description
012500	Abbreviations
014000	Testing Laboratory Services
Division Architectural	
Specification No.	Description
033000	Cast-in-Place Concrete
099113	Exterior Painting
116800	Play Field Equipment & Structures
Division 30 – Earthwork	
Specification No.	Description
310000	Site Demolition
311000	Site Clearing
312000	Earthwork
312600	Aggregate Materials
312700	Soil Stabilization
312800	Erosion and Sedimentation Control (Including SWPPP)
Division 32 – Exterior Improvements	
Specification No.	Description
321313	Portland Cement Concrete Paving
321323	Pavement Markings
321333	Curbs & Sidewalks
323113	Chain Link Fences and Gates (Site)
328400	Landscape Irrigation System
329200	Turf and Grasses
Division 33 – Utilities	
Specification No.	Description
330800	Sewer Manholes, Frames, and Covers
334100	Storm Drainage
Special Provisions	
Artificial Turf	
OSHA Trench Safety Specifications	
City of Fayetteville Standard Specifications	

Project Drawing List

Index of Sheets	
Drawing No.	Description
C-001	Cover Sheet
C-002	Project Control Sheet
C-003	Demolition Plan
C-101	Site Plan
C-102	Overall Grading Plan
C-103	Field 1 Grading Plan
C-104	Field 2 Grading Plan
C-105	Field 3 Grading Plan
C-106	Erosion Control Phase I
C-107	Erosion Control Phase II
C-201	Storm Sewer Line 1
C-202	Storm Sewer Line 2
C-401	Lighting & Camera Plan
C-402	Infield Layout
C-501	Turf Underdrain Detail
C-502	Special Details
C-503	Fence Details
C-504	Site Details (1)
C-505	Site Details (2)
C-506	Drainage Details
C-507	Erosion Control Details (1)
C-508	Erosion Control Details (2)
C-509	Tree Preservation Details
A-101	Typical Infield & Details
A-102	Site Furnishing Details & Schedules
ESL-101	Electrical Plan

**Methods of Measurements
&
Addendums 1-3**

Exhibit E – Methods of Measurement

Table of Contents

Terms of Payment & Compensation Type:	1
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Bid Package 004 – Site Elements	8
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Bid Package 009 – Wood Fencing	12

Terms of Payment & Compensation Type:

Type 1 - Lump Sum: Payment for lump sum work shall be inclusive of all labor, equipment, materials, overhead and profit for all items associated with the defined work. The work shall be paid for on an agreed upon percent complete within a given billing cycle and verified by the Construction Manager.

Type 2 - Unit Price: Payment for unit cost work shall be inclusive of all labor, equipment, materials, and OHP for all items associated with the defined work. The work shall be paid for by the unit put in place within a given billing cycle. The units shall be verified by the Construction Manager prior to billing for the work. Over and Underruns **shall** be allowed for Type 2 compensation.

Type 3 – Unit Cost not to Exceed Plan QTY: Payment for unit cost work shall be inclusive of all labor, equipment, materials, and OHP for all items associated with the defined work. The work shall be paid for by the unit put in place within a given billing cycle. The units shall be verified by the Construction Manager prior to billing for the work. Overruns **shall not** be allowed.

Type 4 - Allowance: Allowance bid items shall be carried in the bidding subcontractor's scope of work. Allowances are owned by the project and managed by the Construction Manager. Allowance bid items may or may not be utilized depending on field conditions and the project requirements.

General Clarifications:

All work shall be completed in accordance with the contract documents, plans, and specifications. Bid Price shall cover all items of work reasonably implied or inferred.

Rain and Flood Events: All work areas shall be free of debris, materials, tools, and equipment at the end of each workday. Neither the construction manager nor the owner shall be liable for loss of materials, tools, or equipment in the event of a flood or major rain events. All work shall be bid accordingly based upon the site conditions.

Bidding Instructions: All bidders are to evaluate and bid each bid package in its entirety unless otherwise stated in the bid package.

Mobilization: Mobilization shall be included within the bid items as seen fit by the bidding subcontractor. Additional mobilizations shall be included as seen fit to perform the work unless specifically stated within the individual bid package's methods of measurement.

On Site Power: On site power will be limited. The bidding subcontractor should plan to provide their own power.

Schedule of Values: The bidding subcontractor's schedule of values shall match the individual bid items exactly.

Bid Bond: A bid bond shall **not** be required for this project.

Protection of Existing Work: Bidders shall take precaution to protect all existing structures and appurtenances during construction. In the event of damage to surrounding items the Bidder shall be held responsible and liable for repairs.

Open Excavations: Unattended open excavations shall be protected in accordance with OSHA standards.

Clean Up and Disposal of Debris: Cleanup and disposal of debris is the responsibility of the individual bidders and shall be performed at the end of each work period.

Existing Fencing: Areas of work that cross existing field fencing are present on the project. It's the responsibility of the Contractor to install the work without damaging the existing fencing.

Methods of Measurement Bid Packages (000-011)

Bid Package 01 – Sitework

1. **B1 – Demolish Existing Storm Sewer**

The price bid shall include full compensation for the labor, equipment, and material for demolition of existing storm sewer piping & structures as shown on the plans. Items to be hauled off-site as part of the overall scope of the sitework. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

2. **B2 – Remove Existing Sidewalk**

The price bid shall include full compensation for the labor, equipment, and material for demolition of existing sidewalk & asphalt as shown on the plans. Item includes demolition of existing dugout concrete slab. Items to be hauled off-site as part of the overall scope of the sitework. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

3. **B3 – Remove Existing Hydrant**

The price bid shall include full compensation for the labor, equipment, and material for demolition of an existing hydrant as shown on the plans. The existing hydrant should be removed below frost line, and closed using a new compression-style ball valve. New ball valve & line shall be installed in a standard adjustable valve can at final grade. Items to be hauled off-site as part of the overall scope of the sitework. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

4. **B4 – Demolish Existing Sidewalk for Backstop Retaining Wall**

The price bid shall include full compensation for the labor, equipment, and material for demolition of existing sidewalk as shown on the plans. Clean & accurate saw cutting is required prior to demolition. Contractor should coordinate with the Construction Manager prior to commencement of activity B5. Items to be hauled off-site as part of the overall scope of the sitework. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

5. **B5 – Remove Existing Retaining Wall**

The price bid shall include full compensation for the labor, equipment, and material for demolition of an existing retaining wall as shown on the plans. Items to be hauled off-site as part of the overall scope of sitework. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

6. **B6 – Remove Existing Dumpster Enclosure & Surface**

The price bid shall include full compensation for the labor, equipment, and material for demolition of the existing dumpster enclosure & solid surface as shown on the plans. Items to be hauled off-site as part of the overall scope of sitework. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

7. **B7 – Remove Existing Site Chain-link Fencing**

The price bid shall include full compensation for the labor, equipment, and material for demolition of the existing chain-link fencing as shown on the plans. Items to be hauled off-site as part of the overall scope of sitework. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

8. **C1 – Clearing & Grubbing**

The price bid shall include full compensation for labor, equipment, and material to clear and grub as part of the overall scope of sitework. **BURNING ONSITE WILL NOT BE ALLOWED.** Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

9. **C2 – Cut to Grade**

The price bid shall include full compensation for labor, equipment, and material for cut and fill to grade as part of the overall scope of the earthwork. Item includes, but is not limited to, site grading, infield excavation, swales, paving areas, etc. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. Contractor to save & protect infield clay mix. Contractor to load out Owner supplied dump trucks. **Compensation Type 1**

10. **C3 - Embankment**

The price bid shall include full compensation for the labor, equipment, and material for placement and compaction of any fill areas on site per contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

11. **C4 – Undercut & Backfill**

The price bid shall include full compensation for labor, equipment, and material to perform a 12" undercut and select backfill of the entrance road as part of the overall scope of sitework. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 2**

12. **C5 – Rock Excavation**

The price bid shall include full compensation for the labor, equipment, and material for any rock excavation necessary for completion of the work as described in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 2**

13. C6 – Construction Entrances

The price bid shall include full compensation for labor, equipment, and material for the installation and routine maintenance for the duration of earthwork package as part of the overall scope of sitework. A temporary storm culvert shall be installed as part of the construction entrance if required. Construction of the said item shall be per the plans and specifications. Maintenance of the said item shall be directed by the Construction Manager. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

14. J1 – 18" HDPE W/FES

The price bid shall include full compensation for the labor, equipment, and material to install proposed piping as defined in the contract documents. This includes but is not limited to potholing of existing utilities, full depth backfill, blocking, haul off, traffic control and testing of the proposed piping as defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

15. J2 – 24" HDPE W/FES

The price bid shall include full compensation for the labor, equipment, and material to install proposed piping as defined in the contract documents. This includes but is not limited to potholing of existing utilities, full depth backfill, blocking, haul off, traffic control and testing of the proposed piping as defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

16. J3 – 8" PVC

The price bid shall include full compensation for the labor, equipment, and material to install proposed piping as defined in the contract documents. This includes but is not limited to potholing of existing utilities, full depth backfill, blocking, haul off, traffic control and testing of the proposed piping as defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

17. J4 – 22"x13" RCHEAP

The price bid shall include full compensation for the labor, equipment, and material to install proposed piping as defined in the contract documents. This includes but is not limited to potholing of existing utilities, manholes, casing, full depth backfill, blocking, haul off, traffic control and testing of the proposed piping as defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

18. J5 – 4' x 4' Grate Inlet

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of grated inlets as defined in the contract documents. Contractor is to take special care when grouting inverts to ensure appropriate drainage and water direction. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

19. J6 – 4' x 4' Junction Box

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of junction boxes as defined in the contract documents. Contractor is to take special care when grouting inverts to ensure appropriate drainage and water direction. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

20. J7 – 4' x 4' Area Inlet

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of area inlets as defined in the contract documents. Contractor is to take special care when grouting inverts to ensure appropriate drainage and water direction. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

21. J8 – French Drainage System

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of the specified French drainage system as defined in the contract documents. Contractor is to take special care when grouting inverts to ensure appropriate drainage and water direction. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

Bid Package 02 – Site Concrete

General Requirements:

- **Cold and Hot Weather Protection shall be included within the individual bid items.**
- **Surrounding areas shall be protected from concrete splatters as necessary. Cleaning of concrete splatter shall be at the expense of the bidding contractor.**
- **Installation of all concrete embedded items including but not limited to embeds, sleeves, pipe, anchors, etc. shall be included within this bid package.**
- **Package includes construction & removal of concrete washout per construction documents.**

1. D1 – Concrete Sidewalk

The price bid shall include full compensation for the labor, equipment, and material to completely construct the cast in-place concrete. This bid item shall be all-inclusive of but not limited to placement of aggregate base course, fine grading, cold weather protection, reinforcement, saw cutting, expansion/isolation joint treatment, and curing methods as well as installing any required embeds supplied by others. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

2. D2 – Concrete Heavy Duty Dumpster Pad

The price bid shall include full compensation for the labor, equipment, and material to completely construct the cast in-place concrete. This bid item shall be all-inclusive of but not limited to fine placement of aggregate base course, grading, cold weather protection, reinforcement, saw

cutting, expansion/isolation joint treatment, and curing methods as well as installing any required embeds supplied by others. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

3. D3 – Dugout Concrete

The price bid shall include full compensation for the labor, equipment, and material to completely construct the cast in-place concrete. This bid item shall be all-inclusive of but not limited to placement of aggregate base course, fine grading, cold weather protection, reinforcement, saw cutting, expansion/isolation joint treatment, and curing methods as well as installing any required embeds supplied by others. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

4. D4 – Cast-in-Place Detectable Warning Panel

The price bid shall include full compensation for the labor, equipment, and material to provide and install cast-in-place detectable warning panels at the specified locations provided in the construction documents. This bid item shall be all-inclusive of but not limited to cold weather protection, reinforcement, saw cutting, expansion/isolation joint treatment, and curing methods. The work shall be cleaned & protective film shall be removed once construction of the surrounding concrete appurtenances is complete. Damage to the detectable panels is the responsibility of the installer. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

5. D5 – Field 1 Backstop Retaining Wall

The price bid shall include full compensation for the labor, equipment, and material to completely construct the cast in-place concrete. This bid item shall be all-inclusive of but not limited to placement of aggregate base course, fine grading, cold weather protection, reinforcement, saw cutting, expansion/isolation joint treatment, and curing methods as well as installing any required embeds supplied by others. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

6. D6 – Sidewalk Overlay

The price bid shall include full compensation for the labor, equipment, and material to completely construct the cast in-place concrete. This bid item shall be all-inclusive of but not limited to preparatory work to the existing slab, cold weather protection, reinforcement, saw cutting, expansion/isolation joint treatment, bonding and/or bond breaker, and curing methods as well as installing any required embeds supplied by others. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

7. D7 – Dumpster Bollards

The price bid shall include full compensation for the labor, equipment, and material to completely construct the dumpster bollards. This bid item shall be all-inclusive of but not limited to preparatory work to existing slabs, cold weather protection, reinforcement, saw cutting, expansion/isolation joint treatment, bonding and/or bond breaker, and curing methods as well as

installing any required embeds supplied by others if necessary. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work.

Compensation Type 1

Bid Package 003 - Electrical

1. E1 – Site Electrical

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of electrical components and systems as defined in the contract documents. Work installed that is intended for future use by the Owner, shall be installed with watertight caps, tracing wire or tape, & pull string for future identification and use. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

Bid Package 004 – Site Elements

1. F1 – Bleachers 5 Row (Supply & Install)

The price bid shall include full compensation for the labor, equipment, and material for supply and installation of the site furnishing 5 Row Bleachers as defined in the contract documents. Bleachers shall be installed plumb and true, free of burrs, cuts, sharp edges, or unnecessary holes. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

2. F2 – Bleachers 3 Row (Supply & Install)

The price bid shall include full compensation for the labor, equipment, and material for supply and installation of the site furnishing 3 Row Bleachers as defined in the contract documents. Bleachers shall be installed plumb and true, free of burrs, cuts, sharp edges, or unnecessary holes. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

3. F3 – Shade Structures (Supply & Install)

The price bid shall include full compensation for the labor, equipment, and material for supply and installation of the site furnishing Shade Structures as defined in the contract documents. Shade Structures shall be installed plumb and true, free of burrs, cuts, sharp edges, or unnecessary holes. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

4. F4 – Dugout Benches (Supply & Install)

The price bid shall include full compensation for installation and materials for the site furnishing dugout benches as shown in the plans and specifications. Benches shall be installed plumb and true, free of burrs, cuts, sharp edges or unnecessary holes. Cost shall include the contractor's

labor, material, equipment, and overhead and profit as defined to complete the work.

Compensation Type 1

5. F5 – Manufactured Dugouts (Supply & Install)

The price bid shall include full compensation for installation and materials for the site furnishing Manufactured Dugouts as shown in the plans and specifications. Dugouts shall be installed plumb and true, free of burrs, cuts, sharp edges, or unnecessary holes. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

6. H2 – Field Bases with Anchors (Supply & Install)

The price bid shall include full compensation for installation and materials for the site furnishing Field Bases with Anchors as shown in the plans and specifications. Bases shall be installed plumb and true, free of burrs, cuts, sharp edges, or unnecessary holes. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

7. H5 – Portable Pitching Mounds (Supply)

The price bid shall include full compensation for supply of materials for the site furnishing Portable Pitching Mounds as shown in the plans and specifications. Pitching Mounds shall be delivered in good condition, free of burrs, cuts, sharp edges, or unnecessary holes. Cost shall include the contractor's material, shipping, and overhead and profit as defined to complete the work. **Compensation Type 1**

Bid Package 005 – Field Fencing, Gates & Accessories

1. F6– 6' Tall Chainlink Fence (Supply & Install)

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of 6' fencing, fence signage, and gates with closure systems as defined in the contract documents. Includes installation of new 12' gate & infill fencing at Field 1 right field line. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

2. F7 – 10' Tall Chainlink Fence (Supply & Install)

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of 10' fencing, fence signage, and gates with closure systems as defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

3. F8 – Backstop Netting & Accessories (Supply & Install)

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of backstop netting, netting signage, and netting fastening systems as

defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

4. F9 – Backstop Netting Between Fields 2 & 3 (Supply & Install)

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of backstop netting, netting signage, and netting fastening systems as defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

5. F10 – Removable Infield Fence & Anchor System (Supply & Install)

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of temporary infield fencing & anchor systems as defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

Bid Package 006 – Landscaping

1. C7 – Erosion Control

The price bid shall include full compensation for the labor, equipment, and material to erosion control devices as shown in the contract. This bid item **does not** include concrete washout or construction entrance. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

2. G1 – Irrigation in Outfields & Landscape Areas

This bid item is an allowance that shall be carried in the bid package as part of the bidding subcontractors' scope for installation, maintenance, and repair of Irrigation items. This allowance shall not be used for any other purpose. **Compensation Type 4**

3. G2 – Seeding & Mulching

The price bid shall include full compensation for the labor, equipment, and material for furnishing, installation, and watering of seeding as defined in the contract documents. It should be expected that (2) two mowing's will be required post establishment of vegetation. Seeding cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

4. G3 – Solid Sod (Bermuda Sod)

The price bid shall include full compensation for the labor, equipment, and material for furnishing, installation, and watering of sodding as defined in the contract documents. It should be expected that (2) two mowing's will be required post establishment of vegetation. Sodding cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

5. G4 – Tree Protection Fencing

The price bid shall include full compensation for the labor, equipment, and material to install tree protection as shown in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

22. C8 – Topsoil Placement

The price bid shall include full compensation for labor, equipment, and materials for placement of topsoil and fine-grading within a tolerance of +/- .10" as part of the overall scope of sitework. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

Bid Package 007 – Infield Turf & Accessories

1. H1 – Artificial Turf Surface for Infields – Complete in Place

The price bid shall include full compensation for the labor, equipment, and material for installation of the Artificial Turf Surface for Infields. Bid Item H1 includes but is not limited to, aggregate subbase, concrete headers, nailer boards, anchors, and subdrain system in accordance with the type, location, and details in the plans, or as directed by the Engineer. Contractor is to carry field drainage piping and appurtenances to within 5' of termination point depicted on the drawings. Final playing surface is to be free of deviation, consistent in texture and color, uniform in appearance, and free of any sharp edges, burs, or abrasive surfaces. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

Bid Package 008 – Park Signage

1. H3 -Signage in Outfield – Complete in Place

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of outfield signage as defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

2. H4 – Field Signage – Complete in Place

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of field signage as defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

3. I7 – Park Signage – Complete in Place

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of signage, adhesive labelling, handicap notations, or any other labelling devices found outside of the field fencing area as defined in the contract documents.

Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

4. I8 – Striping – Complete in Place

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of striping for parking areas and ballpark facilities as defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

Bid Package 009 – Wood Fencing

1. I9 –New Wood Fence – Complete in Place

The price bid shall include full compensation for the labor, equipment, and material for the furnishing and installation of wooden privacy fencing, and gates with closure systems, as defined in the contract documents. Cost shall include the contractor's labor, material, equipment, and overhead and profit as defined to complete the work. **Compensation Type 1**

ADDENDUM NO. 1

Lake Fayetteville Softball Complex

City of Fayetteville

Dated: June 7, 2023

This Addendum shall be a part of the Plans and Contract Documents and Specifications to the same extent as though it were originally included therein, and it shall supersede anything contained in the Plans and Contract Documents and Specifications with which it might conflict.

A. GENERAL CLARIFICATIONS

1. Project Bid Due Date

The project bid due date for all bidders shall be changed to 6/15/2023 @2:00 PM CST

B. SPECIFICATIONS

1. Additions Made to the Following Specification Sections

- a. 013300 – Submittal Procedures
- b. 016600 – Product Requirements
- c. 017300 – Execution
- d. 017700 – Closeout Procedures
- e. 017900 – Demonstration and Training
- f. 099113 – Exterior Painting
- g. 033000 – Cast-in-Place Concrete
- h. 116800 – Play Field Equipment & Structures

2. Changes Made to the Specifications

- a. Revised Table of Contents to include added specification sections.
- b. Revised Section 312800 Erosion Sedimentation Control to include SWPPP.
- c.

C. DRAWINGS

1. Changes Made to Project Drawings

- a. Sheet A-102: Revised Site Furnishings Schedule

ADDENDUM NO. 2

Lake Fayetteville Softball Complex

City of Fayetteville

Dated: June 9, 2023

This Addendum shall be a part of the Plans and Contract Documents and Specifications to the same extent as though it were originally included therein, and it shall supersede anything contained in the Plans and Contract Documents and Specifications with which it might conflict.

A. GENERAL CLARIFICATIONS

1. Clarifications for Bid Package #003

- a. Placement of new 120/240V panel shall be on the south side of the maintenance structure. Underground conduit(s) shall be installed after demolition of the existing wooden privacy fence (by others).
- b. Per the Owner, all lamp bulbs shall be replaced. Nighttime illumination test & head adjustment is still applicable per the detail found on sheet C-101.
- c. Construction of light pole base(s) shall be the responsibility of the bidder of bid package #003.

2. Clarifications for Bid Package #002

- a. Removal and Replacement of sidewalk for electrical trenches shall be the responsibility of the bidder of bid package #002. This includes, but is not limited to, all conduit routing found on sheet C-401.

B. SPECIFICATIONS

1. Changes Made to the Specifications

- a. None

C. DRAWINGS

1. Changes Made to Project Drawings

- a. None

ADDENDUM NO. 3

Lake Fayetteville Softball Complex

City of Fayetteville

Dated: June 14, 2023

This Addendum shall be a part of the Plans and Contract Documents and Specifications to the same extent as though it were originally included therein, and it shall supersede anything contained in the Plans and Contract Documents and Specifications with which it might conflict.

A. GENERAL CLARIFICATIONS

1. Backstop Design

- a. There is no dedicated spectator protection on this project. Bidders are to provide backstops per the contract drawings, sheet C-503.

b.

2.2 ~~BACKSTOPS AND SPECTATOR PROTECTION~~

- A. Safety netting system attached to vertical poles, see Drawings for configuration. Product standard shall be Sportsfield Specialties Ball Safety Netting System, or approved equal. Provide a complete system at each field. Components shall include:

- ~~1. 4" diameter aluminum poles, 20' high at backstop and 12' high at back of bleachers (Field 1).~~
- ~~2. 6" diameter aluminum poles, 25' high at backstop and 12' high (4" diameter poles) at back of bleachers (Fields 2 & 3).~~
- 3. Ground sleeves and caps for setting and finishing poles.
- 4. Heavy duty black #36 Nylon 1 3/4" square mesh net. Vertical at backstop and overhead at bleacher protection.
- 5. Block pulley and tether system to raise and lower nets.
- 6. Manufacturer's cables, ties, and hardware for a complete and operational system.

B. SPECIFICATIONS

1. Changes Made to the Specifications

- a. Removal of item 1 & 2. (See above)

C. DRAWINGS

1. Changes Made to Project Drawings

- a. None

Construction Manager at Risk Affidavit

**AFFIDAVIT OF COMPLIANCE
CONSTRUCTION MANAGER-AT-RISK**

PROJECT: Lake Fayetteville Softball Complex

I, (Ryan Adler), having been first duly sworn and authorized, provide this Affidavit for and on behalf of (Firm Name) and state the following in reference to the project solicited and Contracted under RFQ (23-02) and applicable to Change Order # ():

1. My name is Ryan Adler and I am the Director of Pre-Construction for (Crossland Heavy Contractors Inc.). I am qualified and authorized to execute this affidavit.
2. (Crossland Heavy Contractors Inc.), pursuant to its contract with the City of Fayetteville, hereby certifies that it has reviewed the provisions set forth in Ark. Code Ann. § 14-58-1001 and verifies that it has complied with that statute and all other applicable rules and regulations, whether recited in §14-58-1001 or elsewhere in Arkansas law, for the above-identified project.
3. The City of Fayetteville shall be held harmless and indemnified for any disputes that arise regarding the procurement and bidding processes performed by (Crossland Heavy Contractors Inc.).

FURTHER AFFIANT SAYETH NOT.

Signed this 22nd day of June, 2023.

Ryan Adler
PRINTED NAME

Ryan Adler
SIGNATURE

Director of Pre-Construction
TITLE

STATE OF Kansas

COUNTY OF Cherokee

Subscribed and sworn to before me, a Notary Public, this 22 day of June, 2023.



SEAL

Denise Lucian
Notary Public

My Commission Expires: 12-21-25



MEETING OF JULY 6, 2023

TO: Mayor Jordan and City Council
THRU:
FROM: Blake Pennington, Assistant City Attorney
DATE:
SUBJECT: Amendment to Section 118.01(E) to reduce the city-wide cap on short term rentals.

RECOMMENDATION:

The Ordinance Review Committee recommends approval of an amendment to Section 118.01 reducing the cap on Type 2 short term rentals from 2% of all housing units in the City to a maximum of 475. The proposed amendment also removes a provision that exempts Type 2 STRs located in zoning districts allowing hotel/motel uses by right from counting toward the cap.

BACKGROUND:

DISCUSSION:

BUDGET/STAFF IMPACT:

ATTACHMENTS: Agenda Request - Amend 118.01 - Reduce STR Cap to 475 - Ordinance Review Committee



City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8323

Legislation Text

File #: 2023-838

Amendment to Section 118.01(E) to reduce the city-wide cap on short term rentals.

AN ORDINANCE TO AMEND §118.01 APPLICABILITY OF THE FAYETTEVILLE CITY CODE TO REDUCE THE CITYWIDE DENSITY CAP FOR SHORT TERM RENTALS TO 475, AND TO DECLARE AN EMERGENCY

WHEREAS, the Development Services Department has issued 392 licenses for Type 2 short term rentals, 341 of which contribute to the current 2% citywide cap because they are not located in zoning districts that permit hotel and motel uses by right; and

WHEREAS, the City Council Ordinance Review Committee has recommended that the citywide density cap for Type 2 short term rentals be reduced from 2% of all dwelling units to a set cap of 475 and recommends that all Type 2 short term rentals be counted toward that cap.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby repeals the introductory paragraph of subsection (E)(16) and subsection (E)(16)(a) in §118.01 **Applicability** of the *Fayetteville City Code* and enacts replacement language as follows:

“(16) Density For Type 2 Short-Term Rentals. A city-wide density cap of 475 dwelling units may be Type 2 rentals. A conditional use permit may not permit:

(a) More Type 2 short-term rentals than what is allowed by the city-wide density cap.”

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby determines that this ordinance should become effective without delay because reducing the number of available short term rental permits in the City of Fayetteville is necessary for the public peace as well as the health and safety of Fayetteville residents. Therefore, the City Council hereby declares an emergency exists such that this ordinance shall become effective immediately upon its passage and approval.

AGENDA REQUEST FORM

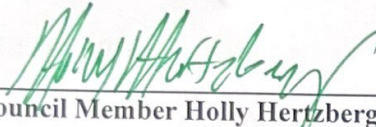
FOR: Council Meeting of July 6, 2023

FROM: Council Members Holly Hertzberg, Sarah Moore, and Scott Berna

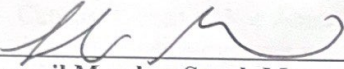
ORDINANCE OR RESOLUTION TITLE AND SUBJECT:

AN ORDINANCE TO AMEND §118.01 APPLICABILITY OF THE *FAYETTEVILLE CITY CODE* TO REDUCE THE CITYWIDE DENSITY CAP FOR SHORT TERM RENTALS TO 475

APPROVED FOR AGENDA:


Council Member Holly Hertzberg

6/20/23
Date


Council Member Sarah Moore

6/20/23
Date


Council Member Scott Berna

6.20.23
Date


Sr. Asst. City Attorney Blake Pennington
Approved as to form

6/20/23
Date

ORDINANCE NO. _____

AN ORDINANCE TO AMEND §118.01 **APPLICABILITY** OF THE *FAYETTEVILLE CITY CODE* TO REDUCE THE CITYWIDE DENSITY CAP FOR SHORT TERM RENTALS TO 475

WHEREAS, the Development Services Department has issued 392 licenses for Type 2 short term rentals, 341 of which contribute to the current 2% citywide cap because they are not located in zoning districts that permit hotel and motel uses by right; and

WHEREAS, the City Council Ordinance Review Committee has recommended that the citywide density cap for Type 2 short term rentals be reduced from 2% of all dwelling units to a set cap of 475 and recommends that all Type 2 short term rentals be counted toward that cap.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby repeals the introductory paragraph of subsection (E)(18) and subsection (E)(18)(a) in §118.01 **Applicability** of the *Fayetteville City Code* and enacts replacement language as follows:

“(E) *Short-Term Rentals*.

(18) Density For Type 2 Short-Term Rentals. A city-wide density cap of 475 dwelling units may be Type 2 rentals. Total dwelling units are determined from current United States Census Bureau and/or American Community Survey numbers, whichever number is higher. A conditional use permit may not permit:

(a) More Type 2 short-term rentals than what is allowed by the city-wide density cap.”

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby determines that this ordinance should become effective without delay because reducing the number of available short term rental permits in the City of Fayetteville is necessary for the public peace as well as the health and safety of Fayetteville residents. Therefore, the City Council hereby declares an emergency exists such that this ordinance shall become effective immediately upon its passage and approval.

118.01 - Applicability

(E) Short-Term Rentals.

(18) Density For Type 2 Short-Term Rentals. A city-wide density cap of ~~2% of all dwelling units in the Fayetteville city limits may be utilized as~~ 475 dwelling units may be Type 2 rentals. Total dwelling units are determined from current United States Census Bureau and/or American Community Survey numbers, whichever number is higher. A conditional use permit may not permit:

- (a) More Type 2 short-term rentals than what is allowed by the city-wide density cap. ~~Type 2 short-term rentals in commercial and mixed-use zoning districts where hotel/motels are permitted by right shall not contribute to the city-wide density cap.~~
- (b) More than 10% or a single unit whichever is greater; of total dwelling units as Type 2 rentals within a multi-family dwelling complex.
- (c) Individual 2-, 3- and 4-family buildings that are owned by the same person or entity and are not a part of a multi-family complex shall have no more than one (1) Type 2 short-term rental unit per building complex.
- (d) Where attached residential units are held separately through condominium association, horizontal property regime, fee simple, or similar ownership structure, no cap shall be applied to buildings with attached residential dwellings. Structures of attached residential dwellings where applicants seek more than 10% of total units for licensing as Type 2 rentals shall be evaluated by the Building Safety Director and/or Fire Marshal for adequate fire protection as defined by the adopted Arkansas Fire Prevention Code. Where inadequate fire protection is identified, improvements may be required prior to issuance of a business license.