



CITY OF
FAYETTEVILLE
ARKANSAS

*113 W Mountain Street
Fayetteville, AR 72701*

Transportation Committee Agenda

**(Immediately Following City Council Agenda Session)
City Hall Room 101 / Virtual Meeting Via Zoom
Tuesday, April 28, 2026
6:00 PM**

Members

***Council Member Sarah Moore, Chair
Council Member Robert "Bob" Stafford
Council Member Sarah Bunch
Council Member Min. Monique Jones***

City Staff

***Public Works Director Chris Brown
Assistant Public Works / Transportation Services Director Terry Gulley
City Engineer Justin Bland***

Zoom Information

Webinar ID: 880 8836 6450

Registration Link: [Zoom Link](#)

A. Call to Order

B. Roll Call

C. New Business

C.1. Safe Routes to School Plan

Staff recommends forwarding the final draft of the Fayetteville Safe Routes to School plan to the full City Council.

C.2. Vision Zero Safety Action Plan

Staff recommends forwarding the Fayetteville Vision Zero Safety Action Plan to the full City Council.

C.3. Memorandum of Agreement for Maintenance of Streets and Sidewalks on University of Arkansas Campus and Properties

D. Reports and Presentations

D.1. Presentation from Peter Nierengarten-Changes to ORT and Razorback Transit Service in 2026

E. Informational Items

F. Adjournment



Meeting of April 28, 2026

To: Transportation Committee

Thru: Matt Mihalevich, Active Transportation Manager
Justin Bland, City Engineer
Chris Brown, Public Works Director

From: Dane Eifling, Mobility Coordinator

Subject: **Safe Routes to School Plan Review**

Recommendation:

Staff recommends forwarding the final draft of the Fayetteville Safe Routes to School plan to the full City Council.

Background:

In 2024 the City of Fayetteville was awarded a \$100,000 grant by Northwest Arkansas Planning Commission through Arkansas Department of Transportation's Carbon Reduction Program (CRP) for a comprehensive Safe Routes to School Plan for the City and the School district. The Fayetteville Public School District and the City of Fayetteville each committed to \$12,500 in matching funds for a total project budget of \$125,000. Toole Design Group was selected to create the plan through a competitive selection process. The final draft of the plan was completed in April of 2026.

Discussion:

Fayetteville's Public Schools are a primary driver of traffic congestion in Fayetteville with more than 10,000 students traveling to and from school each day. Despite Fayetteville status as a Gold level Bicycle Friendly Community, extensive trail system and traffic safety efforts less than ten percent of public-school students walk or bike to school.

This plan focuses on six key areas Engineering, Education, Encouragement, Equity, Enforcement and Evaluation & Planning known as the "Six E's" to bring a holistic approach to address infrastructure needs around campuses as well as policy changes and support programs to foster a culture that normalizes and celebrates families' choice to safely walk bike or roll to school every day.

Key goals of this plan are:

Engineering and Planning:

Address all infrastructure gaps within a 1/4-mile of every school and identify safe routes to each school.

Education:

Provide on-the-bike education to students K-6; Provide driver education for are givers at every school and driving students at high school.

Encouragement:

Provide walk/bike programming at all schools to help achieve the Plan's school-specific mode share goal,

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increasing the number of students who walk, bike and roll to school by **50% by 2029**.

Enforcement:

Ensure every school has full crossing guard staff and strict speed enforcement in school zones.

Evaluation:

Accountability is established to implement the Plan, including formal adoption by the School Board and City Council; Conduct an annual travel survey at each school.

Equity:

Allocate resources to school and students based on need and impact.

The plan identifies ongoing programmatic needs—such as education, encouragement, and coordination across schools—which would require dedicated staff capacity from Fayetteville Public Schools as well as the City to implement effectively.

City and FPS staff and a Technical Advisory Committee worked closely with Toole Design Group through the planning process. In-person meetings were held with each school's principles that included school resource officers, crossing guards and bike education faculty and an open house event held at Woodland Jr. High School. Public input for this plan was also extensive. Online surveys had over 500 responses and student travel tallies were conducted across all 16 campuses, totaling more than 3,000 students.

Budget/Staff Impact:

None

Attachments: FINAL DRAFT_Unadopted Fayetteville Safe Routes to School Plan



Fayetteville
SAFE
ROUTES TO
 SCHOOL



MARCH 2026



ACKNOWLEDGMENTS

This Safe Routes to School Plan was made possible through the Northwest Arkansas Regional Planning Commission and the Carbon Reduction Program, funded by the USDOT.

We are deeply grateful to the City of Fayetteville and Fayetteville Public Schools for their leadership and partnership in advancing safer, more connected streets for students.

Most importantly, we thank the teachers, caregivers, and students whose everyday commitment to health, safety, and wellbeing continues to inspire this work and shape a more vibrant future for our community.

DISCLAIMER: 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.

Plan prepared by:





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* These campuses have been identified for redevelopment as part of the planned feeder pattern.



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DEFINITIONS

Plan Specific Terms

Bicycle and Bike: these terms are interchangeable in the Fayetteville Safe Routes to School Plan and describe a pedal-powered vehicle upon which the human operator sits. The term “bicycle” for this Plan includes two-, three-, and four-wheeled human-powered and electrically assisted (e-bike) vehicles.

Bike Bus/Bike Train: A bike bus or bike train is an organized group of riders — typically students and adult volunteers — who ride bikes together along a set route on a schedule, similar to a traditional school bus. Participants join at designated "stops" and travel as a group to school.

Walking School Bus: Similar to a bike bus, a walking school bus is a group of walkers — including students and adult volunteers — who walk to school together on a set route and schedule.

General Terminology and Acronyms

AASHTO: American Association of State Highway and Transportation Officials

ADA: Americans with Disabilities Act

ARDOT: Arkansas Department of Transportation

DWS: Detectable Warning Surfaces, which include truncated domes, provide a continuous detectable edge between

the pedestrian circulation path and the roadway at a flush curb. The surface, in a color that contrasts with its surroundings, helps to guide persons who are blind or have low vision

FHWA: Federal Highway Administration

FPD: Fayetteville Police Department

FPS: Fayetteville School District

HAWK: HAWK (High-Intensity Activated Crosswalk) signals are traffic signals that allow pedestrians to cross the road safely. HAWK signals operate in a YELLOW-RED-FLASHING RED sequence to alert motorists that pedestrians need to cross the road. Unlike traffic signals, the HAWK only operates when a pedestrian pushes the crossing button. Vehicles are free to move when no one is crossing the street.

LPI: Leading Pedestrian Intervals (LPIs) are low-cost adjustments to signal timing to increase pedestrian safety at signalized intersections. An LPI gives pedestrians a typical 3- to 7-second head start before vehicles in the parallel direction are given the green signal indication. LPIs can help reduce conflicts between pedestrians and left- or right- turning vehicles. The LPI works to position the pedestrian within the crosswalk thereby decreasing the likelihood of a conflict or crash with a left- or right-turning vehicle ahead of the turning traffic.

MUTCD: Manual on Uniform Traffic Control Devices



DEFINITIONS



NACTO: National Association of City Transportation Officials

NWARPC: Northwest Arkansas Regional Planning Commission

Pedestrian Refuge Island: A median with a refuge area that is intended to help protect pedestrians who are crossing a multi-lane road. This countermeasure is sometimes referred to as a crossing island, refuge island, or pedestrian island. The presence of a pedestrian refuge island at a mid-block location or intersection allows pedestrians to focus on one direction of traffic at a time as they cross, and gives them a place to wait for an adequate gap in oncoming traffic before finishing the second phase of a crossing.

ROW: Right-of-way

RRFB: A Rectangular Rapid Flashing Beacon (RRFB) can be used to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

Shared Use Paved Trail/Path: A bikeway physically separated from motor vehicle traffic by a buffer or barrier and located either within the street right-of-way (also referred to as a Street-side trail or sidepath), within an independent right-of-way, or within a permanent easement.

Shared use paved trails may also be used by pedestrians, skaters, wheelchair users, joggers, and other active transportation users. Shared use paved trails are also commonly referred to as trails, paths, or greenways.

Speed Cushion: A speed cushion consists of two or more raised areas placed laterally across a roadway. Unlike speed tables or speed humps, speed cushions have gaps (often referred to as "cutouts") between the raised areas to enable a vehicle with a wide track (e.g., a large emergency vehicle, some trucks, some buses) to pass through the feature without any vertical deflection.

SRO: School Resource Officer

SRTS: Safe Routes to School

SS4A: The SS4A (Safe Streets and Roads for All) program awards federal transportation funds to regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries.

TAC: Technical Advisory Committee

USDOT: United States Department of Transportation - the Federal Agency responsible for overseeing, regulating, and supporting the Nation's transportation systems.



Introduction



and Goals



Introduction

As the largest city in Northwest Arkansas, Fayetteville is widely recognized as the region's academic nexus, outdoor playground, and economic hub. Home to more than 103,000 residents¹—and projected to surpass 150,000 people by 2050²—Fayetteville has evolved into the southern gateway of a rapidly growing region.

Fayetteville's Public School District has grown in tandem. Spread across 118 square miles, the District oversees nine elementary schools, three middle schools, two junior high schools, one alternative school, and one high school, enrolling 10,171 students—nearly half of whom (4,425) qualify for free and reduced lunch.

With more than ten thousand students enrolled in the District, and 34,000 enrolled at the University of Arkansas,³ thousands of students and families navigate Fayetteville's streets and sidewalks each morning and afternoon.

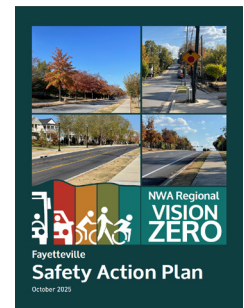
Walking and bicycling are fun, healthy ways for students to get to school in Fayetteville. However, many students and caregivers do not feel safe walking or bicycling to school due to busy streets, missing sidewalks, unmarked crossings, or other barriers.

This Safe Routes to School (SRTS) Plan recommends policy and programmatic

actions and identifies and prioritizes infrastructure improvements that increase safety for—and increases the number of—children walking, bicycling, and rolling to school in Fayetteville.

Mobility, Health, and Sustainability

This SRTS Plan is aligned with several adopted City and District plans that collectively advance a vision of safe mobility, public health, and sustainability. These include the City of Fayetteville Climate Action Plan, City of Fayetteville Active Transportation Plan, Community Safety Action Plan, FPS mission, and FPS Sustainability Action Planning Goals.



¹ U.S. Census Bureau Quickfacts: Fayetteville City, Arkansas, U.S. Census Bureau, www.census.gov/quickfacts/fact/table/fayettevillecityarkansas/PST045224.

² "Forward 2050: Regional Transportation Plan (Draft)." Northwest Arkansas Regional Planning Commission, December 5, 2025, p. 26.

³ Quick Facts, University of Arkansas, <https://www.uark.edu/about/quick-facts.php>.

Safe Routes to School: A Comprehensive Approach

The SRTS program is guided by a comprehensive approach known as the Six E's, which together address the physical, educational, cultural, and systemic factors that influence how students travel to school.

Engineering and Planning

Infrastructure improvements (e.g., signage, crosswalks, signals, etc.) designed to improve the safety of people walking, bicycling, and driving along school routes.

Education

Classes and activities that teach children (and their parents) bicycle, pedestrian and traffic safety skills, the benefits of bicycling and walking, the best routes to get to school, and the positive impacts these activities have on personal health and the environment.

Encouragement and Engagement

Events and activities that spark interest in both parents and students in walking and bicycling to school. Encouragement programs reward participation, build excitement about walking and bicycling, and inform children and adults about the personal and community benefits of walking to school. Listening to children, families, school staff and community partners to build creative, equitable, and meaningful engagement opportunities into the program structure.

Enforcement

The public typically thinks of enforcement as officers writing tickets. In fact, enforcement, especially for SRTS programs, is a network of community members working together to promote safe walking, bicycling and driving. This can be accomplished through safety awareness, education and, where necessary, the use of ticketing for dangerous behaviors. Enforcement includes students, parents, adult school crossing guards, school personnel and neighborhood watch programs all working in conjunction with law enforcement.

Evaluation

Evaluation helps understand the underlying issues that need to be addressed and inform how the projects and programs of each of the other "Five Es" can be most effective. Strategies also assess programs as they are implemented and adjusts to meet the needs of school communities.

Equity

Equity ensures that SRTS initiatives benefit all demographic groups, with additional attention toward addressing barriers and ensuring safe and healthy outcomes for lower-income students, students of color, and others that face significant disparities.

Vision and Goals

Toole Design Group met with the Plan's Technical Advisory Committee (TAC) to listen, discuss, and share progress as the project developed. The TAC collaborated on a guiding vision for the Plan, agreeing on the following statement: **"We envision safe and accessible routes to school that encourage active travel and help students move confidently through their community and reduce traffic for everyone."**

We envision: full bike racks, busy sidewalks, and no long car lines at pick-up.

Mode Share Goals

To account for differences in school location, size, and enrollment, this Plan establishes a school-specific mode share goal: a 50% increase in walking, bicycling, and rolling on each campus – from current mode share splits observed today, to those observed three years after the Plan's adoption.

The goal will measure the percentage of students walking, bicycling, or rolling on a fair weather day. Accurate progress depends on proper evaluation practices, including an annual travel tally performed at a similar time each year during a fair weather week.

The goals of the Plan relate to the Six E's described previously:

- **Engineering and Planning:**
Address all infrastructure gaps within a 1/4-mile of every school and identify safe routes to each school.
- **Education:**
Provide on-the-bike education to students K-6; Provide driver education for caregivers at every school and driving students at high school.
- **Encouragement and Engagement:**
Provide walk/bike programming at all schools to help achieve the Plan's school-specific mode share goal, increasing the number of students who walk, bike and roll to school by 50% by 2029.
- **Enforcement:**
Ensure every school has full crossing guard staff and strict speed enforcement in school zones.
- **Evaluation:**
Accountability is established to implement the Plan, including formal adoption by the School Board and City Council; Conduct an annual travel survey at each school.
- **Equity:**
Allocate resources to school and students based on need and impact.

City and School District Partnership

Roles and Responsibilities

In Fayetteville’s Safe Routes to School effort, the School District and the City work together through defined and collaborative roles. The Fayetteville Public Schools District anchors the initiative by engaging students, families, and staff, identifying safety concerns near campuses, gathering community input, integrating walking and bicycling education into curricula, and promoting safety and connectivity on school campuses. Their day-to-day connection with families ensures that the program responds directly to student needs and lived experiences.

The City of Fayetteville Engineering Division leads the technical and infrastructure components of the program. Their responsibilities include designing and implementing improvements such as sidewalks, shared use trails, crossings, and traffic-calming measures, and ensuring projects align with best practices and long-range transportation plans. Their expertise transforms community priorities into functional and high-quality infrastructure.

The Fayetteville Police Department (FPD) supports SRTS by focusing on safety, education, and enforcement. Officers



IMAGE 1.1 Bike to School Day 2025 at Holt Middle School

help enforce speeding in school zones, can educate students and drivers about safe behaviors, and provide crash reports that can inform transportation safety decisions. Their involvement strengthens safety during peak travel periods and helps address concerns raised by families or school administrators.

The Parks and Recreation Department contributes by maintaining and enhancing the City's active transportation network on park property, many of which can form key off-street connections near schools. Their stewardship ensures that these routes remain accessible, comfortable, and well-integrated into the broader walking and bicycling network serving students.

City of Fayetteville Code Enforcement provides an additional layer of support by helping ensure that the built environment around schools adheres to city ordinances and safety standards. Their work includes addressing issues such as overgrown vegetation, obstructed sidewalks, or property-related hazards that may impede safe travel. By responding to complaints and proactively identifying barriers along school routes, Code Enforcement helps maintain safe and accessible pathways for students.

Cooperation

The success of Fayetteville's SRTS program relies on ongoing, proactive cooperation between the School District and multiple City departments. Rather than working independently in parallel, these partners operate as an integrated

team—sharing information, coordinating on project priorities, and aligning efforts to support student safety and mobility. A coordinated approach ensures that each partner's strengths reinforce the others. The cooperative framework also increases efficiency by reducing duplication of efforts, speeding up problem solving, and strengthening community trust in the SRTS program.

Funding

The SRTS Plan was funded by a \$100,000 grant from the Arkansas Department of Transportation's Carbon Reduction Grant (CRP) fund. The City and FPS funded the required 20% match equally, each providing \$12,500. Funding for the various efforts under SRTS can come from various sources. Currently, off-campus infrastructure projects may be funded by the City through the City's budget, the Bond Program, federal Formula Grants, or federal discretionary funding. The City funds infrastructure up to but not on school property. FPS funds on-campus improvements using its own budget, supported by the local millage rate, and is also eligible for federal Formula Grants, federal discretionary funding, and state funding.

The City and FPS have historically shared resources and benefits to some degree, as seen by the recent Midtown Corridor completion up to (but not including) Woodland Junior High property. Additionally, FPS officers as well as the City Mobility Coordinator have provided bicycle safety education throughout the years.

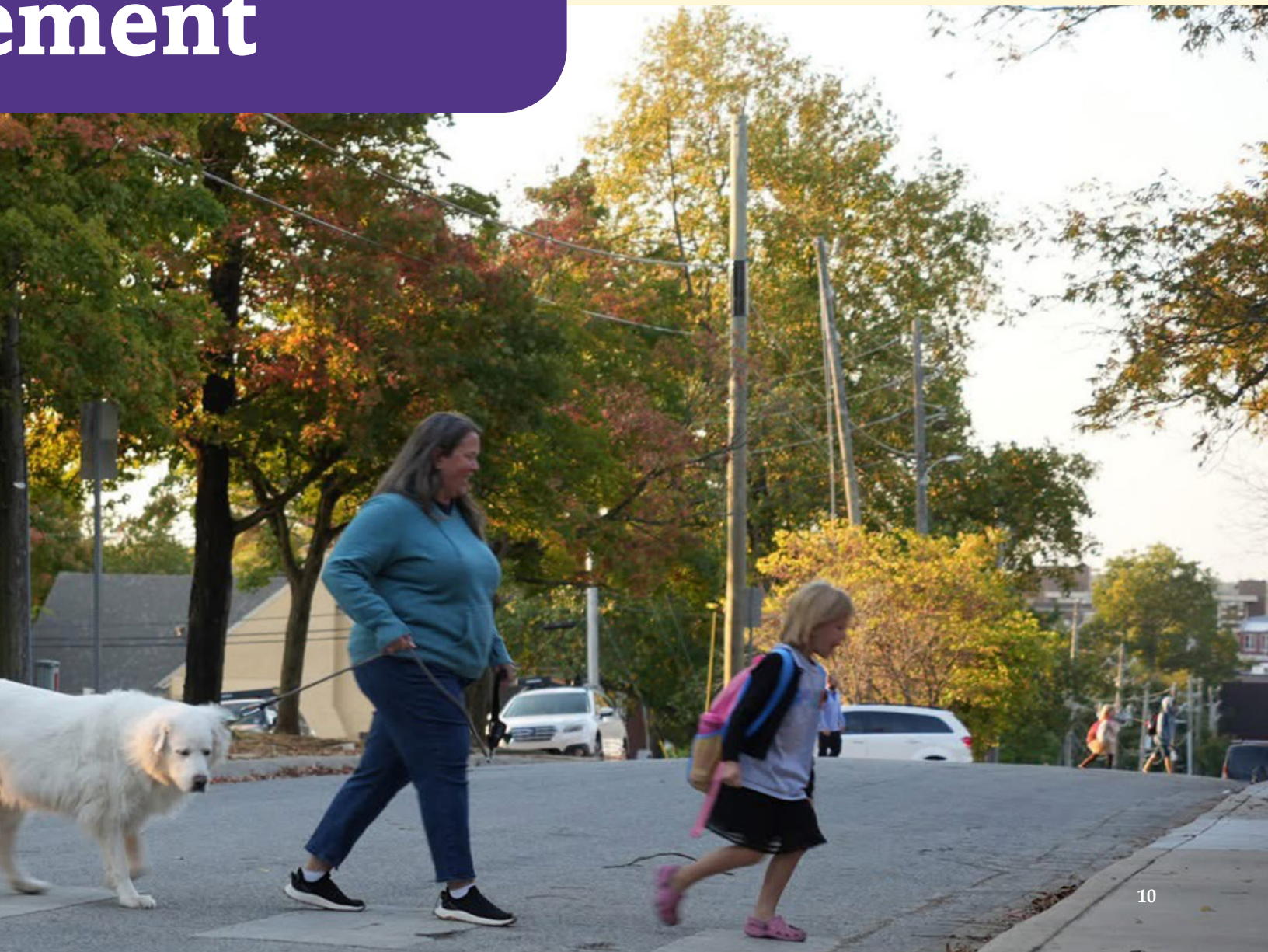




Plan Development Engagement

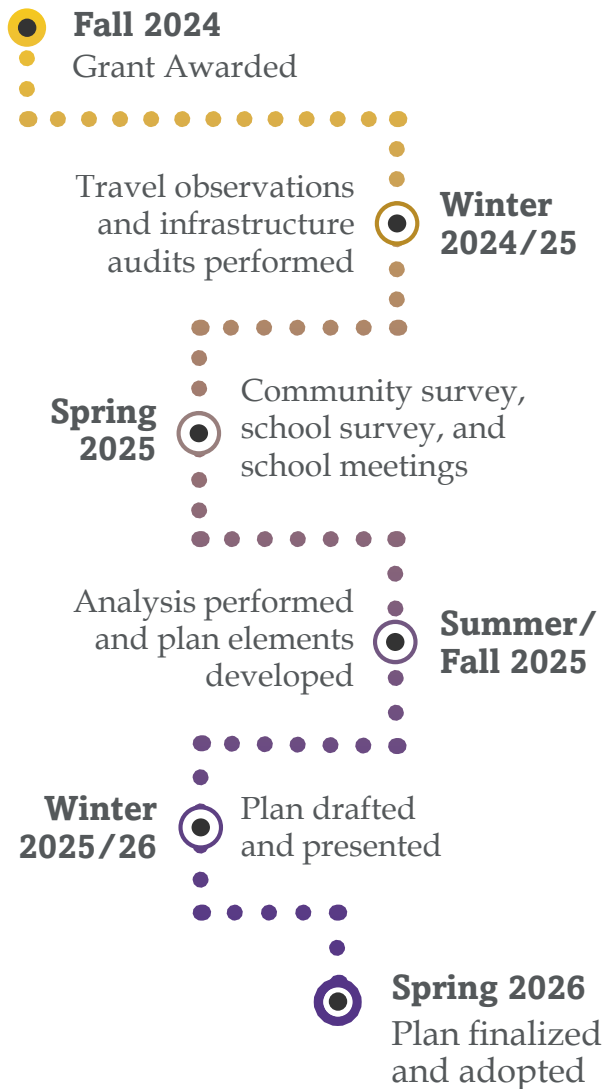


Equipment and Environment



Process Overview

The Plan was developed through a phased process detailed below:



Data Collection and Analysis

To support the creation of the Plan and help stakeholders better understand how students travel to and from school, Toole Design conducted in-depth data collection at each of the sixteen FPS Buildings. This

process, conducted over the course of the 2024-2025 school year, involved an audit of existing walking and bicycling infrastructure and observations of traffic flow and behaviors during arrival and dismissal. It also included an online Fayetteville SRTS Community Survey and interactive map that were open to the community and distributed by the City, district, and individual schools to gather information and feedback from parents, students, staff, and the larger community. Finally, the project team met with leadership and stakeholders at each school and conducted classroom travel tallies during the spring of 2025 to complete a profile of existing conditions for each campus.

School Arrival and Dismissal Observations

On December 9 - 11, 2024, three two-person teams visited all sixteen schools to observe arrival and dismissal. Personnel positioned themselves at the primary entrances and exits of schools either at arrival and/or dismissal and recorded observations, including:

- Travel patterns for passenger vehicles, buses, and students walking and bicycling
- Safety concerns associated with arrival and dismissal
- Existing infrastructure and potential improvements
- Programs currently in place that are focused on active transportation

Observations recorded the location of crossing guards, improved crossings, dangerous traffic conditions, primary

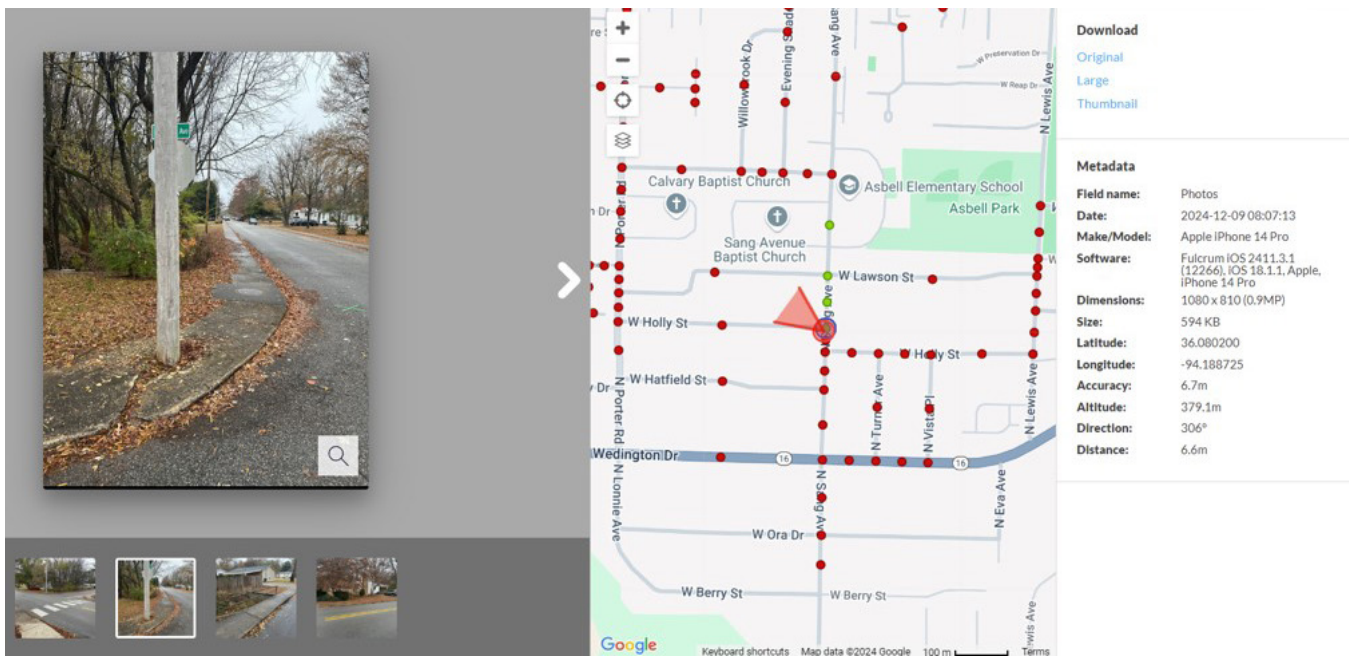


IMAGE 2.1 Infrastructure audits at each campus helped identify site-specific recommendations designed to improve access and safety for all travel modes (Asbell Elementary above)

walking/cycling routes, and more. Approximate counts of students walking and cycling were also recorded. These observations are summarized in **Section 7 - Campus Assessments and Recommendations**.

Infrastructure Audits: Technology and Tools

The project team created base maps showing a quarter-mile radius around each school to capture the street network most likely to be used by students and families who walk or bike to school. By identifying key routes and critical school crossings, the team was able to focus its observation of travel behaviors and evaluate infrastructure needs at the locations where multiple travel modes converge and the potential for conflicts is highest. This approach prioritized areas most likely to influence the safety

and comfort of the greatest number of students.

After key walking and cycling routes were identified from arrival and dismissal observations, a four-person team of planners and engineers conducted a walk audit to assess existing pedestrian and bicycle infrastructure along these routes and critical crossings near each school. These SRTS safety audits centered on the travel needs of children and youth, recognizing that their cognitive and physical abilities differ from adults, increasing both the likelihood of errors and vulnerability to crash forces. The audits also acknowledged that school are unique destinations — places where large numbers of children and high activity levels occur in short arrival and dismissal windows — and that they often function as community hubs with facilities used beyond the school day.

Community Survey

A community survey was distributed via diverse channels through the City, FPS, and community partners. The project team collected a total of 593 responses, with a 74% completion rate.

Toole Design identified clear patterns in community feedback regarding barriers and opportunities to increasing safe walking and bicycling to school at the sixteen existing Fayetteville Public School campuses. The survey also inquired about safety and mobility concerns around the sites of two new public schools planned for construction in the coming few years. For open-ended feedback, results were categorized into broad safety themes

and location-specific infrastructure and behavior concerns.

Analysis findings and insights from the Fayetteville SRTS Community Survey will support infrastructure audits, school observations, and other data sources compiled or evaluated, all of which will serve as the foundation for infrastructure, policy, and programming recommendations in the Fayetteville SRTS Action Plan.

About Survey Participants

Participants were asked a series of questions to identify their household and personal affiliations with Fayetteville Public Schools (FPS) in general and with individual schools. A strong majority

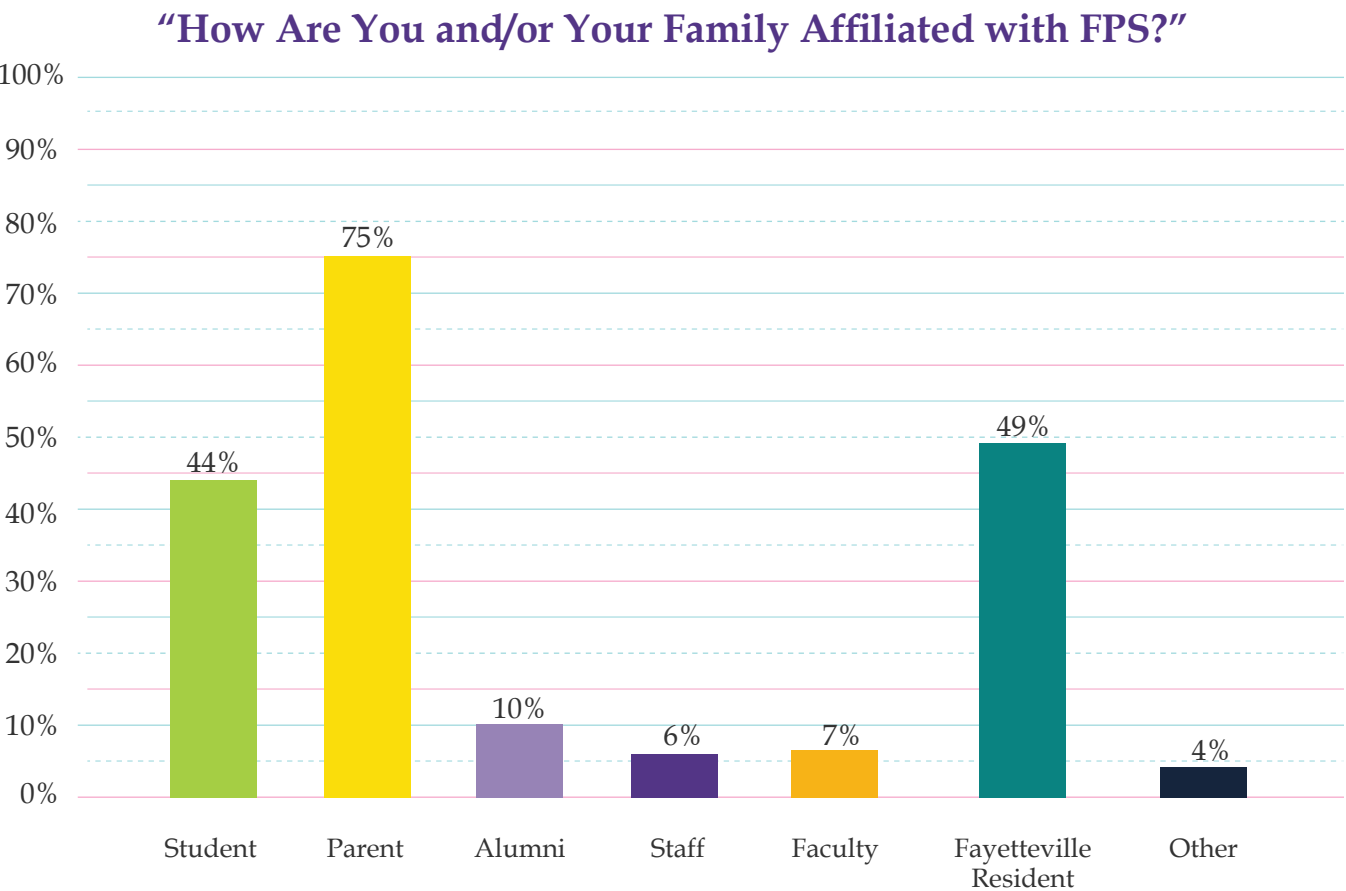


FIGURE 2.1 Household and personal affiliations with FPS in general and with individual schools

(75%) indicated that they are parents of FPS students, half indicating they are residents, and another 47% identifying as households with students. Smaller percentages identified as alumni, staff, and faculty.

Nearly all participants (88%) indicated an affiliation with one or more individual FPS campuses, with the highest school-based rates of participation from Fayetteville High School and Happy Hollow Elementary, at 20% and 15% of survey respondents affiliated, respectively.

Note that respondents were allowed to check all options that apply, allowing

for overlapping characteristics for each response.

Existing Travel Patterns

To establish a general sense of modes of travel to and from school, participants were asked to identify all the ways they or their children got to and from school in the previous month. A strong majority (88%) selected “Drive to/from school,” while significant numbers also noted that they walked (25%), bicycled (20%), or took the school bus (27%) during that time frame. Additionally, 18% responded that they walk to or from a remote drop-off location near their school, rather than being driven directly to or from the campus.

“What Are All the Ways You Traveled to/from School?”

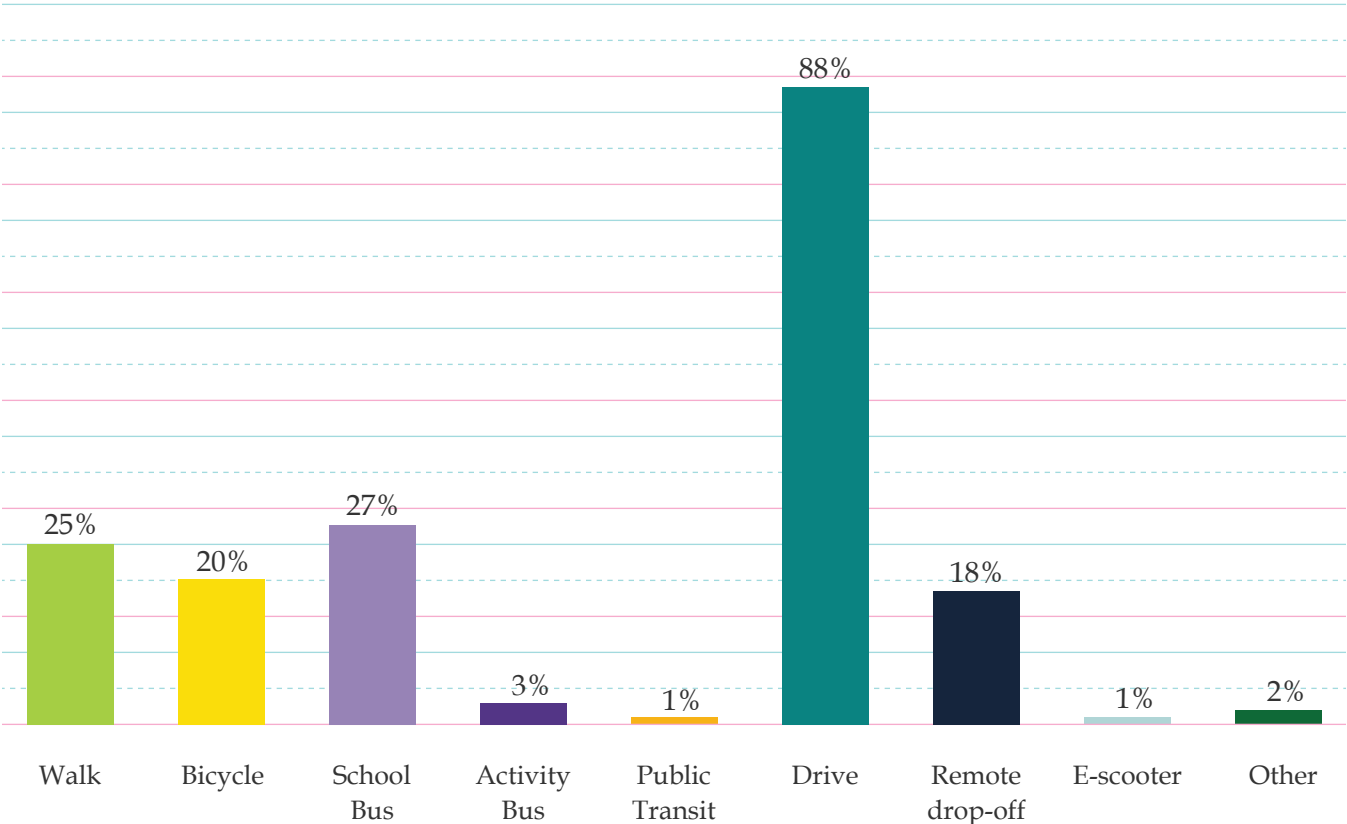
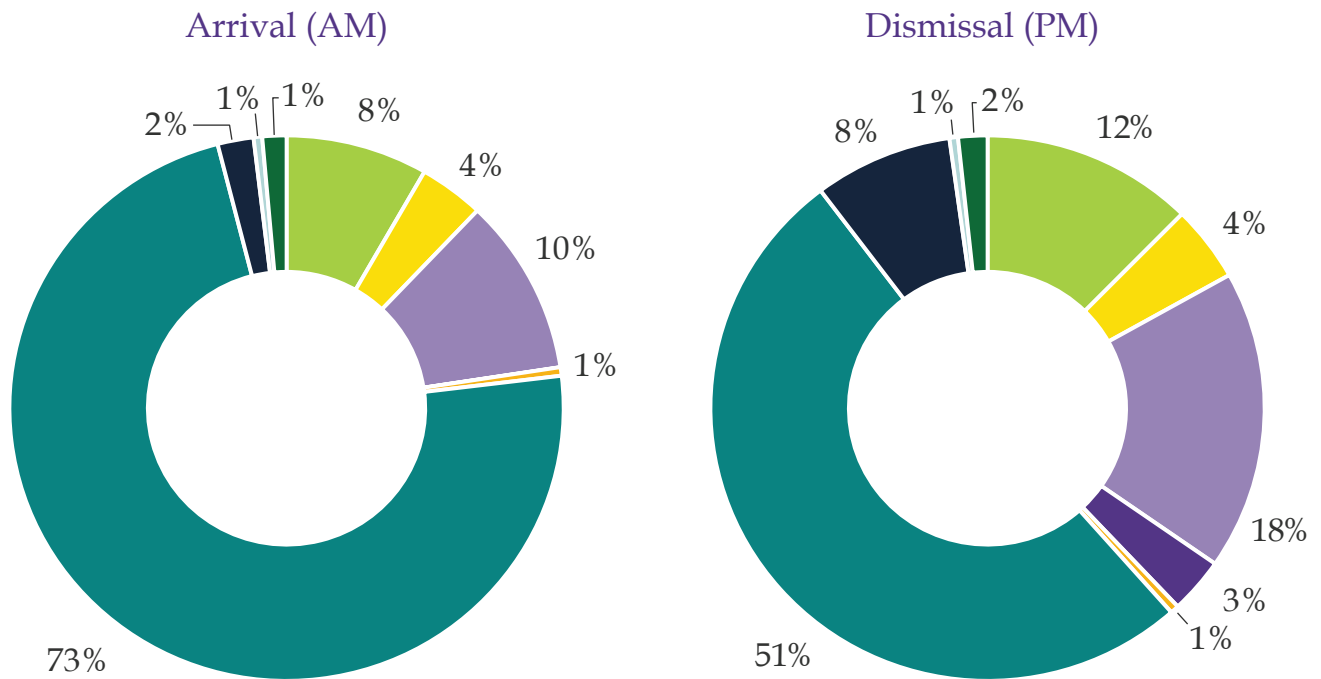


FIGURE 2.2 Distribution of travel modes to and from school over a one month period

Travel Modes to and from School



Preferred Travel Mode to and from School

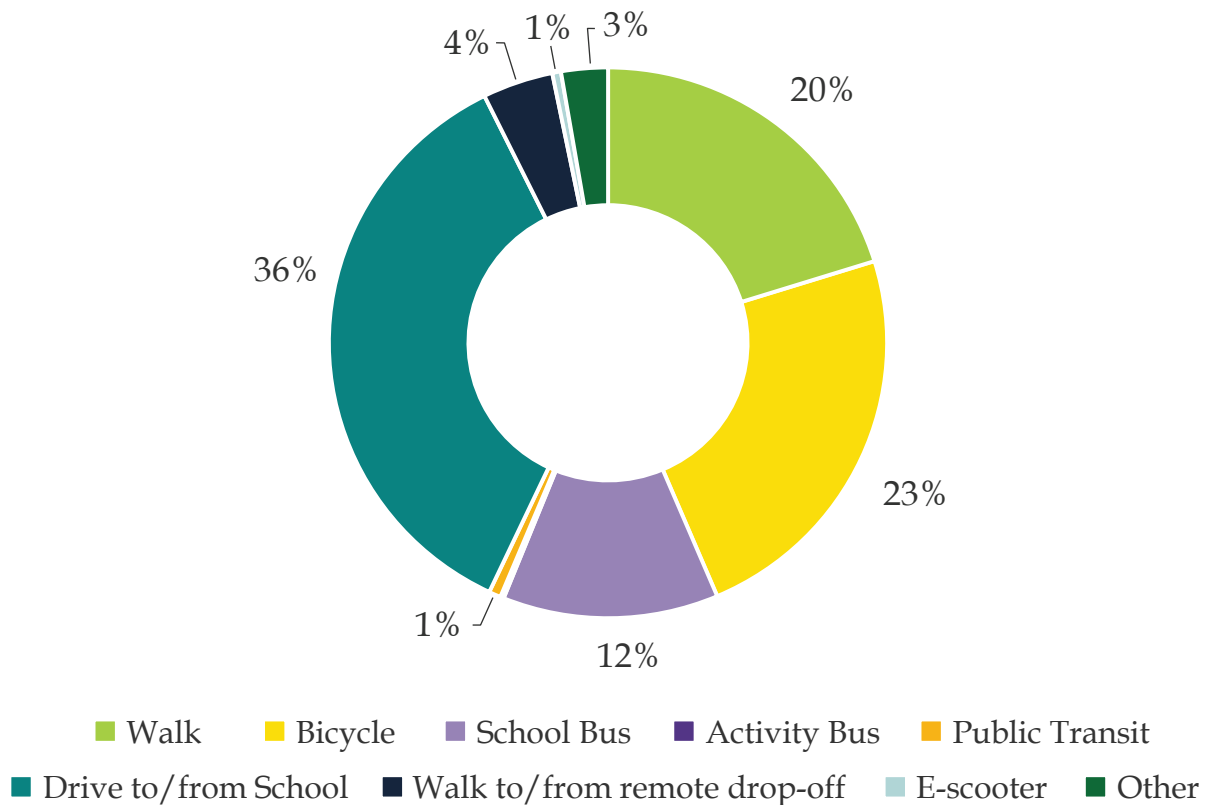


FIGURE 2.3 AND 2.4 Existing and preferred travel patterns to/from school. A larger share of students choose to walk, roll, and/or bike at dismissal (PM) than arrival (AM).

When respondents were asked what would be the most impactful change to increase students walking and cycling, several themes arose:

1. Safe Infrastructure

- Continuous sidewalks
- Protected bike lanes (physical barriers preferred)
- Multiuse trails reaching more neighborhoods
- Safe crossings (e.g., signals, flashing beacons, raised crossings)
- Bridges/tunnels over major arterial roads
- Better lighting
- Wider sidewalks with buffers from motor vehicles
- Resolve specific problem areas:
 - Mission Boulevard and Crossover Road
 - M.L.K. Boulevard and Stadium Street
 - Rolling Hills Drive
 - Old Missouri Road
 - College Avenue
 - Joyce Boulevard and Crossover Road
 - Township Street and Vandergriff Drive

2. Improve Safety and Enforcement

- Stronger traffic enforcement, especially in school zones
- Police presence during arrival/dismissal
- More crossing guards
- Reduced speed limits; traffic calming (e.g., speed cushions, enforcement cameras)

3. School Siting and Land Use

- Build schools in neighborhoods rather than on major arterials
- Add more smaller schools to reduce distance from students' homes
- Increase housing density near schools

4. Culture, Education, and Programs

- Group travel for safety (walking school buses/bike trains)
- Parent or volunteer supervision
- Community campaigns encouraging walking/cycling
- Incentives for students who walk/bike
- Educating drivers about yield-to-pedestrian law
- Addressing crime/homelessness concerns along walking routes

5. Reduce Car Dependence

- Restrict parent pick-up/drop-off for close-in families
- Improve public transit options



IMAGE 2.2 A morning bike commute to Root Elementary School

Classroom Travel Tallies

As part of the data collection effort, home-room teachers across the District used a Google Form to measure morning and afternoon transportation modes and to identify opportunities for improvement. Results for individual schools can be seen in **Section 7 - Campus Assessments and Recommendations**. Unfortunately, data is not available for Fayetteville High School, ALLPS, and Ramay Junior High School.

Across almost all schools, walking and cycling was observed to be considerably higher in the afternoon than in the morning. With many caregivers working in the afternoon, and with pick-up lines longer and more time consuming than morning drop-off, it is common for parents to allow their children to walk home after being dropped off in the morning.

Transportation by car was lowest in fifth and sixth grades at 39% and 41%, respectively. It is at this age that bicycling was observed to be highest (3-4%).

Additional Data

Crash Data

Crash data for the most recent period (2019-2024) was obtained from the Arkansas Department of Transportation (ARDOT). Crashes were analyzed to determine the frequency of occurrence within a quarter mile of each school.

Interactive Map

As part of the public engagement phase, an interactive map was published to allow community members to submit locations where they feel safe or unsafe. Respondents also had the opportunity to propose possible improvements to be made. In total, 159 comments were made on the interactive map.

Student Proximity

Anonymized student residence data was provided limited to the data latitude, longitude, and school of attendance. This allowed for an analysis of how many students live in proximity to the schools they attend.

Grade	Walk	Bike	Scooter	Bus	Carpool	Car	Other
Kindergarten	8%	1%	0%	21%	2%	65%	3%
First	8%	1%	0%	21%	4%	61%	5%
Second	7%	2%	1%	23%	3%	60%	4%
Third	7%	1%	0%	26%	3%	61%	2%
Fourth	7%	1%	1%	29%	3%	57%	3%
Fifth	5%	4%	0%	47%	3%	39%	1%
Sixth	6%	3%	0%	45%	3%	41%	2%
Seventh	1%	0%	0%	27%	16%	56%	0%
Eighth	1%	0%	1%	21%	13%	63%	0%

TABLE 2.1 Travel mode by grade (Kindergarten - Eighth)

“What is the one change that would have the greatest impact on the number of children who can safely walk and roll to school?”

“Dedicated crossing guards. We have lights and a crosswalk near our house and drivers still don't stop even with flashing lights.”

“

“Lighting. I absolutely would not let my children walk in the fall or winter in the current pitch black of the route. Need high-visibility for safety from cars and predators or bullies.”

“I wish there was a critical mass of kids/parents going to school on bikes or walking together at the same time and same route. If there were enough of us, we could keep each other safe. Or even if we could have a designated route that was closed to traffic.”

“I think bringing back a bike train would be helpful. Have a parent or volunteer that would lead kids to school on bikes could be a success.”

“Enforcing speed limits.”

“The district needs to give junior high and high school kids access to lockers at school where they can store their belongings. Forcing kids to carry all of their belongings every day to/from school in very heavy backpacks, is a barrier to biking and walking to school.”

“Better enforcement of school zone speeds, as well as area roads near schools that would be used to walk/bike. I drive through 3-4 every morning on my way to work and see people driving too fast all the time with no police presence.”

“Protected bike lanes on major streets and people blowing through red lights or making right turns on red and not being mindful of walkers or bikers.”

“More groups coming together to make it safer and easier and less 'out of the norm.' Some incentives or recognition for those that do choose to ride or walk could help encourage this as well! I'm excited about this!”

Stakeholder Engagement and Media

Technical Advisory Committee

A Technical Advisory Committee (TAC) was formed to involve key stakeholders in the development of the Plan. The Committee's role was to provide guidance, represent perspectives of their organizations, keep their organizations informed about Plan activities, assist with public outreach, and to review materials related to the Plan.

The TAC included the following members:

- City of Fayetteville
 - Public Works Director
 - Director of Parks, Natural Resources, and Cultural Affairs
 - GIS Director
 - Mobility Coordinator
- Fayetteville Public School Board
- Fayetteville Public Schools
 - Superintendent
 - Deputy Superintendent
 - Outdoor Education and Sustainability Specialist
 - Safety Program Director
 - Director of Transportation
 - Director of Student Health
- Fayetteville Public Education Department
 - Executive Director
- Fayetteville Police Department
 - Community-Oriented Policing Division
 - Administration
 - Special Operations Division
 - School Resource Officer (SRO) Lead
- Arkansas Department of Transportation (ARDOT)
 - Bicycle-Pedestrian Coordinator

Two meetings were convened involving the TAC: the first to launch the project and the second to review the draft version of the Plan. The first meeting was held in December 2024 to introduce the project, engagement strategy,

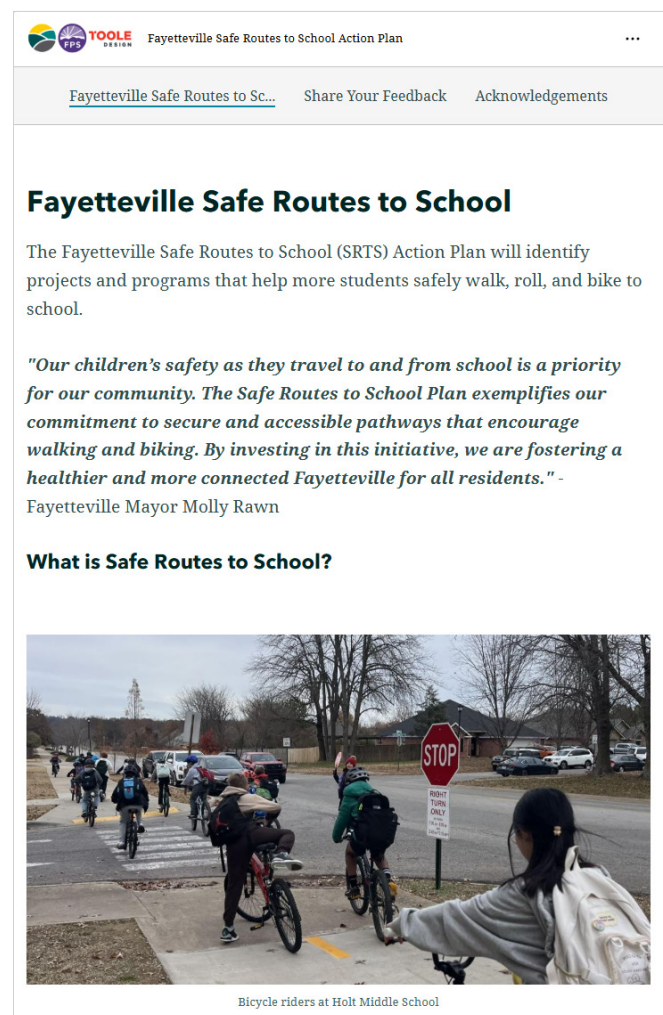


IMAGE 2.3 StoryMap of Fayetteville Safe Routes to School Action Plan

and planned school observations and infrastructure assessments. Additionally, a visioning exercise was facilitated in order to develop a draft vision statement and goals of the Plan. The second meeting was held in January 2025 to review the draft Plan, including the proposed vision statement and goals of the Plan, school profiles, recommendations (infrastructure, programs, and policies) and concept-level cost opinions. Feedback gathered from members of the TAC were used to further strengthen the Plan.

Stakeholder Meetings

In April and May 2024, the project team met with the principals, assistant principals, and PE teachers of all sixteen schools to discuss preliminary findings, gather perspectives from school leadership, learn about existing programs and operations, and identify opportunities. The meetings often shared safety concerns, challenges filling crossing guard positions, to what degree bicycle education is provided, and described coordination with SROs.

In May 2024 at the FPS Sustainability Summit, SRTS was introduced as a key strategy for advancing the District's broader sustainability goals. Framed within FPS's commitment to deepening its environmental practices, SRTS was presented as both a health and climate-forward initiative that can reduce vehicle trips, improve air quality, and support active, independent children.



IMAGE 2.4 "Fayetteville seeks resident input on Safe Routes to School plan." Northwest Arkansas Democrat Gazette, April 10, 2025.

In September 2024, the project team met with the Superintendent and Deputy Superintendent to discuss the Plan. The group discussed speed enforcement on school property, existing and potential programs, funding mechanisms for infrastructure recommendations, and goal alignment between the City and School District.

Website and Media Coverage

A website for the project was developed as a StoryMap in January 2025 and published in February. The website highlighted the purpose of the Plan and invited users to share their feedback through the public survey and interactive map.

Multiple news outlets highlighted Fayetteville's Safe Routes to School initiative, giving it broad regional visibility. Coverage from 5NEWS, KNWA FOX24, the Northwest Arkansas *Democrat-Gazette*, and the *Fayetteville Flyer* emphasized the project's goals—safer walking and bicycling for students—and the City's call for public input. Together, these stories showed strong media interest and helped build community awareness and engagement around the planning effort.

Public Open House

In February 2026, as recommendations for the SRTS Plan were being finalized, the public was invited to join an open house to share feedback on the infrastructure and programming recommendations proposed at each school. A kids zone gave children the chance to ride bikes through an obstacle course, color SRTS-themed handouts, and play other games. Participants reviewed the Plan's major themes and outcomes and shared feedback on implementation.



IMAGE 2.5 Catered food and kids' activities helped draw caregivers and students to the Fayetteville SRTS Plan Open House at Woodland Junior High, February 2026.





District-Wide





le Findings



Connectivity

As the City continues to advance its goal of expanding the trail network to reach 97% of residents by 2040, neighborhood schools have increasingly benefited from improved connectivity. Recent trail projects have enhanced access to several Fayetteville Public Schools, including Root Elementary (Mission Sidepath, 2025), Woodland Junior High (Midtown Corridor, 2025), and Holcomb Elementary (Clabber Creek Trail, 2021). Since the City does not construct trails on FPS property, collaboration is required so that trails continue past a school's property line and connect trail users to school entrances and safe crossings. Once constructed, on-campus connections vary in design and consistency. In these cases, trails are often built near the school, but they lack a direct, clearly defined access point. As a result, many campus connections are underutilized as reliable school travel routes for students and families.

Many of Fayetteville's older school campuses were designed and constructed prior to the widespread adoption of modern accessibility standards. As a result, they often lack continuous sidewalk networks within the campus and between buildings. While sidewalks may connect primary entrances to parking areas, routes between doors are frequently incomplete, requiring students, staff, and caregivers to navigate parking lots or drive aisles. Curb ramps may also be missing or outdated, interrupting accessible paths of travel.

These conditions can create challenges for people using wheelchairs or mobility devices and raise safety concerns for all pedestrians and bicyclists.

Similar gaps in sidewalk connectivity and curb ramp infrastructure can also be found in some of the older neighborhoods surrounding school campuses. While the City funds annual sidewalk and trail construction programs, ramp repairs and sidewalk gap closures have historically focused on locations that are both highly impactful and feasible to construct. As these programs progress, remaining gaps often involve additional complexity, such as utility conflicts with transformer boxes, electrical poles, or other fixed infrastructure.

Safety

Fayetteville Public Schools takes a comprehensive, collaborative approach to student safety that combines prevention, preparedness, and community partnership. A key element of this effort is the district's School Resource Officer program, delivered in partnership with the Fayetteville Police Department. Trained SROs are assigned to schools throughout the district, where they support campus safety, build positive relationships with students, and provide education and mentorship alongside their law enforcement role. FPS also maintains district-wide safety protocols focused on prevention, controlled building access, emergency preparedness, and clear communication. These measures are regularly reviewed to align with best practices and are supported by a culture

that encourages reporting and early intervention. Community partnerships further strengthen these efforts. The Safer Fayetteville initiative, supported by the Fayetteville Public Education Foundation, helps fund additional safety resources and enhancements, including updated safety technology and access to online tools to support digital safety for families. Applying even a fraction of the resources dedicated to campus safety toward transportation safety could yield significant benefits for the wellbeing of students.

Maintenance

Housed under FPS Facilities Management, the Maintenance Department is responsible for the physical management and upkeep of school buildings and district facilities. This includes administrative, grounds, warehouse, and transportation buildings. The department's goal is to "support safe, clean, and productive educational environments that are conducive to high student achievement." Maintenance staff provides services including construction, maintenance, operations, and groundskeeping. Coordination with the department is critical in executing accessibility and connectivity improvements that meet national standards and best practices.

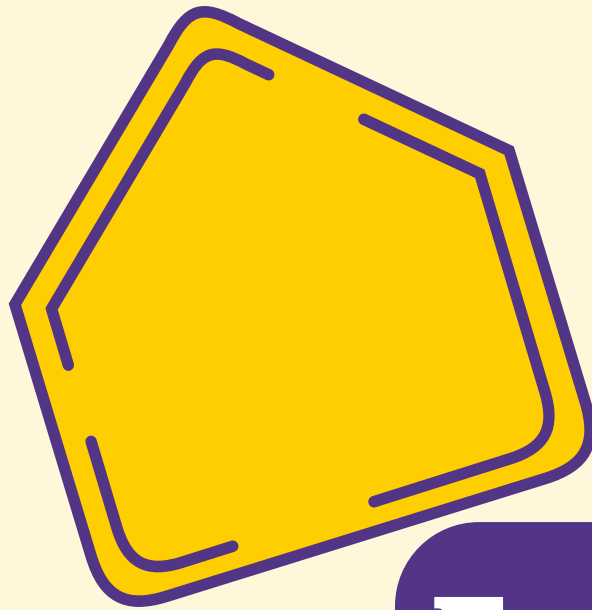
Policies and Programs

The District maintains various policies regarding transportation and safety.

Unlike some school districts that only provide bus service for students living farther than one mile from school, FPS allows all students living within their school's attendance zone bus transportation. There is no policy guaranteeing a family's agency to allow a student to walk or roll home and there have been instances where the police have been called on students walking home through areas considered dangerous.

Pedestrian safety is primarily addressed through paid part-time crossing guards. These positions are advertised and filled by local school administrators and not by District administration. Crossing guards are placed at critical crossings during peak arrival and dismissal times – typically from 7:30 to 8:00 AM and from 2:45 to 3:15 PM. Positions are often filled with a neighborhood resident or full-time school employee, and can be difficult positions to fill given the limited pay and hours. Additionally, classified staff including paraprofessionals (e.g., teacher's aides) are typically unable to serve as crossing guards as policy states they are ineligible for overtime pay.

Although staffed under the City Police Department, FPS directs the priorities of SROs. While the presence of law enforcement can encourage compliance with traffic laws in front of the school, logistical and operational constraints may limit an SRO's ability to be present or available for arrival and dismissal. SROs are able to issue citations using a handheld ticket writer, but in the event of a crash, nearby patrol units are called and are responsible for completing the crash report.



Fayetteville P Recommen





Public School Foundations



Overview of District

Policy, program, and infrastructure recommendations specific to FPS and its owned properties are outlined in the following section. While not exhaustive, these represent priority actions identified that would make the most significant impact in the near term.



IMAGE 4.1 Walk, Bike, and Roll to School Day hosted by FPS in 2025

District-Wide Recommendations and Action Items

Safety on Campus

School safety is a coordinated approach involving administration, school staff, SROs, and crossing guards. Crossing guards play a critical role in ensuring safe student travel to and from schools. Additionally, although SROs are employees of the City Police Department, FPS determines when and where officers report for duty.

Principals are encouraged to collaborate with their assigned SROs to position patrol vehicles strategically during student arrival and dismissal times.

Parking SRO vehicles with emergency lights activated can help increase driver awareness and encourage appropriate vehicle speeds. Additionally, the visible presence of SROs near crosswalks and school driveways can encourage drivers to yield to students and pedestrians, further enhancing safety during peak travel periods.

FPS is encouraged to develop and require training for employed crossing guards, providing classroom instruction and hands-on practice. Training should cover traffic control techniques, creating safe gaps for student crossings, effective communication, situational awareness, and responsibilities associated with managing school traffic. Programs such as the Ohio Department of Transportation's Active Transportation Academy provide a strong example of best practices in crossing guard education. Additionally, it is recommended that FPS evaluates staffing needs to ensure schools requiring additional crossing guards are able to fill these positions. This may include reviewing compensation, overtime policies for classified staff, and advertising and recruitment strategies.

On-Campus Connectivity Infrastructure

Based on the infrastructure recommendations made in **Section 7**, a concept-level cost opinion was developed for quantifiable infrastructure recommendations made at various campuses was estimated across the City. The cost of sidewalks and shared use paths needed on school campuses was estimated as approximately \$217,246 (see **Table 4.1** below). The opinion does not include costs to address all on-campus accessibility issues which may include sidewalks, ramps, and crosswalks, as detailed assessments on each school campus were not a part of this planning effort.

Section 7 - Campus Assessments and Recommendations

includes additional



IMAGE 4.2 Students and staff overflow the existing bike storage at Root Elementary School

infrastructure recommendations, which lacked sufficient detail to develop an opinion of cost. For example, the recommendations for Butterfield Trail include a connection to a future neighborhood development without a specific alignment.

Number	School	Additional Notes	Cost
1	Washington Elementary	Install sidewalk to connect to main entrance without using stairs.	\$17,100
2	Owl Creek Elementary	Add sidewalk, curb ramps, and marked crosswalk.	\$15,250
3	John L. Colbert Middle	Consider trail connection to Magnolia Crossing subdivision along property line.	\$87,264
4	Root Elementary	Connect outlet of “Root Chute” trail to playground blacktop.	\$1,080
5	Owl Creek Elementary	Develop trail connection to future Owl Creek trail.	\$22,248
6	Holcomb Elementary	Install sidewalk outside of fenced area.	\$7,128
7	Happy Hollow Elementary	Develop ADA-compliant shared use path to fish pond.	\$18,792
8	Happy Hollow Elementary	Install paved trail connecting Woodsprings Dr. to school.	\$48,384
Sum			\$217,246

TABLE 4.1 Cost opinions of sidewalks and shared use paths on school campuses

Procedures and Policies

The following recommended policies and actions are the most critical to institutionalize walking and bicycling to school as safe, healthy, and supported travel options.

- Establish a school district policy that explicitly encourages students to walk and bike to school.
- Create an SRTS page on the District's website, updating it with timely and relevant SRTS content.
- Include SRTS activities in the school division calendar.
- Hire an SRTS Coordinator. This position should be staffed full-time and year-round (est. salary range \$55k-\$70k/yr).
- Amend the school district wellness policy to encourage walking and bicycling to school as a form of physical activity.
- Establish a district policy that states a student's ability to walk and bicycle to school is a parental decision.
- Adopt standards for bike parking and regularly evaluate capacity.

Programmatic Strategies

An SRTS Strategies Guide ("Guide") was developed to organize and detail programming recommendations (see **Appendix A: Program Recommendations**). The Guide is a practical resource designed to help schools and communities encourage more students and families to walk, bike, and roll safely and comfortably. Organized around the Six E's with a primary focus on Encouragement and Engagement,

Education, and Enforcement, the guide provides strategies that can be tailored to individual schools or neighborhoods. Activities range from large community events, such as Walk/Roll to School Day in the fall and Bike to School Day in the spring, to ongoing programs like walking school buses, bike trains, frequent walker/biker incentive programs, and youth leadership opportunities. Each strategy includes clear guidance on goals, target audiences, materials, staffing needs, and implementation steps, making it easy for local champions to identify approaches that fit their capacity and context.

A central theme of the Guide is building strong partnerships and shared ownership of SRTS efforts. It emphasizes establishing a district-level SRTS Team composed of various stakeholders, including city staff, school representatives, parents, students, advocates, and public health and safety professionals with the purpose of implementing the Plan. The Guide also highlights the importance of youth engagement through a high school-based Youth Task Force, ensuring student voices help shape programs and culture. Education strategies focus on age-appropriate pedestrian and bicycle safety instruction for students, caregiver and staff outreach, and driver awareness. Enforcement strategies address school zone safety through crossing guards, safety patrols, and collaboration with law enforcement. The strategies provide an actionable roadmap to advance safety, health, and sustainability while building a lasting culture of active travel.

District General SRTS Calendar of Events

Building on the momentum established in this Plan, the SRTS Team plans to participate in Walk & Roll to School Day in the 2026-2027 school year, recognizing local advocacy groups, local businesses, and high school student mentors are all partners in having a successful SRTS

event. The SRTS Team would like to program Walk & Roll to School Day closer to the beginning of the school year and to incorporate scooters into the event and educational materials.

In the near term, the City and School District are committed to remarking crosswalks, and the SRTS Team plans to seek additional funding to move the priority projects forward.

June 2026	July	August	September
Take SRTS Plan to city council and school board for adoption	- Back-to-school prep - Try out routes and maintenance repairs for Safe Routes - SRTS Team Meetings for upcoming school year	Begin planning for Walk & Roll to School Day	Schedule education events at all schools for fall
October	November	December	January 2027
 International Walk & Roll to School Day		Schedule education events at schools for spring	 Winter Walk/Roll to School Day
February	March	April	May
 Crossing Guard Appreciation Day/Week	Safety Education	Safety Education and summer safety prep	 Bike to School Month and Day

Funding

Funding for infrastructure and programming improvements can be sourced from several areas. Some funding may be appropriated from the FPS annual budget, such as personnel, programming, and certain facilities maintenance items. Capital improvements and large-scale programming may be funded by a municipal bond, school millage, and/or grant funding.

Grant funding can generally be categorized as federal, state/local, and philanthropic. The USDOT distributes federal transportation funding as formula funds to the Northwest Arkansas Regional Planning Commission. Additionally, philanthropic funding may be available for programming and capital improvements from local and national foundations. Regular communication with NWARPC, ARDOT Local Programs Division, and charitable foundations are highly encouraged.

District Opportunities

The District is eligible to apply under multiple existing programs for programming, planning, design, and engineering. These programs include the Transportation Alternatives Program (TAP) and Recreational Trails Program (RTP), where awards range from \$20,000 to \$500,000 and require a 20% match.

City Opportunities

The City is among the list of eligible applicants for discretionary grants such as the Better Utilizing Investments to Leverage Development (BUILD) and Safe Streets For All (SS4A), while school districts may not apply. These grants focus on planning and implementation of impactful alternative transportation projects that align with the SRTS Plan.

PTO Opportunities

PTOs are also known to be major change-makers with some funding regular PE bike fleet maintenance, events like Bike to School Day, and even infrastructure improvements, such as installing RRFBs or sidewalk connections.





City of Fayetteville Recommendations





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Overview of City

Policy, program, and infrastructure recommendations specific to the City of Fayetteville are outlined in the following section.

Recommendations and Action Items

Systemic Infrastructure Needs

- Upgrade all traffic signals within a quarter-mile radius of schools to add LPI and No-Right-on-Red, evaluate sufficient walking phase duration, and consider protected phasing for pedestrians.
- Add infrastructure recommendations within this Plan to the annual concrete construction plan and five-year trail plan.
- Provide staff support to the SRTS Committee.
- Increase coordination between the City and FPS (e.g., Facilities, Sustainability) by establishing regular meetings.
- Create and adopt policy of “Speed Limit 20 mph” in school zones, rather than “School Speed Limit 20 mph When Children Present.”



List of Infrastructure Recommendations

Infrastructure Recommendation Cost Estimates

Based on the infrastructure recommendations made in **Section 7**, a concept-level cost opinion was developed for quantifiable infrastructure improvements located within the public right-of-way and other areas under City jurisdiction. These recommendations

include sidewalks, shared use paths, crossing improvements, and traffic calming identified along key routes to school, typically within a quarter-mile of each school. The estimated costs reflect only those improvements for which sufficient information was available to develop planning-level estimates (see

Table 5.1 below). To provide a conservative estimate, all opinions of cost assume concrete work (e.g., curb extensions, pedestrian refuge islands, speed cushions, etc.). However, select infrastructure improvements may also be made using modular materials at a lesser cost. A complete list of infrastructure recommendations is provided in **Appendix D: Prioritized Infrastructure Recommendations**.



Police Department SROs

- Review SRO policies to increase and enforce safety at arrival and dismissal.
- Coordinate strategic speed enforcement campaign throughout the year across school zones.
- Consider a neighborhood speed watch program where the Department partners with volunteers; SRTS Guide; Neighborhood Speed Watch Programs.
- Coordinate with ARDOT to investigate the benefit of automated enforcement devices to support on-site law enforcement, allowed by Arkansas Code § 27-52-111(c)1 (2024).



IMAGE 5.1 ARDOT uses camera technology to support in-person law enforcement during distracted driving checks.

School	Install Crosswalk	Repaint Crosswalk	Install Curb Ramp	Update Curb Ramp	Install Curb Extension	Install Pedestrian Refuge Island
Asbell Elementary School	5	0	1	6	0	0
Butterfield Elementary School	2	0	0	2	2	2
Happy Hollow Elementary School	7	0	4	1	0	1
Holcomb Elementary School	8	1	0	10	4	1
Leverett Elementary School	9	0	0	8	9	0
Owl Creek Elementary School	1	0	0	0	6	1
Root Elementary School	4	0	2	6	0	1
Vandergriff Elementary School	1	0	3	2	0	1
Washington Elementary School	21	0	8	11	5	0
Holt Middle School	2	0	0	1	1	0
John L. Colbert Middle School	1	0	0	0	0	0
McNair Middle School	2	1	2	15	4	0
Ramay Junior High School	1	0	0	11	2	0
Woodland Junior High School	7	3	8	6	3	0
ALLPS School of Innovation	4	1	4	1	1	0
Fayetteville High School	18	4	3	1	0	0
Total Quantity	93	10	35	81	37	7
Total Cost	\$93,000	\$8,500	\$198,000	\$55,400	\$464,400	\$50,820

TABLE 5.1 Cost opinions for infrastructure recommendations on each campus

Install RRFB	Install HAWK	Install Raised Crosswalk	Install speed cushions	Install stop sign	Install/repair sidewalk (LF)	Install shared use path (LF)	Total Cost per School
0	0	0	0	0	1,400	1,254	\$538,184
1	0	0	0	0	520	1,936	\$518,736
1	0	1	0	2	0	236	\$104,016
1	0	2	0	0	0	0	\$104,910
1	0	0	0	4	615	0	\$197,770
1	0	1	2	0	205	0	\$144,110
0	0	0	0	0	1,125	0	\$122,830
0	0	0	0	0	0	0	\$27,700
0	0	4	1	2	25	830	\$373,730
0	0	1	2	0	0	0	\$45,620
1	0	0	0	0	40	356	\$91,496
0	1	0	0	2	575	1,250	\$477,780
0	0	0	2	0	270	1,220	\$342,540
0	0	0	0	0	720	1,180	\$418,810
2	0	3	0	0	25	0	\$81,820
1	0	1	1	0	1,185	32	\$182,962
9	1	13	8	10	6,705	8,294	
\$90,000	\$78,000	\$130,000	\$80,000	\$3,900	\$477,450	\$2,043,504	\$3,773,014



Impact Implemente



et and entation



Impact

The level of impact for infrastructure recommendations in this Plan were evaluated using a set of criteria that represents the values and priorities of the SRTS program and its stakeholders in Fayetteville. The criteria include:

Safety

- **Street Type:** This criterion prioritizes recommendations that intersect high-volume roadways with long crossing distances by scoring the functional class of the road. Scores as follows: local (1), minor collector (2), major collector (3), minor arterial (4), and principal arterial (5). For recommendations corresponding with intersections, the higher value of the two roadways was used.
- **Speed Limit:** This criterion prioritizes recommendations that intersect high-speed roadways by scoring based on the speed limit. For recommendations corresponding with intersections, the higher of the two roadways was used.
- **Crash Data:** Crash Data was analyzed to calculate the density of non-motorist crashes that occurred in the most recent 5-year dataset (2019-2023) within an $1/8^{\text{th}}$ of a mile of each recommendation.

Demand

- **School Proximity:** This criterion assesses the presence or absence of a school within an $1/8^{\text{th}}$ of a mile of the recommendation.
- **Student Density:** This criterion calculates the density of students living within an $1/8^{\text{th}}$ of a mile of the recommendation.

Equity

- **Free and Reduced Lunch:** This criterion is equal to the percent of students receiving free and reduced lunch at the school with which the recommendation is associated.

Infrastructure

- **Recommendation Type:** The separation of vulnerable road users using sidewalks and trails is considered a priority, along with improved crossings, such as raised crosswalks, RRFBs, and HAWKs. Therefore, a binary criterion assessed if recommendations included sidewalks, trails, or improved crossings.

For each criterion above, the mean was calculated across all recommendations and schools. The z statistic was then calculated – with negative values rounded to zero – to produce the final



Safety

Street Type, Speed Limit, Crash Data



Demand

School Proximity, Student Density



Equity

Free and Reduced Lunch



Infrastructure

Sidewalks, Trails, and Improved Crossings



= Final Impact Score

impact score, where a higher benefit score corresponds to a higher priority. Scores were then divided into low, medium, and high priorities based on a three-class and equal-interval categorization. The table of all 170 prioritized infrastructure recommendations can be seen in

Appendix D: Prioritized Infrastructure Recommendations.

Z Statistic:
$$Z = \frac{\chi - \mu}{\sigma}$$

Where χ is the criterion value, μ is the mean of the criterion values, σ is the standard deviation of the criterion values.

While the City and School District will try to implement projects by impact level, project implementation may not occur in the exact order of impact based on external factors, such as right of way acquisition, the type or amount of funding available, coordinating construction, and other resources.

Implementation

The Fayetteville Safe Routes to School Plan establishes a roadmap for making walking, bicycling, and rolling to school safer and more accessible for students of all ages and abilities. Grounded in extensive data collection and public engagement, the SRTS Plan incorporates the lived experiences of families, educators, and students in seeking the City and FPS goals of safety, health, and sustainability.

It will take time and the combined efforts of individuals, local and regional entities, DOT, and other partners to implement

the recommendations in this Plan. Staff within School District and the City of Fayetteville will serve as the primary implementors of the Plan and will be responsible for initiating key actions with partners to ensure the success of this SRTS Plan. The immediate steps that should be taken by School District and the City of Fayetteville to begin the process of implementation include the following:

- 1. Adopt** - Work with the City Council and School District to formally adopt the SRTS Plan.
- 2. Assess** - Identify three to five priority recommendations to work towards over the next year.
 - Establish an SRTS Team/ Advisory Committee.
 - Work with the SRTS Advisory Committee or other groups to assign lead roles and set up regular check-ins to evaluate progress.
 - Incorporate the priority recommendations into internal work plans for the City and/or School District.
- 3. Apply** - If applicable, apply for funding to implement the SRTS Plan.

As with any roadmap, this Plan is not exhaustive nor final. The recommendations listed herein should be tailored, scoped, refined, expanded, and bolstered by future strategies as conditions evolve in Fayetteville. Taken as a starting point, this Plan provides actionable steps designed for both implementation and experimentation, rooted in the perspectives that shape the City.



Campus Ass and Recomm





Assessments Recommendations





Asbell Elementary School



Number of Students 294

Grades K - 4

Percent within 1 mile of School 35%

Percent Walking and Bicycling 16%

Percent on Free and Reduced Lunch 87%

Non-Motorist Crashes within 1/4 Mile Radius (2019-2023) 0

The theme at Asbell Elementary School is “Health and Wellness.” A majority of students travel to school outside of personal vehicles, with most being bus riders. Many students who walk to school are accompanied by adults and arrive from the west of Sang Avenue, either from the crosswalk at Skyler Drive or from the south side of the school. Some students also walk from the Washington Plaza Apartments using a cut-through to the northeast. Speeding on Sang Avenue during arrival and dismissal is generally limited due to congestion and speed cushions installed on the road. A potential sidewalk connection could be made through the FPS sports facility that would allow walkers to arrive from the east.

Students receive bicycle education in PE, with K-1 students riding indoors on balance bikes and older students riding pedal bikes on a small pump track



IMAGE 7.1 Access to Asbell Elementary School from Shamblin Apartments to the north

outside. Asbell Elementary School also has a bike club for fourth graders that meets on Friday for 25 minutes. However, personal bicycle ownership is limited and the school has expressed interest in giveaways for bikes, locks, and helmets.

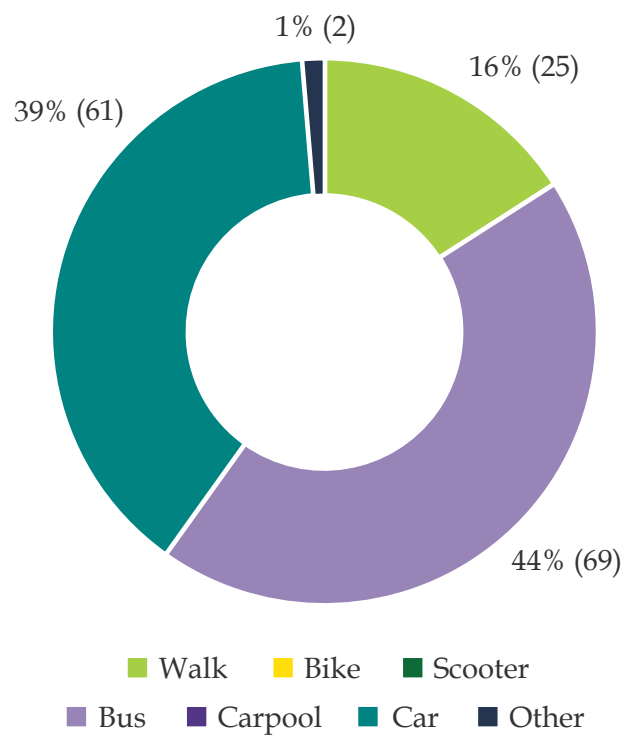
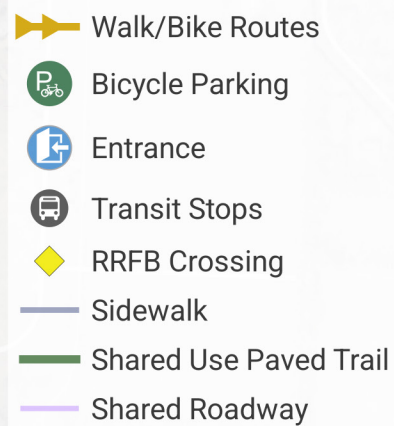


FIGURE 7.1 Distribution of travel modes at Asbell Elementary School

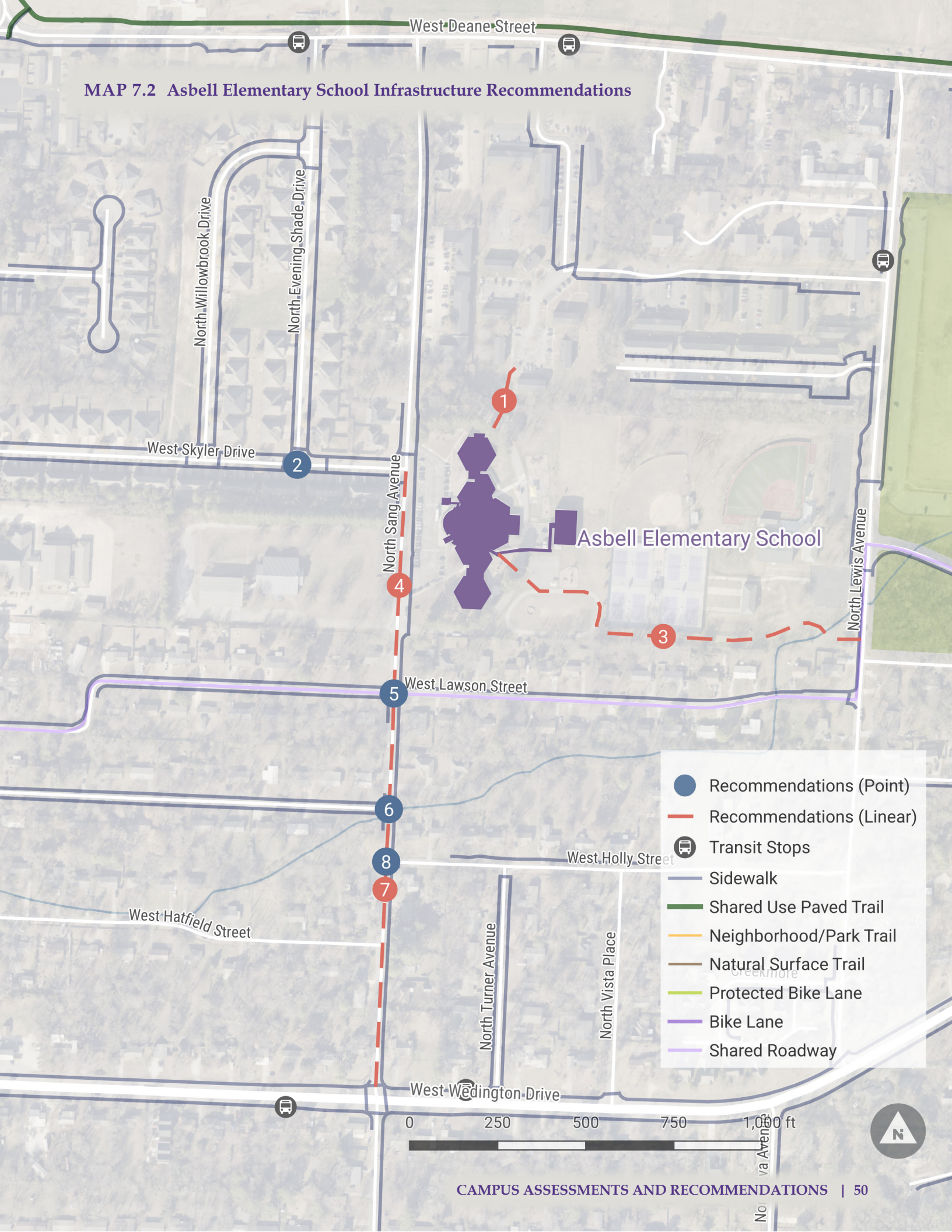
MAP 7.



Infrastructure Recommendations

Map ID	Location	Recommendation	
1	Shamblin Apartments School Access	Access from apartment complexes to the north - possible accessibility/visibility improvements needed. Reduce crossing distance by installing calming devices.	
2	W. Skyler Dr. and N. Evening Shade Dr.	Install high-visibility crosswalks on north and east legs of intersection.	
3	FPS Sports Facility Access	Possible paved connection (with keyed access) to the east through FPS sports fields property and parking lot.	
4	N. Sang Ave. (W. Skyler Dr. to W. Lawson St.)	Stripe parking lot entrance to shorten driveway width and formalize parking; consider pavement treatments or curbing to formalize narrowed driveway.	
5	W. Lawson St. and N. Sang Ave.	Install curb ramp on southwest corner of intersection.	
6	N. Sang Ave. and W. Holly St.	Install marked crossing over W. Holly St; update curb ramps for crossing of N. Sang with DWS; install curb ramp on SW corner for crossing Holly.	
7	N. Sang Ave. (Asbell Elementary to W. Wedington Dr.)	Upgrade the existing sidewalk to a sidepath per the City's Master Trail Plan.	
8	W. Holly St. and N. Sang Ave.	Mark crosswalk across W. Holly St; install DWS on curb ramps across east leg.	
	Existing Bike Parking		
Type	Total Spaces	Location	Recommendation
Custom Weld	12	Front	Replace rack

MAP 7.2 Asbell Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Asbell Elementary School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).





Sidewalk conditions along Sang Avenue present accessibility issues for students walking and rolling to Asbell.



Butterfield Trail Elementary School

Number of Students	551
Grades	K - 4
Percent within 1 mile of School	24%
Percent Walking and Bicycling	16%
Percent on Free and Reduced Lunch	51%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	0

A significant number of students were observed walking and bicycling from Butterfield Elementary School on neighborhood sidewalks and the adjacent Raven Trail connection. A school employee accompanies a large group of walkers south to cross the stoplight at Old Missouri Road and Rolling Hills Drive.

Many students – some accompanied by an adult and some not – walk through the bus and car lines to parents parked at the adjacent Fayetteville Health and Rehabilitation Center. Speeding can occasionally be a concern on Old Missouri Road, but less so during the congestion of pick-up and drop-off. Intersections of increased risk include Old Missouri Road at Eton Street and at Stubblefield Road.

A pilot project installed separated bike lanes on Rolling Hills Drive in 2019 and was later replaced with rumble bars

in the bike buffer. An improved active transportation connection on this wide roadway would greatly benefit the neighborhood, as rumble bars have not been maintained and provide little in terms of safety or comfort for vulnerable road users.

Students receive bicycle education every fall and spring in PE, with older students taking a field trip to Mud Creek Trail. While balance bikes are kept indoors away from the elements, third and fourth grade bikes were stored outside, resulting in increased deterioration of components.

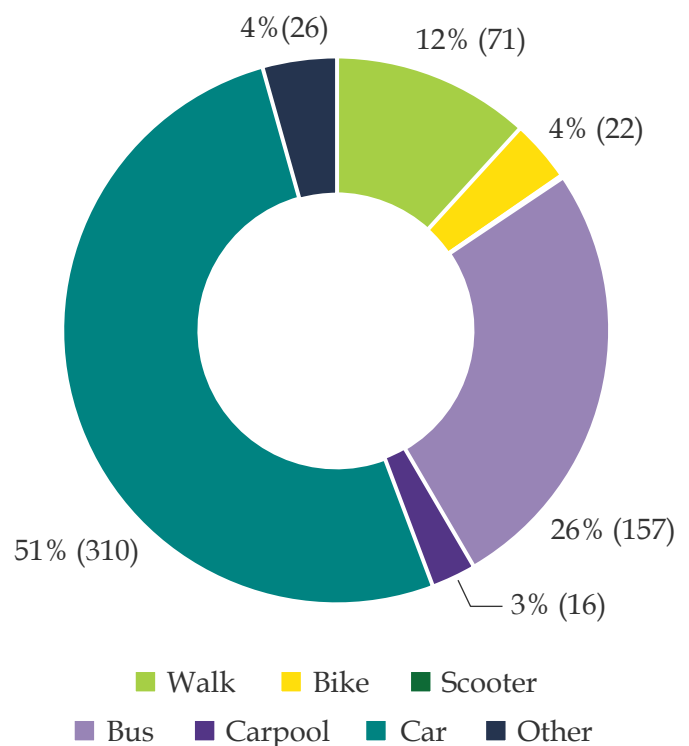


FIGURE 7.2 Distribution of travel modes at Butterfield Trail Elementary School

MAP 7.3 Butterfield Trail School Elementary Walkshed



Infrastructure Recommendations

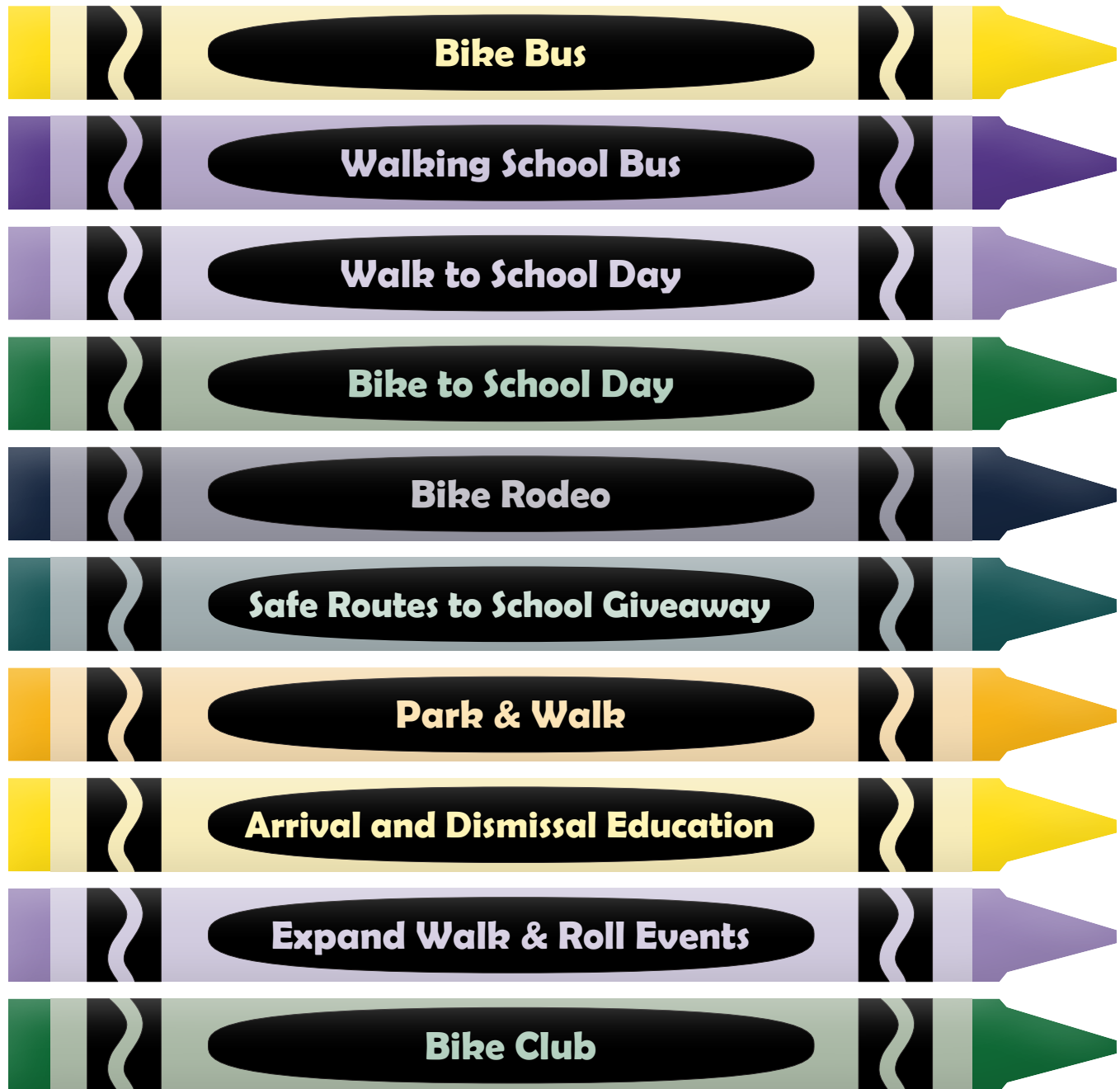
1		Widen sidewalk to shared use path from Sweetbriar Dr. to Butterfield Elementary. The bridge over Missouri Creek poses a design constraint.	
2	E. Stubblefield Rd. (in front of #1763)	Repair sidewalk panels due to uneven pavement (e.g., drainage inlet on north side).	
3	E. Stubblefield Rd. (west of #3289)	Repair sidewalk panels at locations of uneven pavement (e.g., drainage inlet on north side).	
4	E. Stubblefield Rd. (N. Southridge Dr. to N. Summerhill Dr.)	Install sidewalk on south side to reach Harold St.	
5	E. Stubblefield Rd. and N. Southridge Rd.	Mark crosswalk; upgrade curb ramps; monitor vegetation for sightlines.	
6	E. Stubblefield Rd. (N. Old Missouri Rd. to N. Southridge Dr.)	Repair uplifted sidewalk panels.	
7	N. Old Missouri Rd. and E. Stubblefield Rd.	Improve lighting; install RRFB; install refuge island.	
8	E. Farr Ln. and Raven Trail	Install high-visibility crosswalk.	
9	Fayetteville Health and Rehab Center	Install a paved connection and safe crossing through car pick-up lanes to the remote pick-up/ drop-off parking lot and Raven Trail north of campus.	
10	E. Eton St. (Elizabeth Ave. to Old Missouri Rd.)	Improve sidewalk, especially near driveways, including ADA.	
11	N. Old Missouri Rd. to E. Eton St.	Install curb extensions for the west corridors; install center refuge island for the north leg.	
12	Wagon Wheel Neighborhood	Connect Wagon Wheel neighborhood under construction as of summer 2025.	
	Existing Bike Parking		
Type	Total Spaces	Location	Recommendation
Hoop	6	Front	Add capacity
Schoolyard	6	Front	Add capacity

MAP 7.4 Butterfield Trail Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Butterfield Trail Elementary School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).





A crossing guard helps students cross E. Rolling Hills Drive and N. Old Missouri Road.





Happy Hollow Elementary School



Number of Students	501
Grades	K - 4
Percent within 1 mile of School	22%
Percent Walking and Bicycling	5%
Percent on Free and Reduced Lunch	50%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	0

Happy Hollow Elementary School is uniquely sited near Highway 265 and Highway 16, in the middle of low-density residential space. Located on a hilly, forested property containing a stocked fishing pond and soft-surface trails, the theme of the Happy Hollow is “Outdoor Education.” To the north of the school, an expansive apartment complex, called The Cliffs, contains an additional network of paved trails along Peppervine Drive.

Due to the school’s auto-oriented location, cars stack down Peppervine Drive, occasionally leading drivers to pass on the left to access the residential subdivision. This creates dangerous traffic conditions around the crosswalk due to limited sight lines. Two teachers serve as crossing/walking guards, accompanying about 25 students who walk home west to Woodsprings Drive at dismissal.

Given the school’s assets and outdoor focus, there are significant opportunities



IMAGE 7.2 Paved trails on private property connect the Cliffs Apartments to Happy Hollow Elementary

to rehabilitate existing trails, provide wayfinding, and create programming for safe walking and bicycling to nearby neighborhoods and natural amenities.

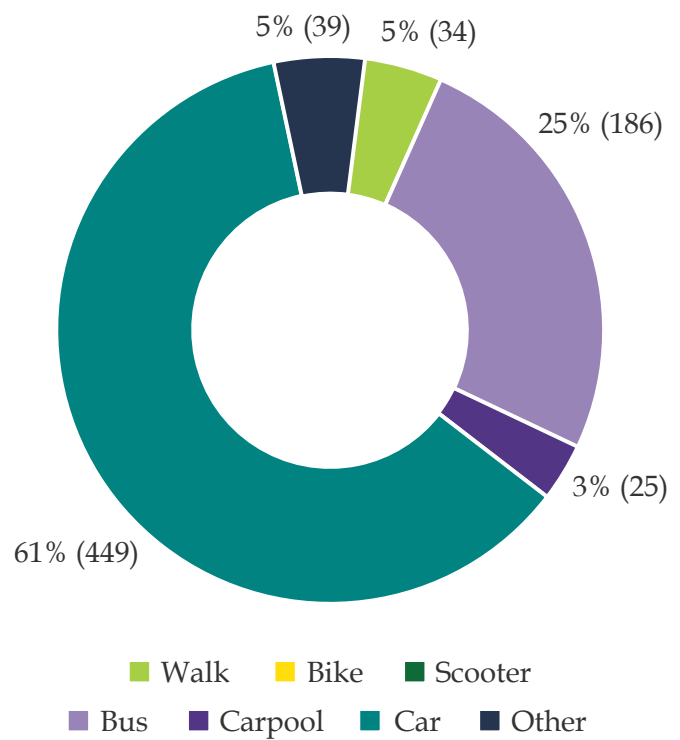


FIGURE 7.3 Distribution of travel modes at Happy Hollow Elementary School

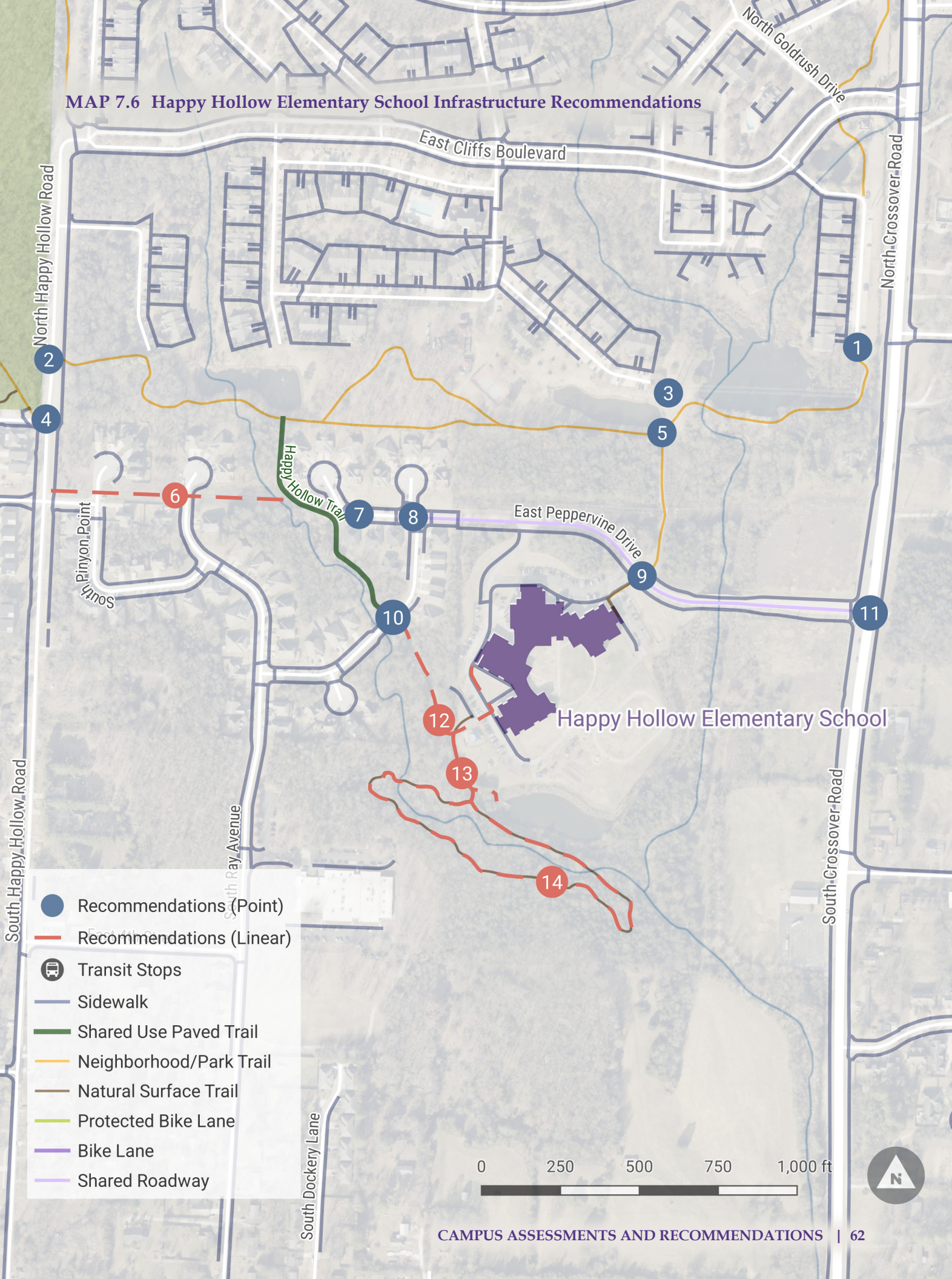
MAP 7.5 Happy Hollow Elementary School Walkshed



Infrastructure Recommendations

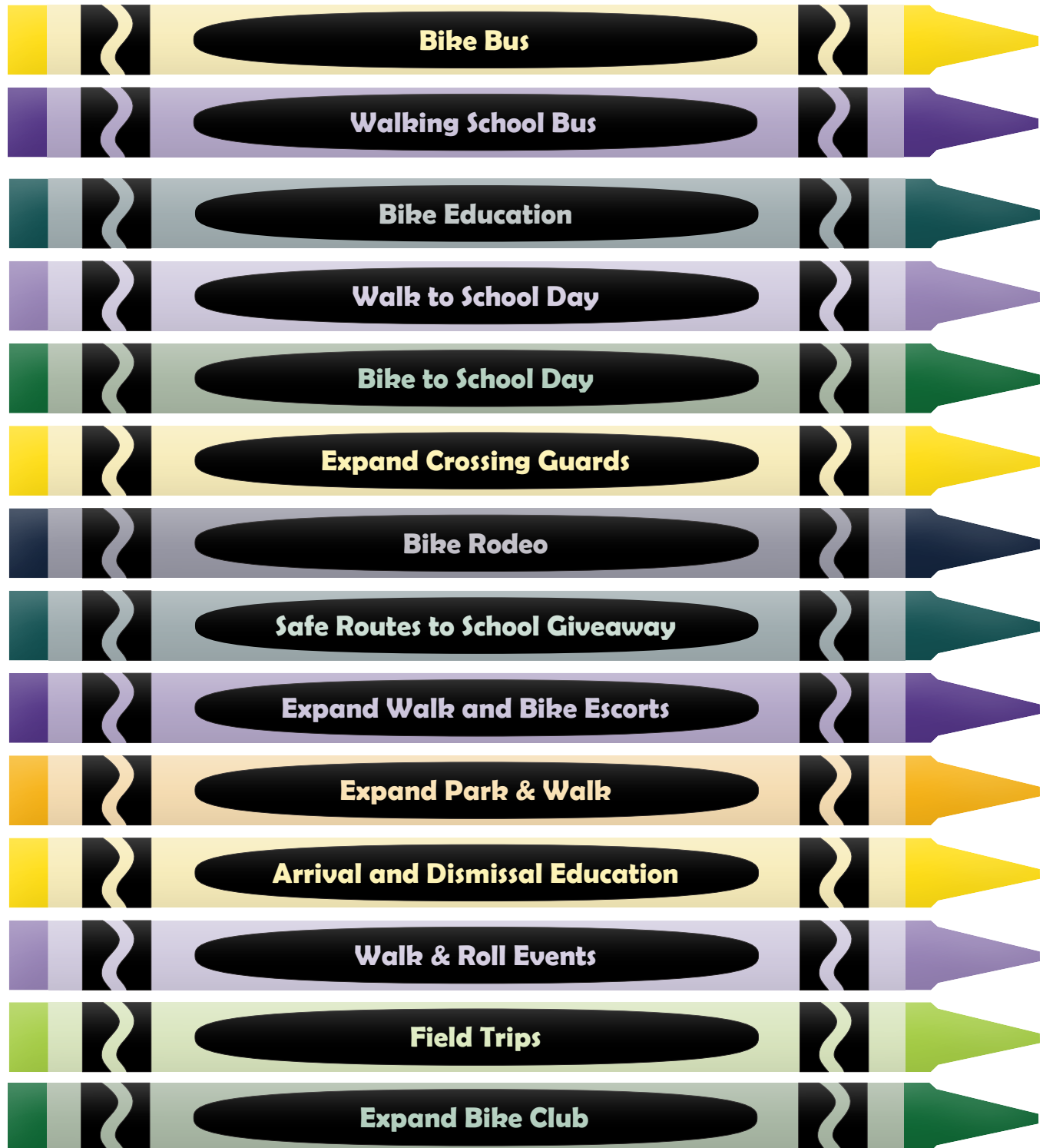
1		Install curb ramp to access trail.	
2	N. Happy Hollow Rd. and The Cliffs Trails	The Cliffs Trails should intersect with the sidewalk on Happy Hollow Rd. here but was not visible; clear vegetation; add signage; potential trail to Mt. Sequoyah Woods.	
3	The Cliffs Trails	Add trail connection to apartments.	
4	N. Happy Hollow Rd. and E. Paddock Rd.	Add crosswalk and curb ramps for crossing across Happy Hollow Rd. on south and west legs of intersection.	
5	The Cliffs Trails	Add wayfinding to school.	
6	Water/Sewer Easement	Recommend constructing trail under overhead power lines in water/sewer easement that spans from Peppervine Dr. to Happy Hollow Rd.	
7	E. Peppervine Dr. (west of S. Woodsprings Dr.)	Connect sidewalk to shared use path; add wayfinding.	
8	E. Peppervine Dr. and S. Woodsprings Dr.	Convert to four-way stop; install high-visibility crosswalks on all legs of intersection.	
9	E. Peppervine Dr. and The Cliffs Trails	Recommend crossing improvement, ideally an RRFB with advanced warning for eastbound drivers and raised crossing. Lower-cost recommendation would be in-street Yield to Pedestrian sign, and modular crossing island given the roadway width.	
10	S. Woodsprings Dr. and Trail	Install double-sided school crossing sign with downward pointing arrows; install high-visibility marked crosswalk; install curb ramp on west side; install DWS on east end.	
11	Crossover Rd. and Peppervine Dr.	Add Yield to Pedestrian signage for southbound vehicles.	
12	Happy Hollow Elementary Property	Install paved trail connecting Woodsprings Dr. to school campus.	
13	Happy Hollow Elementary Property	Develop ADA compliant shared use path to fish pond.	
14	Happy Hollow Elementary Property	Improve long-neglected Happy Hollow Bicycle Course to provide space for PE bike unit practice and future bike clubs/programming.	
	Existing Bike Parking		
Type	Total Spaces	Location	Recommendation
Schoolyard	16	Side	Relocate existing rack onto paved surface under awning; add capacity at front door

MAP 7.6 Happy Hollow Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Happy Hollow Elementary School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).



Paved trails
across private
property at The Cliffs
Apartments connect
to Happy Hollow
Elementary.





Holcomb Elementary School



Number of Students	571
Grades	K - 4
Percent within 1 mile of School	30%
Percent Walking and Bicycling	9%
Percent on Free and Reduced Lunch	34%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	0

The theme of Holcomb Elementary School is Science, Math, Engineering, Arts, and Technology (STEAM). It is surrounded by residential neighborhoods and natural areas, including Underwood Park, Clabber Creek Trail, and a soft-surface pump track on school property. There are two RRFBs on Salem Road that help facilitate safe crossings, but no similar crossings exist along Bentgrass Road, where many students also cross. One crossing guard monitors Salem Road and Crystal Drive. In the afternoon, a staff member monitors students who cross Crystal Drive at Apatite Drive, where adults have parked and walked up.

While a back-of-curb connector trail was added between the bike racks and Clabber Creek Trail, it contains repeated 90-degree turns that are difficult for young riders and long-frame bikes. All students receive bike education in PE, with third graders taking



IMAGE 7.3 Strong bike education at Holcomb Elementary supports active mobility year-round

a field trip to ride bikes at Gulley Park and fourth graders at Lake Fayetteville. A bike bus has operated from the west and east of the school by parent volunteers.

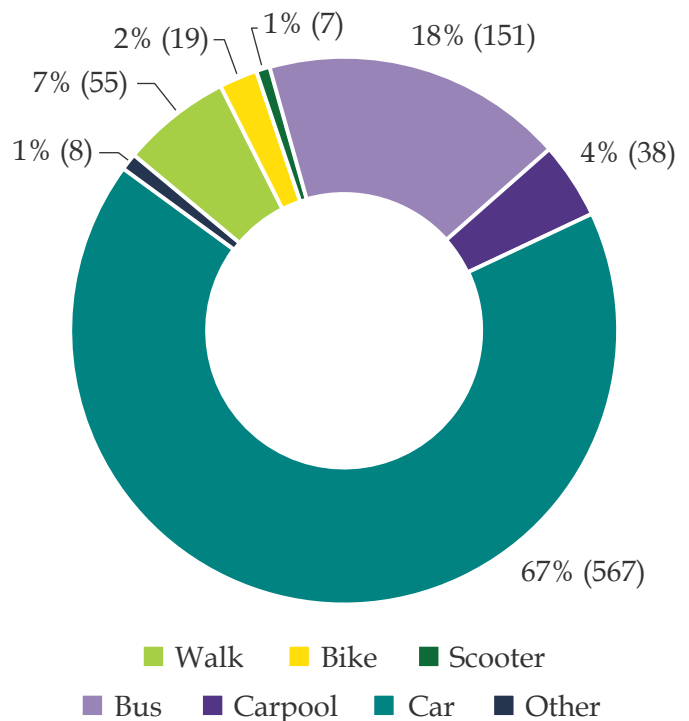


FIGURE 7.4 Distribution of travel modes at Holcomb Elementary School

MAP 7.7 Holcomb Elementary School Walkshed

-  Walk/Bike Routes
-  Bicycle Parking
-  Entrance
-  RRFB Crossing
-  Sidewalk
-  Shared Use Paved Trail
-  Neighborhood/Park Trail



Infrastructure Recommendations

1		Install DWS at northeast, southeast, and southwest corners; install curb extensions on northeast and southeast corners; mark crosswalk on west leg; install raised crosswalk on south leg.	
2	W. Crystal Dr. and N. Rutile Dr.	Curb ramps missing DWS and marked crosswalk for north crossing of N. Rutile Dr.	
3	Apatite Dr. and Crystal Dr.	Install marked crosswalk on north leg; repaint and upgrade crosswalk on east leg; add mountable curb extension on southeast corner.	
4	N. Quartz Dr. and W. Crystal Dr.	North crossing of N. Quartz Dr.	
5	N. Pyrite Dr. and W. Crystal Dr.	Install DWS on northwest corner.	
6	W. Crystal Dr. and N. Raven Ln.	Mark crosswalks on west and north legs of intersection.	
7	N. Salem Rd. and School Driveway	Install pedestrian refuge island.	
8	Holcomb Elementary Property	Install sidewalk outside of fenced area.	
9	N. Salem Rd. and Bentgrass Rd.	Mark high-visibility crosswalks on the east and west legs of the intersection; install RRFB and raised crosswalk at north leg.	
10	Holcomb Elementary Property	Upgrade trail to reduce 90-degree turns, adding radius to corners and aligning with Clabber Creek Trail.	
11	N. Salem Rd. and W. Clabber Creek Blvd.	Install DWS.	
12	N. Salem Rd. and Clabber Creek Trail	Remove vegetation on east side and conduct routine maintenance to improve visibility of trail users. Install passive detection for RRFB on east side.	
	Existing Bike Parking		
Type	Total Spaces	Location	Recommendation
Schoolyard	26	Rear	Add visitor rack to front

MAP 7.8 Holcomb Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Holcomb Elementary School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).





Proximity
to the Clabber
Creek Trail presents
opportunities for
walking school buses
and bike buses at
Holcomb.



Leverett Elementary School



Number of Students 224

Grades K - 4

Percent within 1 mile of School 26%

Percent Walking and Bicycling 7%

Percent on Free and Reduced Lunch 65%

Non-Motorist Crashes within 1/4 Mile Radius (2019-2023) 8

Leverett Elementary School is one of the City's oldest schools, located directly next to the University of Arkansas. The gridded street network of the surrounding neighborhood often lacks complete sidewalk connections and experiences speeding, distracted driving, and occasionally reckless driving. The neighborhood has experienced a high number of pedestrian crashes in recent years, including three fatalities in the last six years – one of whom was only nine years old.

Young drivers frequent this area en route to the University and High School. ARDOT reported an estimate of ten thousand ADT (average daily traffic) on Garland Avenue in 2024, suggesting that the road may be a good candidate for a lane reconfiguration that enhances safety while still accommodating high traffic volumes.

The school provides bike education in its PE class and plans to install a traffic garden

on its property. The school frequently partners with various departments at the University of Arkansas; a partnership with active transportation staff or students may be explored.

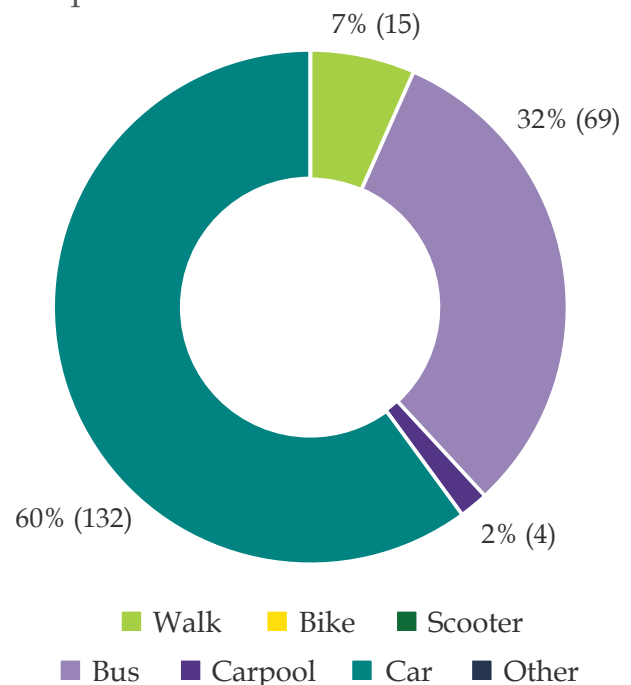
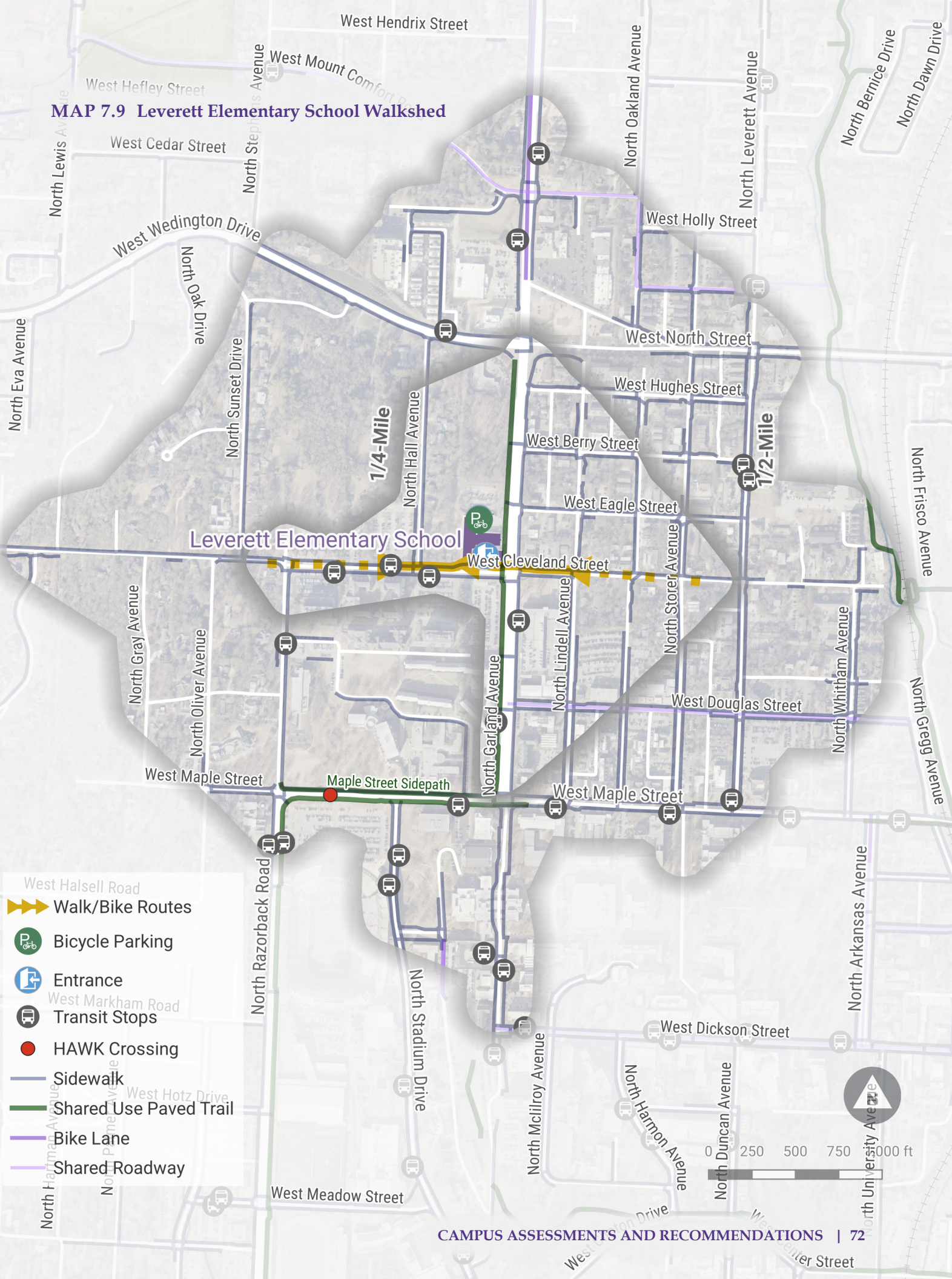


FIGURE 7.5 Distribution of travel modes at Leverett Elementary School

Existing Bike Parking

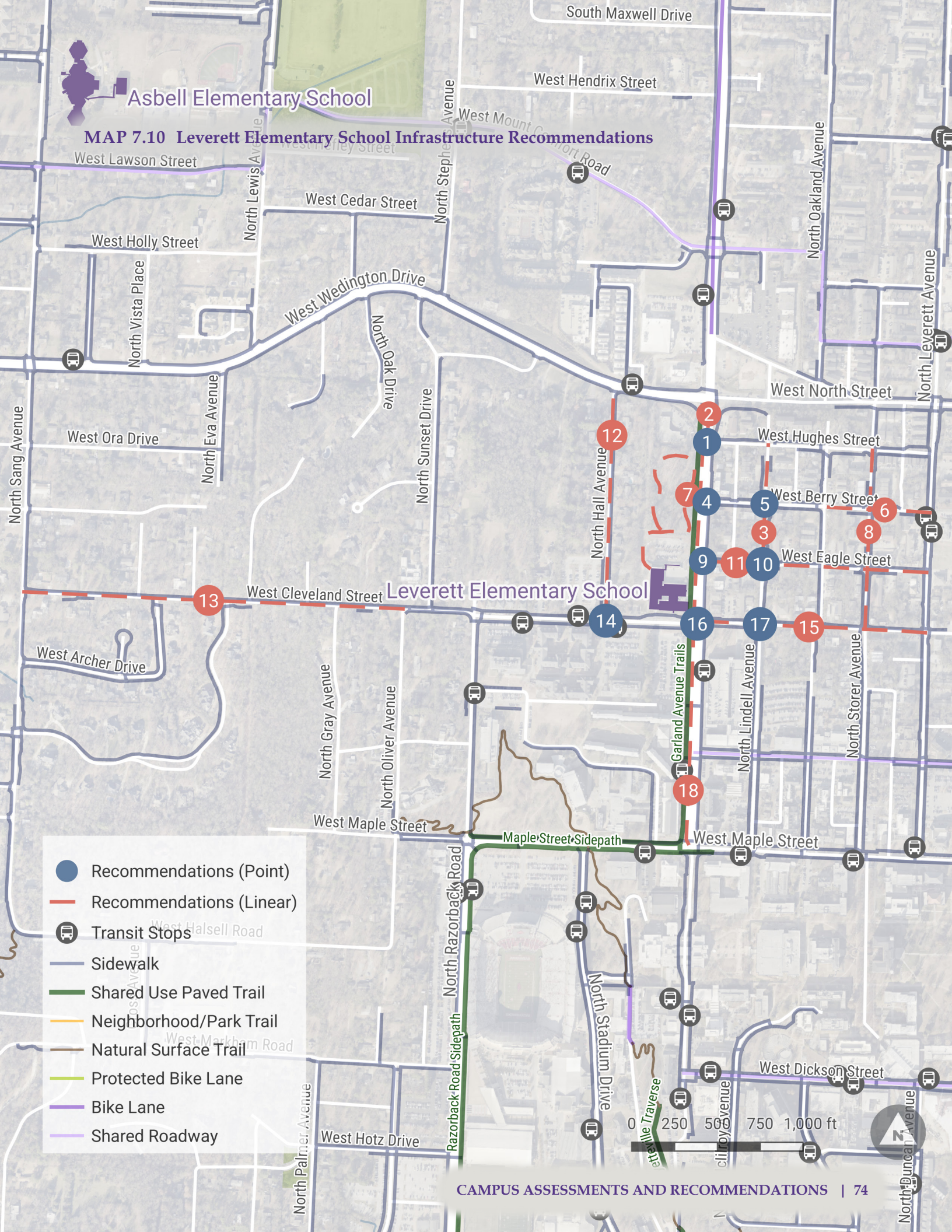
Type	Custom Weld
Total Spaces	8
Location	Rear
Recommendation	Replace rack; add capacity to front

MAP 7.9 Leverett Elementary School Walkshed



Infrastructure Recommendations

1		Install high-visibility crosswalk along east leg of intersection.
2	N. Garland Ave. (Wedington/North to Cleveland)	Investigate road and/or lane diet to address speeding and allow for vehicle queuing along southbound Garland.
3	N. Lindell Ave. (Hughes to Eagle)	Fill sidewalk gaps at 816 Lindell (east side) and 903 Lindell (west side); repair sidewalks; prioritize Lindell as north-south bound walking collector for neighborhood east of Garland.
4	N. Garland Ave. at W. Berry St.	Install high-visibility crosswalk along east leg of intersection.
5	W. Berry St. and N. Lindell Ave.	Prioritize Lindell Ave. as crossing opportunity for walking route; install high-visibility crosswalks at west and south legs of intersection; upgrade curb ramps at southwest and southeast corners; install all-way stop.
6	W. Berry St. (Oakland to Leverett)	Complete sidewalk gaps along north side of Berry.
7	North side of Leverett campus	Consider creating a walking path and entrance to the U of A forested property north of the school for nature program access.
8	N. Storer Ave. (North to Cleveland)	Remove obstructions and repair sidewalks; complete sidewalk gap at 815-819 Storer.
9	N. Garland Ave. at W. Eagle St.	Install high-visibility crosswalk along east leg of intersection.
10	N. Lindell Ave. and W. Eagle St.	Install high-visibility crosswalks at south and west legs of intersection; upgrade curb ramps at southeast and southwest corners.
11	W. Eagle St. (Garland to Leverett)	Remove obstructions and repair sidewalks; complete sidewalk gaps.
12	N. Hall Ave. (W. Cleveland St. to W. Wedington)	Install traffic calming; relocate mailboxes to remove obstructions from the sidewalk.
13	W. Cleveland St. (Sang to Oliver)	Formalize sidewalk buffer space from Sang to Oliver with vertical elements; consider extending curb and sidewalk over the long term.
14	N. Hall Ave. and W. Cleveland St.	Reconstruct sidewalk and curb at southwest corner to have crosswalk terminate outside driveway apron; install RRFB.
15	W. Cleveland St. (N. Garland Ave. to N. Lindell Ave.)	Repair uplifted panels around drainage inlet at northeast corner of Garland and Cleveland; explore options to reduce or remove parking space at 1088 Cleveland.
16	W. Cleveland St. and N. Garland Ave.	Add mountable aprons at all four corners; implement LPI and No-Right-on-Red; increase pedestrian signal phase.
17	W. Cleveland St. and N. Lindell Ave.	Install curb extension at northeast corner and reconstruct curb extension at southwest corner. Remove eastbound curb ramp at the southwest corner. Install DWS at remaining three curb ramps. Convert two-way stop to all-way and stripe stop bars on Cleveland. Stripe crosswalk on north and west leg of intersection.
18	N. Garland Ave. (W. Cleveland St. to W. Maple St.)	Evaluate the feasibility of a lane reconfiguration/reduction to address speeding.



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Leverett Elementary School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).





Heavy traffic along Garland Avenue and Cleveland Street raises safety concerns near Leverett.





Owl Creek Elementary School

Number of Students	581
Grades	K - 4
Percent within 1 mile of School	29%
Percent Walking and Bicycling	8%
Percent on Free and Reduced Lunch	72%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	0

Owl Creek Elementary School is located at the corner of Ruppel Road and Persimmon Street. Given recent development, sidewalk connectivity is largely complete – except for key gaps along Persimmon. While a shared use paved trail exists in front of the school, there is currently no sidewalk connection between the trail and the school entrance. The school would greatly benefit from additional sidewalks, curb ramps, and crosswalks on school property.

Adults accompany students leaving as walkers, with a large group of students who walk northeast to the Boys & Girls Club and another group that walks northwest to nearby neighborhoods. Bike education is provided in PE, but it has been several years since off-site bike rides were facilitated for fourth graders. The soft-surface track on school property requires a restoration with regular maintenance. School leadership expressed a need for



IMAGE 7.4 Students are accompanied as they walk to the Boys & Girls Club after school

additional resources, including volunteers, community partnerships, and funding to support active transportation.

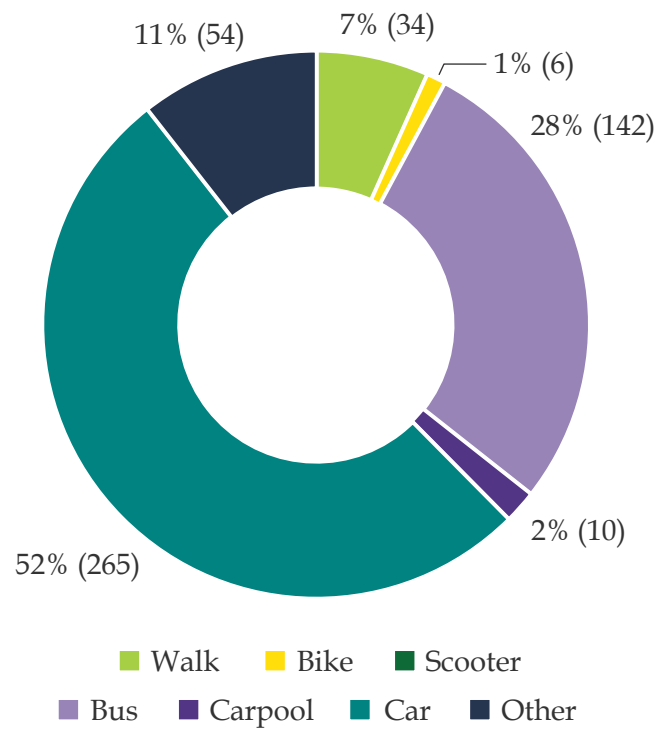


FIGURE 7.6 Distribution of travel modes at Owl Creek Elementary School

MAP 7.11 Owl Creek Elementary School Walkshed



Infrastructure Recommendations

Map ID	Location	Recommendation	
1	W. Persimmon St. and School Driveway	Install RRFB and raised crosswalk; consider traffic-calming measures (e.g., speed cushions) for approaches.	
2	N. Wordsworth Ln. and W. Persimmon St.	Add two sidewalk connections from W. Persimmon St. to sidewalks internal to subdivision.	
3	W. Persimmon St. (N. Ruppel Rd. to N. Keats Dr.)	Add signage for school speed zone in westbound direction; install speed cushions.	
4	W. Persimmon St. and N. Ruppel Rd.	Install protected left-turn phase, No-Right-on-Red, and mountable truck aprons at all corners.	
5	Owl Creek Elementary Property	Perform rehabilitation and regular maintenance of bicycle course on south side of creek.	
6	Owl Creek Elementary Property	Develop trail connection to future Owl Creek Trail.	
7	W. Mountain View Dr. and N. Ruppel Rd.	Install curb extensions on northeast and southeast corners of intersection; install pedestrian island; mark crosswalk at east leg.	
8	Owl Creek Elementary Property	Add curb ramps at relevant locations across school property.	
9	W. Persimmon St.	Install Sidewalk.	
10	Owl Creek Elementary School Property	Add sidewalk, curb ramps, and marked crosswalk.	
	Existing Bike Parking		
Type	Total Spaces	Location	Recommendation
Custom Weld	9	Rear	Replace racks; add capacity to front; add wayfinding
Hoop	10	Front	Replace racks; add capacity to front; add wayfinding

MAP 7.12 Owl Creek Elementary School Infrastructure Recommendations



Owl Creek Elementary School

- Recommendations (Point)
- Recommendations (Linear)
-  Transit Stops
- Sidewalk
- Shared Use Paved Trail
- Neighborhood/Park Trail
- Natural Surface Trail
- Protected Bike Lane
- Bike Lane
- Shared Roadway

0 250 500 750 1,000 ft



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Owl Creek Elementary School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).





Additional sidewalks, curb ramps, and crosswalks would help connect the Ruppel Road Sidepath to Owl Creek.





Root Elementary School

Number of Students	451
Grades	K - 4
Percent within 1 mile of School	34%
Percent Walking and Bicycling	10%
Percent on Free and Reduced Lunch	19%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	1

Root Elementary School is located on Mission Boulevard, adjacent to the newly constructed Mission Boulevard Sidepath—a busy trail for students who ride their bikes to school. Speeding vehicles are a growing concern near Root, especially as the School continues to reduce queuing onto Mission during arrival and dismissal.

The school is surrounded by single-family neighborhoods and benefits from multiple pedestrian connections, including the unique and popular 450-foot sidewalk called the "Root Chute." Nearly as many students were observed arriving via the Root Chute at the rear of the building as the front of the building during arrival.

A few critical sidewalk connections and crossing improvements could significantly enhance connectivity around the school. The school property is relatively small and there is no on-campus bike course, so the bike education unit often interferes with students who are out during recess.



IMAGE 7.5 Bike parking at Root is located just steps off of the Mission Boulevard Sidepath

However, the PE teacher hopes to make good use of the new Mission Boulevard Trail for bike excursions.

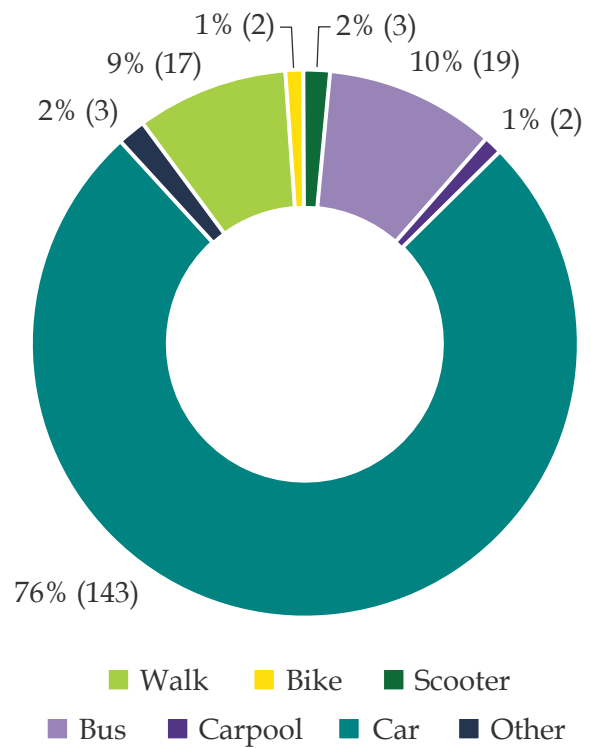


FIGURE 7.7 Distribution of travel modes at Root Elementary School

MAP 7.13 Root Elementary School Walkshed



Infrastructure Recommendations

1		Install sidewalk.	
2	E. Cain Dr. and N. Jordan Ln.	Existing curb ramps missing DWS. Install marked crossing across N. Jordan Ln.	
3	N. Lunsford Ave. and E. Hammond St.	Install marked crossing and stop bar across E. Hammond St; update both curb ramps with appropriate DWS.	
4	E. Mission Blvd. and N. Jordan Ln.	Reconstruct median to provide pedestrian refuge island and install marked crosswalk and DWS in curb ramps at north leg of intersection.	
5	E. Mission Blvd. and N. Ranch Dr.	Complete sidewalk on north side of E. Mission Blvd. to N. Ranch Dr. in front of 1428 E. Mission Blvd.	
6	Root Elementary Property	Connect outlet of “Root Chute” trail to playground blacktop.	
7	N. Lunsford Ave. and Root Chute	Install curb ramp on east side; double-side crosswalk signs; add “SCHOOL” to crosswalk signs; add thermoplastic rumble bars on approaches to crosswalk; install lighting.	
8	E. Hope St. and N. Eastwood Dr.	Install marked crosswalk across west leg of E. Hope St; add curb ramp to northwest corner; add DWS to southwest corner.	
	Existing Bike Parking		
Types	Total Spaces	Locations	Recommendation
Schoolyard	10	Rear	Add capacity near front door; replace rack
Wave	5	Front	Add capacity near front door; replace rack

MAP 7.14 Root Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Root Elementary School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).





The "Root Chute" greatly shortens walks to school by connecting students to a secure rear entrance.





Vandergriff Elementary School



Number of Students 540

Grades K - 4

Percent within 1 mile of School 17%

Percent Walking and Bicycling 6%

Percent on Free and Reduced Lunch 16%

Non-Motorist Crashes within 1/4 Mile Radius (2019-2023) 0

Vandergriff Elementary School sits adjacent to McNair Middle School in a low-density, residential area of Fayetteville. While Vandergriff is accessible by Township Street to the north, the School's primary access lies at the southern end of Vandergriff Drive along Mission Boulevard, a high-speed State highway.

Some students walk to campus from neighborhoods north of Township Street, but a large number of students (one observation noted approximately 70 students) are accompanied by two staff members as they cross Mission Boulevard to the south. While some students live in this area as well, many students walk to their adult's parked car.

Speeding vehicles are a common problem on Mission Boulevard,

worsened by limited sight lines due to the vertical curvature of the road. An enhanced crossing is highly desired at this location. The school has a soft-surface bike course on the property, but poor wayfinding results in many confused students and a lack of use.

Bicycle education is provided for two weeks every year in PE, and the PTO funds a fall bike club led by one of the school staff members. The school hosts a modest bike/walk to school day on May 7th in coordination with the District and City.

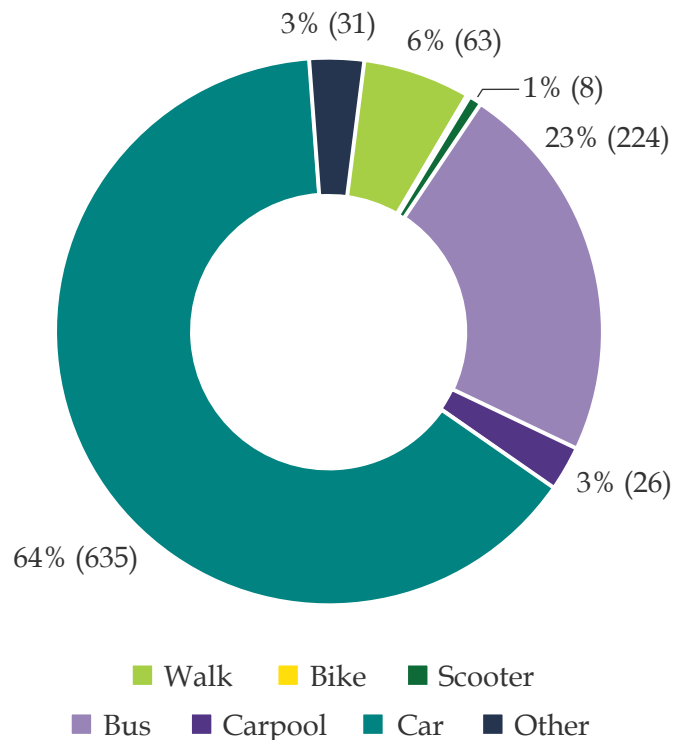
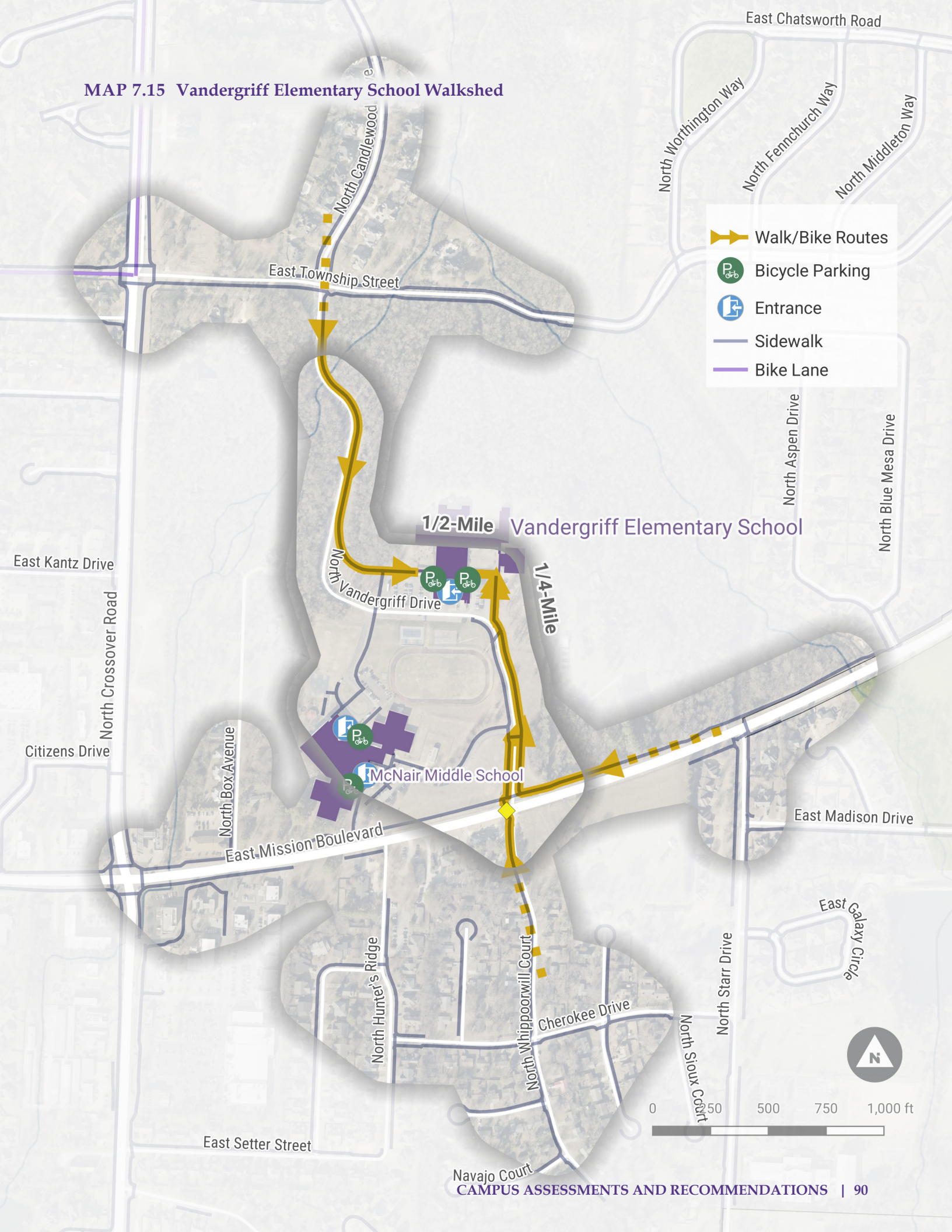


FIGURE 7.8 Distribution of travel modes at Vandergriff Elementary School

MAP 7.15 Vandergriff Elementary School Walkshed



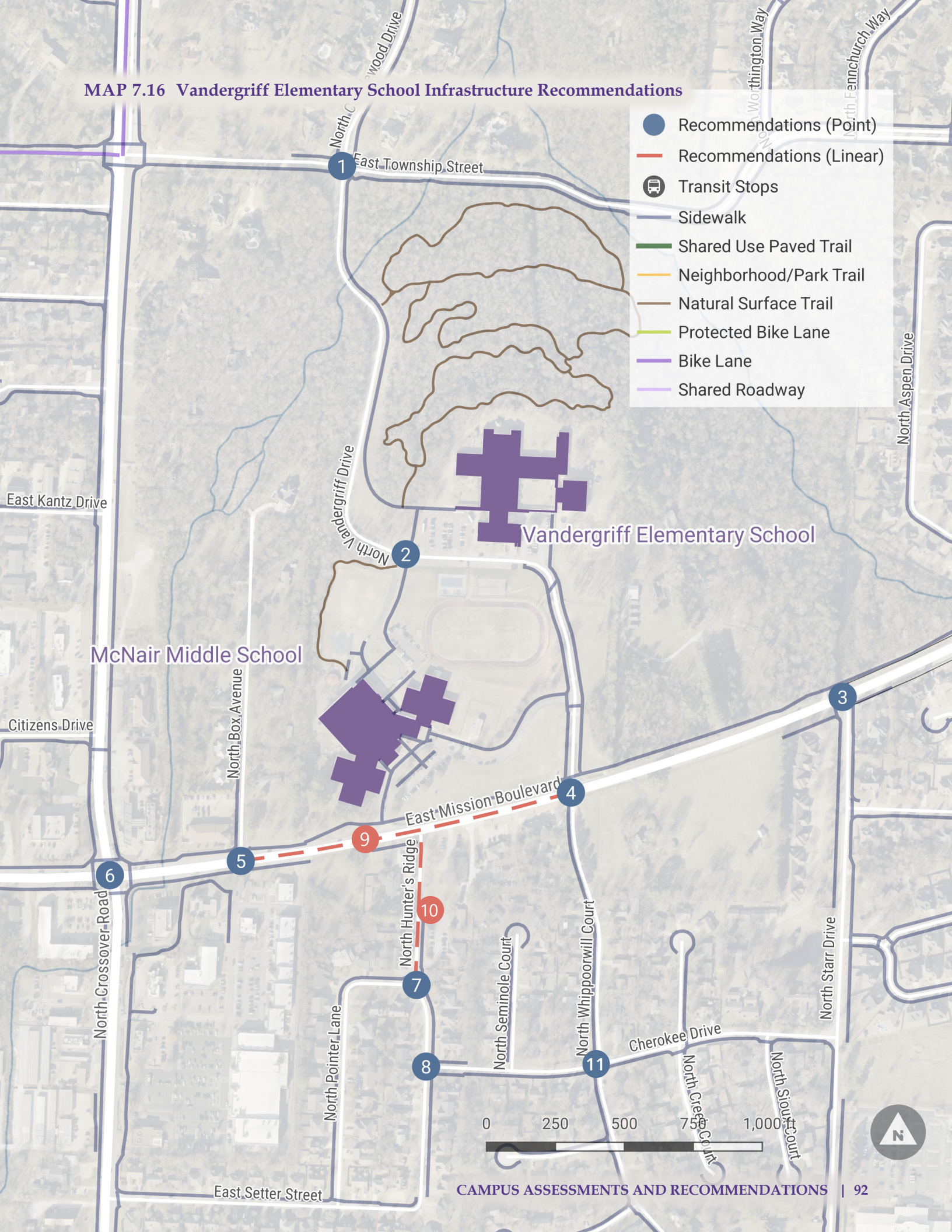
Infrastructure Recommendations

1		Install curb ramps in median and convert into pedestrian refuge along north leg of intersection; add lighting; install a raised crosswalk on the east leg of intersection.
2	N. Vandergriff Dr. and School Entrance	Upgrade curb ramps to ADA standards.
3	N. Starr Dr. and E. Mission Blvd.	Reconstruct southwest corner to close north-facing curb ramp; install high-visibility crosswalk at south leg; add curb ramp at southeast corner for south leg of the crosswalk; adjust signal for northbound traffic to No Right Turn during pedestrian phase; add time to pedestrian phase; install stop bar in northbound travel lane.
4	E. Mission Blvd. and N. Vandergriff Dr.	Install PHB; upgrade curb ramp at northwest corner; re-stripe high-visibility crosswalk at north leg; install rumble bars to alert east and westbound vehicles on Mission; install pedestrian-scale lighting.
5	N. Box Ave. and E. Mission Blvd.	Install high-visibility crosswalk and stop bar at north leg of intersection; install "Yield to Pedestrians" signage along Mission Blvd.
6	N. Crossover Rd. and E. Mission Blvd.	Geometry and accessibility issues support intersection reconstruction (reducing curb radii and the 30' westbound and eastbound lane widths). In the near term, upgrade all curb ramps; add mountable truck aprons at all four corners; narrow through and turn lanes as appropriate; adjust signalization to add LPI and additional time for pedestrian phase.
7	N. Hunters Rdg. and N. Pointer Ln.	Upgrade curb ramps with DWS.
8	N. Hunters Rdg. and E. Cherokee Dr.	Install new curb ramp at southeast corner; upgrade curb ramp at northeast corner with DWS.
9	E. Mission Blvd. (N. Box Ave. to N. Vandergriff Dr.)	Install sidepath per the City's Master Trails Plan.
10	N. Hunter's Ridge (N. Pointer Ln. to E. Mission Blvd.)	Install sidewalk.
11	N. Whippoorwill Ct. and Cherokee Dr.	Install mini-roundabout or four-way stop. A good candidate for a tactical urbanism project.

Existing Bike Parking

Types	Total Spaces	Locations	Recommendation
Schoolyard	20	Front	Reposition to accommodate all spaces
Schoolyard	20	Rear	Reposition to accommodate all spaces

MAP 7.16 Vandergriff Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Vandergriff Elementary School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).





Upgraded curb ramps and sidewalks at Vandergriff can significantly improve campus access and connectivity.



Washington Elementary School



Number of Students 313

Grades K - 4

Percent within 1 mile of School 29%

Percent Walking and Bicycling 9%

Percent on Free and Reduced Lunch 53%

Non-Motorist Crashes within 1/4 Mile Radius (2019-2023) 2

Washington Elementary School is one of the City's oldest schools, built in the middle of Fayetteville's historic, gridded downtown neighborhood. Sidewalks in this area are often in poor condition, obstructed, or lacking adequate greenspace. It is common for sidewalks in the neighborhood to lack curb ramps at intersections.

Many students walk to campus, often accompanied by an adult. A crossing guard is present in the morning (hourly staff) and in the afternoon (teacher). The RRFB on Maple Street is often used, but parents frequently observe drivers who fail to yield to pedestrians. Crossing College Avenue is another major barrier for students who walk and bike to school.

Bike education is taught in PE over four weeks in the fall and three weeks in the spring. Despite the hilly terrain and no on-campus bike course, the School's PE

teacher still facilitates outdoor rides along the Razorback Greenway and nearby trails.

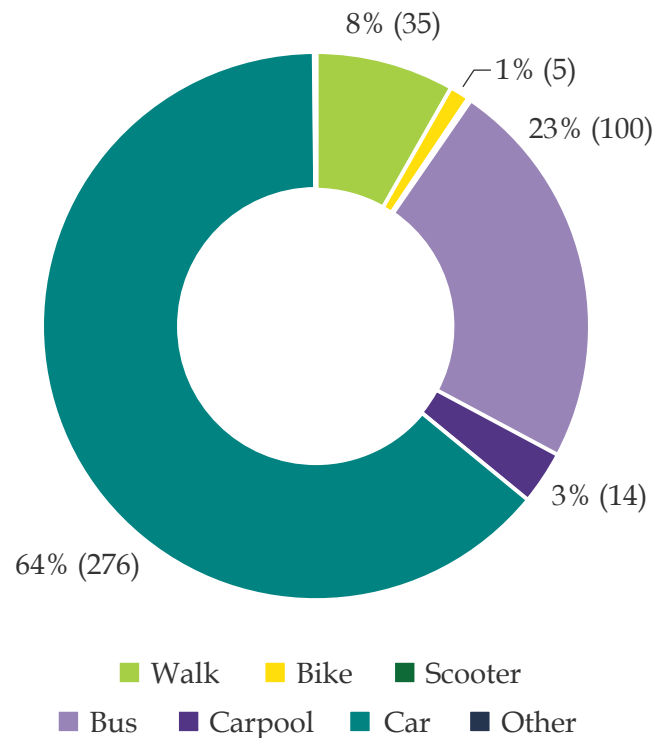
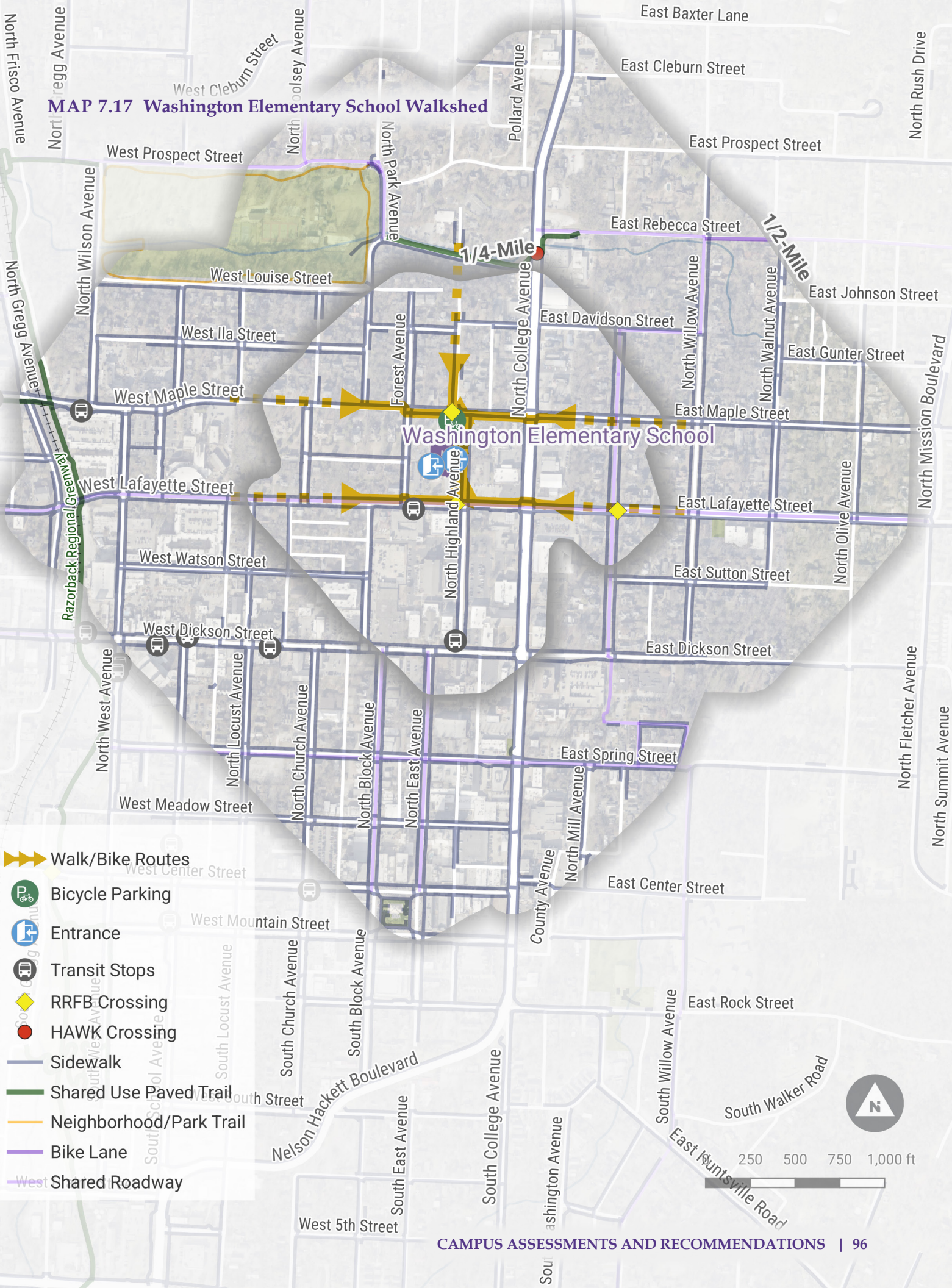


FIGURE 7.9 Distribution of travel modes at Washington Elementary School

Existing Bike Parking

Types	Schoolyard	Hoop
Total Spaces	4	8
Location	Side	
Recommendation	Replace existing schoolyard rack; add capacity at front door	

MAP 7.17 Washington Elementary School Walkshed



Infrastructure Recommendations

1		Install crosswalk marking and stop bar on west leg; install curb ramp on northwest corner.
2	N. College Ave. (E. Davidson St. to E. Maple St.)	Stripe commercial driveways and consider narrowing driveway curb cuts.
3	W. Maple St. and N. Forest Ave.	Update curb ramps (2) with DWS at southwest corner; install crosswalk markings on east leg; install north-facing curb ramp on southeast corner; convert to all-way stop and add stop bars in all directions.
4	W. Maple St. (N. Mock Ave. to N. College Ave.)	Install speed cushions.
5	W. Maple St. and N. Highland Ave.	Install raised crossing at west leg; install marked crosswalk at north leg; install curb extension at northeast corner; add crosswalk lighting to RRFB.
6	W. Maple St. and N. Highland Ave.	Install curb extension at southwest corner and update southwest and southeast curb ramps with DWS.
7	E. Maple St. and Alley 1315	Install curb ramp on northwest corner.
8	N. College Ave. and Maple St.	Install LPI; increase pedestrian signal phase; reconstruct southeast corner to allow ADA and consider closing commercial driveway.
9	N. Highland Ave. (between W. Lafayette and E. Maple St.)	Remove existing crosswalk marking and install raised crossing at southeast gym entrance.
10	W. Lafayette St. and N. Thompson Ave.	Install marked crosswalk at south leg and update curb ramps with DWS.
11	N. Forest Ave. (W. Lafayette St. to W. Maple St.)	Replace sidewalk panels and enforce sidewalk obstruction code.
12	W. Lafayette St. and N. Mock Ave.	Install marked crosswalk on north leg and add curb ramps on northwest and northeast corners.
13	W. Lafayette St. and N. Saint Charles Ave.	Install marked crosswalk; update curb ramp on southwest corner with DWS; install curb extension on southeast corner.
14	W. Lafayette St. and N. Highland Ave.	Install raised crosswalks on north and west legs of intersection; reconstruct northwest curb to reduce radius; add crosswalk lighting to RRFB.
15	E. Lafayette St. and N. College Ave.	Reconstruct curb ramps at all four corners to improve ADA; install LPI; implement No-Right-on-Red.
16	E. Lafayette St. (Highland Ave. to N. Washington Ave.)	Relocate westbound school speed zone sign closer to N. College Ave; install crosswalk markings at commercial driveways; install bicycle lane markings at Auto Zone driveway; install "Bike Lane Ends" sign for westbound travel. Reconstruct sidewalk as a sidepath per the City's Master Trails Plan.
17	N. Saint Charles Ave. and W. Boles St.	Explore options for marked crosswalk and curb extensions at south leg.
18	N. Saint Charles Ave. and W. Watson St.	Install marked crosswalks at west and south legs; relocate stop sign and add stop bar for eastbound Watson St.
19	Washington Elementary School Property	Install sidewalk to connect to main entrance without using stairs.

MAP 7.18 Washington Elementary School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Washington Elementary School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).





Providing accessible paved connections to school entrances and slowing speeds around campus can improve pedestrian safety at Washington Elementary.





John L. Colbert Middle School



Number of Students	460
Grades	5 - 6
Percent within 1 mile of School	8%
Percent Walking and Bicycling	6%
Percent on Free and Reduced Lunch	66%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	0

John L Colbert (JLC) Middle School is located across the street from the Ruppel Road Sidepath, connecting the School to several residential neighborhoods and the City's wider sidewalk network. Ruppel Road is a four-lane street that experiences high vehicle speeds. Crosswalks along Ruppel Road are placed far apart and would benefit from an increased presence of crossing guards, given the speed and separation of crossing distances; a new mid-block crossing is highly recommended in this area as well.

JLC is ideally situated near two high-quality mountain bike destinations: just a quarter-mile from Centennial Park, which offers 18 miles of trails, and a half-mile from Kessler Mountain Regional Park, boasting over 20 miles of trails. With world-class outdoor recreation

this close, JLC can take full advantage by facilitating bike programming (e.g., clubs, field trips, events, etc.) and possibly even developing an on-campus skills park or trail connection to the park.

The school maintains a bike fleet for use during PE, with several opportunities for off-campus bike rides at the nearby Dinsmore Trail and Fayetteville Traverse. Nearly 200 students participate in groups rides, with sixth grade students participating in a field trip at Lake Fayetteville once a year.

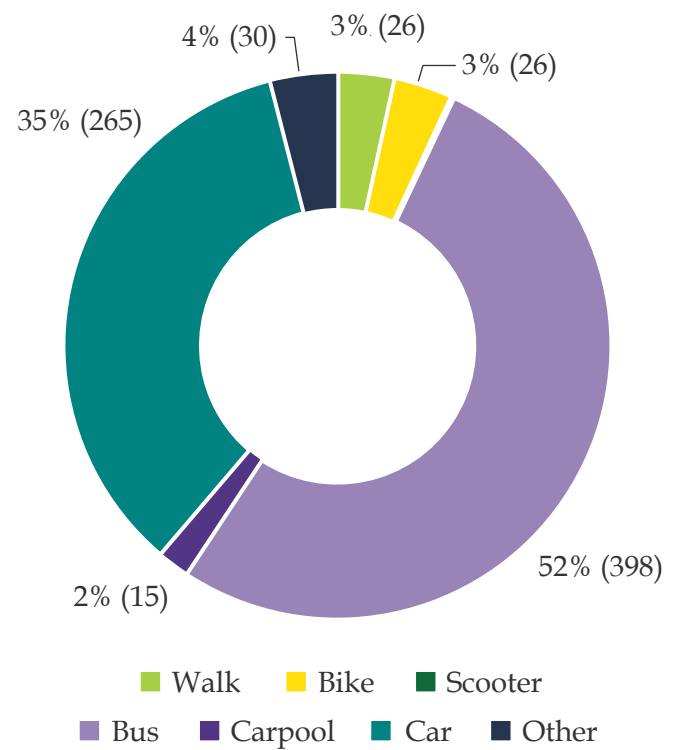


FIGURE 7.10 Distribution of travel modes at John L. Colbert Middle School

MAP 7.19 John L. Colbert Middle School Walkshed



Infrastructure Recommendations

Map ID	Location	Recommendation
1	W. Bronco Dr.	Fill sidewalk gap just west of Bronco Dr. and Ruppel Rd.
2	NE Corner to John L. Colbert Middle School Property	Plan for future paved connections to the upcoming development and trails on the north/northeast side of campus.
3	East side of John L. Colbert Middle School Property	Plan for future connectivity to Fayetteville Traverse and Dinsmore Trail.
4	W. Santa Fe St. and S. Ruppel Rd.	Repair cracking concrete on shared use trail.
5	S. Ruppel Rd. and W. Eisenhower Pl.	Install RRFB.
6	Southeast of John L. Colbert Middle School Property	Consider trail connection to Magnolia Crossing subdivision along property line.
7	Magnolia Crossing Subdivision	Construct shared use path in overhead electric easement.

Existing Bike Parking

Type	Total Spaces	Location	Recommendation
Wave	24	Front	Replace rack
Custom Weld	6	Front	Replace rack

MAP 7.20 John L. Colbert Middle School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for John L. Colbert Middle School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).





An overhead electric easement near JLC could connect a neighboring subdivision to campus.





Holt Middle School



Number of Students	490
Grades	5 - 6
Percent within 1 mile of School	15%
Percent Walking and Bicycling	12%
Percent on Free and Reduced Lunch	51%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	2

Holt Middle School is known for its vibrant walking and cycling culture, strongly supported by school leadership and staff. The school is located on Ruppel Road, a two-lane street that cuts through several neighborhoods as a regional link. The Ruppel Road Sidepath also runs directly in front of the school, carrying many students who walk and bike from neighborhoods north and east of campus.

Pick-up and drop-off procedures are very organized, with walkers and bike riders released at the same time to encourage grouping for safer travel. Bike education is taught for four to six weeks in PE. A well-designed bike course exists on campus; however, because it was privately funded, it has not yet been fully integrated into public ownership or long-term maintenance programs. The school hosts two bike events each year—a Roll-A-Thon and a Bike to School Day—with about a hundred students participating in both.



IMAGE 7.6 Bike racks are over capacity with high rates of walking and cycling at Holt

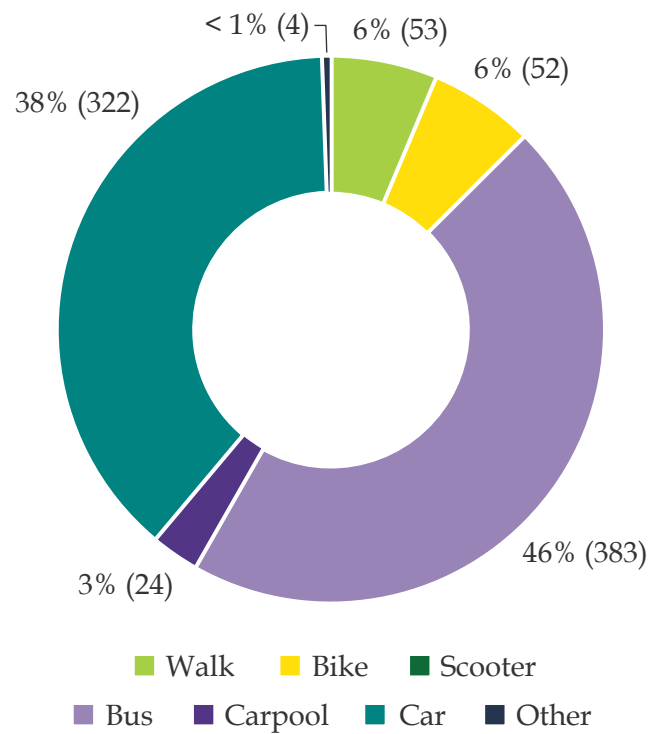
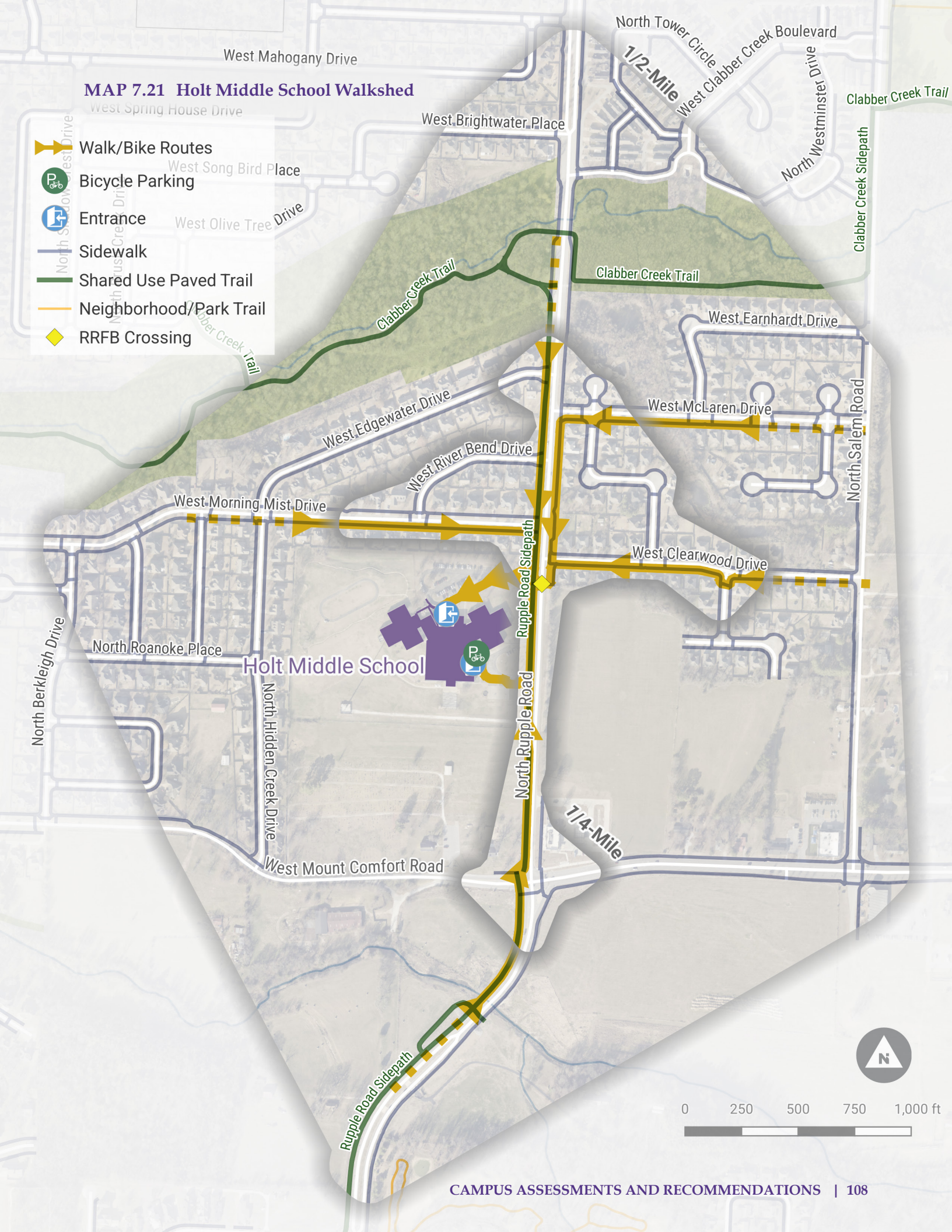


FIGURE 7.11 Distribution of travel modes at Holt Middle School

MAP 7.21 Holt Middle School Walkshed

-  Walk/Bike Routes
-  Bicycle Parking
-  Entrance
-  Sidewalk
-  Shared Use Paved Trail
-  Neighborhood/Park Trail
-  RRFB Crossing



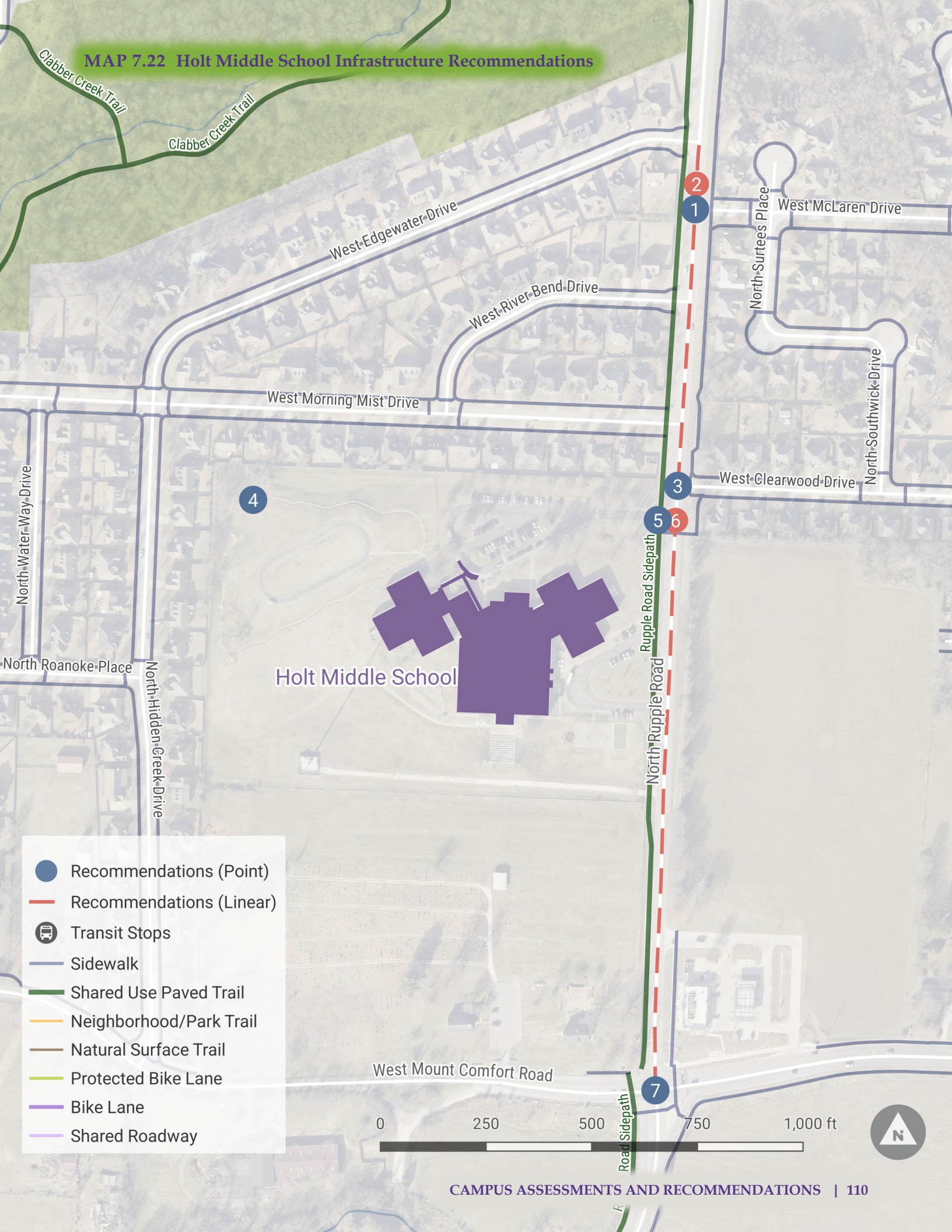
Infrastructure Recommendations

1		Add high-visibility crosswalk on east leg of intersection.
2	N. Ruppel Rd. (W. Clearwood Dr. to W. Edgewater Dr.)	Remove continuous center-turn-lane and implement traffic-calming measures, such as chicanes and speed cushions.
3	W. Clearwood Dr. and N. Ruppel Rd.	Install crosswalk on east leg of intersection.
4	Holt Middle School Property	Consider multiuse path/trail connection at northwest corner.
5	N. Ruppel Rd. and School Entrance	Install DWS at southwest curb ramp; install raised crosswalk at RRFB.
6	N. Ruppel Rd. (W. Clearwood Dr. to W. Mount Comfort Rd.)	Add speed feedback sign in northbound direction. Evaluate traffic-calming treatments and reduce speed limit.
7	W. Mount Comfort Rd. and N. Ruppel Rd.	Install curb extension to northwest corner; reconstruct sidewalk to trail on northwest corner; add "No-Right-on-Red" across trail crossing; install raised crossing in right-turn bypass lane.

Existing Bike Parking

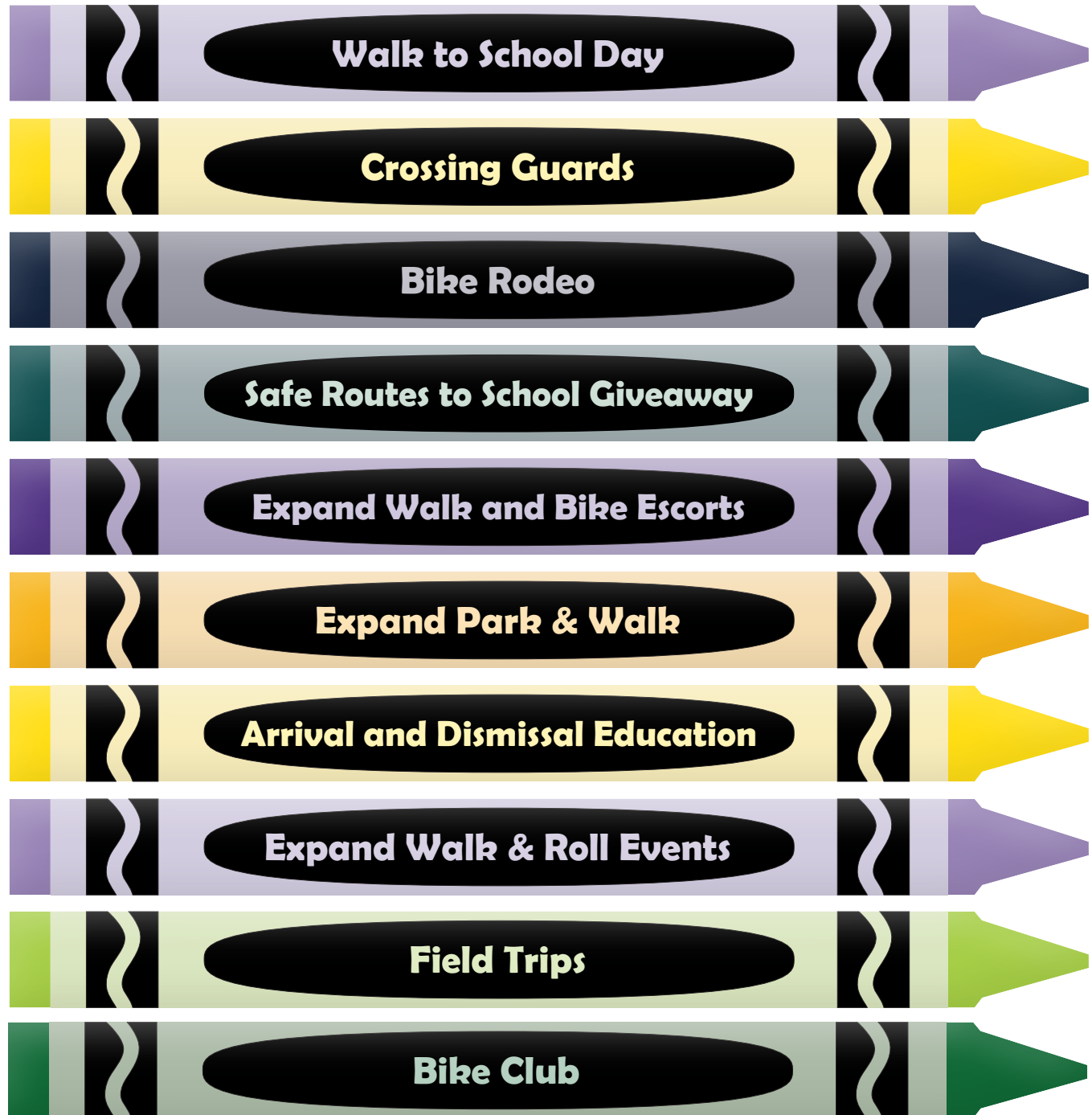
Type	Total Spaces	Location	Recommendation
Schoolyard	30	Rear	Add capacity to rear; add visitor rack to front

MAP 7.22 Holt Middle School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Holt Middle School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).





The
Ripple Road
Sidepath helps
students walk, roll
and bike to Holt
Middle School
year-round.





McNair Middle School



Number of Students	666
Grades	5 - 6
Percent within 1 mile of School	12%
Percent Walking and Bicycling	6%
Percent on Free and Reduced Lunch	23%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	3

McNair Middle School is adjacent to Vandergriff Elementary School, accessed by Vandergriff Drive either from Township Street to the north or Mission Boulevard to the south. At each day's dismissal, nearly 100 students walk toward vehicles or buses along the north side of campus. About 30 students cross at the RRFB on Mission Boulevard, where two teachers are typically stationed as crossing guards. This crossing is dangerous due to high speeds, motor vehicles failing to yield to pedestrians, and limited sight lines due to the hill. A few students live southwest of McNair, requiring them to cross Crossover Road. This crossing is especially dangerous due to long crossing distances, drivers who fail to yield during right-on-red turns, and high speeds. In one incident, law enforcement was called for a welfare check when a student was observed crossing this intersection. Bicycle education is taught for two to three weeks in PE, where students are taken onto



IMAGE 7.7 High speeds and long crossings near McNair create dangerous conditions for students

Vandergriff Drive to learn road safety. Students practice mountainbiking on a rudimentary dirt track around the soccer field, but the School does not utilize the wooded soft-surface trail network because it is often confusing and lacks wayfinding.

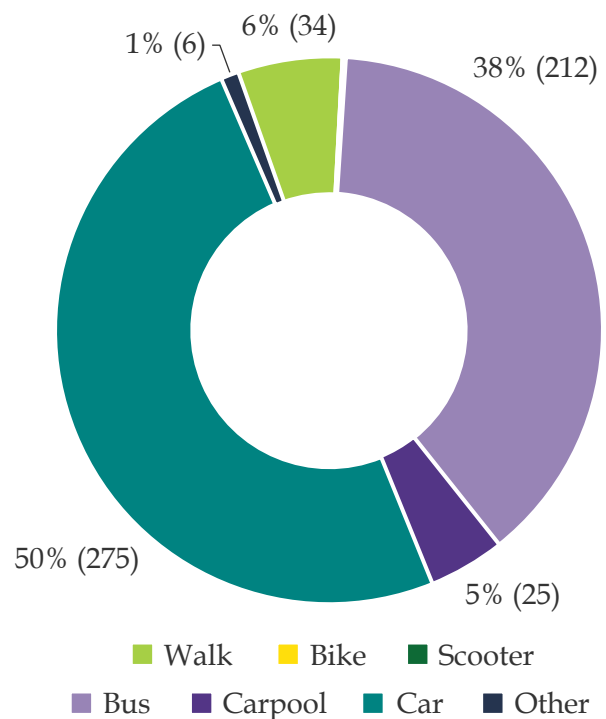
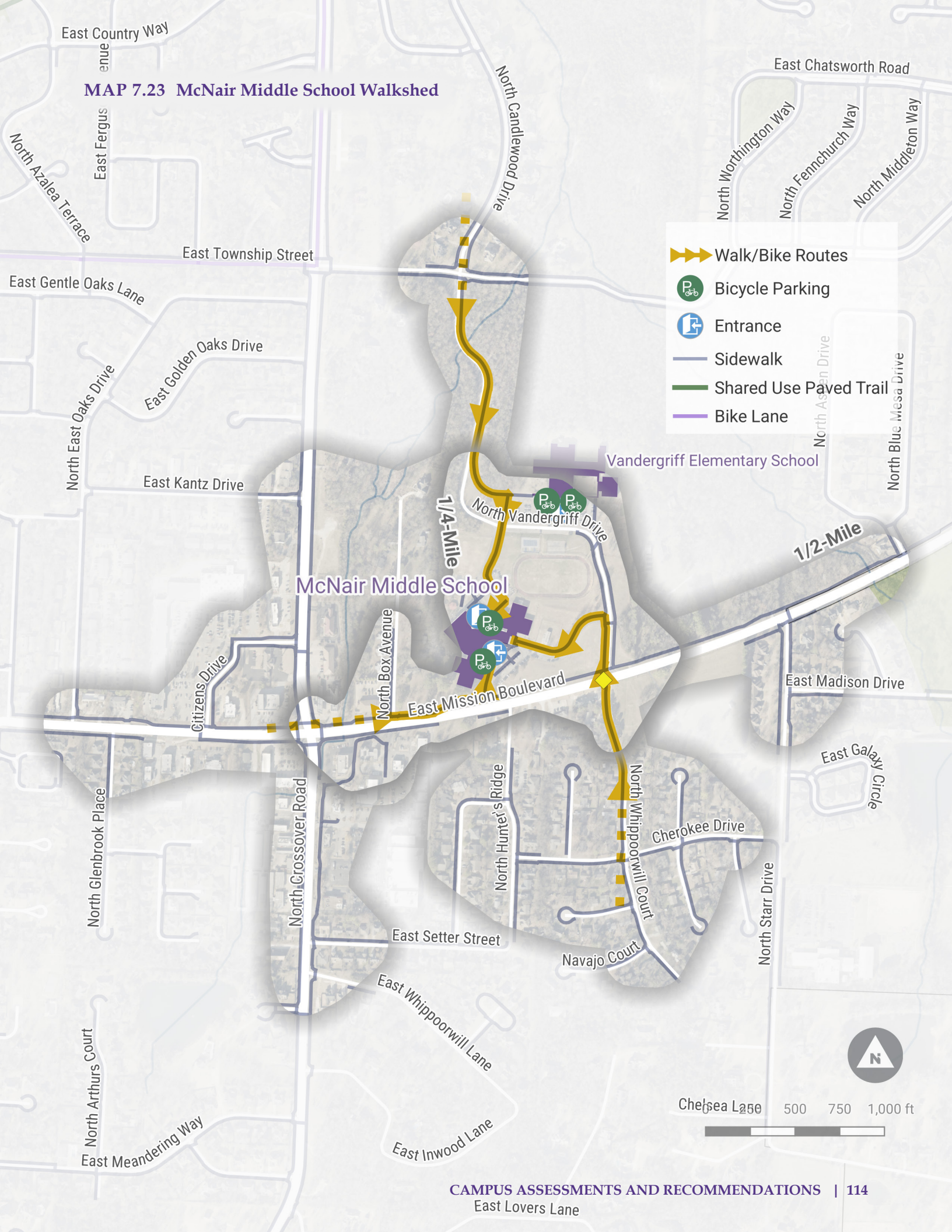


FIGURE 7.12 Distribution of travel modes at McNair Middle School

MAP 7.23 McNair Middle School Walkshed



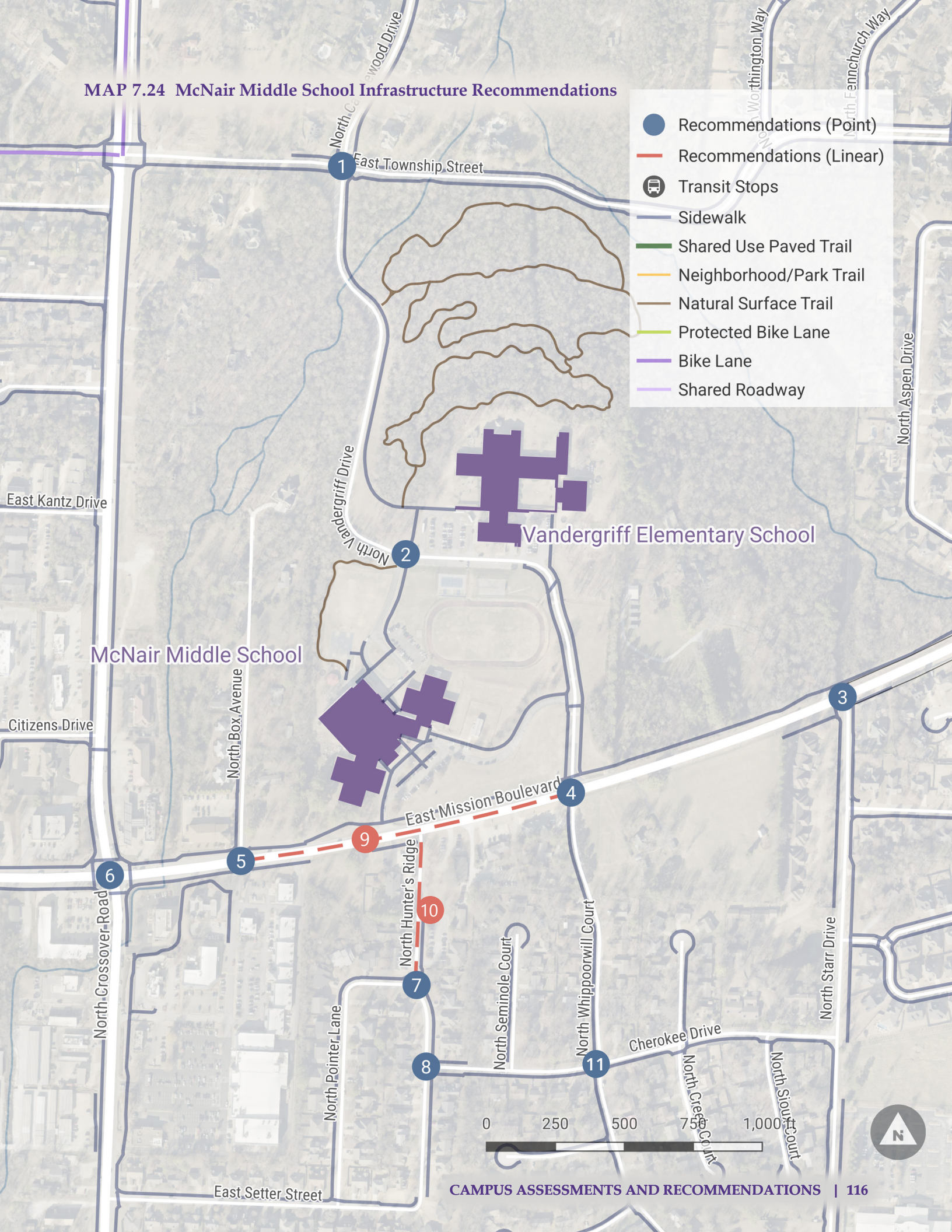
Infrastructure Recommendations

1		Install curb ramps in median and convert into pedestrian refuge along north leg of intersection; add lighting; install a raised crosswalk on the east leg of intersection.
2	N. Vandergriff Dr. and School Entrance	Upgrade curb ramps to ADA standards.
3	N. Starr Dr. and E. Mission Blvd.	Reconstruct southwest corner to close north-facing curb ramp; install high-visibility crosswalk at south leg; add curb ramp at southeast corner for south leg of the crosswalk; adjust signal for northbound traffic to No Right Turn during pedestrian phase; add time to pedestrian phase; install stop bar in northbound travel lane.
4	E. Mission Blvd. and N. Vandergriff Dr.	Install PHB; upgrade curb ramp at northwest corner; re-stripe high-visibility crosswalk at north leg; install rumble bars to alert east and westbound vehicles on Mission; install pedestrian-scale lighting.
5	N. Box Ave. and E. Mission Blvd.	Install high-visibility crosswalk and stop bar at north leg of intersection; install "Yield to Pedestrians" signage along Mission Blvd.
6	N. Crossover Rd. and E. Mission Blvd.	Geometry and accessibility issues support intersection reconstruction (reducing curb radii and the 30' westbound and eastbound lane widths). In the near term, upgrade all curb ramps; add mountable truck aprons at all four corners; narrow through and turn lanes as appropriate; adjust signalization to add LPI and additional time for pedestrian phase.
7	N. Hunters Rdg. and N. Pointer Ln.	Upgrade curb ramps with DWS.
8	N. Hunters Rdg. and E. Cherokee Dr.	Install new curb ramp at southeast corner; upgrade curb ramp at northeast corner with DWS.
9	E. Mission Blvd. (N. Box Ave. to N. Vandergriff Dr.)	Install sidepath per the City's Master Trails Plan.
10	N. Hunter's Ridge (N. Pointer Ln. to E. Mission Blvd.)	Install sidewalk.
11	N. Whippoorwill Ct. and Cherokee Dr.	Install mini-roundabout or four-way stop. A good candidate for a tactical urbanism project.

Existing Bike Parking

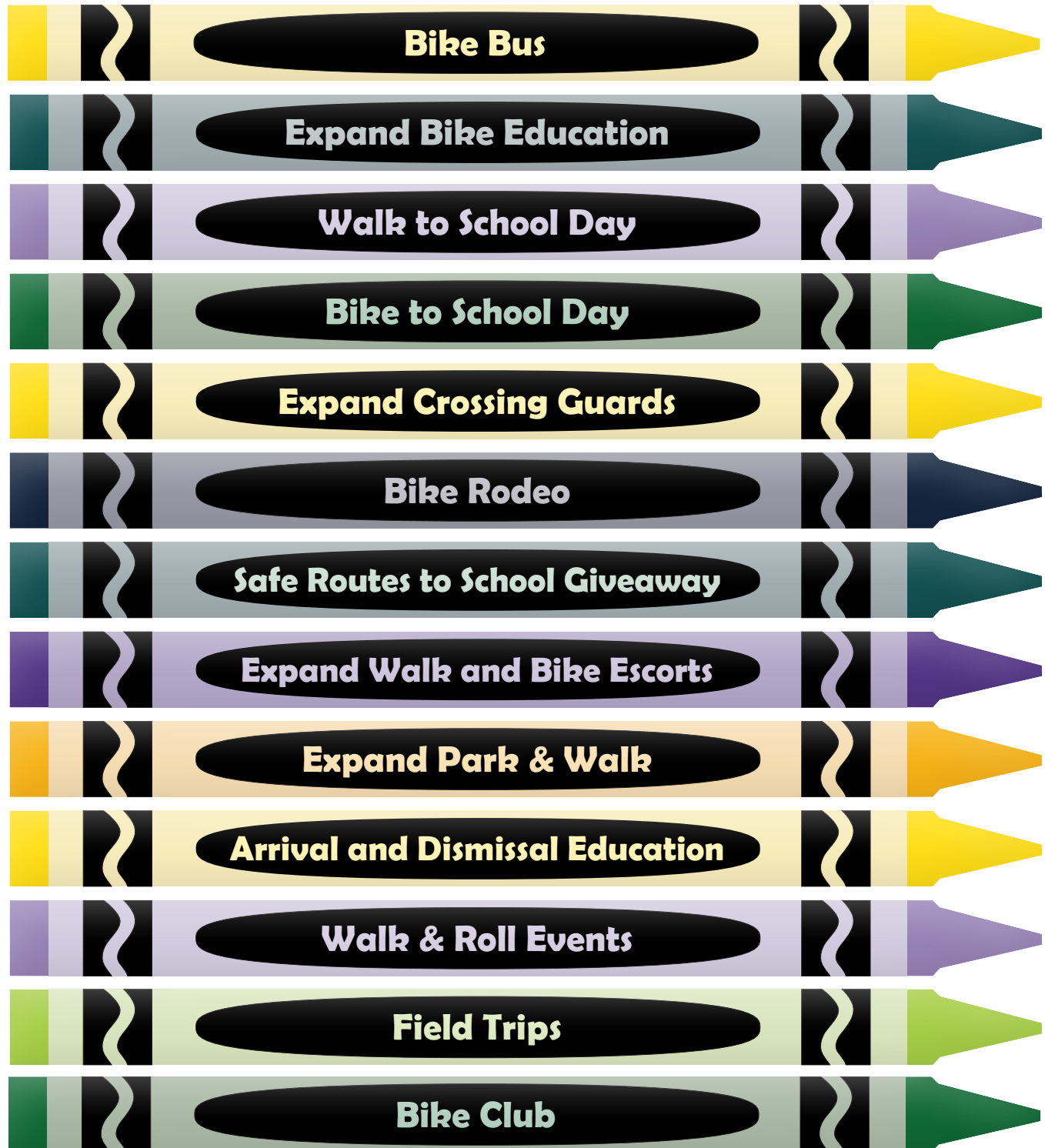
Types	Total Spaces	Locations	Recommendation
Schoolyard	20	Front	Reposition to accommodate all spaces
Schoolyard	20	Rear	Reposition to accommodate all spaces

MAP 7.24 McNair Middle School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for McNair Middle School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).





High Speeds
along E. Mission
Boulevard present
safety challenges for
students walking and
rolling at McNair.





Ramay Junior High School



Number of Students	753
Grades	7 - 8
Percent within 1 mile of School	2%
Percent on Free and Reduced Lunch	59%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	1

Ramay Junior High School is currently located near the I-49 interchange at M.L.K. Jr. Boulevard. At the time of this writing, FPS intends to build a new campus for Ramay near Poplar Street and College Avenue, as part of the District's updated feeder pattern. Pending approval, Ramay will be renovated into a new magnet high school.

Students were observed walking to Ramay from the east on Stone Street and from the south along Sang Avenue. After school, students often walk to fast food restaurants and convenience stores nearby – either for pick-up or to eat before a sporting event. Additionally, hundreds of students walk to Fayetteville High School along M.L.K. Jr. Boulevard when the Junior Varsity team plays on Thursday evenings.

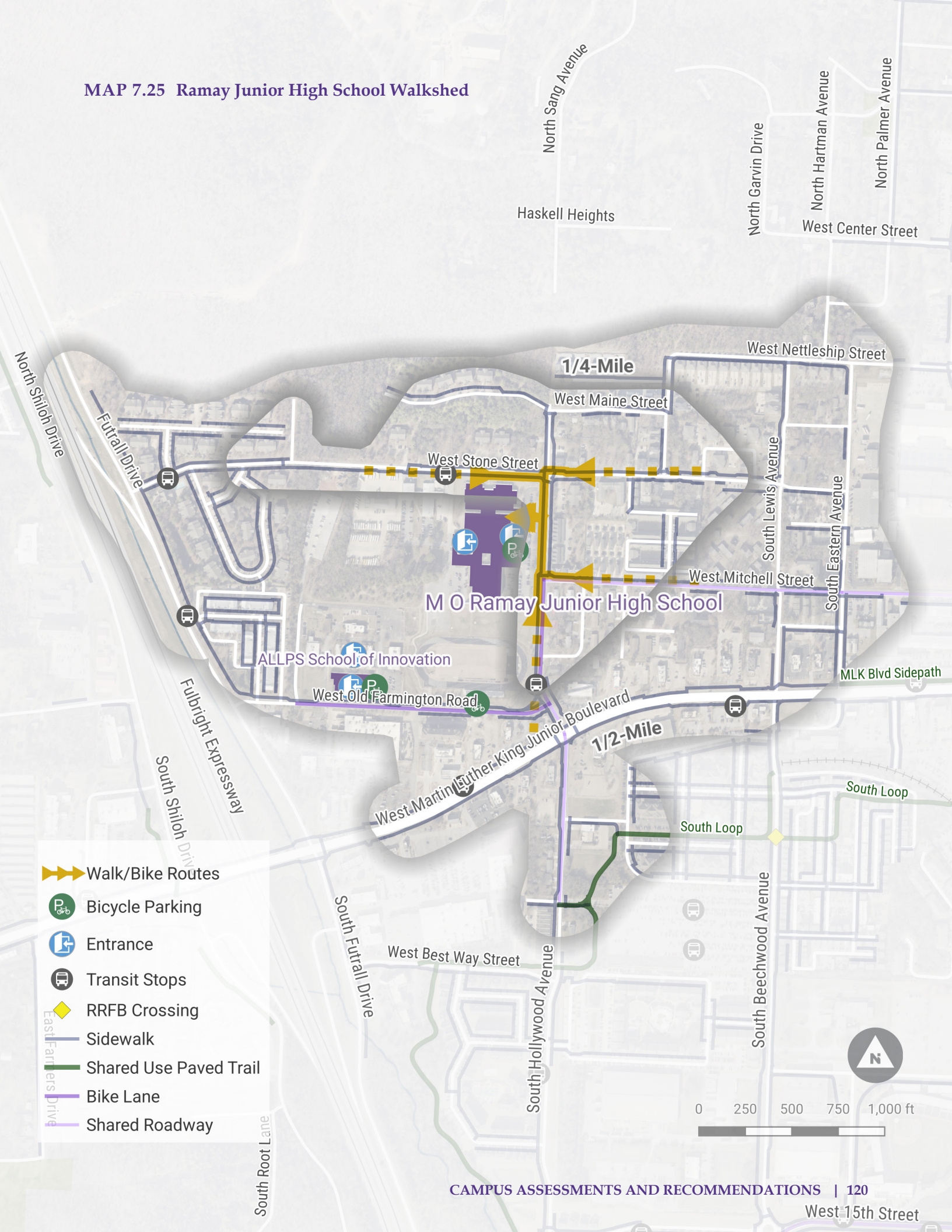
Speeding and distracted driving is often observed on Sang Avenue and M.L.K. Jr. Boulevard. Connectivity and safety

improvements along these corridors can help provide safer routes to Ramay, such as filling sidewalk gaps, improving pedestrian crossings, and installing a 12-foot shared use path along M.L.K. Jr. Boulevard. Improvements along Mitchell Street specifically may provide a lower-traffic alternative for students who use M.L.K. to walk to FHS. Similarly, access to the South Loop and Tsa-La-Gi Trails south of campus can be improved with safer crossings near Sang Avenue, Hollywood Avenue, and M.L.K. Jr. Boulevard. Alternative transportation options, including transit, should also be encouraged.



IMAGE 7.8 Connectivity can be strengthened along the east and south sides of Ramay's campus

MAP 7.25 Ramay Junior High School Walkshed



Infrastructure Recommendations

1		Install DWS on northwest and southwest corners, as well as two ramps on southeast corner. Install stop bars in all directions.
2	W. Stone St. (S. Cross Ave. to S. Sang Ave.)	Fill sidewalk gaps at 1942 and 2026 W. Stone St.
3	W. Stone St. and S. Cross Ave.	Install marked crosswalk across Cross Ave. on north leg. Install curb ramp on northeast corner.
4	S. Sang Ave. (W. Stone St. to W. M.L.K. Jr. Blvd.)	Install speed cushions and upgrade sidewalk to shared use path per city plans.
5	S. Sang Ave. and W. Mitchell St.	Install raised crosswalk and RRFB.
6	W. Mitchell St. (S. Sang Ave. to S. Eastern Ave.)	Complete sidewalk gaps at various locations along the north side, extending east to Razorback Rd.
7	ALLPS Property	Address circulation and accessibility issues at numerous locations across the site.
8	W. Old Farmington Rd. and S. Melbourne Dr.	Replace crosswalk markings with high-visibility crosswalk marking, add stop bar, and relocate stop sign behind crosswalk.
9	W. Old Farmington Rd. (S. Key West Dr. to S. Root Ave.)	Address uplift and drop-off at inlet.
10	W. Old Farmington Rd. and Root Ave.	Install marked crosswalk and DWS on both curb ramps.
11	W. Old Farmington Rd. and ALLPS Entrance	Install curb extension and raised crosswalk from ALLPS entrance to sidewalk on south side. Evaluate use of RRFB at this location.
12	S. Sang Ave. and W. Old Farmington Rd.	Install raised crosswalk on west leg across Old Farmington Rd.
13	W. Old Farmington Rd. (S. Root Ave. to S. Sang Ave.)	Install sidewalk on south side (back of 2190 M.L.K Jr. Blvd.) and install speed cushions.
14	W. Martin Luther King Jr. Blvd and S. Hollywood Ave.	High traffic intersection along high injury network; major barrier for student travel to restaurants and other frequent destinations.
15	Hollywood Ave. and W. Pasadena Ln.	Install marked crosswalks; install curb ramps on northwest and northeast corners; complete sidewalk connections across north leg and east leg of intersection.

Existing Bike Parking

Type	Total Spaces	Location	Recommendation
Custom Weld	18	Front	Replace rack

MAP 7.26 Ramay Junior High School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Ramay Junior High School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).

- 
- No. 1 *Bike Education*
 - No. 2. *Walk to School Day*
 - No. 3 *Bike to School Day*
 - No. 4. *Crossing Guards and Traffic Safety*
 - No. 5. *Safe Routes to School Giveaway*
 - No. 6 *Expand Park & Walk*
 - No. 7 *Arrival and Dismissal Education*
 - No. 8. *Walk & Roll Events*
 - No. 9 *Field Trips*
 - No. 10 *Expand Bike Club*



Sidewalk gaps near Ramay make it difficult for students to walk, roll, or bike to school.





Woodland Junior High School



Number of Students	807
Grades	7 - 8
Percent within 1 mile of School	7%
Percent Walking and Bicycling	1%
Percent on Free and Reduced Lunch	32%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	1

Woodland Junior High School is currently located at Poplar Street and Woodland Avenue. At the time of this writing, FPS intends to build a new campus for Woodland near Joyce Boulevard and Crossover Road. Pending approval, Woodland's current campus will be renovated into a middle school to support the District's updated feeder pattern.

The Midtown Corridor Trail, constructed in 2024, now connects the Razorback Greenway from Gregg Street to Woodland along Woodland Avenue. While Gregg Street has long been a dangerous intersection, the City was recently awarded an SS4A (Safe Streets and Roads for All) grant to provide safety improvements on Gregg, including the intersection near the school.

Significant corridor improvements are already underway along College Avenue — also funded through the SS4A

Grant — with plans to install a traffic signal at Poplar Street and College. Moreover, FPS plans to construct the new Ramay Junior High School campus just east of this area. If developed, multiple layers of safety improvements should be applied at the crossings that connect both schools.

Every day, nearly one hundred students walk to the New Life Church parking lot northeast of Green Acres Road and Poplar Street for pick-up. About 30 to 50 students electively enroll in PE at this age, but the school does not have a fleet of bikes. A skills park exists uphill of the school at Gregory Park, but is not utilized. There is no bike club, but 15 students participate in NICA.

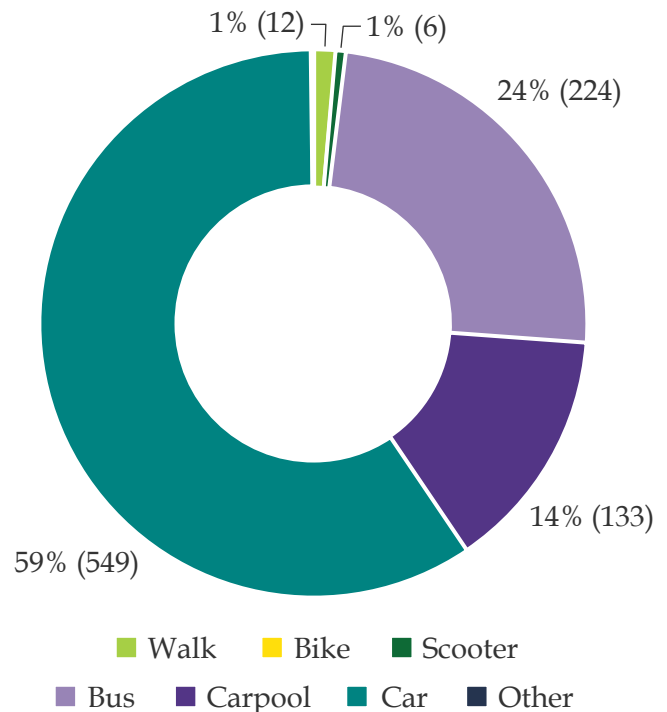
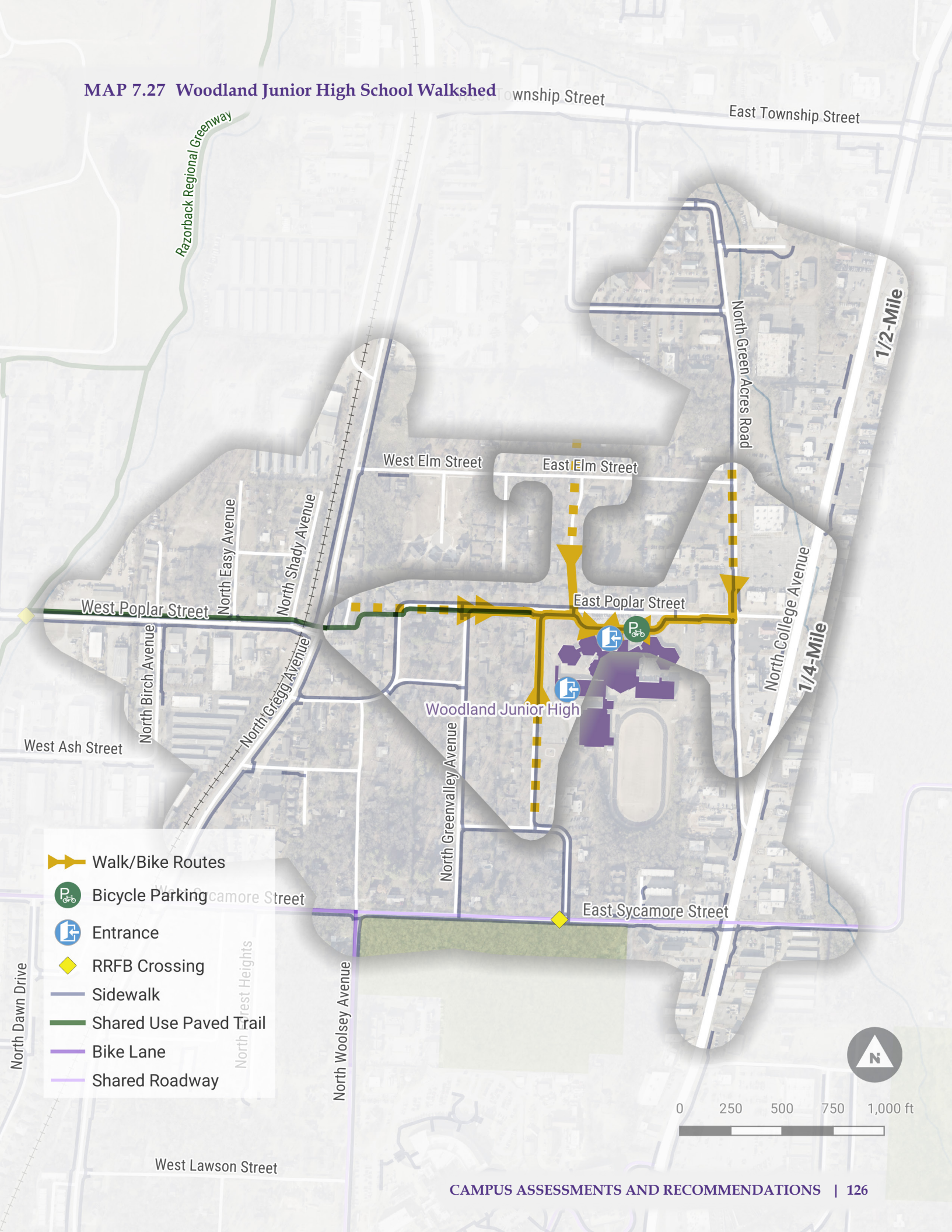


FIGURE 7.13 Distribution of travel modes at Woodland Junior High School

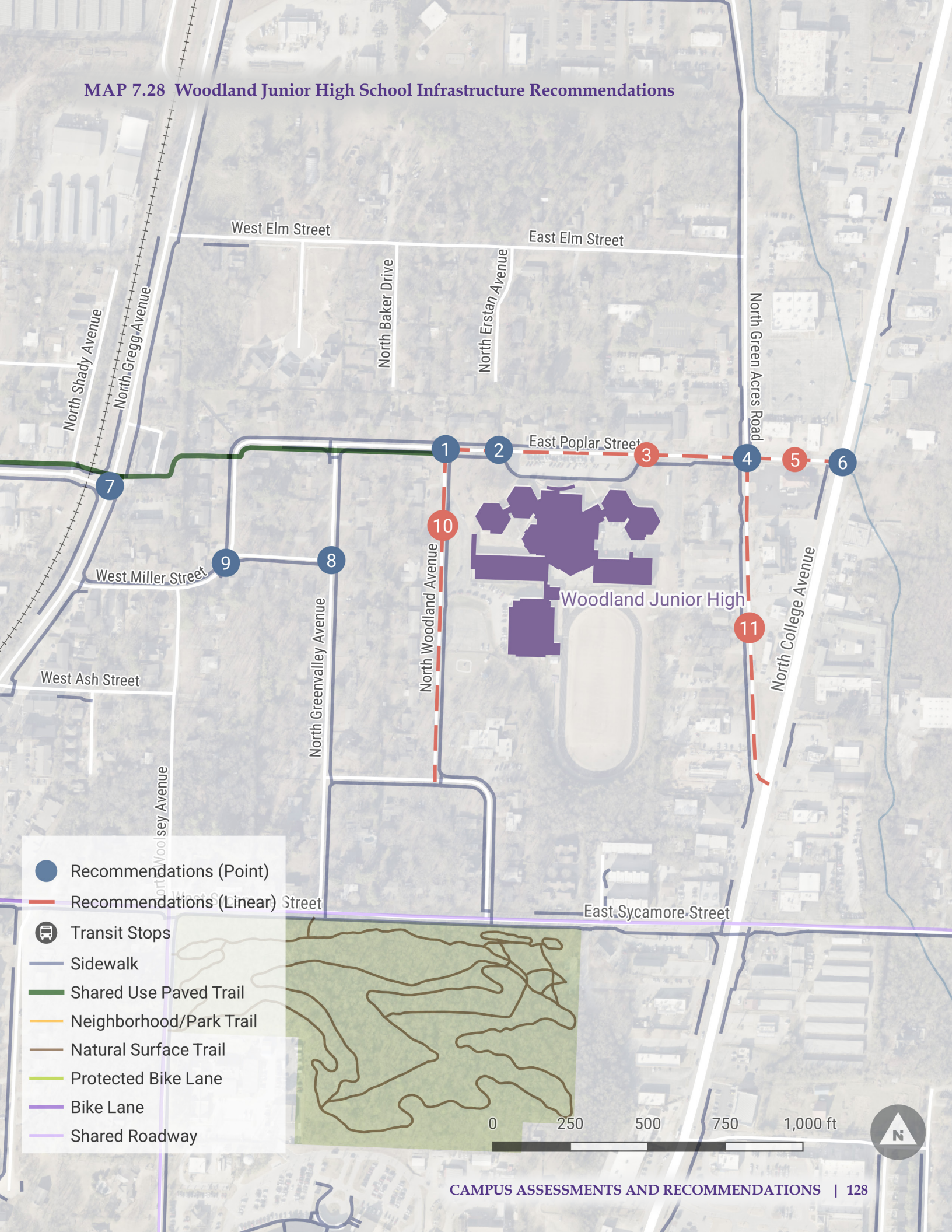
MAP 7.27 Woodland Junior High School Walkshed



Infrastructure Recommendations

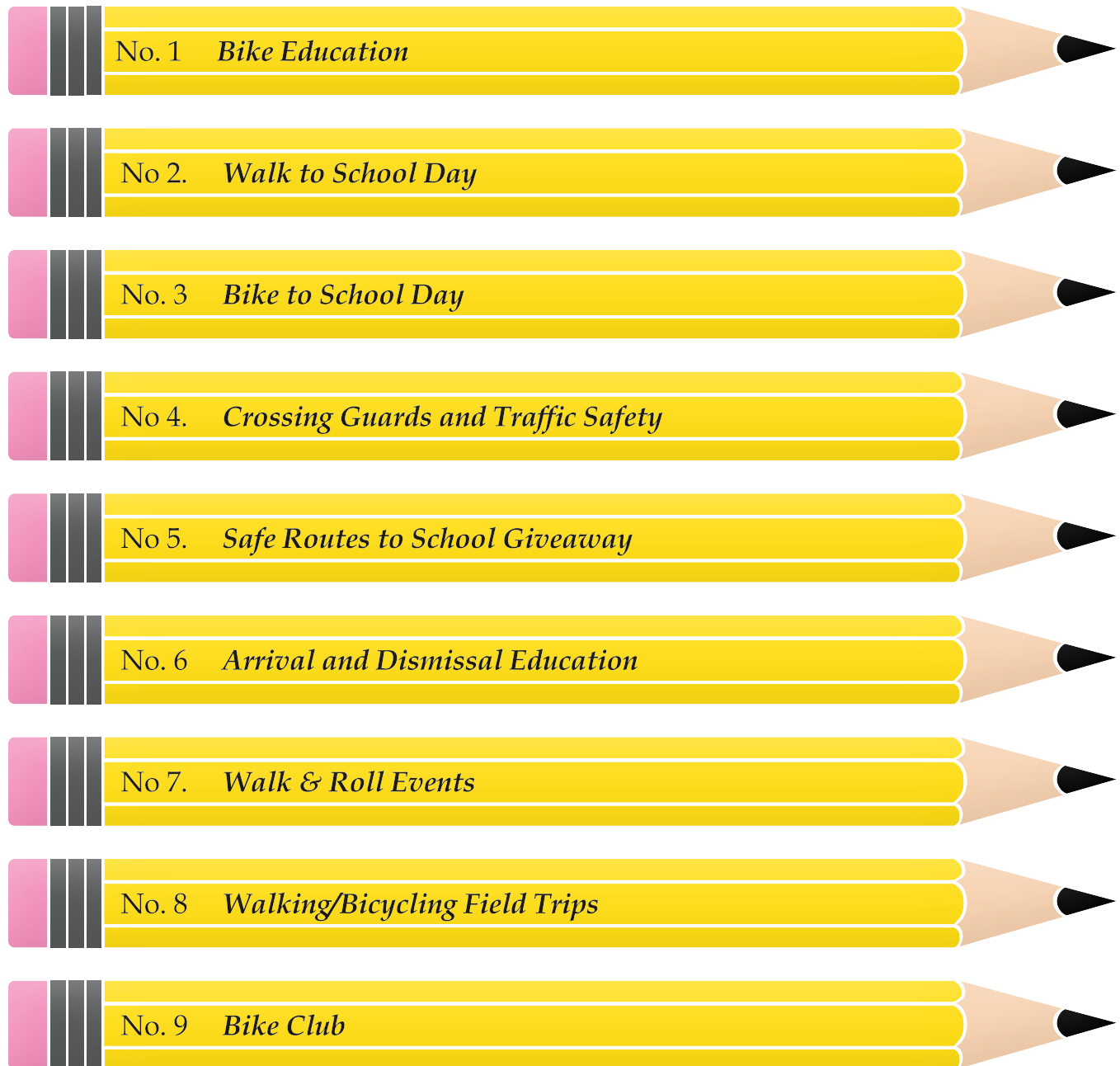
Map ID	Location	Recommendation	
1	N. Woodland Ave. and W. Poplar St.	Install high-visibility crosswalk at south leg; install curb extension on southeast corner; update southeast ramp with DWS.	
2	E. Poplar St. at Woodland Junior High Entrance	Install DWS at curb ramps; double-side crosswalk signs; add thermoplastic rumble bars on approaches to crosswalk.	
3	E. Poplar St. (N. Green Acres Rd. to N. Woodland Ave.)	Repair sidewalk on north side; install sidewalk where missing; install shared use path on south side of Poplar.	
4	N. Green Acres Rd. and E. Poplar St.	Install high-visibility crosswalks at all four legs; install curb ramps at all corners.	
5	E. Poplar St. (N. Green Acres Rd. to N. College Ave.)	Install shared use path on south side and sidewalk on north side.	
6	E. Poplar St. and N. College Ave.	Reconstruct intersection with safe crossings, considering the future Ramay Junior High location just east of this area. At-grade improvements should include high-visibility crosswalks, LPI, No-Right-on-Red, and protected signal phasing. The feasibility of a bike-ped tunnel should also be investigated, given the significance of this east-west connection.	
7	N. Gregg Ave. and W. Poplar St.	Intersection to be reconstructed under SS4A grant; railroad crossing improvements recommended.	
8	N. Greenvally Ave. and W. Miller St.	Install curb ramp on southeast corner of intersection; install high-visibility crosswalk on south leg of intersection; update curb ramp on southwest corner of intersection with DWS.	
9	N. Yates Ave. and W. Miller St.	Install marked crosswalk across Yates Ave.	
10	N. Woodland Ave. (E. Poplar St. to E. Ash St.)	Install curb ramps on driveway (2).	
11	N. Green Acres Rd. (E. Poplar St. to N. College Ave.)	Install crosswalks across commercial driveways; reduce driveway widths where feasible.	
Existing Bike Parking			
Type	Total Spaces	Location	Recommendation
Schoolyard	10	Front	Relocate away from travel-way; add capacity

MAP 7.28 Woodland Junior High School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Woodland Junior High School. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).

- 
- No. 1 *Bike Education*
 - No 2. *Walk to School Day*
 - No. 3 *Bike to School Day*
 - No 4. *Crossing Guards and Traffic Safety*
 - No 5. *Safe Routes to School Giveaway*
 - No. 6 *Arrival and Dismissal Education*
 - No 7. *Walk & Roll Events*
 - No. 8 *Walking/Bicycling Field Trips*
 - No. 9 *Bike Club*



High-visibility crosswalks and upgraded curb ramps can improve connectivity and safety around Woodland.



ALLPS School of Innovation



Number of Students	153
Grades	9 - 12
Percent within 1 mile of School	4%
Percent on Free and Reduced Lunch	21%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	3

As a preparation services center, students who attend ALLPS come and go during all parts of the day. Additionally, many students take online courses remotely from home. While many students drive or ride the bus (including Razorback Transit), some walk or ride from nearby residential developments.

The site is in an older residential area with frequent sidewalk gaps, unimproved crossings, and accessibility issues. Providing ADA access across the school property, establishing an appropriate bike parking area near the entrance, and improving transit access would all greatly improve the site.

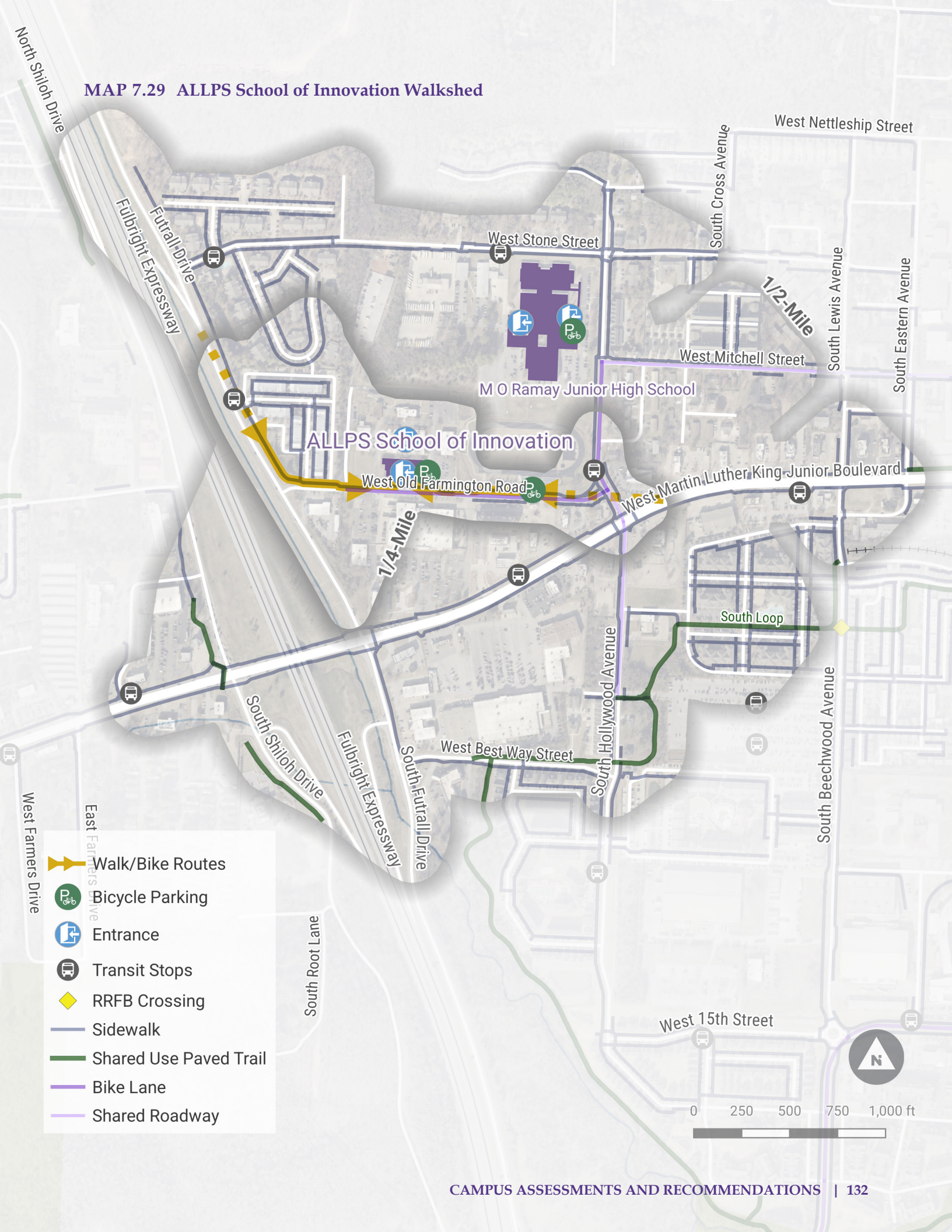


IMAGE 7.9 This bike rack style does not support bicycles properly. Replacement is recommended.



IMAGE 7.10 Incomplete sidewalks and long crossings create inaccessible conditions for students at ALLPS

MAP 7.29 ALLPS School of Innovation Walkshed



Infrastructure Recommendations

1		Install DWS on northwest and southwest corners, as well as two ramps on southeast corner. Install stop bars in all directions.
2	W. Stone St. (S. Cross Ave. to S. Sang Ave.)	Fill sidewalk gaps at 1942 and 2026 W. Stone St.
3	W. Stone St. and S. Cross Ave.	Install marked crosswalk across Cross Ave. on north leg. Install curb ramp on northeast corner.
4	S. Sang Ave. (W. Stone St. to W. M.L.K. Jr. Blvd.)	Install speed cushions and upgrade sidewalk to shared use path per city plans.
5	S. Sang Ave. and W. Mitchell St.	Install raised crosswalk and RRFB.
6	W. Mitchell St. (S. Sang Ave. to S. Eastern Ave.)	Complete sidewalk gaps at various locations along the north side.
7	ALLPS Property	Address circulation and accessibility issues at numerous locations across the site.
8	W. Old Farmington Rd. and S. Melbourne Dr.	Replace crosswalk markings with high-visibility crosswalk marking, add stop bar, and relocate stop sign behind crosswalk.
9	W. Old Farmington Rd. (S. Key West Dr. to S. Root Ave.)	Address uplift and drop-off at inlet.
10	W. Old Farmington Rd. and Root Ave.	Install marked crosswalk and DWS on both curb ramps.
11	W. Old Farmington Rd. and ALLPS Entrance	Install curb extension and raised crosswalk from ALLPS entrance to sidewalk on south side. Evaluate use of RRFB at this location.
12	S. Sang Ave. and W. Old Farmington Rd.	Install raised crosswalk on west leg across Old Farmington Rd.
13	W. Old Farmington Rd. (S. Root Ave. to S. Sang Ave.)	Install sidewalk on south side (back of 2190 M.L.K Jr. Blvd.) and install speed cushions.
14	W. Martin Luther King Jr. Blvd and S. Hollywood Ave.	High traffic intersection along high injury network; major barrier for student travel to restaurants and other frequent destinations.
15	Hollywood Ave. and W. Pasadena Ln.	Install marked crosswalks; install curb ramps on northwest and northeast corners; complete sidewalk connections across north leg and east leg of intersection.

Existing Bike Parking

Type	Total Spaces	Location	Recommendation
Custom Weld	6	Side	Replace rack; relocate to front

MAP 7.30 ALLPS School of Innovation Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for the ALLPS School of Innovation. Detailed descriptions are provided at the end of this report in the [Appendix A: Program Recommendations](#).

- 
- No. 1 *Driver's Education*
 - No 2. *Bike Education*
 - No. 3 *Safe Routes to School Giveaway*
 - No 4. *Arrival and Dismissal Education*
 - No 5. *Walk & Roll Events*
 - No. 6 *Field Trips*
 - No. 7 *Bike Club*
 - No. 8 *Bike Maintenance Course*



Providing adequate bike parking at the front entrance could be a quick win for ALLPS.





Fayetteville High School

Number of Students	2534
Grades	9 - 12
Percent within 1 mile of School	1%
Percent on Free and Reduced Lunch	36%
Non-Motorist Crashes within 1/4 Mile Radius (2019-2023)	6

Fayetteville Public Schools serves a 118-square-mile district with a single high school campus (FHS), meaning only about 1% of students live within walking or cycling distance of FHS. While this limits the overall mode share for active transportation at the high school, the centralized model creates an opportunity to focus Safe Routes to School improvements on key corridors and access points near campus.

FHS is located in an urbanized area near the University of Arkansas, Fayetteville Public Library, commercial districts, and shared use trails. However, Arkansas Highway 180 (M.L.K. Jr. Boulevard) – a five-lane, high-speed corridor – forms a major barrier to safe walking and cycling. Strengthening east-west connections, such as Mitchell Street and Carlson Drive, can provide lower-stress alternatives to M.L.K. Jr. Boulevard, especially with the planned redevelopment of the former Ramay Junior High site into a magnet campus.



IMAGE 7.11 Students walk in the grass from the parking lot to the sidewalk on Stadium Drive

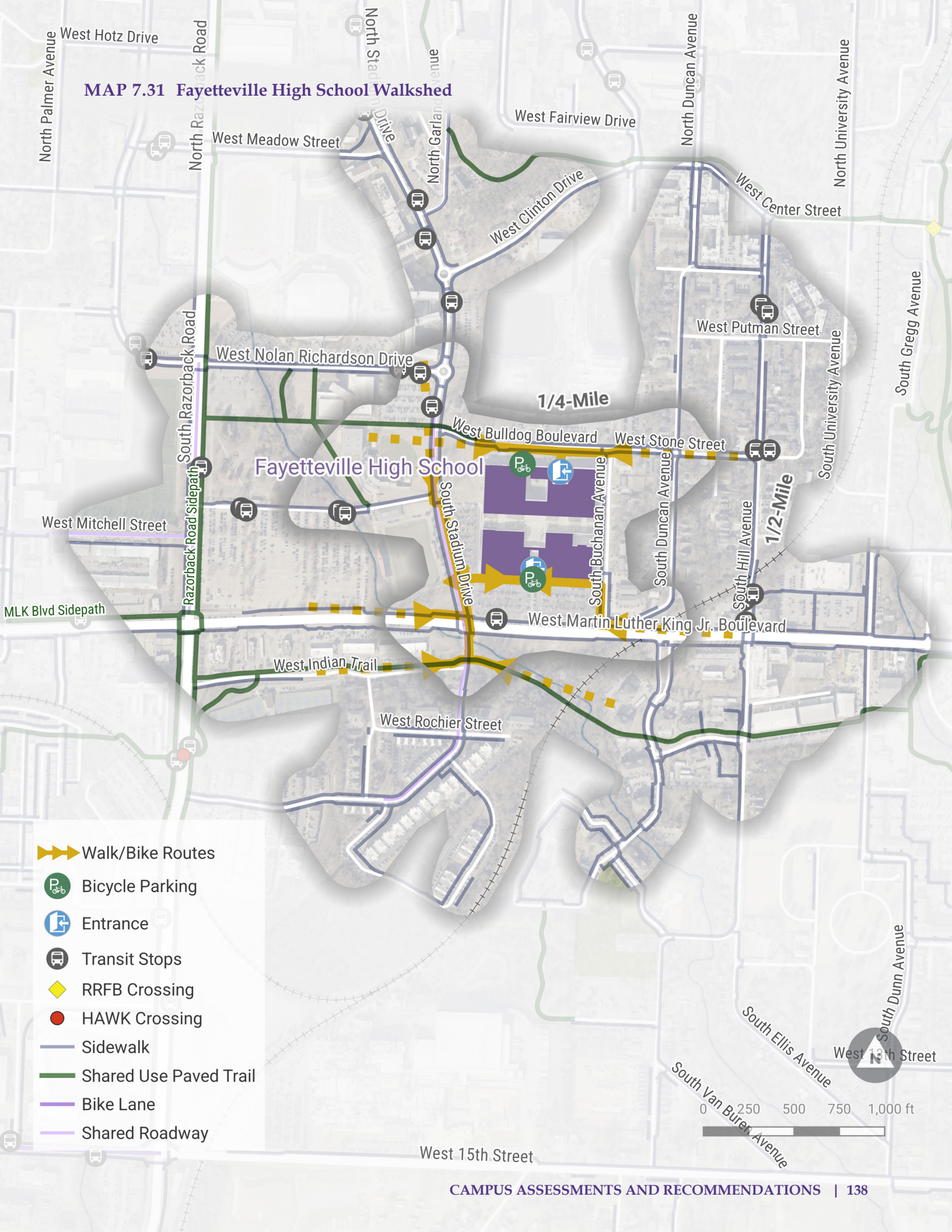
Enhancing these pedestrian routes, improving transit access, parking pricing, and other policies can reduce single-occupancy vehicle trips.

In addition to infrastructure, education plays a key role. Observations of distracted driving and walking enforce the need for targeted safety education, which could be incorporated into advisory periods.

Existing Bike Parking

Types	U-rack	U-rack
Total Spaces	64	34
Locations	Front	Rear
Recommendation	None	

MAP 7.31 Fayetteville High School Walkshed

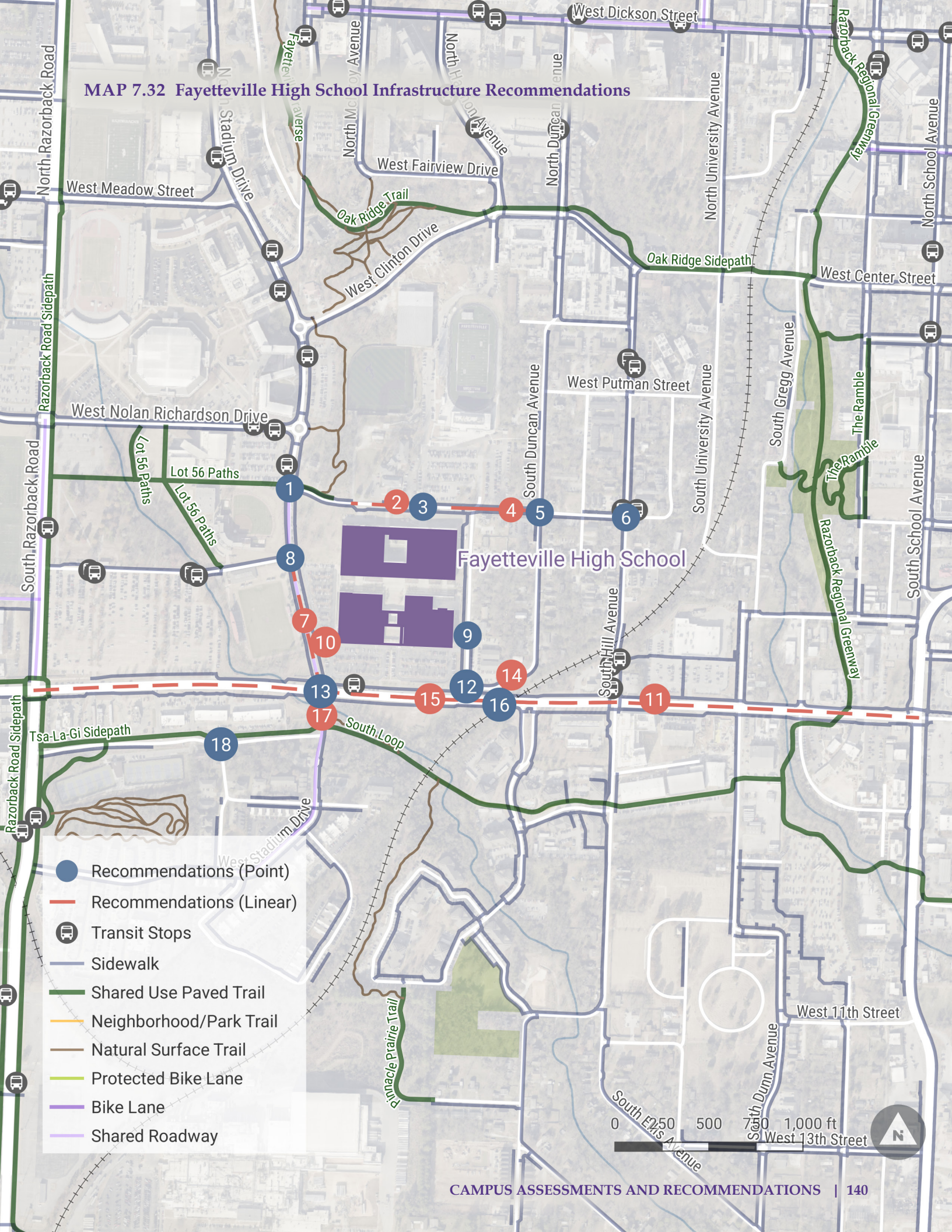


- Walk/Bike Routes
- Bicycle Parking
- Entrance
- Transit Stops
- RRFB Crossing
- HAWK Crossing
- Sidewalk
- Shared Use Paved Trail
- Bike Lane
- Shared Roadway

Infrastructure Recommendations

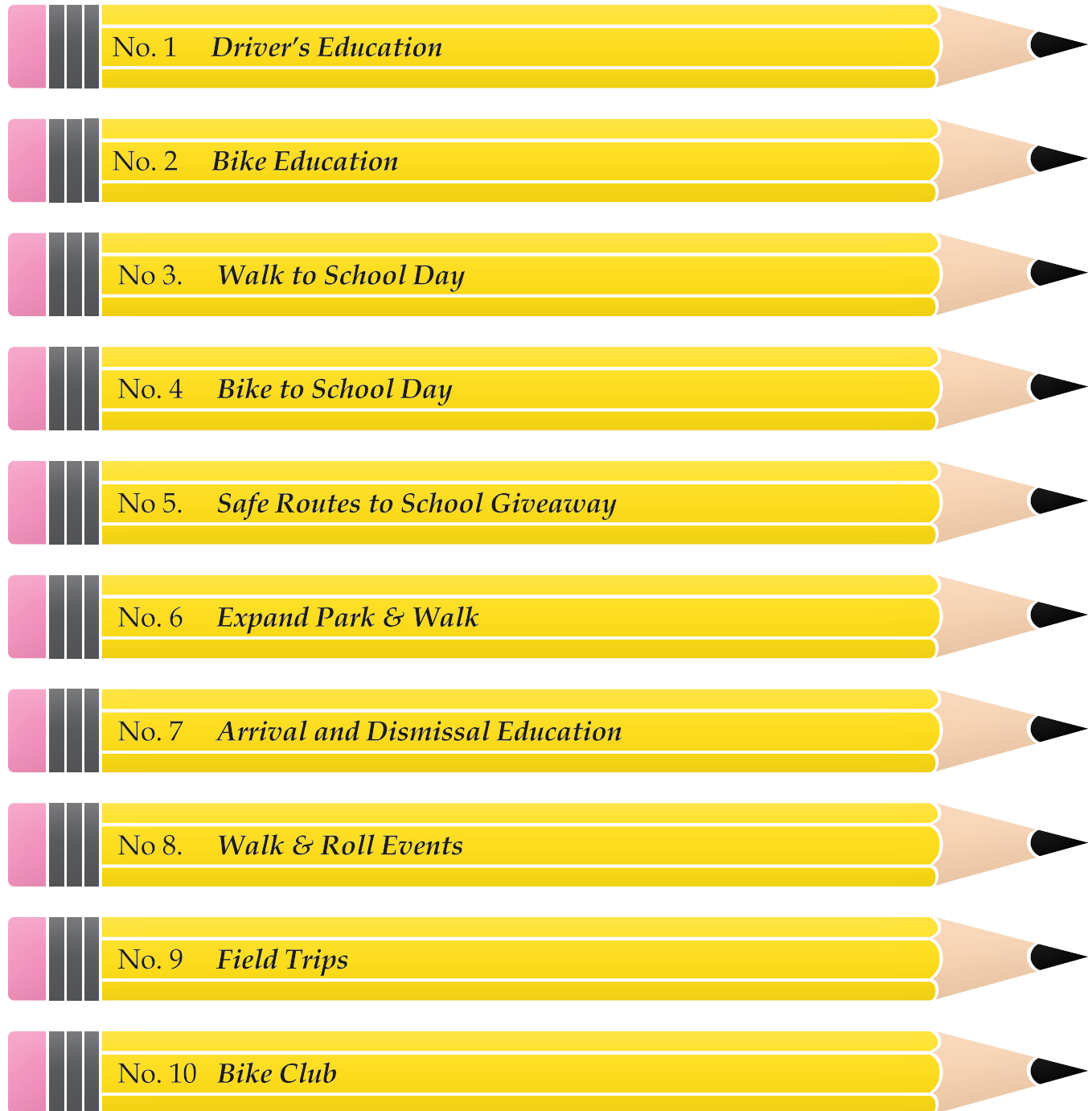
Map ID	Location	Recommendation
1	S. Stadium Dr. and W. Bulldog Blvd.	Install raised crosswalk across Stadium Dr.
2	W. Bulldog Blvd. (Delaware Ave. to Buchanan Ave.)	North side sidewalk needs repair. Missing sidewalk on north side, west of parking lot to Delaware Ave.
	Bulldog Blvd. and FHS North Entrance	Add raised crosswalk; double-side crosswalk signs. Combination of missing curb ramps and temporary speed humps could be replaced by raised crosswalk.
4	W. Stone St. (Buchanan Ave. to Duncan Ave.)	Repair three ADA issues where sidewalks intersect driveways between Buchanan Ave. and Duncan Ave.
5	W. Stone St. and S. Duncan Ave.	Add marked crossing across Duncan Ave. (north), as well as east and west crosswalks across Stone St; add curb ramp to southeast corner.
6	S. Hill Ave. and W. Stone St.	Install high-visibility crosswalks at the north and west legs of the intersection.
7	S. Stadium Dr. (Carlson Dr. to M.L.K. Jr. Blvd.)	Install speed cushions.
8	S. Stadium Dr. and W. Carlson Dr.	Add high-visibility crossing across Carlson Dr. (west side); install raised crossing across Stadium Dr.
9	S. Buchanan Ave. and School Entrance	Install RRFB; upgrade curb ramp on east side of Buchanan.
10	FHS southwest Driveway	Create safe crossing or separate pathway/ramp down to Stadium Dr. for students walking by installing parking lot crossings, walking lane, ramp down to sidewalk, etc.
11	W. M.L.K. Jr. Blvd. (S. Razorback Rd. to College/School Ave.)	Stripe crosswalks across driveways and relocate signage as needed.
12	S. Buchanan Ave. and S. Duncan Ave.	Redesign intersection and review access closure for Duncan Ave.
13	W. 6th St. and S. Stadium Dr.	Implement LPI; increase pedestrian signal phase; prohibit Right-on-Red at all approaches.
14	S. Duncan Ave. (S. Duncan Ave. to M.L.K Jr. Blvd.)	Improvement needed; since the street is one-way, consider installing traffic delineators to restrict the width and reduce crossing distances on the north leg of the intersection.
15	W. M.L.K. Jr. Blvd. (Stadium Dr. to Hill Ave.)	Pursue city ownership of this State-owned corridor, install medians, and other safety measures to encourage safe vehicle speeds.
16	W. M.L.K. Jr. Blvd. and S. Duncan Ave.	Improvement needed at this intersection. Since the street is one-way, consider installing traffic delineators to restrict the width and reduce crossing distances on the north leg of the intersection.
17	S. Stadium Dr. (M.L.K. Jr. Blvd. to Tsa-La-Gi Trail)	Increase sidewalk width on east side of Stadium; add sidewalk to the west side between M.L.K. Jr. Blvd. and Tsa-La-Gi Trail. Bridge may pose as a constraint.
18	W. Indian Trl. and S. Rose Ave.	Install pedestrian connection to trail from neighborhood to the south.

MAP 7.32 Fayetteville High School Infrastructure Recommendations



Program Recommendations

Safe Routes to School Program Recommendations seek to build upon the engineering interventions and current practices at each school, cultivating a culture of safety that encourages, educates, and inspires lifelong habits for active transportation. Listed below are the recommendations for Fayetteville High School. Detailed descriptions are provided at the end of this report in the **Appendix A: Program Recommendations**.

- 
- No. 1 *Driver's Education*
 - No. 2 *Bike Education*
 - No. 3. *Walk to School Day*
 - No. 4 *Bike to School Day*
 - No. 5. *Safe Routes to School Giveaway*
 - No. 6 *Expand Park & Walk*
 - No. 7 *Arrival and Dismissal Education*
 - No. 8. *Walk & Roll Events*
 - No. 9 *Field Trips*
 - No. 10 *Bike Club*



Pedestrian access along Stone Street can be improved with ADA-compliant sidewalks and high-visibility crosswalks.



Appen



Indices



Appendix A:

Program Recommendations

This "Strategies Guide" provides practical strategies and resources to encourage and enable more families to walk, bicycle, and/or roll safely and comfortably. The activities detailed in this Guide meet a variety of the Fayetteville SRTS Six Es, but focus primarily on Encouragement, Education, and Enforcement. They can be tailored to meet the needs of a specific school or community. Many ideas covered in this guide include information about

Audience

Programming Idea		Elementary School	Middle School	Junior High School	High School	Caregivers
Encouragement	Establish SRTS Team	●	●	●	●	●
	Park & Walk	●	●	●	●	●
	Walk & Roll Events	●	●	●	●	
	Walking School Bus	●	●			
	Bike Bus	●	●			
Education	Frequent Walker and Biker Program	●	●	●	●	
	Driver's Education				●	
	Pedestrian and Cycling Education	●	●	●	●	
Enforcement	Parent, Caregiver and Staff Education					●
	Crossing Guards	●	●	●	●	●
	Student Walk Audit	●	●	●	●	
	School Zone Traffic Enforcement	●	●	●	●	●

Audience



the activity, the goal of the activity, materials needed, appropriate age groups, volunteer time needed, suggested locations, and resources and templates to help you get started.

Icons were used to streamline the ideas, so that community SRTS champions can efficiently identify what may work in their specific school and for their situation. But this is not an exhaustive list, so this guide also includes links to other resources and ideas. There are vast options to approach SRTS. If your community has a seemingly unique experience, there may be a documented solution and strategy for encouraging walking, cycling, and rolling.

Focus

Walking or Rolling	Bicycling	Driving	Busing	Effort	Page
●	●	●	●	High	147
●		●		Medium	150
●	●	●	●	Medium	151
●				Medium	153
	●			Medium	155
●	●			Low	158
		●		Low	160
●	●			High	160
●	●	●	●	Low	160
●	●	●		Medium	163
●	●	●	●	Low	163
●	●	●	●	Medium	165

Focus



All
Modes



Walking/
Rolling



Bicycling



Driving



Busing

Effort



Low



Medium



High

Establish an SRTS Team

K12

C

CW



District-level Recommendation



Activity Goal

An SRTS Team can help meet the following goal:

- Serve as a sounding board during the planning process, provide feedback and knowledge at key stages, and work together to implement the Plan and Program at a school or cluster of schools.

Expectations of SRTS Team Members

- Promote SRTS events and activities (Walk & Roll to School Day; Bike Rodeo; Bike to School Day; etc.)
- Participate in school safety audits
- Implement the SRTS Plan
- Provide additional resources and support where needed to best implement safe and effective school travel options

Description

The SRTS Team helps guide the City's SRTS Program by providing feedback, advice, and knowledge gained through professional expertise or lived experience. The Team should be composed of up to 20 volunteer members representing interests including, but not limited to: government staff, bicycle and pedestrian advocacy organization, Safe Routes to School practitioners, school district staff, public health and safety representatives.

Activity Lead

City, School District, parents, students, advocates

Material Needs

- N/A

Implementation

- Identify team members and local partners that would be part of the SRTS Team. Members of the Team should include key stakeholders from the school and community who can help plan and implement a successful program. Members could include local champions, principals,



IMAGE A.1 Bike education at Holcomb Elementary

teachers, district transportation staff, municipal employees, elected officials, public health professionals, parents, students, general community members, bike advocates and law enforcement and should represent diverse geographic areas, perspectives, backgrounds, and experiences.

- Determine how each team member will contribute to implementation of the SRTS Program and Plan.

Once the SRTS Team is identified, it is recommended that the Team holds an initial planning meeting to identify priority strategies and actions from the SRTS Plan and for the future years of the SRTS Program. The Team can identify current SRTS efforts, barriers, opportunities, and needs and reach out to stakeholders to better understand the needs, desires, and context of

students and families throughout the school district. The goal is to keep the momentum of the program moving forward and to foster a supportive walking and cycling culture.

- The SRTS Team should assign lead roles and set up regular check-ins to evaluate progress of the Plan and Program.
- Have local City Council and School Board pass resolutions adopting the SRTS Team as a formal committee of the City and one that is referred to in questions of transportation safety and access, school siting and adjacent development, and other relevant needs.

Youth Task Force/High School Student Leadership

Developing a Youth Task Force with high school student representatives who care about transportation, climate change, and/or health is a great way to establish young local leaders and bring youth voices to the active transportation conversation. Student task force members plan events and activities to encourage walking and cycling.

Establish a Youth Task Force at the high school to include students representing diverse experiences, backgrounds, and geographies. Provide the Youth Task Force with at least one seat on the Fayetteville SRTS Team.



Encouragement

Outside of big "Walk & Roll" events, Bike Buses, and Walking School Buses, a school or community-incentivized walking or bicycling program can help encourage more students to walk or bike to school. Audiences are typically families with all ages of students considered, depending on the site/location.

Recommendation	Description	Lead Implementer(s)
Participate in Walk to School Day and Bike to School Day	Walk and Bike to School Days encourage students and their families to try walking, bicycling, and rolling in a supportive environment. Consider incorporating competitions between schools district wide. Once established, they can lead to monthly walking, cycling, and rolling events to maintain momentum and enthusiasm.	School District
Encourage and support walking and school buses and bike buses	Walking school buses and bike buses are groups of children who walk or bicycle to school together with adult supervision. Organize adult volunteers to "pick up" students on their walk or bike ride to and from school.	City, School District
Frequent Walker/Bike Program	Walking, cycling, and/or rolling are encouraged with punch cards or similar options	School(s)
Give away bicycle helmets, lights, and locks	Schools can partner with other community organizations to acquire and fit the helmets for students who do not have them. Coordinate helmet, light, and lock giveaways with bike and helmet safety education and skills practice.	City, School District
Share success stories	Improve awareness of SRTS efforts and build excitement by sharing success stories via local and social media.	City, School District

Park & Walk



Activity Goals

- Establish remote pick-up / drop-off location to encourage walking/ cycling/rolling as part of the trip to/from school
- Relieve congestion around the school drop-off and pick-up area and possibly improve access for pedestrians
- Establish safe gathering places for students to meet to walk together to/ from school

Materials Needed

Coordinate with a local park, grocery store, commercial space, church, or other community organization to utilize their parking lot. Be sure the Park & Walk does not interfere with business hours. Create signs, flyers, or posters to advertise and provide wayfinding to people using the Park & Walk Site.

Implementation

Similar steps can be taken to implement a Park & Walk program. Determine a nearby spot to the school for students and families to park and practice pedestrian or bicycle safety by walking or rolling to school. These programs are great for younger students who need more assistance walking or cycling to school and for older students for a little more independence. These programs help improve safety, parent trust, and visibility. Park & Walk sites also relieve congestion at school drop-off zones and eliminate some idling and waiting.

Test timing and routes from Park & Walk sites to school. Make sure road crossings are safe and that there are facilities for safe access. Consider signage denoting parents

should walk with elementary students, with time frames that note when it is appropriate to park and walk.

Access for All

The following should be considered and implemented, if appropriate, to ensure equitable access:

- Provide materials in languages spoken by students and caregivers. Consider visual maps and materials that are easily understood and accessible.
- Ensure that the walking school bus route is accessible to students of all abilities. If not, communicate the barriers in any materials. For example, walking school bus maps should highlight sidewalks or curbs that are not ADA accessible.
- Look to create walking school bus routes that originate from or include locations with multi-family housing.

Other Resources and Examples

- [Step by Step: How to Start a Walking School Bus at Your School \(Safe Routes National Partnership\)](#)
- [The Walking School Bus: Combining Safety, Fun, and the Walk to School \(SRTS Guide\)](#)

Walk & Roll Events



K12



Activity Goals

- Encouraging families who do not typically walk, bike, or roll to school to try doing so
- Encouraging students to walk, bike, or roll to school together in groups
- Uniting the entire school/community for one activity
- Reducing transportation-related emissions and improved air quality around the school by reducing morning traffic congestion
- Jump starting an SRTS program at a school or in the community
- Build the culture of walking or bicycling to school, and acceptance of walking or bicycling to school that is supported by the City and school

Examples:

Walk & Roll events help generate enthusiasm and excitement around walking, cycling, and rolling.

Programming examples include:

- **Walk & Roll to School Day** - Every October, schools across Arkansas, the country, and the world celebrate International Walk & Roll to School Day (IWR2SD). The celebration is designed to encourage students, families, and school communities to walk, bike, and roll to school. An event like this can share the same excitement and celebration at other school events like Donuts with Grownups.
- **Bike to School Day** - Bike to School Day (BTSD) is an annual one-day event held in May, which is National Bike Month, and serves to promote bicycling as a fun, healthy, and safe way to get around. An event like this can share the same excitement and celebration as other school events like Spring Fling Carnival. Build on the success of "Roll-a-Thon" and Bike to School Day at schools like Holt Middle School.
- **Ruby Bridges Day** - Every November 14th, Ruby Bridges's courageous and historic act of walking to school as the first Black child to attend the formerly whites-only William Frantz Elementary School in Louisiana in 1960. This day is celebrated across the United States and encourages students to walk to school, engage in a day of dialogue, and learn about activism, anti-racism, and anti-bullying.
- **Winter Walk & Roll to School Day** - Pick a day in January or February that encourages walking and cycling/rolling in winter. This also promotes winter walk/roll safety when conditions are different, but some students must still walk or roll to school.

Activity Lead

School administration or transportation coordinator, caregiver

Material Needs

- Balloons, bubbles, other fun elements to build excitement
- Celebratory chalk messages on sidewalks near school
- Family friendly music
- Welcome music
- Event flyers
- Encouragement items (e.g., stickers, pencils, etc.)

Implementation

Successful implementation of big, one-day events rests on the event timeline. Suggested event timelines are provided in many Bike to School Day and International Walk & Roll to School Day toolkits. A general timeline to follow might include:

One month before the event:

- Form a committee to help plan the event.
- Check with school officials about holding the event, confirm the date/time.
- Post about the event in the school newsletter and social media.
- Start recruiting volunteers using the school newsletter, social media, and word of mouth.

A week or two before the event:

- Continue to recruit and communicate with volunteers.
- Routinely post about the event on social media.
- Invite City and school officials to come to the event.
- Map out and/or confirm any Walking School Bus or Bike Train routes.

- Remind your community via newsletters/website, banners, posters, or flyers.
- Confirm location and any material needs (e.g., tables, speakers, etc.) with school staff.

The day of the event:

- Show up early to welcome volunteers and get the event set up.
- Create a festive environment with music, decorations, sidewalk chalk, etc.

During and after the event, it is important to:

- Hand out giveaways to students.
- Take pictures and post to social media! Remember to be respectful of school photo policies.

Access for All

The following should be considered and implemented, if appropriate, to ensure equitable access:

- Provide materials in languages spoken by students and caregivers.
- Ensure that the event does not block drop-off/pick-up locations for students that may need ADA access to the school.
- Ensure that students who live too far away or cannot walk, bike, or roll to school can still participate in the activities by having on-site or in-class activities (e.g., pedestrian safety lessons, bike helmet fitting).

Other Resources and Examples

- [KDOT Bike to School Day Kit](#)
- [How to Plan Walk/Bike to School Day](#)
- [Ruby Bridges Walk to School Day](#)
- [Walk/Bike to School Downloadable Materials](#)

Walking School Bus



ES

MS



Activity Goals

- Reducing safety concerns by providing adult supervision while students walk to school
- Creating community with neighborhoods and a culture of walking and rolling
- Encouraging more students to walk to school
- Reduce vehicle congestion around the school at arrival and dismissal

Description

A walking school bus is a group of children that walk to school with one or more adults. While the number of families and students involved in a walking school bus may vary, a key characteristic is a designated route, specific "stops" along the route where additional students or families can join at set times, and adult supervision.

Activity Lead

School's Parent Teacher Organization leaders, caregivers, school champion

Material Needs

- Safety vests or other identifiable and safety clothing
- Yard signs along the walking route
- Printer or online map of the walking route with stops identified (if meeting at specific stops)
- Flyers/promotional materials

Implementation

When beginning a walking school bus, it often makes sense to start with a

small group of families. Pick a single neighborhood that has a group of parents and children who are interested.

To start an informal walking school bus:

- Invite families who live within walking distance.
- Exchange contact information with caregivers of students that would like to participate.
- Designate adult supervisors to specific dates.
- Pick a route, meeting spots, and times to meet. Take a test walk to calibrate timing. Consider traffic patterns.
- Decide how often the group will walk together.
 - Some groups are once a week while others are monthly or even daily.

When picking a route, answer the following questions:

- Are there adequate walking facilities? Are there sidewalks or paths? Or if there are no sidewalks or paths, are the streets low-speed and allow or



safe walking? Are there accessible ramps at corners for students with varying abilities?

- Is it easy to cross the street? Is there a route that includes marked crossings, signals, or crossing guards?
- Does the environment feel safe? Are there loose dogs? Is there adequate visibility?

To grow a walking school bus or add more, the program might require coordination, volunteers, and potential safety and liability training. The following steps should be followed as a walking school bus becomes larger and more established:

1. Determine the amount of interest in a walking school bus program.

Contact potential participants and partners to inform them about the program and recruit walking school bus leaders.

- Consider promoting the walking school bus within the neighborhood you wish to walk.
- Provide written information to caregivers with expectations and rules for the walking school bus.
- Consider having both parents/caregivers and children sign off on the expectations and rules of the walking school bus.

2. Next, identify the route(s). The amount and location of interested families will influence the number and locations of walking routes and stops. The walking school bus

leader should walk the route without students first to evaluate it for safety concerns or issues.

3. Identify adults to supervise

walkers. One adult for every six students is recommended, although if students are aged ten or older, fewer adults may be needed. If students are between ages four to six, one adult per three children is recommended. Make sure each walking school bus leader has a safety vest or some other high-visibility designation (e.g., t-shirt, bright hat, etc.) that lets students and their caregivers know who is in charge.

4. Finalize the logistics by answering the following questions:

- How often will the walking school bus operate? Once a week or every day?
- When should students arrive at each stop to be picked up?
- Will the bus operate before school, after school, or both?
- What training do volunteers need?
- What safety training do children need?

5. Finally, kick off the program! Put up yard signs or A-boards at the stops that advertise the scheduled walking days and times to spread the word. Also, consider launching the walking school bus on the day of a community event, such as International Walk to School Day or the first day of school.

Bike Bus



ES

MS



Activity Goals

- Encourage more students to bike to school
- Reduce vehicle congestion around the school at arrival and dismissal
- Teach students safe bicycling skills
- Encourage physical activity before the start of the school day

Description

Bike buses, or bike trains, are adult-led groups of students that bike to or from school together. They may consist of one or two neighbors cycling together, or a route with multiple stations where more riders join along the way. Bike buses can be for students of any age, but the age and bicycling skills of the student should be considered when creating the route and determining the number of caregivers needed. At minimum, a bike bus should have at least two adults, with one positioned at the front of the train and another in the back to make sure everyone rides together. More adults might be needed based on the age, skill, and number of students, or the bicycle facilities and traffic along the route.

Activity Lead

Caregivers, Bike Fayetteville, Pedal it Forward

Material Needs

- Bikes, helmets, and a secure place to park their bikes at school

- Safety vests (or other identifiable clothing), a first aid kit, and a bike multi-tool for bike bus leaders
- Yard signs at bike bus stops
- Printed or online map of the route with stops identified
- Flyers/promotional materials

Implementation

A bike bus route needs to account for both rider ability, safe facilities, and distance. Bike bus organizers should answer the following questions when creating a route:

- Where do students live?
- Is there bicycle infrastructure — such as paths, bike lanes, or bike boulevards — that would increase safety for riders?
- Where are the best places to cross streets?
- How long will it take to ride the route? Remember to factor in breaks and slow-downs around designated stops to pick up more riders.
- How will the bike bus navigate the school campus? Are there any rules or restrictions around riding bikes on school property?

- What do you do with the bikes at the end of the ride? Is there a secure place to lock bikes?
- What rules and expectations will riders have to adhere to? While law does not require a helmet for children, consider requiring helmets for the bike bus.

Once the route is determined, it is recommended that the organizer ride the route without students at the time the bike bus would typically operate to identify challenges or issues. The route can also be amended once the bike bus begins to better accommodate new riders, safety concerns, or traffic changes.

Scheduling the bike bus is also important – a clear schedule and the ability to communicate any last-minute changes is essential. Considerations for the schedule might include:

- How often will you ride? Daily, one day a week, or one day a month (e.g., first Friday)
 - When will the bike bus start, arrive, and leave the various stops?
- Will the bike bus be one-way or round trip?
- If roundtrip, how do you handle afternoon departure? Consider students who participate in after school activities. Determine a location to meet after school, such as nearby the bike racks.
- Depending on the time and season, students may need bike lights. Consider laws and ordinances. Keep in mind any changes for daylight

savings time. Inform caregivers on the bike bus's bike light policy and, if possible, supply bike lights for students that either do not have them or forget.

Bike bus participation may change – you may see some students drop off, or there may be a huge influx in new students wanting to join. Some tips for keeping the momentum include:

- **Keep it exciting** – Bring a Bluetooth speaker for music. Also, consider having fun activities to switch up which students are in the front or the back of the bus or theme days (e.g., Halloween costume ride). Include local heroes or celebrities, or even school staff. Make it a social after school bike club!
- **Reward student riders** – Special stickers, reflective key chains, or other small incentives can go a long way in encouraging participation and rewarding safe bicycling behavior.
- **Foster a supportive bike culture** – Build upon the bike bus's momentum to encourage the greater school community to participate in Bike to School Day or host another bike related event such as [a bike rodeo](#).
 - Partner with [Pedal It Forward](#) for bike giveaways.
 - Partner with local bike shops for bike rodeo volunteers: Phat Tire, High Roller, The Bike Route, Pedego. Work with these local shops to build a bike maintenance

kit for the school district to use for future bike events.

- Partner with [Pedal Kids](#) for bike camps, workshops and the bike rodeo.
- Partner with Ozark [Off-Road Cyclists \(OORC\)](#) for trail riding and bicycle maintenance opportunities.
- **Monitor your progress** – Regularly assess how the program is going by asking the students and their families what is and is not working well. Consider informal polls or more formal surveys.
- **Do not burn out** – If you feel that the bike bus is getting too large, ask more caregivers to get involved, or evaluate if it makes sense to add another bike bus.
- **Consider Bike Bus leader training** - Formalized training for group riding can be available through the League of American Bicyclists or talk to other Bike Bus leaders and organizers for tips about safe group riding and considerations with children riders.

Access for All

The following should be considered and implemented, if appropriate, to ensure equitable access:

- Provide materials in languages spoken by students and caregivers.
- Ensure that the bicycling route is as free of hazards as possible (e.g., potholes, busy intersections, etc.) to allow students with varying

bicycling abilities to join. If that is not possible, communicate the barriers to caregivers in any materials.

- Identify resources in your community for free or low-cost bicycles for bicycles. Many families have bicycles that they have outgrown their garages. Starting a bike bus is a great opportunity to organize a bike swap!

Other Resources and Examples

- [Bicycling to School Together: A Bike Train Planning Guide \(National Center for Safe Routes to School\)](#)
- [Tip Sheet Number 2: Organizing Bike Trains \(Safe Routes Partnership\)](#)
- [How to Start a Bike Bus \(Bike Bus World\)](#)
- Contact FPS Outdoor Education and Sustainability Specialist for Support



IMAGE A.2 Pedestrians crossing at the RRFB near Vandergriff Elementary and McNair Middle School

Frequent Walker and Biker Program



K12



Activity Goals

- Increase participation
- Low-cost participation rewards for walking, rolling, and bicycling
- Improved participation for try-it days

Description

Frequent walker and biker programs provide small rewards or incentives to students who regularly walk and bicycle to school. Frequent walker and biker programs use a system, like punch cards, small item collections, or posters for tracking student trips. Rewards can be given by classroom, like the Golden Sneaker Award, and can help shift the culture and acceptance of walking or cycling to school. These programs also can instill a sense of pride to getting to school on foot or by bike.

Material Needs

- Punch cards are optional but can help students track active trips
- Incentives for frequent walking, cycling, and rolling students
- Marketing materials to promote the event

Sharing Successes

When various partners in a community — and the public at large — learn about SRTS programs that work, other organizations may be encouraged to participate and inspired to support similar programs at their own schools. SRTS publicity is typically positive and shows happy, active children and success in implementing infrastructure, walking and bicycling programs, and education. Often, the successes can be shared in simple ways, like with social media posts or through earned media in local newspapers, on the radio, or on televisions. Often, sharing successes within a school's community encourages others within that same school to participate. Today's media opportunities allow students and adults to share photos, videos, and written content. Be sure to have permission to share the faces of students on social media.



Education

Safe Routes to School education is multifaceted in that it should include messaging around program awareness, safety, and access. Audiences are also varied and may include students, caregivers, and drivers in general. Delivery of education can also vary and may include classroom education, lessons, printed materials, digital materials, signage, events, and more.

Recommendation	Description	Lead Implementer(s)
Provide pedestrian and bicycle safety education to students	Students should receive age-appropriate pedestrian and bicycle education that is regularly reinforced (e.g., annually) and provides opportunities for skills practice. School-based education works best when integrated into the PE or Health curriculum. Outdoor classrooms at either school could be used for these educational activities.	School District
Conduct a bicycle rodeo	Bike rodeos teach children skills related to walking, bicycling, and rolling safely, which can increase both student and caregiver's confidence for walking, bicycling, and rolling to school.	Partnership with the City, School District, community and local businesses
Conduct parent and staff safety education campaign	Prepare and distribute information packets for parents, caregivers, and school staff at the beginning of the school year containing school arrival and dismissal maps, a written description of the rules and procedures for arrival and dismissal, and general safety information. Procedures should emphasize driving safely, being alert for pedestrians and bicyclists, and respecting the school crossing guard(s).	School District
Provide walking, bicycling, and rolling maps	Walking, bicycling, and rolling route maps can show the location of pedestrian and bicycle infrastructure and estimated walk/bike/roll times.	City
Provide Travel Training for middle, junior high, and high school students	Provide a multimodal-specific curriculum for middle and high school students with material on safe walking, bicycling, rolling, driving, and transit behaviors.	School District



Driver's Education

For high school students learning to drive, for parent and local community drivers, and for bus drivers:

- Incorporate content and messaging in the community and with parent and student notifications on how to drive around pedestrians and cyclists, and the outsized impact that certain driving behaviors can have on pedestrian/bike safety (e.g., speed, right turns on red signals, opening car doors, etc.). This can improve the culture around active transportation over the long term.
- Provide information and messaging about distracted driving, especially to high school students. Consider no-phone zones and signage in school zones and/or on campuses.

Pedestrian and Cycling Education

In school, student-focused pedestrian/bike education opportunities:

- Students should receive age-appropriate pedestrian and bicycle education that is regularly reinforced (e.g., annually) and provides opportunities for skills practice.
- SRTS-focused lesson plans can have themes of safety, community, health, and/or environment. Lesson plans may be available through Safe Routes to School organizations, the Institute of Transportation Engineers

(ITE), and local active transportation advocacy groups.

- Education can be in the form of ongoing lessons or provided in other methods like videos or skills practice. Consider send-home materials as well like tip sheets, coloring pages, or bookmarks with safety information.
- Education can be provided in schools or during after school programs, camps, or community events.
- Host a one-time or annual safety event designed to engage and entertain children while providing safety skills and knowledge.

Partner with [Safety Town NWA](#) for pedestrian and bicycle safety. They provide children with the knowledge and practical skills they need to stay safe in a variety of situations.

Parent, Caregiver and Staff Education

- Provide walking and bicycling routes maps that show the location of pedestrian and bicycle infrastructure and estimated walk/bike times to students and parents. These safe routes can be designated as walking routes and/or bicycling routes.
- School zone safety tips should include school maps, and written descriptions of the rules and procedures for arrival and dismissal that emphasize driving safety, being alert for pedestrians and bicyclists, and respecting the school crossing guard(s).

- Promote safety at the start of the school year (open houses, etc.) and throughout the year. Reminders can be particularly important with daylight savings time changes
- When new students enroll at schools, provide transportation safety information in new student paperwork and information.
- Provide clear signage at and around the school property to remind families about procedures for school drop-off and pick-up.

Many cities and states have classroom lesson plans and resources for teaching students about bicycle and pedestrian safety. Here are some options:

- **BikeWalkKC:** – serves dozens of schools and thousands of kids every year in Kansas City area and can provide bicycle education classes to Kansas communities. The organization is currently working on creating a pedestrian safety offering!
- **Let's Go NC! (North Carolina):** A pedestrian and bicycle safety skills program for elementary schools, including lessons plans and videos.
- **California Pedestrian and Bicycle Safety Curriculum for Grades 4 and 5:** A program aligned with California education standards specifically for upper elementary school students.
- **Roll Bicycle Education Into Your Physical Education Program:** This fact sheet explains the why and the how of integrating bicycle education into physical education programs.
- **Active Transportation Alliance Teacher Resources:** A resource kit that includes quick 10 minute lessons for us in PE classes, other sample lessons, and additional resources for elementary, middle, and high school teachers.
- **Bicycle and Pedestrian Curricula Guide:** A guide to bicycle and pedestrian education for students.
- **Safe Routes to School and Student Leaders: Facilitator's Guide to Engaging Middle School Youth:** – Education guide specifically aimed at middle schoolers.
- **Cycle Quest** (Elk Grove, California): – An activity book and resource library to help students and their care givers learn how to bike safely throughout their community.
- **Bikeology:** A ready-to-use bicycle safety curriculum developed by the National Highway Traffic Safety Administration (NHTSA) and SHAPE America for physical education teachers and recreation specialists working with students in grades 6-12.

Activity Lead

School district teachers, health or PE teachers, coaches, parents, drivers education classes, law enforcement, advocacy groups

Other Resources and Examples

- [School Bus Safety Tips \(Safe Kids\)](#)
- [Helmet Fit Test \(Safe Kids\)](#)
- [Pedestrian Safety \(NHTSA\)](#)
- [A Caregiver's Guide to Raising a Safe Walker \(KDOT\)](#)
- [Driver Education Videos \(LAB\)](#)
- [Bike Safety Tips \(Safe Kids\)](#)
- [Rules of the Ride \(Safe Kids\)](#)
- [Pedestrian Safety Lesson Plan: Walking Safely Near Traffic \(KDOT\)](#)



IMAGE A.3 Bike education at Fayetteville High School



Enforcement

The goals of SRTS are supported by promoting compliance with traffic laws in areas surrounding schools, involving support from law enforcement, as well as trained volunteers and school staff members.

Recommendation	Description	Lead Implementer(s)
Establish school drop-off and pick-up monitors	This will reinforce school procedures on and around the school campus.	School District
Partner with local law enforcement	Include law enforcement representatives on advisory committees to help with education and purposeful speed enforcement in school zones.	City, School District
Support crossing guards	Establish training and procedures for crossing guards to ensure adequate staffing. Find more information in these Adult School Crossing Guard Guidelines .	City, School District
Student Walk Audit	Students, teachers, and community volunteers can participate in walk audits to evaluate conditions along key walking routes and identify barriers to safe and comfortable travel. The enforcement of City code is largely complaint-based, requiring issues like sidewalk or trail obstructions to be reported to the City through See-Click-Fix. Walk audits provide a proactive way to document concerns, all while educating students about their neighborhoods and municipal government.	City, School District

Crossing Guards

Crossing guards are everyday heroes and leading ambassadors for Safe Routes to School. They help children safely cross the street at key locations, while also reminding drivers of the

presence of pedestrians and the necessary precautions to take while driving near them. The presence of crossing guards can encourage more parents to feel comfortable about their children walking or bicycling to school. While the

primary role of a school crossing guard is to guide children safely across the street, children also remain responsible for their own safety. In this manner, a guard plays another key function—a role model helping children develop the skills necessary to cross streets safely at all times.

The design and implementation of an adult school crossing guard program is largely the decision of local communities. Currently, the Fayetteville School District employs crossing guards. Some federal guidance exists and there are some state and local requirements pertaining to the operation of guard programs, but these vary across the country. Ideally, the development of a school crossing guard program involves a community partnership that includes the expertise of law enforcement agencies, traffic engineering or planning departments, and school systems. Working together with parents, this community group identifies the locations where school crossing guards are needed and the appropriate number of guards for each location. Some wider, multi-lane intersections require more guards. The group establishes crossing procedures for a variety of traffic situations as well as hires, trains and equips the guards and secures long-term funding for the program.

Crossing Guard training and equipment also vary across jurisdictions. Crossing Guards should be predictable and consistent across the community so that



IMAGE A.4 A crossing guard at Lafayette St. and N. College Ave. help guide a family to school

drivers are familiar with their actions and those actions are clearly interpreted by all drivers—even those who are new to the community. At minimum, crossing guards require a high-visibility safety vest (Class 2 or better), a whistle (either a hand whistle or traditional blown whistle), and an 18 inch stop paddle that is compliant with the Manual on Uniform Traffic Control Devices (MUTCD). Other equipment or upgraded equipment may include an LED stop paddle (ideal when speeds at the crossing exceed 30 MPH), reflective gloves and outerwear, reflective hat, and mid-crossing temporary sign/bollards.

Other Resources and Examples

- [Adult School Crossing Guard Guidelines](#)
- [SRTS Guide Adult School Crossing Guards](#)

School Zone Traffic Enforcement

Enforcement is a critical component of school zone safety that promotes SRTS by reducing speeds and addressing behaviors that place students at risk during arrival and dismissal. Focused enforcement in school zones reinforces expectations of safe driving and helps create predictable, low-stress conditions for students walking, bicycling, and rolling to school.

Targeted enforcement allows law enforcement to concentrate efforts on specific locations, times, and behaviors identified through data, observations, and community input. By prioritizing school zones and key routes with persistent speeding or safety concerns, this approach improves effectiveness and can make the most of limited resources.

Additionally, temporary speed feedback signs can complement enforcement by increasing driver awareness and encouraging voluntary compliance with posted school zone speed limits. When placed temporarily, these signs reinforce safe speeds and avoid drivers becoming desensitized to them. It is important that feedback signs not display vehicle speeds above the posted limit, to not reaffirm excessive speeding.

For longer road segments with persistent speeding – such as high-speed and



IMAGE A.5 A safe route to Root Elementary School – with friends along the way

high-volume roadways – automated enforcement devices can support law enforcement. ARDOT has already utilized speed cameras and distracted driving cameras to increase safety in work zones. The devices alert on-site law enforcement officers who must be present in order to issue a violation. In addition to highway work zones, this technology is specifically allowed in school zones according to Arkansas Code § 27-52-111(c)(1).



Other Funding Opportunities and Resources

Beyond the state level, there are many other organizations that provide funding for projects or activities that improve walking, bicycling, and rolling. Below are a few links to start with:

Recommendation	Description	Lead Implementer(s)
<u>AARP Community Challenge</u>	AARP provides small grants to fund “quick-action” projects that make a community more livable for people of all ages and abilities.	City, School District, Public Charity such as a PTO
<u>Union Pacific Community Ties Giving Program</u>	The Union Pacific railroad offers grants within several “priority cause areas”: safety, workforce development, community vitality, and environmental sustainability.	Public Charity such as PTO
Walmart Spark Good Grant	K-12 public schools and 501(c)(3) public charities are eligible to apply for Spark Good grants that benefit the community, particularly near local Walmart and Sam's locations.	City, School District, Public Charity such as a PTO
League of American Bicyclists Community Spark Grants	LAB's Bicycle Friendly America program awards both projects and programs that spark change to make bicycling safer, easier, and more accessible.	City, School District, Public Charity such as a PTO
Safe Routes to Schools Partnership Ruby Bridges Walk to School Grant	Mini-grants are available to support Walk to School Day events, including giveaways, printing, supplies, volunteer stipends, t-shirts, food, and more.	City, School District, Public Charity such as a PTO
<u>Clif Family Foundation</u>	Inclusive Outdoor Access: Catalyze solutions that expand access to safe places to enable healthy physical activity and improve mental health	Public Charity <i>excluding</i> PTOs

Appendix B: Bicycle Parking

Bicycle Parking can be a single rack — or a group of racks — and should be visible and within 50 feet of the school entrance.



Inverted U bike rack



Bike corral

Primary Recommendation: INVERTED U (staple and loop)

Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.



Keep in Mind:

Surface:

- Pavement or crushed stone preferred

• Nearby Objects:

- Place bike parking 2-3 feet away from buildings or other objects.

• Visitors/Staff:

- Provide bike parking for a few adult staff/visitors as well as students

• Take bike parking to the next level by:

- Covering bike parking from the rain and sun
- Providing an air pump on-site
- Adding art, signage, or wayfinding (e.g., painted footprints that lead from the bike rack to the entrance)

What is the purpose of bicycle parking near schools?

- Bicycle parking near campus gives students and staff a place to secure their bike during the day while they are at school.
- Encourages students and school staff to ride their bikes to school.
- When located near the main entrance, bike parking makes it inviting for people who get to school by bike.
- Communicates that bicycling is encouraged



Wave bike rack at Root Elementary



Custom weld bike rack at Leverett Elementary

Avoid: WAVE & CUSTOM WELD

Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.



Where is bike parking installed?

- Every school should have enough bike parking to meet the day-to-day needs of students and staff. Bike parking at schools is currently the responsibility of the school district.
- When deciding where to install bike racks, the school district's facilities group considers locations that are:
 - Immediately noticeable upon arriving
 - Visible from nearby windows and the street to ensure bikes are secure
 - Publicly accessible

How much does bike parking cost?

\$: Bike parking is relatively inexpensive.

Bike Corrals

Sometimes the best place to install bike parking is on the street or in a parking lot. A bike corral can be installed in place of a vehicle parking space, providing enough space for 6-12 bikes in place of one car.

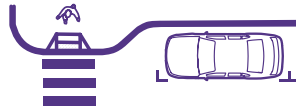
Install/Repaint Crosswalk



103 crosswalks

\$101,500

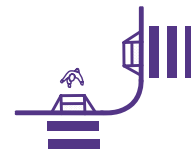
Install Curb Extension



37 projects

\$464,400

Install/Update Curb Ramp



116 ramps

\$253,440

Appendix C: Project Recommendations

Install/Repair Sidewalk



6,705 linear feet

\$477,450

Install Speed Cushions



8 projects

\$80,000

Install Pedestrian Refuge Island



7 projects

\$50,820

Install Raised Crosswalk



13 crosswalks

\$130,000

Shared Use Path



8,294 linear feet

\$2,043,504

Install Stop Sign



10 signs

\$3,900

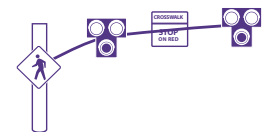
Install RRFB



9 projects

\$90,000

Install PHB/ HAWK



1 project

\$78,000



Install/Update Curb Ramp

Treatment Costs:

- Installation: \$6,000 EA
- Update: \$720 EA



Install/Repaint Crosswalk

Treatment Costs:

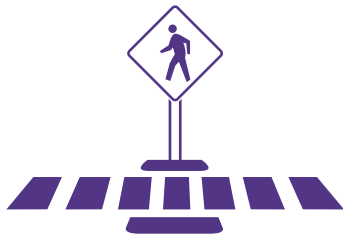
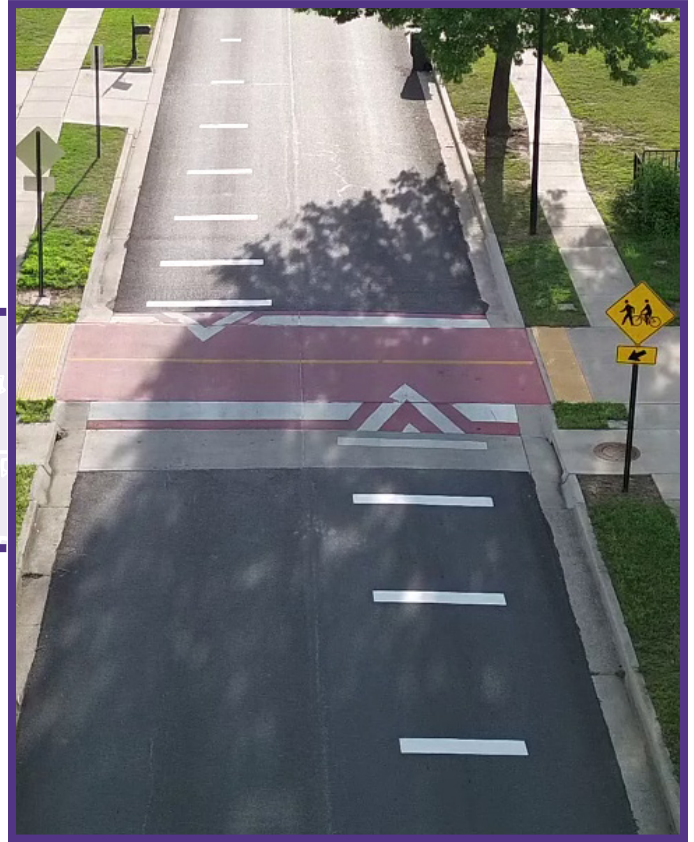
- Installation: \$1,000 EA
- Repaint MMA Continental Crosswalk: \$1,040 EA
- Repaint Thermoplastic White Continental Crosswalk: \$850 EA



Install Raised Crosswalk

Treatment Cost:

- Installation: \$10,000/crossing

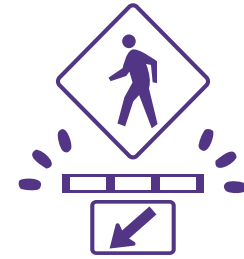


Install Pedestrian Refuge Island

Treatment Cost:

- Installation: \$7,260/crossing

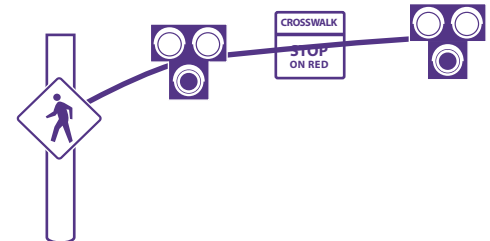




Install RRFB

Treatment Cost:

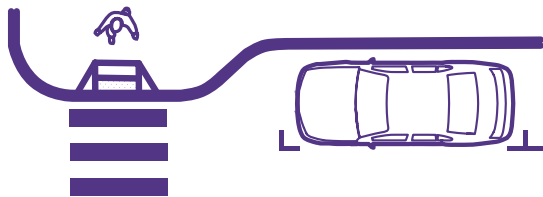
- Installation: \$10,000 EA



Install HAWK

Treatment Cost:

- Installation: \$78,000 EA



Install Curb Extension

Treatment Cost:

- Installation: \$12,900/crossing



Install/Repair Sidewalk

Treatment Costs:

- Installation: \$15/sf
- Repair: \$15/sf





Install Shared Use Path

Treatment Cost:

- Installation: \$18/sf



Install Rumble Bar

Treatment Cost:

- Installation: \$1,500/lane approach



Install Speed Cushion (Concrete)

Treatment Cost:

- Installation: \$10,000 EA



Install Speed Cushion (Rubber)

Treatment Cost:

- Installation: \$1,000 EA





Install Crosswalk Sign

Treatment Cost:

- Installation: \$390 EA



Install Stop Sign

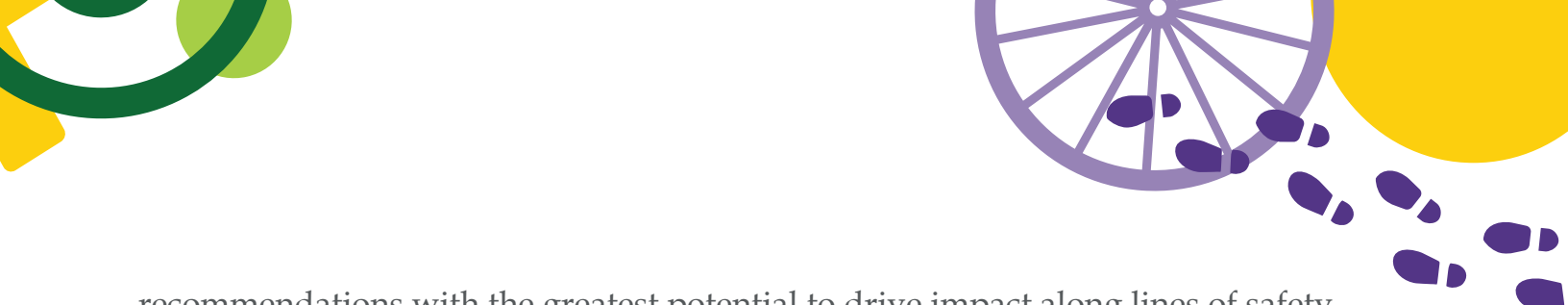
Treatment Cost:

- Installation: \$390 EA

Appendix D: Prioritized Infrastructure Recommendations

Using the criteria detailed in **Section 6 - Impact and Implementation**, the table below categorizes all 170 infrastructure recommendations according to their calculated impact level. Three general categories – high, medium, and low – help prioritize

ID	School	Map ID	Location	Geometry Type
1	ALLPS School of Innovation	5	S Sang Ave & W Mitchell St	Intersection
2	ALLPS School of Innovation	9	W Old Farmington Rd (S Key West Dr to S Root Ave)	Along the Roadway
3	ALLPS School of Innovation	11	W Old Farmington Rd & ALLPS Entrance	Mid-block Crossing
4	Asbell Elementary School	1	Shamblin Apartments School Access	Internal Connectivity
5	Asbell Elementary School	2	W Skyler Dr & N Evening Shade Dr	Intersection
6	Asbell Elementary School	3	FPS Sports Facility Access	Internal Connectivity
7	Asbell Elementary School	4	N Sang Ave (W Skyler Dr to W Lawson St)	Along the Roadway
8	Asbell Elementary School	7	N Sang Ave (W Holly St to W Lawson St)	Along the Roadway
9	Butterfield Trail Elementary School	11	N Old Missouri Rd & E Eton St	Intersection
10	Fayetteville High School	9	S Buchanan Ave & School Entrance	Mid-block Crossing
11	Fayetteville High School	11	W Martin Luther King Jr Blvd (S Razorback Rd to College/School Ave)	Along the Roadway
12	Fayetteville High School	13	W 6th St & S Stadium Dr	Intersection
13	Fayetteville High School	15	W Martin Luther King Jr Blvd (Stadium Dr to Hill Ave)	Along the Roadway
14	Fayetteville High School	17	S Stadium Dr (MLK Blvd to Tsa-La-Gi Trail)	Along the Roadway
15	Happy Hollow Elementary School	11	Crossover Rd & Peppervine Dr	Intersection
16	Holcomb Elementary School	1	N Salem Rd & W Crystal Dr	Intersection



recommendations with the greatest potential to drive impact along lines of safety, demand, equity, and infrastructure.

Map IDs correspond with the Map ID listed on each school's infrastructure recommendations map, listed in **Section 7 - Campus Assessments and Recommendations**.

Recommendation Description	Impact
Install raised crosswalk and RRFB.	High
Address uplift and drop-off at inlet.	High
Install curb extension and raised crosswalk from ALLPS entrance to sidewalk on south side. Evaluate use of RRFB at this location.	High
Access from apartment complexes to the north - possible accessibility/visibility improvements needed. Reduce crossing distance by installing calming devices.	High
Install high-visibility crosswalks on north and east legs of intersection.	High
Possible paved connection (with keyed access) to the east through FPS sports fields property and parking lot.	High
Stripe parking lot entrance to shorten driveway width and formalize parking; Consider pavement treatments or curbing to formalize narrowed driveway.	High
Upgrade the existing sidewalk to a sidepath per the City's Master Trail Plan.	High
Install curb extensions for the west corners; Install center refuge island for the north leg.	High
Install RRFB; Upgrade curb ramp on east side of Buchanan.	High
Stripe crosswalks across driveways and relocate signage as needed.	High
Implement LPI; Increase pedestrian signal phase; Prohibit Right-on-Red at all approaches.	High
Consider installing median and other traffic calming measures.	High
Increase sidewalk width on east side of Stadium; Add sidewalk to the west side between MLK Blvd and Tsa-La-Gi Trail. Bridge may pose a constraint.	High
Add Yield to Pedestrian signage for southbound vehicles.	High
Install DWS at NE, SE, and SW corners; Install curb extensions on NE and SE corners; Mark crosswalk on west leg; Install raised crosswalk on south leg.	High



ID	School	Map ID	Location	Geometry Type
17	Holcomb Elementary School	7	N Salem Rd & School Driveway	Intersection
18	Holcomb Elementary School	9	N Salem Rd & Bentgrass Rd	Intersection
19	Holt Middle School	1	N Ruppel Rd & W McLaren Dr	Intersection
20	Holt Middle School	2	N Ruppel Rd (W Clearwood Dr to W Edgewater Dr)	Along the Roadway
21	Holt Middle School	3	W Clearwood Dr & N Ruppel Rd	Intersection
22	Holt Middle School	5	N Ruppel Rd & School Entrance	Intersection
23	Holt Middle School	6	N Ruppel Rd (W Clearwood Dr to W Mount Comfort Rd)	Along the Roadway
24	Holt Middle School	7	W Mount Comfort Rd & N Ruppel Rd	Intersection
25	John L Colbert Middle School	5	S Ruppel Rd & W Eisenhower Pl	Intersection
26	Leverett Elementary School	2	N Garland Ave (Wedington/ North to Cleveland)	Along the Roadway
27	Leverett Elementary School	4	N Garland Ave at W Berry St	Intersection
28	Leverett Elementary School	6	W Berry St (Oakland to Leverett)	Along the Roadway
29	Leverett Elementary School	9	N Garland Ave at W Eagle St	Intersection
30	Leverett Elementary School	11	W Eagle St (Garland to Leverett)	Along the Roadway
31	Leverett Elementary School	14	N Hall Ave and W Cleveland St	Intersection
32	Leverett Elementary School	15	W Cleveland St (N Garland Ave to N Lindell Ave)	Along the Roadway
33	Leverett Elementary School	16	W Cleveland St and N Garland Ave	Intersection
34	Leverett Elementary School	18	N Garland Ave (W Cleveland St to W Maple St)	Along the Roadway
35	M O Ramay Junior High School	4	S Sang Ave (W Stone St to W M.L.K. Jr. Blvd)	Along the Roadway
36	M O Ramay Junior High School	13	W Old Farmington Rd (S Root Ave to S Sang Ave)	Along the Roadway
37	M O Ramay Junior High School	14	W Martin Luther King Jr Blvd & S Hollywood Ave	Intersection
38	McNair Middle School	3	N Starr Dr & E Mission Blvd	Intersection



Recommendation Description	Impact
Install pedestrian refuge island.	High
Mark high-visibility crosswalks on the east and west legs of the intersection; Install RRFB and raised crosswalk at north leg.	High
Add high-visibility crosswalk on east leg of intersection.	High
Remove continuous center-turn-lane and implement traffic calming measures such as chicanes and speed cushions.	High
Install crosswalk on east leg of intersection.	High
Install DWS at SW curb ramp; Install raised crosswalk at RRFB.	High
Add speed feedback sign in Northbound direction. Evaluate traffic calming treatments and reduced speed limit.	High
Install curb extension to NW corner; Reconstruct sidewalk to trail on NW corner; Add "No-Right-on-Red" across trail crossing; Install raised crossing in right-turn bypass lane.	High
Install RRFB.	High
Investigate road and/or lane diet to addressing speeding and allow for vehicle queuing along southbound Garland.	High
Install high-visibility crosswalk along east leg of intersection.	High
Complete sidewalk gaps along north side of Berry.	High
Install high-visibility crosswalk along east leg of intersection.	High
Remove obstructions and repair sidewalks; Complete sidewalk gaps.	High
Reconstruct sidewalk and curb at SW corner to have crosswalk terminate outside driveway apron; Install RRFB.	High
Repair uplifted panels around drainage inlet at NE corner of Garland and Cleveland; Explore options to reduce or remove parking space at 1088 Cleveland.	High
Add mountable aprons at all 4 corners; Implement LPI and No-Right-on-Red; Increase pedestrian signal phase.	High
Evaluate the feasibility of a lane reconfiguration/reduction to address speeding.	High
Install speed cushions and upgrade sidewalk to shared use path per city plans.	High
Install sidewalk on south side (back of 2190 M.L.K. Jr Blvd) and install speed cushions.	High
High traffic intersection along high injury network; Major barrier for student travel to restaurants and other frequent destinations.	High
Reconstruct SW corner to close north-facing curb ramp; Install high-visibility crosswalk at south leg; Add curb ramp at SE corner for south leg of the crosswalk; Adjust signal for northbound traffic to No Right Turn during pedestrian phase; Add time to pedestrian phase; Install stop bar in northbound travel lane.	High

ID	School	Map ID	Location	Geometry Type
39	McNair Middle School	4	E Mission Blvd & N Vandergriff Dr	Intersection
40	McNair Middle School	5	N Box Ave & E Mission Blvd	Intersection
41	McNair Middle School	6	N Crossover Rd & E Mission Blvd	Along the Roadway Intersection
42	McNair Middle School	8	N Hunters Rdg & E Cherokee Dr	Intersection
43	McNair Middle School	9	E Mission Blvd (N Box Ave to N Vandergriff Dr)	Along the Roadway
44	Owl Creek Elementary School	1	W Persimmon St & School Driveway	Along the Roadway Mid-block Crossing
45	Owl Creek Elementary School	2	N Wordsworth Ln & W Persimmon St	Along the Roadway Intersection
46	Owl Creek Elementary School	3	W Persimmon St (N Ruppel Rd to N Keats Dr)	Along the Roadway
47	Owl Creek Elementary School	4	W Persimmon St & N Ruppel Rd	Intersection
48	Root Elementary School	1	N Ramsey Ave (E Cicero Ln to E Mission Blvd)	Along the Roadway
49	Root Elementary School	4	E Mission Blvd & N Jordan Ln	Intersection
50	Root Elementary School	5	E Mission Blvd & N Ranch Dr	Along the Roadway Intersection
51	Washington Elementary School	2	N College Ave (E Davidson St to E Maple St)	Along the Roadway
52	Washington Elementary School	8	N College Ave & Maple St	Intersection
53	Washington Elementary School	15	E Lafayette St & N College Ave	Intersection
54	Woodland Junior High School	3	E Poplar St (N Green Acres Rd to N Woodland Ave)	Along the Roadway
55	Woodland Junior High School	5	E Poplar St (N Green Acres Rd to N College Ave)	Along the Roadway
56	Woodland Junior High School	6	E Poplar St & N College Ave	Intersection
57	Woodland Junior High School	7	N Gregg Ave & W Poplar St	Intersection



Recommendation Description	Impact
Install PHB; Upgrade curb ramp at NW corner; Restripe high-visibility crosswalk at north leg; Install rumble bars to alert east and westbound vehicles on Mission; Install pedestrian-scale lighting.	High
Install high-visibility crosswalk and stop bar at north leg of intersection; Install “Yield to Pedestrians” signage along Mission Blvd.	High
Geometry and accessibility issues support intersection reconstruction (reducing curb radii and the 30' westbound and eastbound lane widths). In the near term, upgrade all curb ramps; add mountable truck aprons at all four corners; narrow through and turn lanes as appropriate; adjust signalization to add LPI and additional time for pedestrian phase.	High
Install new curb ramp at SE corner; Upgrade curb ramp at NE corner with DWS.	High
Install sidepath per the City's Master Trails Plan.	High
Install RRFB and raised crosswalk; Consider traffic calming measures (e.g., speed cushions) for approaches.	High
Add two sidewalk connections from W Persimmon St to sidewalks internal to the subdivision.	High
Add signage for school speed zone for westbound direction; Install speed cushions.	High
Consider protected left-turn phase, No-Right-on-Red, and mountable truck aprons at all corners.	High
Install sidewalk.	High
Reconstruct median to provide pedestrian refuge island and install marked crosswalk and DWS in curb ramps at the north leg of intersection.	High
Complete sidewalk on north side of E Mission Blvd to N Ranch Dr in front of 1428 E Mission Blvd.	High
Stripe commercial driveways and consider narrowing driveway curb cuts.	High
Install LPI; Increase pedestrian signal phase; Reconstruct SE corner to allow ADA and consider closing commercial driveway.	High
Reconstruct curb ramps at all four corners to improve ADA; Install LPI; Implement No-Right-on-Red.	High
Repair sidewalk on north side; Install sidewalk where missing; Install shared use path on south side of Poplar.	High
Install shared use path on south side and sidewalk on north side.	High
Reconstruct intersection with safe crossings, considering the future Ramay Junior High location just east of this area. At-grade improvements should include high-visibility crosswalks, LPI, No-Right-on-Red, and protected signal phasing. The feasibility of a bike-ped tunnel should also be investigated, given the significance of this east-west connection.	High
Intersection to be reconstructed under SS4A grant; Railroad crossing improvements recommended.	High




ID	School	Map ID	Location	Geometry Type
	ALLPS School of Innovation	2	W Stone St (S Cross Ave to S Sang Ave)	Along the Roadway
	ALLPS School of Innovation	8	W Old Farmington Rd & S Melbourne Dr	Intersection
	ALLPS School of Innovation	12	S Sang Ave & W Old Farmington Rd	Intersection
	ALLPS School of Innovation	15	S Hollywood Ave & W Pasadena Ln	Intersection
	Asbell Elementary School	5	W Lawson St & N Sang Ave	Intersection
	Asbell Elementary School	6	N Sang Ave & W Holly St	Intersection
	Asbell Elementary School	8	W Holly St & N Sang Ave	Intersection
	Butterfield Trail Elementary School	1	N Old Missouri Rd (Sweetbriar Dr to Farr Ln)	Along the Roadway
	Butterfield Trail Elementary School	4	E Stubblefield Rd (N Southridge Dr to N Summerhill Dr)	Along the Roadway
67	Butterfield Trail Elementary School	6	E Stubblefield Rd (N Old Missouri Rd to N Southridge Dr)	Along the Roadway
	Butterfield Trail Elementary School	7	N Old Missouri Rd & E Stubblefield Rd	Intersection
69	Butterfield Trail Elementary School	9	Fayetteville Health & Rehab Center	Internal Connectivity
	Butterfield Trail Elementary School	10	E Eton St (Elizabeth Ave to Old Missouri Rd)	Along the Roadway
71	Fayetteville High School	2	W Bulldog Blvd (Delaware Ave to Buchanan Ave)	Along the Roadway
	Fayetteville High School	8	S Stadium Dr & W Carlson Dr	Intersection
73	Fayetteville High School	10	FHS SW Driveway	Internal Connectivity
	Fayetteville High School	16	W Martin Luther King Jr Blvd & S Duncan Ave	Intersection
75	Happy Hollow Elementary School	6	Water/Sewer Easement	Internal Connectivity
	Happy Hollow Elementary School	7	E Peppervine Dr (west of S Woodsprings Dr)	Along the Roadway
77	Happy Hollow Elementary School	8	E Peppervine Dr & S Woodsprings Dr	Intersection



Recommendation Description	Impact
Fill sidewalk gaps at 1942 and 2026 W Stone St.	Medium
Replace crosswalk markings with high-visibility crosswalk marking, add stop bar, and relocate stop sign behind crosswalk.	Medium
Install raised crosswalk on west leg across Old Farmington Rd.	Medium
Install marked crosswalks; Install curb ramps on NW and NE corners; Complete sidewalk connections across north leg and east leg of intersection.	Medium
Install curb ramp on SW corner of intersection.	Medium
Install marked crossing over W Holly St; Update curb ramps for crossing of N Sang with DWS; Install curb ramp on SW corner for crossing Holly.	Medium
Mark crosswalk across W Holly St; Install DWS on curb ramps across east leg.	Medium
Widen sidewalk to shared use path from Sweetbriar Dr to Butterfield Elementary. The bridge over Missouri Creek poses a design constraint.	Medium
Install sidewalk on south side to reach Harold St.	Medium
Repair uplifted sidewalk panels.	Medium
Improve lighting; Install RRFB; Install refuge island.	Medium
Install a paved connection and safe crossing through car pick-up lanes to the remote pick-up/drop-off parking lot and Raven Trail north of campus.	Medium
Improve sidewalk, especially near driveways, including ADA.	Medium
North side sidewalk needs repair. Missing sidewalk on north side west of parking lot to Delaware Ave.	Medium
Add high-visibility crossing across Carlson Dr (west side); Install raised crossing across Stadium Dr.	Medium
Create safe crossing or separate pathway/ramp down to Stadium Dr for students walking by installing parking lot crossings, walking lane, ramp down to sidewalk, etc.	Medium
Improvement needed at this intersection. Since the street is one-way, consider installing traffic delineators to restrict the width and reduce crossing distances on the north leg of the intersection.	Medium
Recommend constructing trail under overhead power lines in water/sewer easement that spans from Peppervine Dr to Happy Hollow Rd.	Medium
Connect sidewalk to shared use path; Add wayfinding.	Medium
Convert to 4-way stop; Install high-visibility crosswalks on all legs of intersection.	Medium

ID	School	Map ID	Location	Geometry Type
78	Happy Hollow Elementary School	9	E Peppervine Dr & The Cliffs Trail	Mid-block Crossing
79	Happy Hollow Elementary School	10	S Woodsprings Dr & Trail	Mid-block Crossing
80	Happy Hollow Elementary School	12	Happy Hollow Property	Internal Connectivity
81	Happy Hollow Elementary School	13	Happy Hollow Elementary Property	Internal Connectivity
82	Holcomb Elementary School	2	W Crystal Dr & N Rutile Dr	Intersection
83	Holcomb Elementary School	8	Holcomb Elementary Property	Internal Connectivity
84	Holcomb Elementary School	12	N Salem Rd & Clabber Creek Trail	Mid-block Crossing
85	John L Colbert Middle School	1	W Bronco Dr	Along the Roadway
86	John L Colbert Middle School	4	W Sante Fe St & S Ruppel Rd	Intersection
87	John L Colbert Middle School	6	Southeast of John L Colbert Middle School Property	Internal Connectivity
88	John L Colbert Middle School	7	Magnolia Crossing Subdivision	Internal Connectivity
89	Leverett Elementary School	1	N Garland Ave at W Hughes St	Intersection
90	Leverett Elementary School	3	N Lindell Ave (Hughes to Eagle)	Along the Roadway
91	Leverett Elementary School	8	N Storer Ave (North to Cleveland)	Along the Roadway
92	Leverett Elementary School	13	W Cleveland St (Sang to Oliver)	Along the Roadway
93	Leverett Elementary School	17	W Cleveland St & N Lindell Ave	Intersection
94	M O Ramay Junior High School	1	S Sang Ave & W Stone St	Intersection
95	M O Ramay Junior High School	6	W Mitchell St (S Sang Ave to S Eastern Ave)	Along the Roadway
96	M O Ramay Junior High School	10	W Old Farmington Rd & Root Ave	Intersection



Recommendation Description	Impact
Recommend crossing improvement, ideally an RRFB (with advanced warning for eastbound drivers) and raised crossing. Lower-cost recommendation would be in-street Yield to Pedestrian sign, and modular crossing island given the roadway width.	Medium
Install double-sided school crossing sign with downward pointing arrows; Install high-visibility marked crosswalk; Install curb ramp on west side; Install DWS on east end.	Medium
Install paved trail connecting Woodsprings Dr to school.	Medium
Develop ADA compliant shared use path to fish pond.	Medium
Curb ramps missing DWS and marked crosswalk for north crossing of N Rutile Dr.	Medium
Install sidewalk outside of fenced area.	Medium
Remove vegetation on east side and conduct routine maintenance to improve visibility of trail users.	Medium
Fill sidewalk gap just west of Bronco Dr & Rupple Rd.	Medium
Repair cracking concrete on shared use trail.	Medium
Consider trail connection to Magnolia Crossing subdivision along property line.	Medium
Construct shared use path in overhead electric easement.	Medium
Install high-visibility crosswalk along east leg of intersection.	Medium
Fill sidewalk gaps at 816 Lindell (east side) and 903 Lindell (west side); Repair sidewalks; Prioritize Lindell as north-south walking collector for neighborhood east of Garland.	Medium
Remove obstructions and repair sidewalks; Complete sidewalk gap at 815-819 Storer.	Medium
Formalize sidewalk buffer space from Sang to Oliver with vertical elements; Consider extending curb and sidewalk over the long term.	Medium
Install curb extension at NE corner and reconstruct curb extension at southwest corner. Remove eastbound curb ramp at the SW corner. Install DWS at remaining three curb ramps. Convert two-way stop to all-way and stripe stop bars on Cleveland. Stripe crosswalk on north and west leg of intersection.	Medium
Install DWS on NW and SW corners as well as two ramps on SE corner; Install stop bars in all directions.	Medium
Complete sidewalk gaps at various locations along the north side.	Medium
Install marked crosswalk and DWS on both curb ramps.	Medium




ID	School	Map ID	Location	Geometry Type
97	McNair Middle School	10	N Hunter's Ridge (E Mission Blvd to N Pointer Ln)	Along the Roadway
98	McNair Middle School	11	N Whippoorwill Ct. & Cherokee Dr.	Intersection
99	Owl Creek Elementary School	5	Owl Creek Elementary Property	Internal Connectivity
100	Owl Creek Elementary School	6	Owl Creek Elementary Property	Internal Connectivity
101	Owl Creek Elementary School	7	W Mountain View Dr & N Ruppel Rd	Along the Roadway Intersection
102	Owl Creek Elementary School	8	Owl Creek Elementary Property	Internal Connectivity
103	Owl Creek Elementary School	9	W Persimmon St	Along the Roadway
104	Owl Creek Elementary School	10	Owl Creek Elementary School Property	Internal Connectivity
105	Root Elementary School	6	Root Elementary Property	Internal Connectivity
106	Root Elementary School	8	E Hope St & N Eastwood Dr	Intersection
107	Washington Elementary School	5	W Maple St & N Highland Ave	Intersection
108	Washington Elementary School	9	N Highland Ave (between W Lafayette and E Maple St)	Mid-block Crossing
109	Washington Elementary School	11	N Forest Ave (W Lafayette St to W Maple St)	Along the Roadway
110	Washington Elementary School	13	W Lafayette St & N Saint Charles Ave	Intersection
111	Washington Elementary School	14	W Lafayette St & N Highland Ave	Intersection
112	Washington Elementary School	16	E Lafayette St (Highland Ave to N Washington Ave)	Along the Roadway
113	Washington Elementary School	21	Washington Elementary School Property	Internal Connectivity



Recommendation Description	Impact
Install sidewalk.	Medium
Install mini-roundabout or four-way stop. A good candidate for tactical urbanism project.	Medium
Consider rehabilitation and regular maintenance of bicycle course on south side of creek.	Medium
Develop trail connection to future Owl Creek trail.	Medium
Install curb extensions on NE and SE corners of intersection; Install pedestrian island; Mark crosswalk at east leg.	Medium
Add curb ramps at relevant locations across school property.	Medium
Install sidewalk.	Medium
Add sidewalk, curb ramps, and marked crosswalk.	Medium
Connect outlet of “Root Chute” trail to playground blacktop.	Medium
Install marked crosswalk across west leg of E Hope St; Add curb ramp to NW corner; Add DWS to SW corner.	Medium
Install raised crossing at west leg; Install marked crosswalk at north leg; Install curb extension at NE corner; Add crosswalk lighting to RRFB.	Medium
Remove existing crosswalk marking and install raised crossing at SE gym entrance.	Medium
Replace sidewalk panels and enforce sidewalk obstruction code.	Medium
Install marked crosswalk; Update curb ramp on SW corner with DWS; Install curb extension on SE corner.	Medium
Install raised crosswalks on north and west legs of intersection; Reconstruct NW curb to reduce radius; Add crosswalk lighting to RRFB.	Medium
Relocate westbound school speed zone sign closer to N College Ave; Install crosswalk markings at commercial driveways; Install bicycle lane markings at AutoZone driveway; Install Bike Lane Ends sign for westbound travel. Reconstruct sidewalk as sidepath per the City's Master Trails Plan.	Medium
Install sidewalk to connect to main entrance without using stairs.	Medium

ID	School	Map ID	Location	Geometry Type
	ALLPS School of Innovation	3	W Stone St & S Cross Ave	Intersection
115	ALLPS School of Innovation	7	ALLPS Property	Internal Connectivity
	Butterfield Trail Elementary School	2	E Stubblefield Rd (in front of #1763)	Along the Roadway
117	Butterfield Trail Elementary School	3	E Stubblefield Rd (west of #3289)	Along the Roadway
	Butterfield Trail Elementary School	5	E Stubblefield Rd & N Southridge Rd	Intersection
119	Butterfield Trail Elementary School	8	E Farr Ln & Raven Trail	Mid-block Crossing
	Butterfield Trail Elementary School	12	Wagon Wheel Neighborhood	Internal Connectivity
121	Fayetteville High School	1	S Stadium Dr & W Bulldog Blvd	Intersection
	Fayetteville High School	3	Bulldog Blvd & FHS North Entrance	Mid-block Crossing
123	Fayetteville High School	4	W Stone St (Buchanan Ave to Duncan Ave)	Along the Roadway
	Fayetteville High School	5	W Stone St & S Duncan Ave	Intersection
125	Fayetteville High School	6	S Hill Ave & W Stone St	Intersection
	Fayetteville High School	7	S Stadium Dr (Carlson Dr to MLK Blvd)	Along the Roadway
127	Fayetteville High School	12	S Buchanan Ave & S Duncan Ave	Intersection
	Fayetteville High School	14	S Duncan Ave (S Duncan Ave to Dr. MLK Jr. Blvd)	Along the Roadway
129	Fayetteville High School	18	W Indian Trl & S Rose Ave	Intersection
	Happy Hollow Elementary School	1	N Gem Trl & Trail Access	Intersection
131	Happy Hollow Elementary School	2	N Happy Hollow Rd & The Cliffs Trail	Intersection
	Happy Hollow Elementary School	3	The Cliffs Trails	Internal Connectivity
133	Happy Hollow Elementary School	4	N Happy Hollow Rd & E Paddock Rd	Intersection



Recommendation Description	Impact
Install marked crosswalk across Cross Ave on north leg; Install curb ramp on NE corner.	Low
Address circulation and accessibility issues at numerous locations across the site.	Low
Repair sidewalk panels due to uneven pavement (e.g., drainage inlet on north side).	Low
Repair sidewalk panels at locations of uneven pavement (e.g., drainage inlet on north side).	Low
Mark crosswalk; Upgrade curb ramps; Monitor vegetation for sightlines.	Low
Install high-visibility crosswalk.	Low
Connect Wagon Wheel neighborhood under construction as of summer of 2025.	Low
Install raised crosswalk across Stadium Dr.	Low
Add raised crosswalk; double-side crosswalk signs. Combination of missing curb ramps and temporary speed humps could be replaced by raised crosswalk.	Low
Repair three ADA issues where sidewalks intersect driveways between Buchanan Ave and Duncan Ave.	Low
Add marked crossing across Duncan Ave (north), as well as east and west crosswalks across Stone St; Add curb ramp to SE corner.	Low
Install high-visibility crosswalks at the north and west legs of the intersection.	Low
Install speed cushions.	Low
Intersection improvements needed.	Low
Improvement needed; Since the street is one-way, consider installing traffic delineators to restrict the width and reduce crossing distances on the north leg of the intersection.	Low
Install pedestrian connection to trail from neighborhood on the south.	Low
Install curb ramp to access trail.	Low
The Cliffs trails should intersect with the sidewalk on Happy Hollow Rd here but was not visible; Clear vegetation; Add signage; Potential trail to Mt Sequoyah Woods.	Low
Add trail connection to apartments.	Low
Add crosswalk and curb ramps for crossing across Happy Hollow Rd on south and west legs of intersection.	Low



ID	School	Map ID	Location	Geometry Type
	Happy Hollow Elementary School	5	The Cliffs Trails	Internal Connectivity
135	Happy Hollow Elementary School	14	Happy Hollow Elementary Property	Internal Connectivity
	Holcomb Elementary School	3	Apatite Dr & Crystal Dr	Intersection
137	Holcomb Elementary School	4	N Quartz Dr & W Crystal Dr	Intersection
	Holcomb Elementary School	5	N Pyrite Dr & W Crystal Dr	Intersection
139	Holcomb Elementary School	6	W Crystal Dr & N Raven Ln	Intersection
	Holcomb Elementary School	10	Holcomb Elementary Property	Internal Connectivity
141	Holcomb Elementary School	11	N Salem Rd & W Clabber Creek Blvd	Along the Roadway Intersection
	Holt Middle School	4	Holt Middle School Property	Internal Connectivity
143	John L Colbert Middle School	2	NE Corner of John L Colbert Middle School Property	Internal Connectivity
	John L Colbert Middle School	3	East side of John L Colbert Middle School Property	Internal Connectivity
145	Leverett Elementary School	5	W Berry St and N Lindell Ave	Intersection
	Leverett Elementary School	7	North side of Leverett Elementary School campus	Internal Connectivity
147	Leverett Elementary School	10	N Lindell Ave and W Eagle St	Intersection
	Leverett Elementary School	12	N Hall Ave (W Cleveland St & W Wedington Dr)	Along the Roadway
	McNair Middle School	7	N Hunters Rdg & N Pointer Ln	Intersection
	Root Elementary School	2	E Cain Dr & N Jordan Ln	Intersection
	Root Elementary School	3	N Lunsford Ave & E Hammond St	Intersection
	Root Elementary School	7	N Lunsford Ave & Root Chute	Mid-block Crossing
	Vandergriff Elementary School	1	E Township St & N Vandergriff Dr	Intersection



Recommendation Description	Impact
Add wayfinding to school.	Low
Improve long neglected Happy Hollow Bicycle Course to provide space for PE bike unit practice and future bike clubs/programming.	Low
Install marked crosswalk on north leg; Repaint and upgrade crosswalk on east leg; Add mountable curb extension on SE corner.	Low
North crossing of N Quartz Dr.	Low
Install DWS on NW corner.	Low
Mark crosswalks on west and north legs of intersection.	Low
Upgrade trail to reduce 90-degree turns, adding radius to corners and aligning with Clabber Creek Trail.	Low
Install DWS.	Low
Consider multi use path/trail connection at NW corner.	Low
Plan for future paved connections to the upcoming development and trails on the north/northeast side of campus.	Low
Plan for future connectivity to Fayetteville Traverse and Dinsmore Trail.	Low
Prioritize as crossing opportunity for Lindell Ave walking route; Install high-visibility crosswalks at west and south legs of intersection; Upgrade curb ramps at SW and SE corners; Install all-way stop.	Low
Consider creating a walking path and entrance to the U of A forested property north of the school for nature program access.	Low
Install high-visibility crosswalks at south and west legs of intersection; Upgrade curb ramps at SE and SW corners.	Low
Consider allowing on-street parking along one side; Relocate mailboxes obstructing sidewalk to opposite side.	Low
Upgrade curb ramps with DWS.	Low
Existing curb ramps missing DWS. Install marked crossing across N Jordan Ln.	Low
Install marked crossing and stop bar across E Hammond St; Update both curb ramps with appropriate DWS.	Low
Install curb ramp on east side; double-side crosswalk signs; add "SCHOOL" to crosswalk signs; add thermoplastic rumble bars on approaches to crosswalk; install lighting.	Low
Install curb ramps in median and convert into pedestrian refuge along north leg of intersection; add lighting; Install a raised crosswalk on the east leg of intersection.	Low

ID	School	Map ID	Location	Geometry Type
	Vandergriff Elementary School	2	N Vandergriff Dr & School Entrance	Intersection
	Washington Elementary School	1	N Park Ave & W Ila St	Intersection
	Washington Elementary School	3	W Maple St & N Forest Ave	Intersection
	Washington Elementary School	4	W Maple St (N Mock Ave to N College Ave)	Along the Roadway
	Washington Elementary School	6	W Maple St & N Highland Ave	Intersection
	Washington Elementary School	7	E Maple St & Alley 1315	Intersection
	Washington Elementary School	10	W Lafayette St & N Thompson Ave	Intersection
161	Washington Elementary School	12	W Lafayette St & N Mock Ave	Intersection
	Washington Elementary School	17	N Saint Charles Ave & W Boles St	Intersection
	Washington Elementary School	18	N Saint Charles Ave & W Watson St	Intersection
	Woodland Junior High School	1	N Woodland Ave & W Poplar St	Intersection
	Woodland Junior High School	2	E Poplar St at Woodland Junior High entrance	Mid-block Crossing
	Woodland Junior High School	4	N Green Acres Rd & E Poplar St	Intersection
	Woodland Junior High School	8	N Greenvalley Ave & W Miller St	Intersection
	Woodland Junior High School	9	N Yates Ave & W Miller St	Intersection
	Woodland Junior High School	10	N Woodland Ave (E Poplar St to E Ash St)	Along the Roadway
	Woodland Junior High School	11	N Green Acres Rd (E Poplar St to N College Ave)	Along the Roadway



Recommendation Description	Impact
Upgrade curb ramps to ADA standards.	Low
Install crosswalk marking and stop bar on west leg; install curb ramp on NW corner.	Low
Update curb ramps (2) with DWS at SW corner; Install crosswalk markings on east leg; Install north-facing curb ramp on SE corner; Convert to all-way stop and add stop bars in all directions.	Low
Install speed cushions.	Low
Install curb extension at SW corner and update SW and SE curb ramps with DWS.	Low
Install curb ramp on NW corner.	Low
Install marked crosswalk at south leg and update curb ramps with DWS.	Low
Install marked crosswalk on north leg and add curb ramps on NW and NE corners.	Low
Explore options for marked crosswalk and curb extensions at south leg.	Low
Install marked crosswalks at west and south legs; Relocate stop sign and add stop bar for eastbound Watson St.	Low
Install high-visibility crosswalk at south leg; Install curb extension on SE corner; Update southeast ramp with DWS.	Low
Install DWS at curb ramps; double-side crosswalk signs; add thermoplastic rumble bars on approaches to crosswalk.	Low
Install high-visibility crosswalks at all four legs; Install curb ramps at all corners.	Low
Install curb ramp on SE corner of intersection; Install high-visibility crosswalk on south leg of intersection; Update curb ramp on SW corner of intersection with DWS.	Low
Install marked crosswalk across Yates Ave.	Low
Install curb ramps on driveway (2).	Low
Install crosswalks across commercial driveways; Reduce driveway widths where feasible.	Low



Meeting of April 28, 2026

To: Transportation Committee

Thru: Matt Mihalevich, Active Transportation Manager
Justin Bland, City Engineer
Chris Brown, Public Works Director

From: Dane Eifling, Mobility Coordinator

Subject: **Vision Zero Safety Action Plan**

Recommendation:

Staff recommends forwarding the Fayetteville Vision Zero Safety Action Plan to the full City Council.

Background:

Traffic crashes remain a significant public safety issue in Fayetteville and across Northwest Arkansas. Between 2018 and 2022, 235 people in Fayetteville were killed or seriously injured in traffic crashes, with vulnerable roadway users—people walking, bicycling, and motorcycling—accounting for a disproportionate share of severe outcomes.

The Vision Zero Safety Action Plan builds upon the Northwest Arkansas Regional Vision Zero Comprehensive Safety Action Plan adopted in 2023 and provides guidance for Fayetteville's \$33.5 million Vision Zero Strategy which received a \$25m grant through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program.

Discussion:

The Safety Action Plan provides Fayetteville-specific strategies, actions, and priority corridors to improve safety for all users. Key components include:

- **Safe System Approach:** A framework that acknowledges human error and prioritizes designing streets to minimize severe outcomes when crashes occur.
- **High Injury Network (HIN):** Identification of corridors where fatal and serious injury crashes are concentrated, allowing for targeted investment.
- **Data-Driven Strategies:** Emphasis on reducing speeds, improving crossings, enhancing visibility, and separating users where appropriate.
- **Equity Focus:** Prioritization of improvements in areas with higher social vulnerability and persistent poverty.
- **Implementation Framework:** Action items with timelines, cost ranges, and responsible agencies to guide execution.

The plan also aligns with ongoing City initiatives, including Safe Routes to School planning, Complete Streets implementation, and recently awarded federal SS4A funding for corridor safety improvements. Adoption of the is plan will give Fayetteville a continued advantage in future SS4A Grant applications.

Budget/Staff Impact:

None

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

Attachments: Fayetteville Vision Zero Safety Action Plan



NWA Regional
**VISION
ZERO**

Fayetteville

Safety Action Plan

October 2025

Glossary

AASHTO: American Association of State Highway and Transportation Officials

ADA: Americans with Disabilities Act

ADT: Average daily traffic

APS Accessible Pedestrian Signals

ARDOT: Arkansas Department of Transportation

CIP: Capital Improvement Plan

CSAP: Comprehensive Safety Action Plan

DOT: Department of Transportation

Design/posted/target speed: The speed at which people are expected to drive; the target speed should match the design speed and posted speed limit

FHWA: Federal Highway Administration

FTA: Federal Transit Administration

HIN: High-Injury Network

KSI: Killed or Serious Injury Crash

MODOT: Missouri Department of Transportation

MUTCD: Manual on Uniform Traffic Control Devices

NWA: Northwest Arkansas

NWARPC: Northwest Arkansas Regional Planning Commission

NACTO: National Association of City Transportation Officials

ORT: Ozark Regional Transit

PHB: Pedestrian Hybrid Beacon

PROWAG: Public Right-of-Way Accessibility Guidelines

SAP: Safety Action Plan

SS4A: Safe Streets and Roads for All

USEPA: U.S. Environmental Protection Agency

VRU: Vulnerable Road Users



South School Avenue, 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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If information is needed in another language, contact Nicole Gibbs. Si se necesita informacion en otro idioma, comuniquese Nicole Gibbs, ngibbs@nwarpc.org.

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Acknowledgments

The creation of the Northwest Arkansas Regional Complete Streets Design Guide would not have been possible without the dedication of numerous Northwest Arkansas Regional Planning Commission (NWARPC) staff, municipal staff from member agencies, elected officials, and community partners. This effort was led by the NWARPC, in partnership with the Regional Complete Streets Working Group. Local funding support was graciously provided by the Walton Family Foundation.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

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Gregg Ave and Sycamore St, Fayetteville, AR

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A Paradigm Shift

1. A Paradigm Shift

What is a Vision Zero Safety Action Plan?

Every year, people in Northwest Arkansas lose family, friends, neighbors, and colleagues to preventable traffic crashes on our roads. Between 2018 and 2022, 1,375 people were killed or seriously injured in crashes in the region, averaging more than five people every week. During the same time period, 235 people were killed or seriously injured in crashes in Fayetteville. Across the state of Arkansas, 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 U.S.—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 transportation safety.

What's in this Plan

The Fayetteville Safety Action Plan is a supplemental resource of the regional effort to implement the Safe Streets and Roads for All (SS4A) initiative through the NWA Vision Zero Plan, adopted in June 2023.

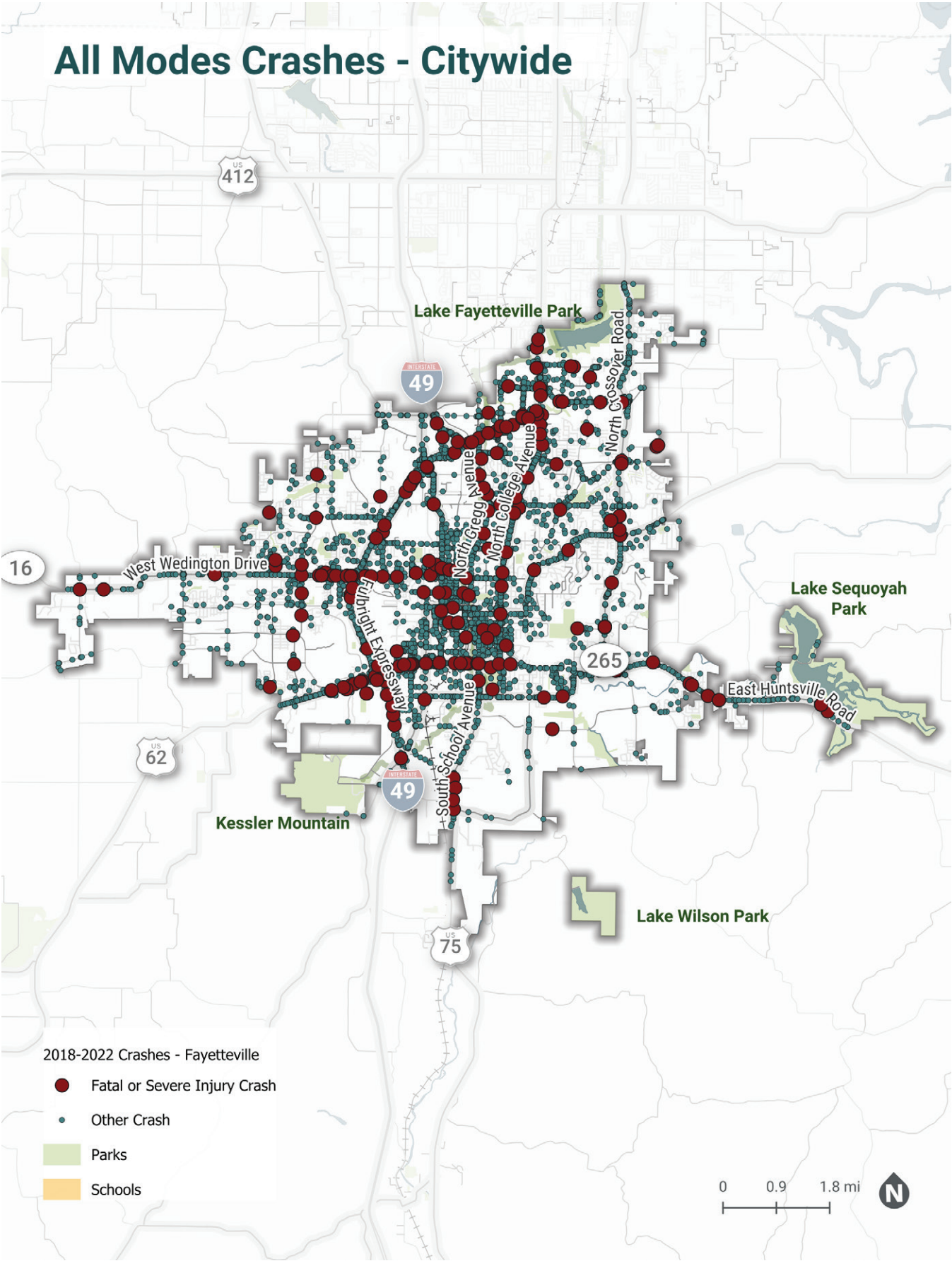
This Plan identifies Fayetteville-specific strategies, actions, and priority locations to eliminate traffic-related fatalities and serious injuries. It builds on regional safety analysis and community input to deliver a coordinated, data-driven roadmap for safer streets. This includes infrastructure recommendations, policy guidance, and collaboration strategies tailored to Fayetteville's unique transportation context.

Vulnerable Users

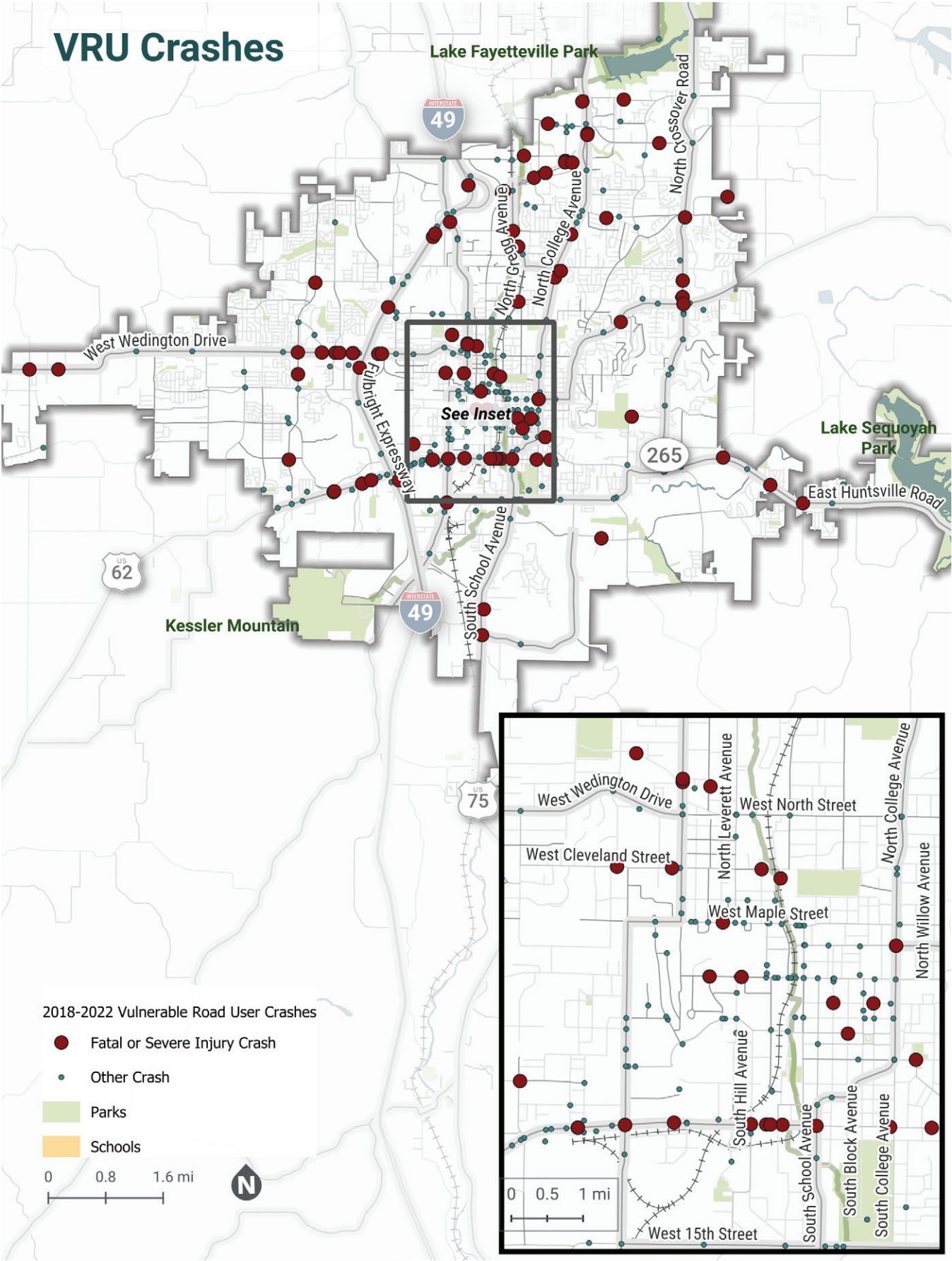
When a crash occurs, people walking, bicycling, and riding motorcycles are more likely to be killed or seriously injured. Vehicle safety technology has seen significant advancements in recent decades, with airbags, anti-lock brakes, and lane-awareness sensors all working to protect a driver in a crash. 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 Fayetteville, vulnerable roadway users (VRUs) were involved in 1,422 crashes overall, accounting for 10% of total roadway crashes. However, when analyzing the most severe crashes, 107 involved a vulnerable roadway user, accounting for 46% of serious injuries and fatalities.

MAP 1 All Modes Crash Map



MAP 2 Vulnerable Road Users Crash Map



The Safe System Approach

This Plan is Fayetteville'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.



FIGURE 1 Safe System Approach

Fayetteville's Role in Achieving Vision Zero in NWA

The Fayetteville Safety Action Plan (SAP) focuses on the factors most within the control of the city, for example, roadway design guidance, local policies, and coordination with neighboring communities. Strengthening the city's partnership with the Arkansas Department of Transportation (ARDOT) for improvements to state roads within the city is included as a top priority. Often, state roadways are the location of a disproportionate number of the most serious crashes. The analysis and recommendations in the Fayetteville SAP do not, however, include interstate and fully access-controlled highways, as those roadways are fully under the control of the state.

Current Transportation Safety Efforts in Fayetteville

In recent years, Fayetteville has been implementing a number of Vision Zero-related transportation safety efforts as recommended by the Northwest Arkansas Regional Vision Zero Comprehensive Safety Action Plan (CSAP) and related plans. These efforts include:

- Developing criteria for removing or redesigning slip lanes and analyze all slip lanes in the city for feasibility of removal or improvement
- Developing guidance for equitable traffic calming policies and resources
- Developing a citywide Safe Routes to School Action Plan to be completed in 2025 including infrastructure and programming recommendations
- Requiring installation of safety improvements in coordination with road/curb work adjacent to development projects
- Reducing speed limits on all local streets to 20 mph
- Updating city standards based on best practices for speed management, including reduced lane widths, tighter corner radii, and visual narrowing through street trees, on-street parking, and other treatments
- Prioritizing Vision Zero investments in areas with high social vulnerability and persistent poverty through an SS4A award and other capital programs

Fayetteville's Vision Zero Strategy

As part of the U.S. DOT's Safe Streets and Roads for All (SS4A) program, the City of Fayetteville, Arkansas, received \$25 million discretionary grant in December 2023. This funding is part of a broader \$33.5 million Vision Zero initiative focused on reducing traffic-related injuries and fatalities through targeted infrastructure improvements and public education efforts.

The city applied for this funding to support five corridors identified as part of Fayetteville's High Injury Network (HIN). These include:

- N. Gregg Ave, from North St to Drake St.
- N. College Ave, from Sycamore St to Township St.
- E. Joyce Blvd, from College Ave to Crossover Rd.
- S. School Ave, from Martin Luther King Blvd to 15th St
- W. Maple St from Garland Ave to the Razorback Greenway

Each corridor is receiving targeted safety upgrades and street design changes, aligned with the Safe System Approach. [Figure 2](#) outlines the phased approach to planning, environmental review, and construction management.

The City's SS4A website states that:

"These catalyst projects will apply the Safe System Approach by anticipating human error and accommodating human tolerances for injury. Separation of users in time and space is improved through the addition of sidewalks, protected bicycle facilities and improved signalization at crossings. All projects focus on increasing attentiveness by changing the street environment by including street trees, shorter block lengths and on-street parking. All projects emphasize speed reduction through narrowing of travel lanes, reducing speed limits, and reconfigurations of multi-lane street cross sections that facilitate high speed-passing and create multi-threat environments for pedestrians."

All five catalyst projects are within existing rights-of-way and are progressing through different stages of development. The City continues to move forward with design, permitting, and implementation in coordination with community stakeholder.

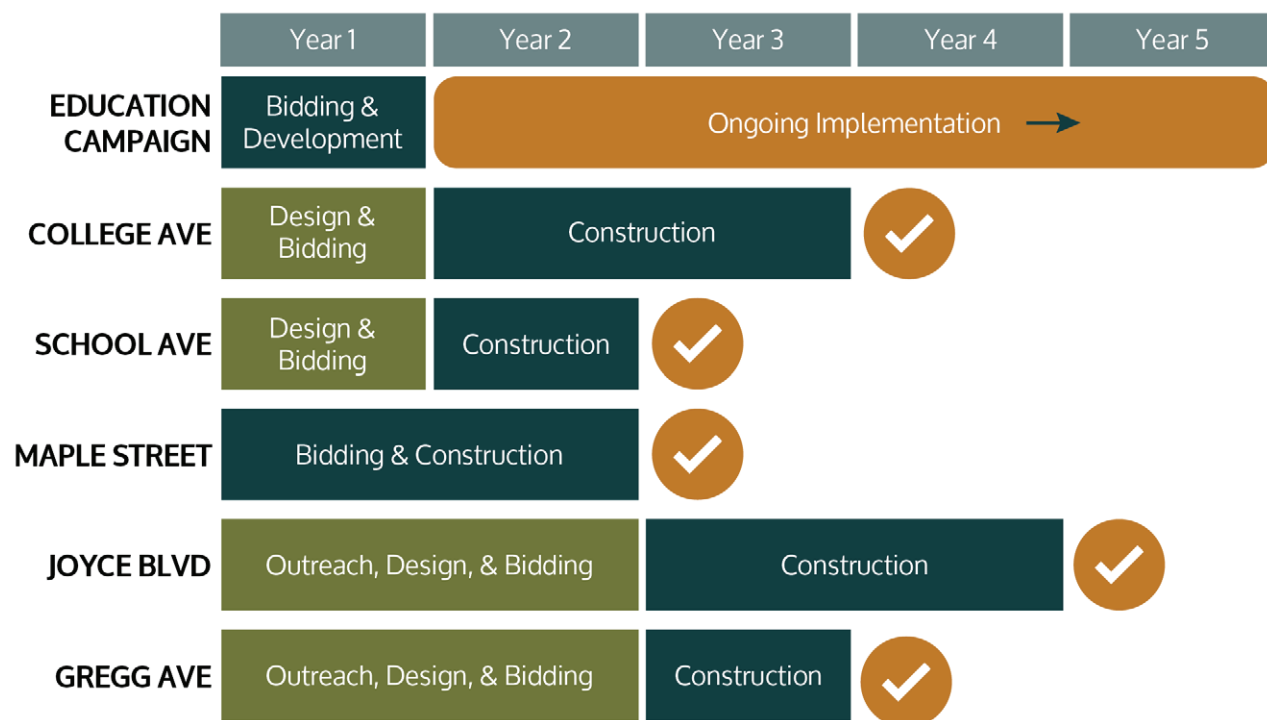


FIGURE 2 Five Year Schedule Project Timeline

Source: [Safe Streets and Roads for All](#)

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Highland Ave, Fayetteville, AR

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Roadway Safety in Fayetteville Today

2. Roadway Safety in Fayetteville Today

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. The documents and resources reviewed during the development of this Plan are described below.

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. ARDOT's 2023 Vulnerable Road User Safety Assessment provides additional analysis of VRU crashes and includes a program of safety strategies and actions to improve safety based on local and regional input.

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.

In 2023, the NWARPC adopted the Northwest Arkansas Regional Vision Zero Comprehensive Safety Action Plan, which serves as the basis for this local Safety Action Plan. The regional plan also recommended the

development of a Regional Complete Streets Design Guide as a resource for member jurisdictions to design safe multimodal transportation networks. The Complete Streets Design Guide was adopted by the NWARPC in early 2025.

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. Specifically, the following Fayetteville plans, policies, and programs were evaluated to inform the analysis and recommendations of this Plan:

- Active Transportation Plan
- Complete Streets Policy
- Corridor Plans
- Development Code
- Master Street Plan
- Minimum Street Standards
- Mobility Plan
- University of Arkansas Transportation Plan

Community Outreach

Throughout the planning process, the public had several chances to talk with City staff and the consulting team about safety concerns in the city. These opportunities included meetings with a Safety Working Group and interviews with stakeholders.

Safety Working Group

During the development of the Regional Vision Zero CSAP, a Safety Working Group, comprising of residents, business, and property owners, along with agency and city leaders, met four times during the project. They shared their insights on key safety issues, reviewed data, and initial findings, and gave guidance on recommendations and implementation.

Members of the Safety Working Group continued their efforts during the development of the Regional Complete Streets Design Guide, meeting an additional three times to further develop the region's vision for safe transportation, create a regional street typology, and establish common design elements and an implementation strategy.

Public Outreach

During the development of the Northwest Arkansas Vision Zero Safety Action Plan, the City of Fayetteville was host to two in-person engagement events, which complemented a robust regional outreach effort that engaged hundreds. A majority of participants indicated that they frequently walk or bike for a variety of purposes and wished to do so more frequently with a safer and more connected network.

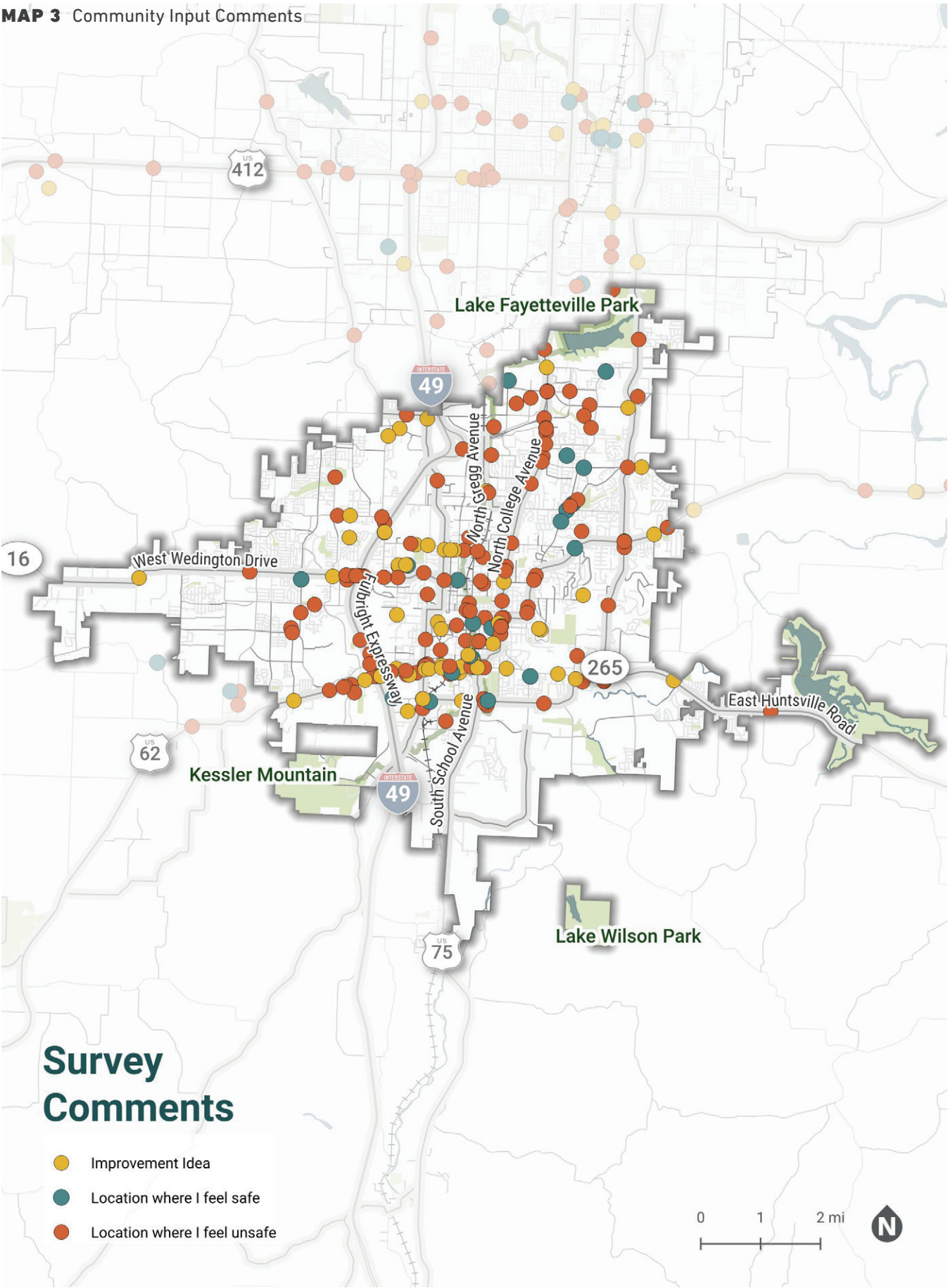
Fayetteville activities during Phase 1:

- Fayetteville Safety Demonstration Project – Dr. Martin Luther King, Jr. Boulevard and South School Avenue
- Square 2 Square Ride (Fayetteville Start)
- Lower Ramble Event

Community Input Map

During the development of the Regional Vision Zero CSAP, the project team used an interactive online map to collect over 600 data points. A number of those corresponded with the project locations included in this Safety Action Plan, most indicating a need for improved safety and access for non-motorized users.

MAP 3 Community Input Comments



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M.L.K. Blvd, Fayetteville, AR

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Safety Analysis

3. Safety Analysis

Transportation safety is a complex issue that requires a nuanced understanding of how roadway conditions, environmental factors, and human behaviors, individually or in combination, lead to severe traffic crashes. 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.

The Fayetteville Safety Action Plan analyzes traffic crash history, including roadway and contextual factors associated with high-crash areas, and identifies locations similar to those “hot spots.” With the added layers of demographic analysis to identify the modes and communities most severely impacted by crashes and Emphasis Areas identified by city stakeholders, this Plan provides a proactive approach to preventing severe crashes, rather than waiting for them to occur before responding.

The Plan incorporates data-driven safety analyses to define a localized High Injury Network (HIN) using the most recent six years of available data to determine

where safety issues may be present. With 139 KSI crashes over the five-year period analyzed, the local HIN represents the most critical non-interstate corridors that should be addressed in the City. This chapter highlights the HIN and other key findings, along with a full High Injury Network (HIN) map for all modes.

Safety Analysis Findings

This analysis found that between 2018 and 2022, 97% of crashes in Fayetteville involved solely motor vehicles, however, vehicle-only crashes represented just under 62% of fatal and serious injury (KSI) crashes. For comparison, motorcycles were involved in only 1.4% of all crashes, yet accounted for nearly 21% of KSI crashes. Similarly, while people walking and people bicycling were involved in 1.4% of all crashes, they were involved in over 17% of KSI crashes. It bears repeating that, in total, vulnerable road users (VRU) were impacted in 38% of fatal and serious injury crashes, despite those modes' involvement in just under 3% of total crashes in Fayetteville.

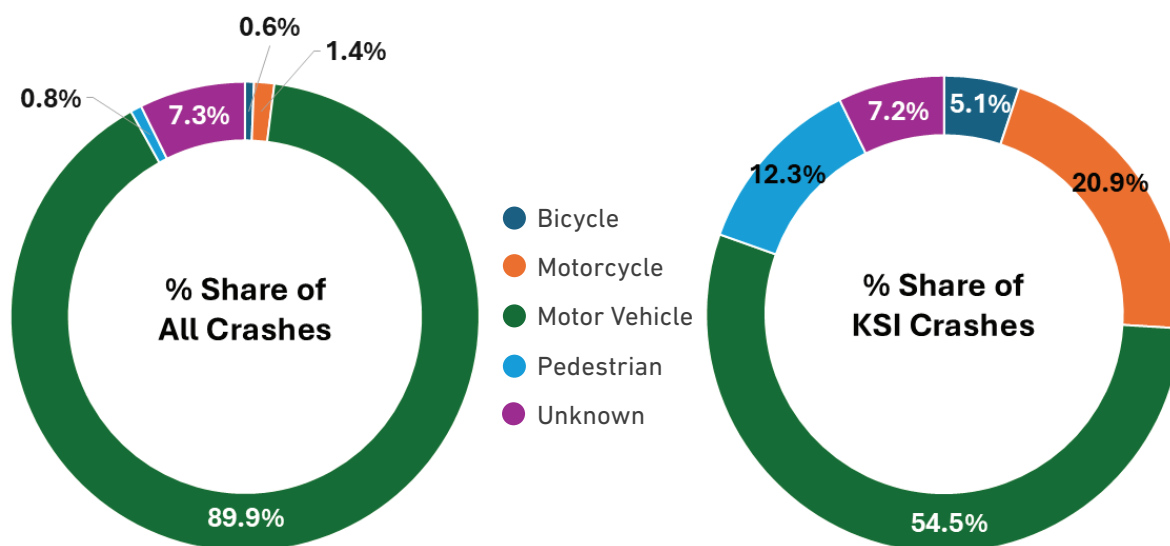


FIGURE 3 Percentage Share of All & KSI Crash Types

Additional Crash Factors

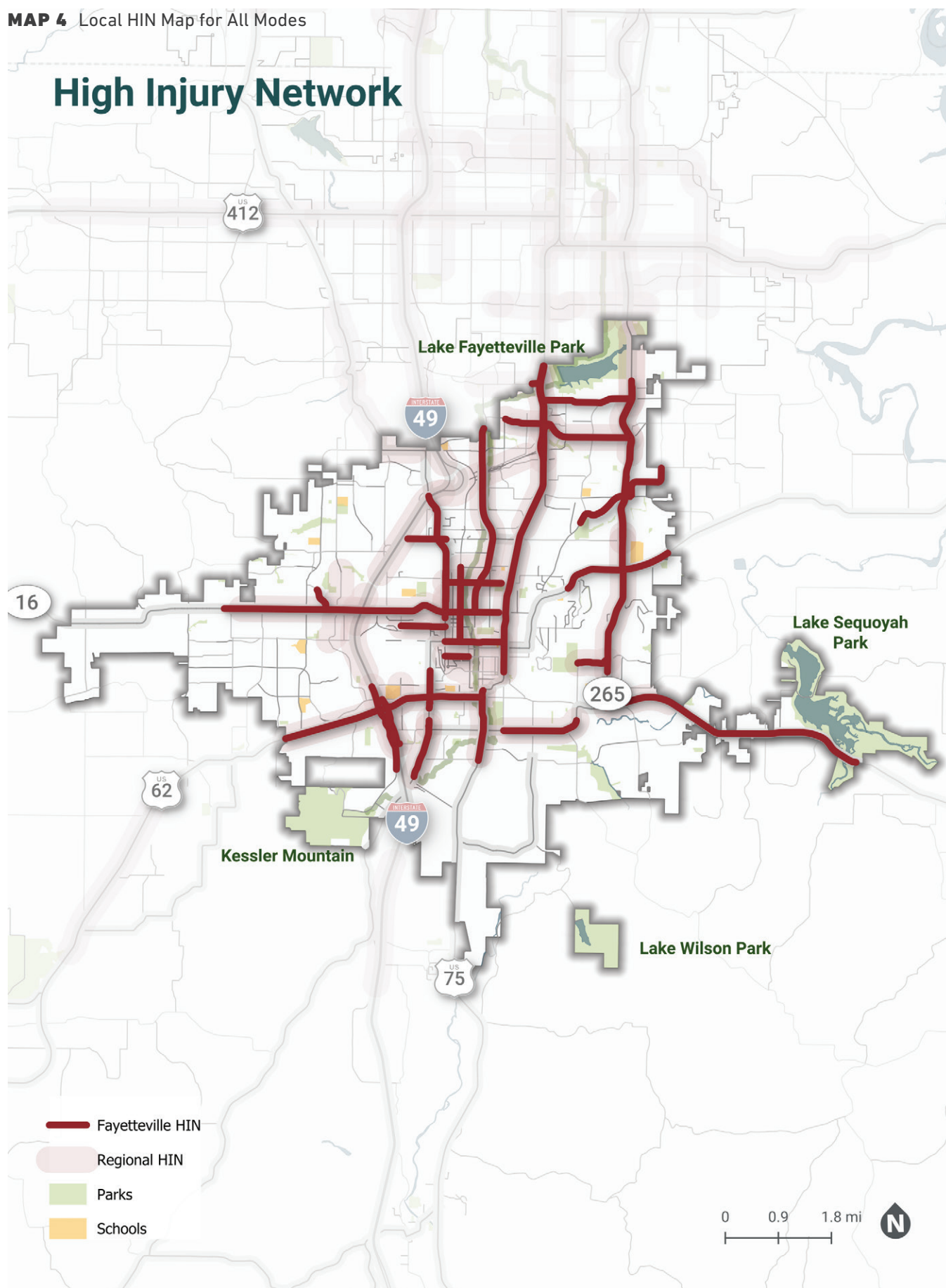
Rear-end, angle, and single-vehicle crashes were the most prevalent crash manners in Bentonville for both all modes and crashes involving VRUs. For KSI crashes, though, single-vehicle crashes were the top crash manner in both overall crashes (44%) and VRU crashes (56%), followed by angle crashes (33% overall and 29% VRU). Where VRUs were involved, rear-end and sideswipe crashes accounted for 10% of KSI crashes. Speeding was a factor in over 40% of KSI crashes involving a VRU, compared with just 4.6% for all modes

In evaluating the first harmful event for crashes, this study found that the types of crashes most likely to result in a fatality or serious injury were 'fell or jumped from vehicle,' with a fatal or serious injury rate of 33%, followed by 'collision with a pedestrian' (26%) and 'collision with bicycle' (18%). The highest number of KSI crashes involved 'collision with vehicle in transport' at 69% of total KSI crashes, and 'collision with a fixed object' at 10% of KSI crashes. During the period analyzed, 49% of all crashes and 56% of KSI crashes occurred on arterial roadways, followed by collectors (19% of KSI crashes). Nearly 25% of all crashes occurred within 500 feet of a school.

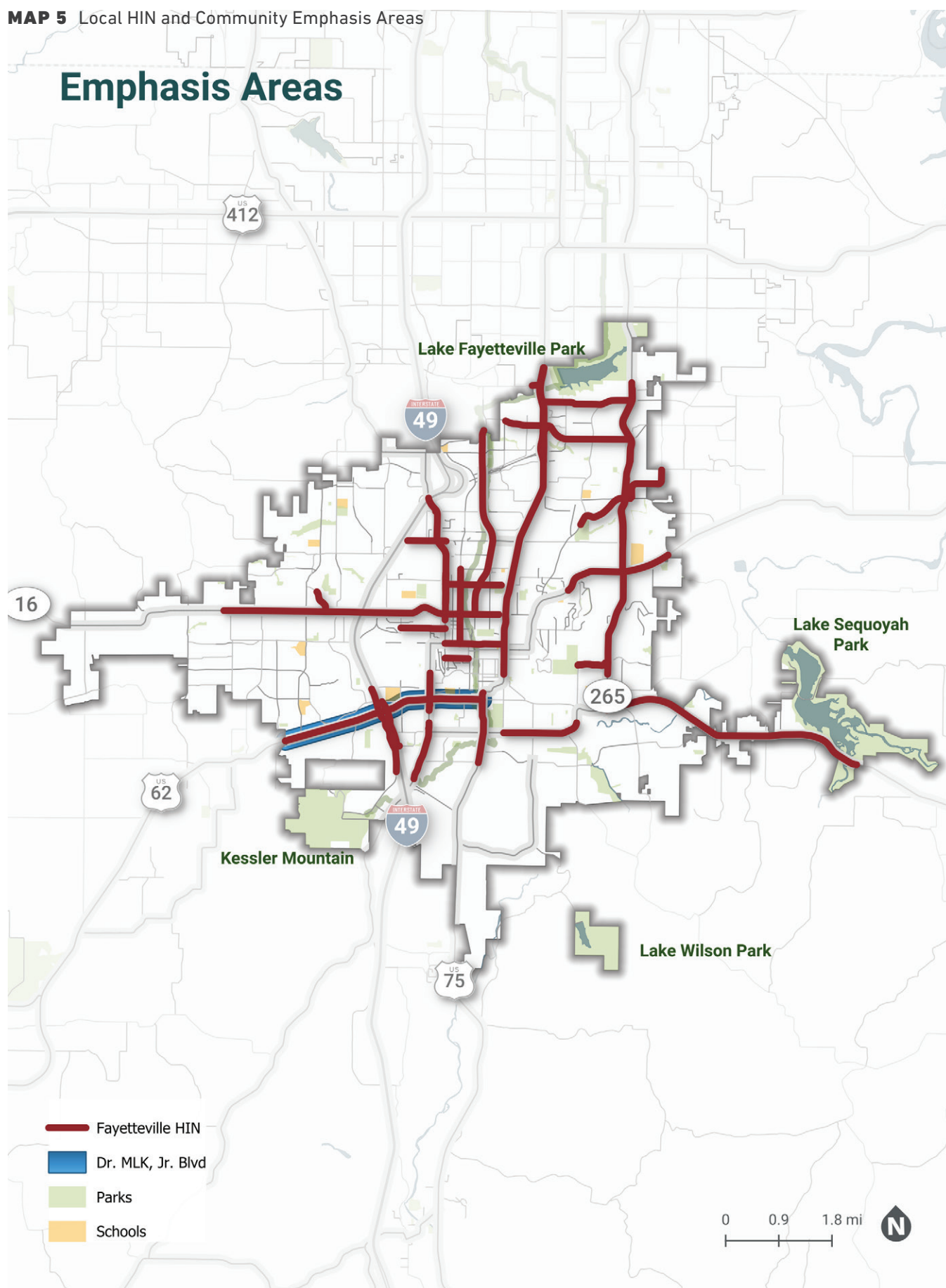
Local Emphasis Areas

City of Fayetteville stakeholders identified the Dr. Martin Luther King, Jr. Boulevard corridor as an emphasis area of particular safety concern. The corridor was the location of 2,319 total crashes and 34 KSI crashes during the five-year period analyzed. Over 17% of the city's 196 crashes involving vulnerable roadway users occurred along the MLK Boulevard corridor, including 8 KSI crashes involving 15 non-motorists.

MAP 4 Local HIN Map for All Modes



MAP 5 Local HIN and Community Emphasis Areas



Demographic Analysis

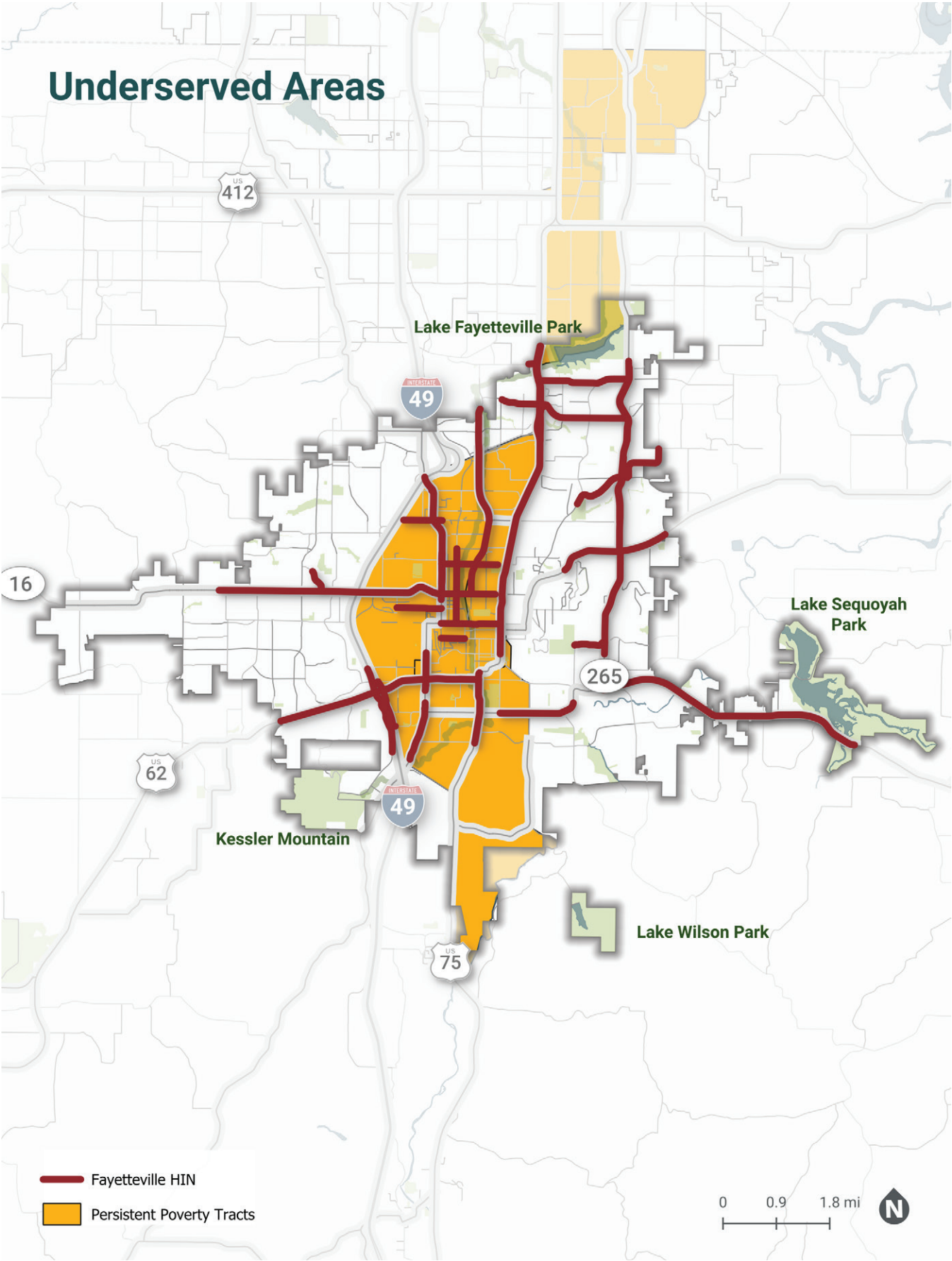
Increasing safety across the region cannot succeed without identifying communities that have disproportionate traffic safety impacts. The transportation system in Northwest Arkansas must work for everyone across the region. Together with the Safe System Approach, recommended actions can address safety 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 as identified by the USDOT.

Area of Persistent Poverty¹ 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. The City should consider focusing investments in these areas in order to address adverse transportation safety impacts and increase opportunities for mobility and access to opportunities.

¹ US Department of Transportation. SS4A Frequently Asked Questions. 21 May 2025, <https://www.transportation.gov/grants/ss4a/faqs>.

MAP 6 Local HIN and Underserved Areas



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W Stone St, Fayetteville, AR

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Strategies & Actions

4. Strategies and Actions

Goals and Objectives

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.

The NWA Regional Vision Zero Plan established four goals for addressing roadway safety and implementing Vision Zero in Northwest Arkansas and Fayetteville:

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.

Action Categories

- Access & Demand Management
- Communications & Education
- Coordination & Partnerships
- Crossings & Intersections
- Implementation & Accountability
- Lighting
- Maintenance
- Multimodal Networks
- Safe Routes to School
- Speeds & Traffic Calming

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 asterisk represent systemic safety countermeasures 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 in this chapter under “Proactive Systemic Safety Countermeasures.”

C. Timeframe- Action items are assigned general 1timeframes 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.¹

F. Additional Considerations— Each action item includes a high-level consideration of additional needs for implementation. These include:

- a. INFRA – Infrastructure funding through existing or new sources
- b. STAFF – Increased staff capacity through new positions or assignments
- c. STUDY – Technical analysis or other planning study
- d. PARTNER – Partnership with external agencies or organizations
- e. LEG – Legislative action at the local or state level

A

C

D

E

F

TABLE 2

Policies/Programs Recommended Local Actions

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
2A	Communications & Partnerships	Develop and implement Vision Zero orientation and/or training program for all city staff	Immediate	\$	City	City Council					
2B	Crossings & Intersections	Update local policies, signage, and messaging to align with state and local law regarding the legal status of and protection for people in crosswalks, including appropriate stop/yield signage for drivers and trail users	Immediate	\$ - \$\$	City	NWARPC; ARDOT					
2C	Crossings & Intersections	Conduct ongoing safety analyses for intersections, specifically along the HIN, and implement safety countermeasures based on results	Medium-Long	\$ - \$\$	City	NWARPC					

1 “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.”

TABLE 1 Culture of Safety Recommended Local Actions

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
1A	Communications & Partnerships	Work with media partners to report traffic crashes more accurately, to avoid victim blaming, and report crashes in the context of Vision Zero, focusing on speed, operation, and design as contributing factors	Short	\$	City	NWARPC					
1B	Communications & Partnerships	Adapt and amplify existing media campaigns through NHTSA, ARDOT, NWARPC, and other safety-focused agencies to raise awareness of safe roadway behavior and relevant laws, including yielding to pedestrians and bicyclists, distracted driving, obeying posted speed limits, etc.	Medium-Long	\$ - \$\$	City	NWARPC					
1C	Communications & Partnerships	Seek out professional development and training opportunities for transportation practitioners and decision makers to increase their knowledge of Vision Zero best practices and communications strategies.	Immediate		City	NWARPC					
1D	Communications & Partnerships	Partner with the University of Arkansas to co-develop campus-specific safety education and outreach campaigns targeted at students and staff	Short-Medium	\$ - \$\$	University of Arkansas	City; NWARPC					
1E	Implementation & Accountability	Consider hiring Vision Zero staff dedicated to the collaborative implementation and evaluation of safety projects and programs across agencies and organizations	Immediate	\$ - \$\$	City	City Council					
1F	Implementation & Accountability	Meet routinely with ARDOT to share data, identify streets of concern, develop consistent policies, and advance joint projects	Ongoing		City	ARDOT					
1G	Implementation & Accountability	Continue to prioritize Vision Zero investments in areas with high social vulnerability, specifically Areas of Persistent Poverty	Medium-Long	\$\$ - \$\$\$	City	NWARPC; ARDOT					
1H	Implementation & Accountability	Create a public facing dashboard for measuring and reporting progress with Vision Zero implementation, including crash data and other safety metrics for transparent and accountability.	Ongoing	\$	NWAPRC	City					
1H	Multimodal Networks	Use the HIN to inform transit planning and prioritize safety-focused investments - increased service, routing adjustments, bus stop enhancements, and accessibility	Short-Medium	\$	Transit Agencies	City; NWARPC; ARDOT					
1I	Multimodal Networks	Coordinate with university planners to integrate bike and pedestrian network improvements within and adjacent to campus boundaries	Immediate	\$	City	University of Arkansas					

TABLE 2 Policies/Programs Recommended Local Actions

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
2A	Communications & Partnerships	Develop and implement Vision Zero orientation and/or training program for all city staff	Immediate	\$	City	City Council					
2B*	Crossings & Intersections	Update local policies, signage, and messaging to align with state and local law regarding the legal status of and protection for people in crosswalks, including appropriate stop/yield signage for drivers and trail users	Immediate	\$ - \$\$	City	NWARPC; ARDOT					
2C*	Crossings & Intersections	Conduct ongoing safety analyses for intersections, specifically along the HIN, and implement safety countermeasures based on results	Medium-Long	\$ - \$\$	City	NWARPC					
2D	Crossings & Intersections	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	\$	City	NWARPC, ARDOT					
2E	Crossings & Intersections	Evaluate warrant requirements and guidance and update city policies according to best practice for the placement, design, and installation of high-visibility crossing treatments, pedestrian refuge islands, and safety-focused signal enhancements	Short	\$	City	ARDOT					
2F	Implementation & Accountability	Establish a multidisciplinary Vision Zero Task Force tasked with cross-agency collaboration, ensuring implementation, and measuring and reporting progress toward transportation safety goals and targets	Short	\$	City; ARDOT	NWARPC, ARDOT, MODOT					
2G	Implementation & Accountability	Establish a road safety audit program and procedures, and conduct audits with a cross-disciplinary Vision Zero Task Force after KSI crashes, along the HIN, and in the scoping phase of roadway projects	Immediate	\$	City	NWARPC; ARDOT					
2H	Implementation & Accountability	Conduct before and after safety and usage studies of new roadway improvements and transportation projects to assess effectiveness and refine future applications	Long	\$	City	NWARPC; ARDOT					
2I	Crossing & Intersection	Identify intersections near campus for joint improvement projects (e.g., high-visibility crosswalks, pedestrian refuge islands).	Short	\$\$- \$\$\$	City	University of Arkansas					

Group	Action Category	Action	Time	Cost	Lead	Support					
							INFRA	STAFF	STUDY	PARTNER	LEG
2I	Implementation & Accountability	Prioritize restriping, paving, and other maintenance projects along HIN roadways and coordinate the installation of safety improvements during maintenance work	Short-Medium	\$\$ - \$\$\$\$	City	ARDOT					
2J	Implementation & Accountability	Explore the potential of incentives for developers to install safety improvements in coordination with required curb work adjacent to development projects	Short	\$ - \$\$\$	City	Planning Commission					
2K	Implementation & Accountability	Establish a permanent, dedicated funding source for Vision Zero project implementation and coordination, including establishing a Vision Zero Coordinator position within city government and a Vision Zero Task Force	Medium	\$\$\$\$ - \$\$\$\$\$	City	ARDOT					
2L	Multimodal Networks	Adopt a formal Complete Streets Policy and related design standards based on the NWA Regional Complete Streets Design Guide	Immediate	\$	City	NWARPC, ARDOT					
2M	Multimodal Networks	Develop and enforce standards to ensure that safe detours providing access for people walking, bicycling, and using transit are maintained during roadway or site construction and special events	Short	\$	City	NWARPC					

TABLE 3 Conflict Reduction Recommended Local Actions

Group	Action Category	Action	Time	Cost	Lead	Support	INFRA	STAFF	STUDY	PARTNER	LEG
3A*	Access & Demand Management	Establish an access management policy with guidelines on combining driveway and cross-access between developments, limiting curb cuts per block (e.g., two per 1/4-mile or minimum spacing of 440 feet), and constructing medians on multilane roadways to reduce conflicts near driveways and intersections	Medium-Long	\$\$ - \$\$\$	City	ARDOT					
3B	Access & Demand Management	Conduct analysis of crashes related to two-way center left turn lanes and commercial access management on arterials	Short	\$	City	NWARPC; ARDOT					
3C*	Crossings & Intersections	Develop criteria, guidelines, and policy to implement No Right On Red beginning with the HIN and high-volume pedestrian routes	Short	\$	City	ARDOT					
3D*	Crossings & Intersections	Implement leading pedestrian intervals (LPIs) at signalized intersections, specifically on applicable HIN corridors and revise standard details for roadway projects to include LPI as the default condition at all intersections/signal replacements	Medium-Long	\$ - \$\$	City; ARDOT						
3E*	Crossings & Intersections	Implement pedestrian recall on all permissive and through phases, and consider removing permissive left turns during active pedestrian phase, specifically on applicable HIN corridors	Medium-Long	\$ - \$\$\$	City; ARDOT						
3F	Crossings & Intersections	Design and install grade-separated trail crossings of roadways with 45 mph+ vehicle speeds	Medium-Long	\$\$\$	ARDOT	City					
3G*	Crossings & Intersections	Evaluate existing signal timing and implement pedestrian friendly cycle lengths, based on a maximum 3' per second of walking speed	Short	\$ - \$\$	City	ARDOT					
3H*	Crossings & Intersections	Identify priority locations and daylight intersections (removing obstacles that impair sight lines) to maximize visibility and crossing safety, beginning in town centers and high-volume pedestrian areas	Medium-Long	\$	City	ARDOT					
3I	Crossings & Intersections	Prioritize joint design and funding for safer crossings near university housing, educational buildings, and Razorback Transit stops	Short-Medium	\$\$ - \$\$\$	City; University of Arkansas	NWARPC; ARDOT					

Group	Action Category	Action	Time	Cost	Lead	Support					
							INFRA	STAFF	STUDY	PARTNER	LEG
3J*	Crossings & Intersections	Install backplates with retroreflective boards at all signalized intersections and use reflectors on curves and bridges, starting with the HIN	Medium-Long	\$\$ - \$\$\$	City	ARDOT					
3K	Crossings & Intersections	Install median refuge islands, protected intersection treatments, and high visibility crossings along the HIN, near transit stops and trail crossings, and at locations with long crossing distances.	Short	\$\$\$	City	ARDOT; Transit Agencies					
3L	Crossings & Intersections	Evaluate and install high-visibility mid-block crossings to reduce distances between crossings along arterials with long distances between signalized intersections	Medium-Long	\$\$ - \$\$\$	City	ARDOT					
3M	Crossings & Intersections	Mark crossings consistently along the High Injury Network, including along intersecting streets.	Medium	\$\$	City; ARDOT						
3N	Crossings & Intersections	Develop criteria for assessing and installing protected intersections.	Immediate	\$	City	ARDOT					
3O*	Crossings & Intersections	Implement systemic application of low-cost intersection modifications that prioritize vulnerable road users' safety and address left-angle crashes	Short-Medium	\$\$ - \$\$\$	City; ARDOT						
3P	Lighting & Visibility	Evaluate safety for people walking and biking at overpasses and underpasses. Improve lighting conditions and visibility where appropriate	X	\$ - \$\$\$\$	City; ARDOT						
3Q*	Lighting & Visibility	Upgrade, replace, or install lighting along the length of the HIN, including pedestrian-scale lighting, especially at pedestrian and trail crossing locations	Short-Medium		City	ARDOT					
3R	Lighting & Visibility	Improve lighting on key pedestrian corridors leading to and from University of Arkansas campus, especially where there is high foot traffic.	Medium	\$\$ - \$\$\$	City; University of Arkansas	ARDOT					

Group	Action Category	Action	Time	Cost	Lead	Support					
							INFRA	STAFF	STUDY	PARTNER	LEG
3S	Multimodal Networks	Provide buffers to sidewalks and side paths (paint, greenspace, trees, etc.)	Medium-Long	\$\$ - \$\$\$	City	ARDOT					
3T*	Multimodal Networks	Assess and install bicycle and pedestrian projects to increase separation and complete the active transportation network	Short	\$\$\$ - \$\$\$\$	City; ARDOT	NWARPC, ARDOT					
3U	Multimodal Networks	Install safety projects near schools, including installing high visibility crosswalks and midblock crossings, installing walkways and bikeways, and enforcement measures	Short-Medium	\$\$ - \$\$\$\$	City; ARDOT	Public Schools					
3V	Multimodal Networks	Develop local guidelines for the siting of transit stops in relationship to intersections and pedestrian crossings to reduce dart and dash crashes; include consideration of far-side bus stops to improve on-time performance and rider visibility and safety	Immediate	\$	City, Transit Agencies	NWARPC, ARDOT					
3W	Multimodal Networks	Build protected bike lanes and widen sidewalks on corridors that connect to University of Arkansas campus to the surrounding city network	Short-Medium	\$\$ - \$\$\$\$	City	University of Arkansas, ARDOT					

TABLE 4 Slower Speeds Recommended Local Actions

Group	Action Category	Action	Time	Cost	Lead	Support					
							INFRA	STAFF	STUDY	PARTNER	LEG
4A	Crossings & Intersections	Identify at-grade crosswalks to convert to raised crosswalks through new infrastructure projects and land development	Ongoing	\$ - \$\$\$	City	ARDOT					
4B	Crossings & Intersections	Retrofit campus-adjacent intersections with tighter turn radii and signal timing adjustments to reduce conflict speeds	Short	\$\$	City	University of Arkansas					
4C	Traffic Calming	Implement road diets (e.g., 4-to-3 lane conversions, lane narrowing, etc.) and traffic calming spot treatments (e.g., hardened centerlines, curb extensions, etc.) along the HIN where applicable	Medium-Long	\$\$\$	City; ARDOT						
4D*	Traffic Calming	Advocate to the Arkansas Department of Transportation for proactive changes to improve safety and slow speeds on state roads, freeway access roads, and ramps within the city	Ongoing	\$	City	NWARPC, ARDOT					
4E	Traffic Calming	Implement traffic calming elements (e.g., speed humps, raised crosswalks, curb extensions) on key cut-through streets near University of Arkansas campus	Short-Medium	\$ - \$\$	City, University of Arkansas						

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N Ruppel Rd, Fayetteville

5

Implementation and Accountability

5. Implementation and Accountability

Systemic Safety

Systemic safety involves applying transportation safety improvements across the entire roadway network to address similar design, environmental, and contextual conditions to those found along the HIN. It acknowledges that the absence of a history of severe crashes does not mean that crash risk at a given location is inherently low and seeks to address potentially dangerous conditions before they contribute to a KSI crash.

Proven safety countermeasures, which have been shown to significantly reduce crashes and crash severity, should certainly be applied to the Rogers HIN. They can also be installed proactively across the city in an effort to prevent future KSI crashes and incorporated into city standards and guidelines for routine implementation in future projects. Systemic

implementation of these safety countermeasures will likely require additional funding and staff support for installation and ongoing maintenance. Some may also require changing local or state policies and standards to allow for more widespread use, for example, the use of speed safety cameras, which is restricted by Arkansas state law.

The following pages highlight effective safety countermeasures that can be used proactively across Rogers, several of which are included in Chapter 4 as recommended safety action strategies for the city. Systemic safety countermeasures should be prioritized to address the HIN and similar roadways, with the eventual implementation in a more widespread fashion, as budget and staff resources allow.

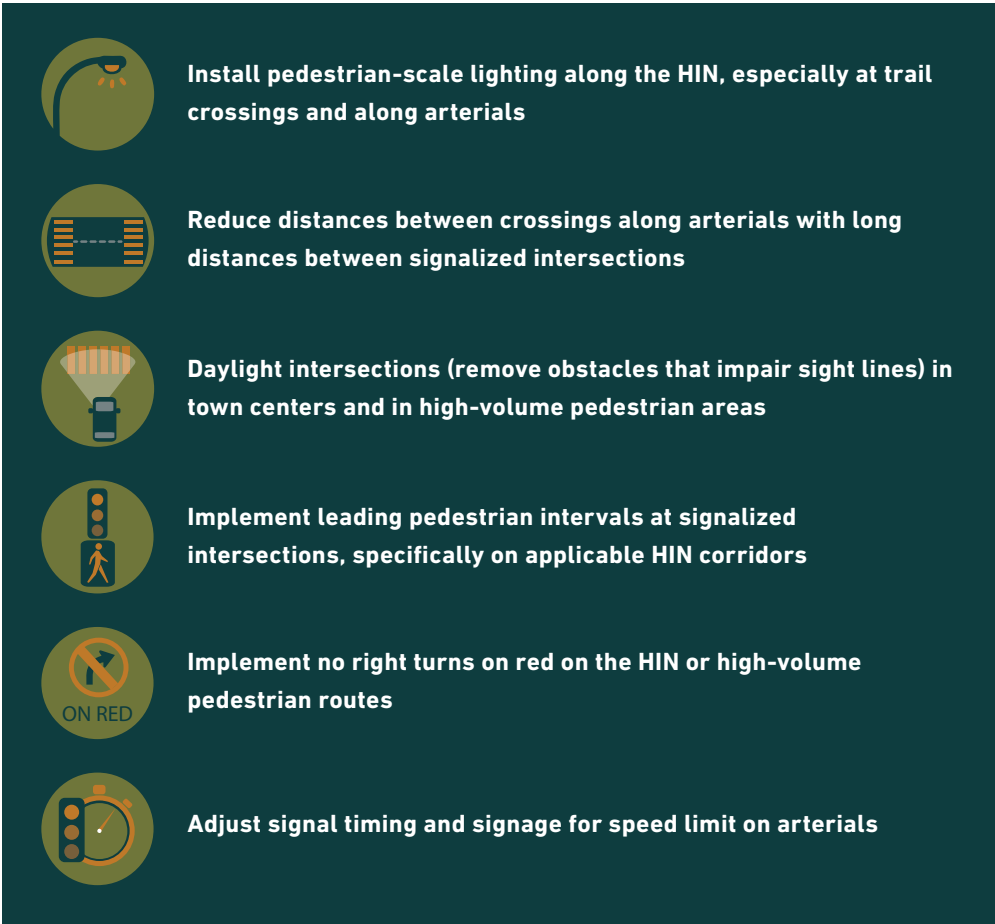


FIGURE 4 Proven Systemic Safety Countermeasures

Proven Safety Countermeasures

Addressing safety in Fayetteville and Northwest Arkansas will require the deployment of proven safety countermeasures across the local and regional transportation network, starting with the HIN. Selection and design of safety countermeasures on every street project in Fayetteville 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 in Urban and Suburban Areas](#)



[Pedestrian Hybrid Beacons](#)



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



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



[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 Retroreflective 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](#)

FIGURE 5 Proven Safety Countermeasures by Category

Road Diets

The City of Fayetteville hopes to focus on creating safer, more efficient streets by reassessing the number and width of travel lanes on key corridors. Reducing excessive vehicle space allows room for improvements that benefit walking, biking, and transit access, and overall street safety.

Vehicle travel lanes make up the largest portion of the roadway on most streets. To build Complete Streets, the number and width of vehicle travel lanes should be minimized to the safest extent possible to maintain the narrowest cross section and allow room to accommodate other modes. Travel lanes will have the greatest impact on the availability of space on public streets. In creating project plans that minimize delay to motor vehicles, planners may simultaneously prioritize the safety and comfort of vulnerable roadway users. This supports the comfort of other users of the street, reduces speeding, and decreases impervious surfaces.

Travel lanes may be reconfigured to reduce overall

roadway width, with the possibility of repurposing motor vehicle travel lanes for the space and comfort of people walking or biking or for public transit. When measuring lane width for vehicle use, the lane should be measured to the face of curb, inclusive of any gutter.

There are two main ways to reduce space dedicated to vehicle travel lanes—a road diet and a lane narrowing. A road diet reduces the number of lanes. A lane narrowing reduces the width of the lanes but maintains the number of lanes. General travel lanes can be as narrow as 10 feet. A center turn lane should be at least 12 feet wide, and curbside lanes on bus or freight routes may need to be 11 feet to accommodate larger vehicles.

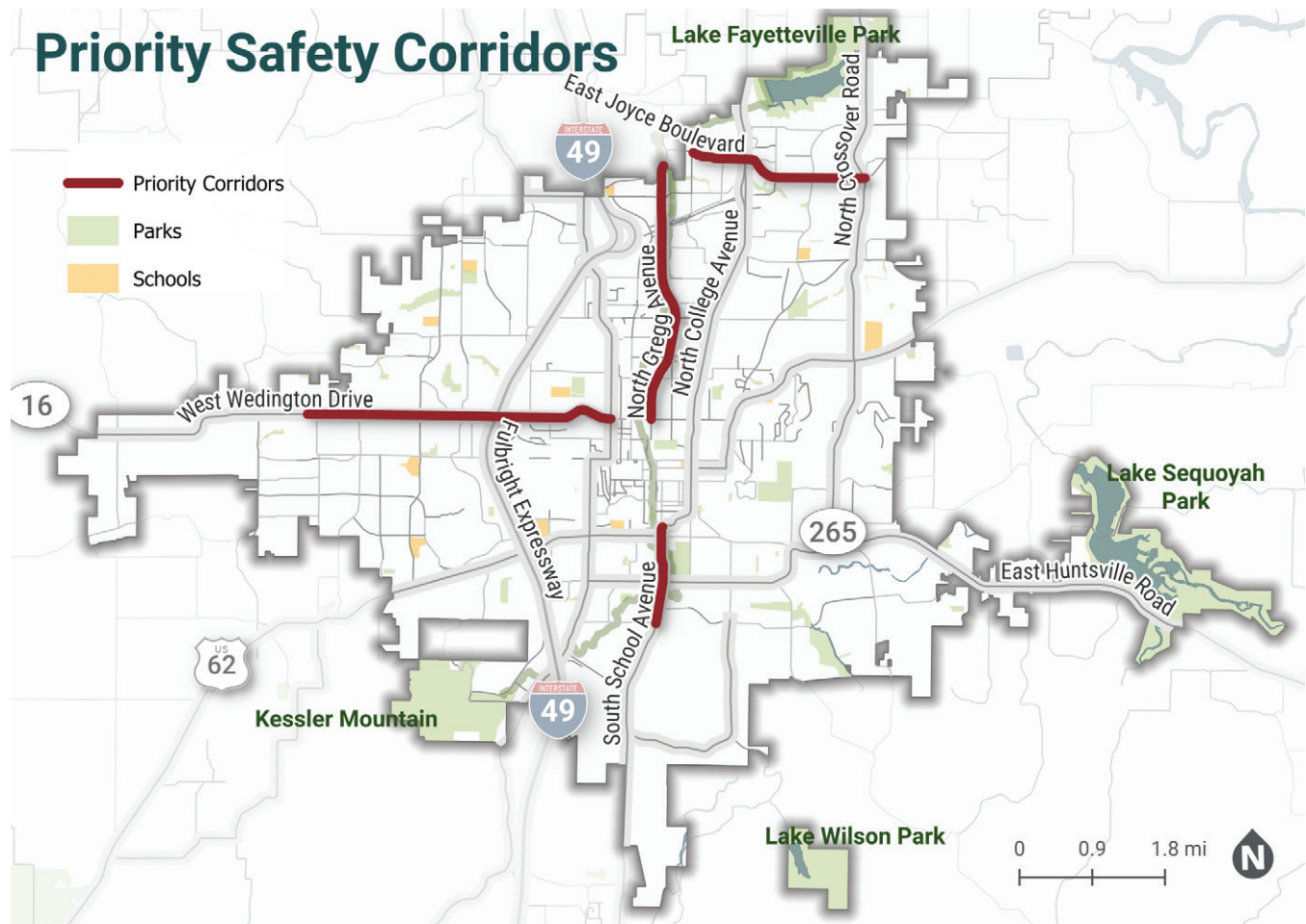
Implementing a road diet may also involve changes to traffic signals and intersections, but the trade-offs often bring long-term benefits: improved safety, calmer traffic, and space for amenities that support Fayetteville's goals around livability, equity, and sustainable transportation.

High Priority Corridors

This Safety Action Plan identifies several priority safety corridors for which high-level safety countermeasures are recommended to address specific safety needs, including high-crash locations and roadway attributes associated with prominent crash types.

In Fayetteville, the Priority Safety Corridors analyzed are:

- East Joyce Boulevard, between N Crossover Road and N Steele Boulevard (2.2 miles)
- North Gregg Avenue, between Razorback Greenway/Wilkerson Road and West North Street (3.2 miles)
- West Wedington Drive, between North Heritage Avenue to North Garland Avenue (3.8 miles)
- South School Avenue, between Nelson Hackett Boulevard to West 22nd Street/West Cato Springs Road (1.2 miles)



MAP 7 Location of Priority Safety Corridors

East Joyce Boulevard

Between N Crossover Road and N Steele Boulevard (2.2 miles)

Context

This is a minor arterial road with 4 lanes, sidewalk on one side and a sidepath trail on other side. It is a Ozark Regional Transit Route and is heavily developed with mixed land uses, including apartment complexes, single family homes, restaurants, banks, schools, offices parks and senior housing.



Speed Limit: 35 MPH



Daily Traffic: 24,000 to 30,000
Vehicles per day



2018-2022 Crashes: 571 (256/mi)

Fatal and Serious Injury: 7

Other Crashes: 564



Number of Lanes: 4 continuous
through lanes at east end and with
additional two-way turn lanes at west
end of the segment

Key Crash Types



Angle Crashes
and **Rear-End**
Crashes

High Injury Network Modes



Pedestrian



Vehicle

Safety Analysis and Strategies

Potential Strategies

A disproportionate share of crashes involved angle crashes

- Evaluate and improve access management along the corridor to limit left turn opportunities with the installation of a median
- Sight distance improvement
- Study traffic signal timing

A disproportionate share of crashes involved people walking

- Reduce the speed limit and evaluate engineering measures to reduce target speeds through lane narrowing, closure of slip lanes, speed feedback signs, and traffic calming measures
- Install median and pedestrian refuge islands and a buffered shared use path throughout the corridor
- Enhance the visibility of pedestrian crossings and reduce exposure for people crossing
- Complete sidewalk connections on the east side of N College Ave and provide dedicated crosswalks designed for pedestrian safety

A disproportionate share of crashes involved speeding and failure to yield to right of way

- Yellow change intervals
- Reduced left-turn conflict interactions

This map illustrates the East Joyce Boulevard corridor from North Steele Boulevard in the north to East Joyce Boulevard in the south. The corridor is highlighted in yellow. Red dots indicate locations of fatal or severe injury crashes, while green dots indicate other crashes. Various transportation improvements are proposed along the corridor, each represented by a circular icon and a text box:

- Corridor Access Management:** Located near North Steele Boulevard and North College Avenue.
- Improve sight distance at intersections:** Located near North Steele Boulevard and North College Avenue.
- Reduced Left-Turn Conflict Intersections:** Located near North College Avenue and North Front Street.
- Dedicated Left- and Right-Turn Lanes at Intersections:** Located near North Front Street and North Vantage Drive.
- Shared Use Sidepath and Green Buffer:** Located near North Vantage Drive and North Old Missouri Road.
- Improve sight distance at intersections:** Located near North Old Missouri Road and East Joyce Boulevard.
- Corridor Access Management:** Located near East Joyce Boulevard and East Front Street.
- Reduced Left-Turn Conflict Intersections:** Located near East Front Street and East Joyce Boulevard.
- Roundabouts:** Located near East Joyce Boulevard and East Front Street.
- Medians and Pedestrian Refuge Islands:** Located near East Joyce Boulevard and East Front Street.
- Shared Use Sidepath and Green Buffer:** Located near East Joyce Boulevard and East Front Street.
- Road Diets (Roadway Reconfiguration):** Located near East Joyce Boulevard and East Front Street.
- Crosswalk Visibility Enhancements:** Located near East Joyce Boulevard and East Front Street.
- Leading Pedestrian Interval:** Located near East Joyce Boulevard and East Front Street.

The map also shows surrounding streets and landmarks, including North Steele Boulevard, North College Avenue, North Front Street, North Vantage Drive, North Old Missouri Road, East Joyce Boulevard, East Front Street, East Joyce Boulevard, and East Front Street. A legend in the bottom right corner provides a scale (0 to 0.2 miles) and a north arrow.

North Gregg Avenue

Between Razorback Greenway/Wilkerson Road and West North Street (3.2 miles)

Context

This is a minor arterial road with four continuous travel lanes, some turn lanes at intersections, and a sidewalk/sidepath trail on one side of the corridor. The north portion of North Gregg Avenue serves as a Razorback Transit route, and the corridor is heavily developed with mixed land uses, including apartment complexes, single-family homes, restaurants, banks, schools, office parks, and senior housing. The portion of the roadway between Fulbright Expressway and West Township Street carries significantly more vehicles on average (20,000 - 23,000 per day) than the segments at either end of the corridor (10,000 - 13,000 per day).



Speed Limit: 35 to 40 MPH



Daily Traffic: 10,000 to 23,000 Vehicles per day



2018-2022 Crashes: 370 (115/mi)

Fatal and Serious Injury: 8

Other Crashes: 262



Number of Lanes: 4 continuous travel lanes, with some turn lanes at intersections

Key Crash Types



Angle Crashes and Rear-End Crashes

High Injury Network Modes



Pedestrian



Bicycle



Vehicle

Safety Analysis and Strategies

Potential Strategies

A disproportionate share of crashes involved angle crashes

- Evaluate and improve access management along the corridor to limit left turn opportunities with the installation of a median
- Sight distance improvement
- Study traffic signal timing

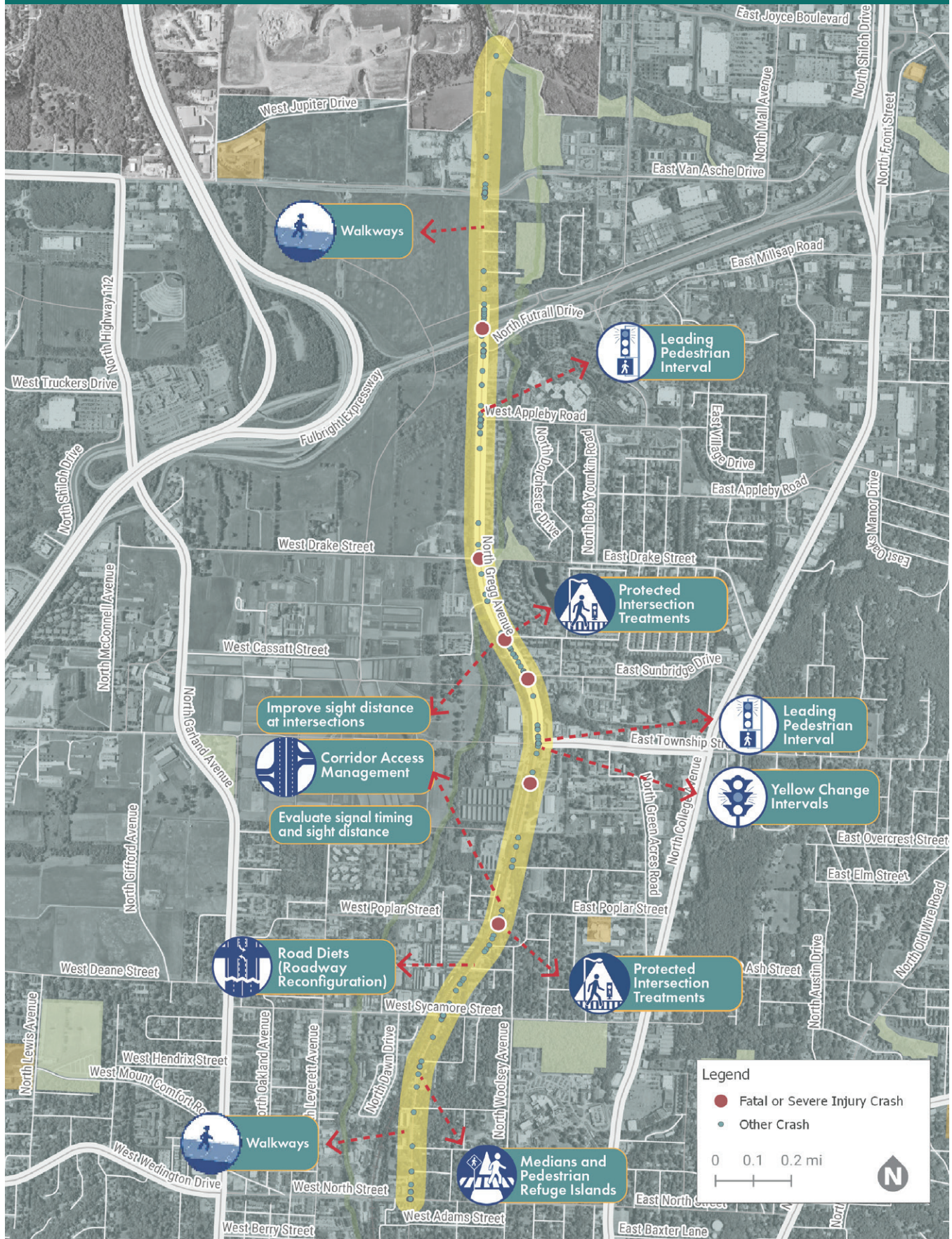
A disproportionate share of crashes involved people walking and biking

- Reduce the speed limit and evaluate engineering measures to reduce target speeds through lane narrowing, speed feedback signs and traffic calming measures
- Road diets and median and pedestrian refuge islands
- Enhance the visibility of pedestrian crossings and reduce exposure for people crossing

A disproportionate share of crashes occurred at intersections

- Yellow change intervals
- Reduced left-turn conflict interactions and Dedicated Left- and Right-Turn Lanes at Intersections
- Corridor Access Management

Potential Safety Countermeasures - North Gregg Avenue



West Wedington Drive

Between North Heritage Avenue to North Garland Avenue (3.8 miles)

Context

This is a principle arterial road with 4 lanes with two-way turn lanes and at some segments with turn lanes, sidewalk /sidepath on both sides. The west portion of West Wedington Drive serves as a Razorback Transit route, and is heavily developed with single family homes, mixed land uses, including apartment complexes, restaurants, banks, schools, offices, parks and senior housing. The portions of the corridor on either side of the I-49 interchange carry the highest daily traffic (30,000 - 33,000), with lower daily averages beyond the nearest major intersections to the east and west (16,000 - 22,000).



Speed Limit: 40 to 45 MPH



Daily Traffic: 16,000 to 33,000
Vehicles per day



2018-2022 Crashes: 1,000 (263/mi)

Fatal and Serious Injury: 26

Other Crashes: 974



Number of Lanes: 4 continuous
travel lanes, with some turn lanes at
intersections

Key Crash Types



Angle Crashes



Pedestrian



Bike



Vehicle

High Injury Network Modes

Safety Analysis and Strategies

Potential Strategies

A disproportionate share of crashes involved angle crashes

- Evaluate and improve access management along the corridor to limit left turn opportunities with the installation of a median
- Sight distance improvement and Enhanced Delineation for Horizontal Curves
- Study traffic signal timing

A disproportionate share of crashes involved people walking

- Reduce the speed limit and evaluate engineering measures to reduce target speeds through lane narrowing, speed feedback signs and traffic calming measures
- Signalization, roundabouts, and median and pedestrian refuge islands
- Enhance the visibility of pedestrian crossings and reduce exposure for people crossing

A disproportionate share of crashes occurred at intersections

- Yellow change intervals
- Reduced left-turn conflict interactions

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South School Avenue

Between Nelson Hackett Boulevard to West 22nd Street/West Cato Springs Road (1.2 miles)

Context

This principal arterial road has four lanes, a two-way turn lane, and sidewalks or sidepaths on both sides north of the West 15th Street intersection. South of West 15th Street, down to West Cato Springs Road, there's only a sidewalk on the east side of the corridor. Razorback Transit's Route 20 runs along the entire corridor, which is lined mainly by medium-scale businesses and residential areas. The University of Arkansas Engineering Research Center is located on the south end of the corridor. Additionally, the Town Branch Trail and Frisco Trail connect this corridor to the city's larger trail network, including the Razorback Greenway Trail.



Speed Limit: 35 MPH



Daily Traffic: 14,000 to 17,000 Vehicles per day



2018-2022 Crashes: 134 (112/mi)

Fatal and Serious Injury: 3

Other Crashes: 131



Number of Lanes: 4 continuous travel lanes, with two-way turn lanes

Key Crash Types



Angle Crashes

High Injury Network Modes



Pedestrian



Bike



Vehicle

Safety Analysis and Strategies

Potential Strategies

A disproportionate share of crashes involved angle crashes

- Evaluate and improve access management along the corridor to limit left turn opportunities with the installation of a median
- Sight distance improvement
- Study traffic signal timing

A disproportionate share of crashes involved people walking

- Reduce the speed limit and evaluate engineering measures to reduce target speeds through a road diet with three vehicle lanes, lane narrowing, on-street parking, and other traffic calming measures
- Install median and pedestrian refuge islands, walkways, and protected on-street bicycle lanes
- Enhance the visibility of pedestrian crossings and reduce exposure for people crossing, including protected intersection treatments

A disproportionate share of crashes occurred at intersections

- Yellow change intervals and Backplates with Retroreflective Borders
- Reduced left-turn conflict interactions and provide for dedicated turns
- Leading Pedestrian Interval and Roundabouts

Potential Safety Countermeasures - South School Avenue



Sharing Responsibility for Vision Zero

Following the regional adoption of the Northwest Arkansas Regional Vision Zero Plan in 2023, with a target of eliminating the most serious crashes by 2038, Fayetteville passed a resolution adopting the goals of the regional safety action plan. This included committing to an even more aggressive timeline for the elimination of fatal and serious injury roadway crashes in the city by 2030. This local Comprehensive Safety Action Plan is intended to supplement those recommendations and further support Fayetteville in improving transportation safety across the city.

To carry out everything presented in this Vision Zero Plan and to eliminate fatalities and serious injuries on Fayetteville roadways, 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.

Funding and Project Delivery

Building a safer transportation system and roadway network in Fayetteville is an ongoing effort that should be incorporated into each strategy and tool the city uses to plan, design, and implement changes to the multimodal system. The Fayetteville Safety Action Plan identifies strategies for incorporating a Safe System Approach into decision-making at various levels to achieve the city's ambitious goal of eliminating fatalities and serious injuries on our streets.

All infrastructure projects, whether major capital investments by the city or ARDOT, maintenance programs such as resurfacing, or investments from the private sector in development and community programs, are opportunities to implement safety improvements. It is incumbent upon the city to continuously plan and develop a pipeline of projects and programs to address the diverse transportation safety needs of the community. Some examples of project types and potential funding resources include:

Capital Improvements

Large scale projects require significant planning and resource allocation, with longer development timelines. Due to their impact and scale, these projects are typically identified in city, regional, and state long-range and capital improvement plans (CIP). These plans range from 5-year to 20-year horizons and are updated annually to refine priorities and costs. Funding may come from annual capital improvement budgets, infrastructure bond initiatives, and major federal and state grant programs.

Resurfacing, Maintenance, and Utility Work

As infrastructure ages, routine maintenance, resurfacing, and utility expansion needs, particularly at the corridor level, present opportunities to rethink street design while changes are already being made. Agency staff should work to coordinate maintenance and utility investments along HIN roadways and include transportation safety strategies included in the Fayetteville SAP. Agency staff may also pursue innovative fundings sources, for example, state water infrastructure grants, to supplement annual public infrastructure budgets.

Local and Private Development

Ongoing growth in Fayetteville means that land across the city is regularly being developed or redeveloped to provide additional services, housing, employment opportunities, and more. With those investments, new streets and created and existing streets are changed to meet the multimodal needs of the community. Development projects present additional opportunities to implement safety strategies and designs that help the city meet its Vision Zero goals. The NWA Regional Complete Streets Guide offers specific recommendations for how development projects can support transportation needs and improve safety, mobility, and accessibility for the community. Dedication of public infrastructure, development fees, right-of-way dedication, and in some cases fee-in-lieu payments are all ways to support safer streets and transportation facilities.

Community Response and Additional Programming

Although many projects are planned years in advance, there will always be a need for implementation funding and mechanisms to respond to community needs with a sense of urgency. These needs may be expressed through request for traffic calming or speed management, a sudden shift in connectivity or traffic due to new developments, or desires to update or add connections between amenities and neighborhood destinations. Fayetteville staff are often at the forefront of leading projects and programs that respond to community needs and desires and should be supported by city leadership. Community-responsive projects are also a unique opportunity to involve community partners, including the business and philanthropic communities, and to connect residents with established outlets for citizen participation.

Innovative Funding Approaches

Fayetteville has well-established funding mechanisms at the local level, and regularly accesses state and federal grant funding to support its transportation infrastructure needs. There are opportunities both within established funding sources and through creative approaches and partnerships outside typical transportation programs, to meet the scope and scale of safety needs in the community. For example, grant programs focused on environmental and pollution-related goals, such as the USEPA Climate Pollution Reduction Grant program, have successfully supported active transportation and other objectives in Northwest Arkansas and across the state. Emergency services and law enforcement agencies may have access to funding to support safety programming and education, and can be partners on SS4A and similar projects to align safe road design with emergency response needs.

Boards and Commissions

City boards, commissions, and advisory committees can play a powerful role in identifying safety needs, aligning plans and infrastructure investments, and engaging with the community on education, outreach, and measuring progress toward Vision Zero goals. The Fayetteville SAP includes recommendations for how city leadership and staff can work collaboratively across agencies and departments. It also details ways for the city to engage partners and community members to understand transportation safety needs by, for example,

conducting safety audits of severe crash locations, reviewing community safety requests, and reporting on successes and challenges. In addition to city, regional, and state agencies focused on transportation safety, each of the following bodies or organizations should be considered for their role in working toward eliminating deaths and serious injuries on our streets.

- City Council Transportation Committee
- Active Transportation Advisory Committee
- Parks and Recreation Advisory Board
- Planning Commission

In alignment with the recommended Action Strategies in the Fayetteville SAP, the city should consider the formation of a cross-disciplinary committee or working group to addressing multimodal safety needs in the city. This could take the form of a road safety committee, active transportation advisory committee, or similar body bringing technical staff, elected officials, and residents together for collaboration.

Advocates and Partners

Northwest Arkansas is home to a number of community service organizations working to ensure the region and its communities are welcoming, safe, and supportive of the region's growing population and diverse needs. While transportation safety touches some element of nearly all efforts, there are also local and regional organizations focused directly on transportation and mobility needs. Local bicycle, trail, and running clubs are often involved in supporting safe streets, as are many parent-teacher and other school-based groups.

Two such groups with a history of supporting active transportation safety and mobility needs in the region are:

Trailblazers

For nearly two decades, Trailblazers have led the development of the region's paved trail network and supported active transportation infrastructure in general. Trailblazers' Adult First Ride program focuses on supporting new riders interested in bicycling for transportation, recreation, and other purposes in a supportive, judgment free learning environment. You can learn more about their work at www.wearetrailblazers.org.

Pedal It Forward

Pedal It Forward works in partnership with local organizations to collect, refurbish, and distribute free or low-cost bicycles to those who can't afford them. Their Pedal Partners program works with schools, veterans groups, mental health clinics, youth organizations, and any organizations that connect with low-income people and communities to distribute bicycles through trusted community partners. Learn more at www.pedalitforward.org.

Fayetteville also has unique partnerships with large educational institutions that are addressing transportation safety and mobility needs. Through the University of Arkansas, Razorback Transit plays a vital role in the city's transportation network and is actively involved in improving safety, mobility, and accessibility for both students and the general public. Fayetteville Public Schools are another critical partner in addressing safety for school-aged children and their families, through the joint Safe Routes to School planning effort with the city. These and other institutions have an important role in ensuring the elimination of deaths and serious injuries on Fayetteville streets.

University of Arkansas Integration

As a major institutional anchor in Fayetteville, the University of Arkansas plays a central role in shaping local transportation patterns. The university's dense population of students, staff, and visitors contributes significantly to travel demand, especially in areas surrounding campus. The University of Arkansas provides a clear framework for enhancing campus mobility and safety through policy, data, and infrastructure improvements. The University operates Razorback Transit, providing public bus service across Fayetteville for students and residents alike. Integrating this plan into the city's Vision Zero strategy can help address key safety concerns near and around the university.

Key opportunities for integration include:

- High-Injury Network (HIN) Refinement: Leverage university crash data and pedestrian volumes to refine high-injury network segments near campus.
- Focus on Vulnerable Users: Use the University's pedestrian and bicycle safety programs to guide citywide efforts aimed at protecting people walking and biking.
- Safe System Alignment: Coordinate traffic management efforts between the city and university to support shared Vision Zero goals.
- Community Engagement: Engage students and staff in education and outreach campaigns to build culture of safety both on and off campus.
- Policy Coordination: Align university parking and transportation demand management policies with citywide mobility strategies.
- Transit and Multimodal Access: Strengthen collaboration with Razorback Transit to improve transit service and multimodal access along Vision Zero corridors.

Evaluation

Fayetteville should continue to collaborate with the NWARPC and neighboring communities to monitor the success of individual Vision Zero actions related to goals included in this and the regional Vision Zero SAP. 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 Fayetteville by 2030. 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 Areas of Persistent Poverty or other underserved communities
- Safety improvements on HIN corridors
- Number of intersection safety improvements

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E Center St, Fayetteville, AR



Safety Action Plan



Meeting of April 28, 2026

To: Transportation Committee

Thru:

From: Chris Brown, Public Works Director

Subject: **A Resolution Approving a Memorandum of Agreement with the University of Arkansas Establishing Maintenance Responsibilities on Certain Roadways Through University of Arkansas Properties**

Recommendation:

Staff recommends approval of a Resolution approving a Memorandum of Agreement to establish maintenance responsibilities of streets through the University of Arkansas campus and adjacent to other University of Arkansas properties. A recommendation from the Committee to the City Council is requested.

Background:

For several years, the University of Arkansas expressed interest in using their property frontages along public streets for additional landscaping, extended areas of Senior Walk, and other enhancement. City and University staff collaborated to identify a mechanism by which to do this that protected the interests of both institutions, culminating in a conditionally approved right-of-way vacation that was approved by City Council in 2023 (Ordinance 6640; attached). This ordinance encompasses 6.54 acres of right-of-way to be vacated along seven streets adjoining the main University of Arkansas campus and its satellite arts district. None of the 18 portions of right-of-way include vehicle driving lanes. In-turn, the University proposes dedication of right-of-way along with utility easements to protect existing facilities. Among the remaining conditions, perhaps the most prominent is the requirement for a formal agreement between the City and University, enshrining assurances of pedestrian access and clear delineation of responsibility for maintenance and repairs.

Discussion:

Following approval of Ordinance 6640, City and University staff developed a Memorandum of Agreement (MOA) to enshrine the right-off-way vacation's conditions. The MOA was approved by the University's Board of Trustees with the final approval steps by the City and execution of signatures pending Council approval.

Budget/Staff Impact:

None

Attachments: MOA City of Fayetteville UA Right of Way and Maintenance Agreement, Ordinance 6640 - UA adjacent ROW VAC, UA Board Approval - City of Fayetteville MOA 112 Maintenance

MEMORANDUM OF AGREEMENT

BY AND BETWEEN

**BOARD OF TRUSTEES OF THE UNIVERSITY OF ARKANSAS, ACTING FOR AND
ON BEHALF OF THE UNIVERSITY OF ARKANSAS, FAYETTEVILLE**

AND

CITY OF FAYETTEVILLE, ARKANSAS

REGARDING

**CONDITIONS OF VACATION OF VARIOUS RIGHTS-OF-WAY AND THE
RESPONSIBILITIES FOR THE ONGOING MAINTENANCE
OF ROADWAYS THROUGH THE UNIVERSITY OF ARKANSAS,
AND FOR OTHER PROPERTIES AS AGREED TO BY THE PARTIES**

WHEREAS, the University of Arkansas (the University) is located within the city limits of the City of Fayetteville, Arkansas (the City) and the City has certain streets that pass through the state-owned property of the University; and

WHEREAS, the City has been granted ownership of the Rights of Way (ROW) of these streets which once were the property of the State of Arkansas, in the form of highways managed by ARDOT; and

WHEREAS, the City and the University have determined that it is in the best interest of both parties and the constituencies they respectively represent to transfer ownership of specific portions of said ROW from the City to the University; and

WHEREAS, the City Council has the authority under A.C.A. § 14-54-104 to vacate public grounds or portions thereof which are not required for corporate purposes; and

WHEREAS, the City and the University have jointly executed the required official legal documents required to make such ROW transfers, such that the City generally owns the ROW encompassing the street width from the back-of-curb to back-of-curb for the designated streets; and the University owns the land beginning at the back-of-curb, it then being a continuous part of the University's adjacent property; and

WHEREAS the City and the University wish to designate the maintenance responsibilities for all land areas, surface and sub-surface infrastructures, landscape and grounds, and other appurtenances, collectively referred to as facilities, of the University and the City respectively in such transferred ROW areas; and,

WHEREAS the City and the University wish to execute all necessary associated utility easements, as required to maintain said facilities, both public and private; and

WHEREAS the City and the University agree to provide in the agreement assurances for pedestrian access to sidewalks of the University in the vacated areas; and

NOW THEREFORE, the City and the University agree to the following conditions and responsibilities under this agreement, for the designated areas shown on the attached and referenced exhibits:

I. PEDESTRIAN ACCESS

- a. The University agrees by execution of this MOU with the City, to accommodate use by the general public of the sidewalks that are located on the subject University property for pedestrian traffic, to be used in compliance with applicable law and policies of the University. The University may temporarily close or otherwise manage access for safety, construction, repair, or maintenance purposes.

II. EASEMENTS FOR FACILITIES

- a. Easements shall be dedicated for any existing facilities associated with this right-of-way vacation request, with review and coordination by the University, the City, and the utility provider, including properly identifying utilities in the field by means of surveying, pot holing, and coordinating with utility representatives.
- b. Signal poles and appurtenances must remain in the right-of-way, or an easement be dedicated over the areas where poles and appurtenances are located.
- c. Drainage easements must be dedicated in areas of existing drainage facilities.
- d. For the installation of future utilities, the University and the City agree to work cooperatively to provide reasonable and necessary access to utility providers.

III. MAINTENANCE RESPONSIBILITIES OF THE CITY.

- a. Within the City ROW, the city shall be responsible for maintaining the street paving, curbs and gutters, storm and drainage structures, traffic and crosswalk signals and control cabinets, street markings and all other hardscape or road elements, unless specifically identified as a responsibility of the University elsewhere in the MOU.
- b. Outside City ROW, the City shall be responsible for repairs to features behind the curb due to maintenance, installation, and repair of any City facilities located within vacated rights of way, including drainage facilities and water/sewer lines, where a utility easement has been granted to the City from the University. The City shall be financially responsible for restoration of disturbed hardscape and landscape only to the extent the repairs are consistent with the standard of care for other City Streets. The University shall be responsible for any enhanced landscape or hardscape above that which is typical for the City in other similar instances.
- c. The City shall not be responsible for the maintenance of landscape, trees and irrigation systems, located in the street medians, unless specifically noted below.

- d. For other site improvements located outside the City ROW, or not contained in a dedicated City easement, the City will not be responsible for maintenance or repair of anything except a standard sidewalk, as defined in City engineering standards for a Master Plan Street Section of the same classification. Where repairs require specialty hardscape materials (e.g. Senior Walk, specialty pavers, specialty signage) desired by the University, restoration shall be as mutually agreed by the City and University; but the City will be responsible for only the cost of City standard hardscape materials as specified by the design standards shown in the Master Plan Street Sections. Any damage to or relocation of existing facilities will be at the expense of those creating the need for the maintenance or repair.

IV. MAINTENANCE RESPONSIBILITIES OF THE UNIVERSITY

- a. For the streets noted below, the maintenance responsibility of the University within the City ROW will be primarily related to landscape elements, associated with ground cover, trees and irrigation.
- b. Unless explicitly noted otherwise, maintenance responsibility of the University does not include hardscape or road elements located in City ROW, such as curb and gutter, drainage infrastructure, paving, traffic and crosswalk signals and equipment, street markings, and standard traffic control signage; all of which are the responsibility of City. University specialty monument signage is not the responsibility of the City, whether in City ROW or not.
- c. Scope of Maintenance Services to be provided by the University:
 - 1) Maintenance of turf grass:
 - a) Mowing, chemical treatment
 - b) Periodic edging and weed string trimming
 - 2) Maintenance of trees:
 - a) Pruning as required
 - b) Replacement when necessary
 - c) Installation, pruning, and replacement will be coordinated such that signage elements maintained by the City are not obscured, and that sight distance standards are upheld.
 - 3) Irrigation systems where applicable:
 - a) Backflow device maintenance
 - b) Drip irrigation for trees
 - c) Turf irrigation where applicable
 - d) Utility costs for irrigation
 - 4) Crosswalk striping and pedestrian enhancements (RRFB's, in pavement lighting, and the like) at non-signalized pedestrian crossings.

V. ROADWAYS AND STREETS SUBJECT TO THIS AGREEMENT

The following street designations are subject to this MOU and the conditions stated herein. The complete ROW documents and legal descriptions are included in the referenced ATTACHMENT 1, which describes all three (3) Vacation Map sections.

This list may be modified or amended over time as the need arises between the parties.

- a. The street sections generally identified below are shown in the Vacation Maps and are identified in the EXHIBITS, shall be subject to the specific requirements noted in the Agreement:

1) SOUTH RAZORBACK ROAD

- a) RAZORBACK ROAD - Martin Luther King Blvd to W Hotz Drive

2) MAPLE HILL BLOCK

- a) RAZORBACK ROAD – W Hotz Drive to Cleveland Ave
- b) CLEVELAND AVE - Razorback Road to Lindell Ave
- c) MAPLE STREET - Razorback Road to Garland Ave
- d) GARLAND AVE - Maple Street to Cleveland Ave

3) ART AND DESIGN DISTRICT

- a) MARTIN LUTHER KING, JR. BLVD – Hill Ave to LeRoy Pond Dr
- b) HILL AVE – Martin Luther King Jr. Blvd to South Property Boundary
- c) LEROY POND DR. – Martin Luther King Jr. Blvd to South Property Boundary

VI. MINOR PHYSICAL MODIFICATIONS

The University and the City jointly and independently reserve the right to make limited reasonable modifications to the University maintained areas at their own cost, as needed to maintain safety of the roadways, accommodate changing site conditions and to preserve the ability to maintain the areas. Each party shall notify the other prior to making such modifications and the basis for the need for the modification by contacting Facilities Management with the University and the Office of the City Engineer with the City.

VII. DURATION

This Agreement will only expire if both the University and the City consent to its termination in writing.

VIII. TRANSFER

This Agreement shall not be transferable unless approved in writing by the City of Fayetteville, and the Board of Trustees of the University of Arkansas.

IX. AMENDING THE MEMORANDUM OF AGREEMENT

FAILURE TO PERFORM: Should either of the signatories to this Agreement believe that the terms of this Agreement are not being met, or cannot be met, that party shall immediately notify the other signatories and request consultation to amend this Agreement. The parties agree to act in good faith to resolve any issues incurred over the term of the Agreement, consistent with any applicable laws, codes or ordinances, and with accepted professional engineering practice.

CHANGES TO THE AGREEMENT: Over time, it is expected that there will be the need to change ROW designations, add additional streets and ROW to the agreement, or remove areas currently in the Agreement. Should this need arise over the life of the Agreement, the signatories to this Agreement shall notify the other signatories and request consultation to amend this Agreement. The parties agree to act in good faith to resolve any issues incurred over the term of the Agreement, consistent with any applicable laws, codes or ordinances, and with accepted professional engineering practice. The process to amend this Agreement shall be conducted in a manner similar to that leading to the execution of this Agreement.

X. TERMINATING THE MEMORANDUM OF AGREEMENT

This Agreement shall not be terminated except by the authorized respective representatives of the City of Fayetteville, and the Board of Trustees of the University of Arkansas.

XI. COUNTERPARTS AND SIGNATURES

This Agreement may be executed in one or more counterparts, each of which shall be considered one and the same document. The parties agree that copies of faxed or PDF copies of the signature pages shall be deemed a valid and binding upon each of them.

XII. GOVERNING LAW

This Agreement shall be governed and construed under the laws of the State of Arkansas without regard to its choice of law principles. By entering into this Agreement, neither the City, nor the University, waive any immunities to suit that are or may be available to it or its respective officials, trustees, representatives or employees.

SIGNATORIES

BOARD OF TRUSTEES OF THE UNIVERSITY OF ARKANSAS, ACTING FOR AND ON
BEHALF OF THE UNIVERSITY OF ARKANSAS, FAYETTEVILLE

Name:
Title:

(Date)

CITY OF FAYETTEVILLE, ARKANSAS

ATTEST:

Mayor Molly Rawn
City of Fayetteville, Arkansas

Kara Paxton, City Clerk-Treasurer
Date

ATTACHMENT 1
City of Fayetteville Ordinance

ATTACHMENT 1	COF ROW Legal Description 13 Pages
ATTACHMENT 2	City Council Memo 554a0814-ec2e-4eaa-8dfe-054e8045c030 2 Pages
ATTACHMENT 3	Ordinance f638f531-efa7-4921-bca5-84f7aefb3b3c 2 Pages
ATTACHMENT 4	COF ROW Vacation - AREA OVERVIEW MAP 1 page

**Written request and narrative to accompany Right-of-Way Vacation
University of Arkansas, City of Fayetteville, Arkansas.**

To: The Fayetteville City Planning Commission and
The Fayetteville City Council

On behalf of the landowners, I am petitioning the Fayetteville City Planning Commission and the Fayetteville City Council to vacate/reduce portions of ROW in the areas described below:

Razorback Rd: Vacating ROW west of the west back of curb and east of the east back of curb from MLKJr Blvd to Maple St (and including the bus pull off area on the east side just north of Mitchell St); and east of the east back of curb from Maple St to Cleveland St. Excluding any vacation of the existing ROW along the west side of Razorback Rd, north of Center Street adjacent to the Islamic Center of Northwest Arkansas property.

Maple St: Vacating ROW north of the north back of curb and south of the south back of curb, from Razorback Rd to Garland Ave

Garland Ave: Vacating ROW west of the west back of curb and east of the east back of curb, from Maple St to Cleveland St (and including the bus pull off area on the east side between Douglas St and Cleveland St)

Cleveland St: Vacating ROW south of the south back of curb, from Razorback Rd to Lindell Ave

Hill Ave: Vacating ROW east of the east back of curb, south of MLKJr Blvd to the alley along the north side of the National Cemetery property

Lt Col Leroy Pond: Vacating ROW west of the proposed back of curb, south of MLKJr Blvd to the Railroad ROW containing the City trail

MLKJr Blvd: Vacating the 10' strip of ROW along the south side of MLKJr Blvd in the center of the block between Hill Ave and Lt Col Leroy Pond

The University of Arkansas is the only abutting land owner to the rights of way sought to be vacated/reduced. By granting this vacation request, the current owners would benefit, and no other landowner would be adversely affected.

Pedestrian Access Easements will be dedicated to the City to the back of sidewalks along the streets.

Where storm drainage systems, water mains, and sewer mains exist within the proposed vacated areas: drainage, water, and sewer easements will be dedicated to the City. Other utilities located within the proposed vacated areas will receive written easements for their continued use, maintenance, & repair/replacement.

The public interest and welfare would not be adversely affected by granting this vacation request.

The vacation/reduction of the rights of way described above would benefit the City of Fayetteville by removing the senior sidewalks, sidewalks, side paths, lights, trees, signs, drive aprons, etc from required city maintenance and repair/replacement, thus saving the taxpayers and allowing money allocated for this purpose to be used where needed elsewhere. Those obligations would be conveyed unto the University of Arkansas.

Included in the Petition Packet is:

- 1 Application and Payment of applicable fees for processing the application \$205.00.
- 2 Legal description of areas to be vacated
- 3 Exhibit Maps
- 4 This Letter
- 5 Owner's consent
- 6 Authorization Letter
- 7 County Parcel Map Copies
- 8 Petition to Vacate ROW
- 9 Utility Company Comments


Allen Jay Young, Development Consultants, Inc.

EXHIBIT 'B'
VAC-2022-0024

ROW Vacation Description

#1

Part of the NE1/4 NW1/4 of Section 21, Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 NW1/4; Thence S 60°00'27" E, a distance of 525.14 feet to the Easterly right of way line of Hill Avenue and the Point of Beginning; Thence S 02°40'45" W along the Easterly right of way line of said Hill Avenue, a distance of 36.68 feet; Thence S 82°20'08" W, a distance of 11.08 feet to a point on the Easterly back of curb line of Hill Avenue; Thence N 02°52'05" E along the said Easterly back of curb line, a distance of 36.70 feet; Thence N 82°20'08" E, a distance of 10.96 feet to the Point of Beginning, containing 0.01 acres more or less.

#2

Part of the NE1/4 NW1/4 of Section 21 and part of the SE1/4 SW1/4 of Section 16 all in Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 NW1/4; Thence S 64°05'15" E, a distance of 507.77 feet to a point on the Easterly right of way line of Hill Avenue and the Point of Beginning; Thence S 82°20'08" W, a distance of 10.82 feet to a point on the Easterly back of curb line of said Hill Avenue; Thence N 02°52'05" E along the said Easterly back of curb line, a distance of 132.06 feet; Thence N 02°41'12" E along the said Easterly back of curb line, a distance of 362.61 feet; Thence S 87°10'32" E, a distance of 6.48 feet to the Easterly right of way line of said Hill Avenue; Thence along the Easterly right of way line of said Hill Avenue the following three courses: S 02°32'37" W, a distance of 184.79 feet; S 01°43'05" W, a distance of 193.23 feet; S 02°40'45" W, a distance of 114.72 feet to the Point of Beginning, containing 0.09 acres more or less.

#3

Part of the SE1/4 SW1/4 of Section 16, Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the NE1/4 NW1/4 of Section 21. Thence N 68°47'51" E, a distance of 718.90 feet to a point of the Southerly right of way line of M.L.K. JR Boulevard; Thence S 86°32'38" E, a distance of 277.65 feet to a point on the Southerly right of way line of M.L.K. JR Boulevard; Thence along the Southerly right of way line of M.L.K. JR Boulevard the following three courses: S 03°27'22" W, a distance of 10.00

feet; N 86°32'38" W, a distance of 277.52 feet; N 02°42'49" E, a distance of 10.00 feet to the Point of Beginning, containing 0.06 acres more or less.

#4

Part of the NE1/4 NW1/4 of Section 21 and part of the SE1/4 SW1/4 of Section 16 all in Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 NW1/4; Thence N 77°59'30" E, a distance of 1124.85 feet the intersection of the Southerly right of way line of M.L.K. JR Boulevard and the Westerly right of way line of Government Avenue and the Point of Beginning; Thence S 86°32'38" E, a distance of 8.00 feet to a point on the Westerly back of curb line of said Government Avenue; Thence S 02°28'13" W along the said Westerly back of curb line, a distance of 370.23 feet; Thence S 82°19'51" W, a distance of 19.56 feet to the Westerly right of way line of said Government Avenue; Thence along the Westerly right of way line of said Government Avenue the following three courses: N 02°31'09" E, a distance of 208.36 feet; S 87°04'21" E, a distance of 11.07 feet; N 02°28'13" E, a distance of 165.53 feet to the Point of Beginning, containing 0.13 acres more or less.

#5

Part of the SE1/4 of Section 8 and part of the NE1/4 NE1/4 of Section 17 all in Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SE corner of said Section 8; Thence N 02°53'25" E along the East line of said Section 8, a distance of 1260.95 feet; Thence N 87°09'15" W, a distance of 117.56 feet to a point on the Southerly right of way line of Cleveland Street and the Point of Beginning; Thence along the Southerly right of way line of said Cleveland Street the following bearings and distances: N 87°09'15" W, a distance of 478.83 feet; N 02°50'45" E, a distance of 12.44 feet; N 87°09'15" W, a distance of 715.54 feet to a point on the proposed Southerly back of curb line of said Cleveland Street; Thence along the Southerly back of curb line of said Cleveland Street the following bearings and distance: Northeasterly along a 29.50 feet radius curve to the right, thru a central angle of 57°21'17", for a distance of 29.53 feet, said curve having a chord bearing of N 63°53'14" E, and distance of 28.31 feet; S 87°26'07" E, a distance of 805.77 feet to the beginning of a circular curve to the right; Southeasterly along a 5.00 feet radius curve to the right, thru a central angle of 90°00'00", for a distance of 7.85 feet, said curve having a chord bearing of S 42°26'07" E, and distance of 7.07 feet; S 02°33'53" W, a distance of 6.83 feet; S 87°26'07" E, a distance of 386.19 feet to the beginning of a circular curve

to the right, said point being at the intersection of the Southerly back of curb line of said Cleveland Street and the Westerly back of curb line of Garland Avenue; Thence along the Westerly back of curb line of said Garland Avenue the following bearings and distances: Southeasterly along a 37.50 feet radius curve to the right, thru a central angle of $89^{\circ}49'41''$, for a distance of 58.79 feet, said curve having a chord bearing of $S\ 42^{\circ}31'16''\ E$, and distance of 52.95 feet; Thence $S\ 02^{\circ}23'34''\ W$, a distance of 736.30 feet; Thence $S\ 03^{\circ}10'11''\ W$, a distance of 391.26 feet; Thence $S\ 03^{\circ}10'11''\ W$, a distance of 61.13 feet to the beginning of a circular curve to the right at the intersection of the Westerly back of curb line of said Garland Avenue and the Northerly back of curb line of West Maple Street; Thence along the Northerly back of curb line of said West Maple Street the following bearings and distances: Southwesterly along a 39.50 feet radius curve to the right, thru a central angle of $89^{\circ}20'08''$, for a distance of 61.59 feet, said curve having a chord bearing of $S\ 47^{\circ}50'15''\ W$, and distance of 55.54 feet; $N\ 87^{\circ}29'41''\ W$, a distance of 1184.55 feet to the beginning of a circular curve to the right at the intersection of the Northerly back of curb line of said West Maple Street and the Easterly back of curb line of Razorback Road; Thence along the Easterly back of curb line of said Razorback road the following bearings and distances: Northwesterly along a 30.00 feet radius curve to the right, thru a central angle of $89^{\circ}59'12''$, for a distance of 47.12 feet, said curve having a chord bearing of $N\ 42^{\circ}30'05''\ W$, and distance of 42.42 feet; $N\ 02^{\circ}29'30''\ E$, a distance of 20.32 feet; Thence leaving the Easterly back of curb line of said Razorback Road and along the Northerly right of way line of said West Maple Street the following bearings and distance: $S\ 87^{\circ}16'56''\ E$, a distance of 36.71 feet; $S\ 32^{\circ}16'27''\ E$, a distance of 12.21 feet; $S\ 02^{\circ}43'04''\ W$, a distance of 15.00 feet; $S\ 85^{\circ}50'33''\ E$, a distance of 196.14 feet; $S\ 86^{\circ}17'43''\ E$, a distance of 367.01 feet; $N\ 58^{\circ}48'06''\ E$, a distance of 43.32 feet; $S\ 87^{\circ}56'08''\ E$, a distance of 61.00 feet; $S\ 53^{\circ}43'12''\ E$, a distance of 30.23 feet; $S\ 87^{\circ}56'08''\ E$, a distance of 15.00 feet; $S\ 02^{\circ}03'52''\ W$, a distance of 10.00 feet; $S\ 87^{\circ}56'08''\ E$, a distance of 128.00 feet; $S\ 80^{\circ}44'15''\ E$, a distance of 27.21 feet; $S\ 87^{\circ}49'55''\ E$, a distance of 27.57 feet; $N\ 02^{\circ}03'52''\ E$, a distance of 10.46 feet; $S\ 87^{\circ}56'08''\ E$, a distance of 141.43 feet; $S\ 78^{\circ}00'34''\ E$, a distance of 29.74 feet; $S\ 87^{\circ}43'15''\ E$, a distance of 93.43 feet to the intersection of the Northerly right of way line of said West Maple Street and the Westerly right of way line of said Garland Avenue; Thence along the Westerly right of way line of said Garland Avenue the following bearings and distances: $N\ 51^{\circ}46'34''\ E$, a distance of 53.54 feet; $N\ 08^{\circ}37'03''\ E$, a distance of 7.95 feet; $N\ 03^{\circ}14'28''\ E$, a distance of 238.68 feet; $N\ 41^{\circ}45'32''\ W$, a distance of 6.15 feet; $N\ 03^{\circ}14'28''\ E$, a distance of 77.00 feet; $N\ 48^{\circ}14'28''\ E$, a distance of 6.15 feet; $N\ 03^{\circ}14'28''\ E$, a distance of 136.61 feet; $N\ 02^{\circ}31'16''\ E$, a distance of 701.38 feet; $N\ 58^{\circ}12'33''\ W$, a distance of 51.84 feet to the Point of Beginning, containing 1.67 Acres more or less.

#6

Part of the SW1/4 of Section 9, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SW corner of said Section 9; Thence N 74°45'30" E, a distance of 95.94 feet to a point lying on the Northerly right of way line of West Maple Street and the Point of Beginning; Thence S 03°06'30" W, a distance of 9.11 feet to the intersection of the Northerly back of curb line of said West Maple Street and the Easterly back of curb line of Garland Avenue; Thence along the Easterly back of curb line of said Garland Avenue the following bearings and distances: N 86°53'30" W, a distance of 36.05 feet to the beginning of a circular curve to the right; Northwesterly along a 39.50 feet radius curve to the right, thru a central angle of 90°03'41", for a distance of 62.09 feet, said curve having a chord bearing of N 41°51'40" W, and distance of 55.89 feet; N 03°10'11" E, a distance of 65.85 feet; N 03°10'11" E, a distance of 381.32 feet; N 02°23'34" E, a distance of 10.44 feet; Northeasterly along a 19.50 feet radius curve to the right, thru a central angle of 51°14'11", for a distance of 17.44 feet, said curve having a chord bearing of N 28°00'40" E, and distance of 16.86 feet; Thence leaving the Easterly back of curb line of said Garland Avenue and along the Easterly right of way line of said Garland Avenue, S 02°53'25" W, a distance of 465.30 feet to the intersection of the Easterly right of way line of said Garland Avenue and the Northerly right of way line of aforesaid West Maple Street; Thence along the Northerly right of way line of said West Maple Street the following bearings and distances: S 42°55'49" E, a distance of 43.49 feet; S 74°15'21" E, a distance of 35.89 feet to the Point of Beginning, containing 0.12 Acres more or less.

#7

Part of the SW1/4 of Section 9, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SW corner of said Section 9; Thence N 02°53'25" E along the West line of said Section 9, a distance of 1297.88 feet; Thence S 87°06'35" E, a distance of 44.78 feet to the intersection of the Southerly right of way line of Cleveland Street and the Easterly right of way line of Garland Avenue and the Point of Beginning; Thence along the Easterly right of way line of said Garland Avenue the following bearings and distances: S 48°20'03" W, a distance of 27.69 feet; S 02°53'40" W, a distance of 707.66 feet to the Easterly back of curb line of said Garland Avenue; Thence along the Easterly back of curb line of said Garland Avenue the following bearings and distances: Northwesterly along a 19.50 feet radius curve to the right, thru a central angle of 52°26'46", for a distance of 17.85 feet, said curve having a chord bearing of N 23°49'49" W, and distance of 17.23 feet; N 02°23'34" E, a distance of 250.85 feet; Thence leaving the Easterly back of curb line of said Garland Avenue N 02°23'34" E, a distance of 209.31 feet to a point on the Easterly back of curb line of said Garland Avenue; Thence N 02°23'34" E along the Easterly back of curb line of said Garland Avenue, a distance of 229.09 feet to the intersection of the Easterly back of curb line of said Garland Avenue and the Southerly back of curb line of aforesaid Cleveland Street and the beginning of a circular curve to the right; Thence along the Southerly right of way line of said Cleveland Street the following bearings and distances: Northeasterly along a 31.50 feet radius curve to the right, thru a central angle of 91°00'58", for a distance of 50.04 feet, said curve having a chord bearing of N 47°54'03" E, and distance of 44.94 feet; S 86°35'28" E, a distance of 276.96 feet; Thence leaving the Southerly back of curb line of

said Cleveland Street, S 02°53'25" W, a distance of 6.72 feet to a point lying on the Southerly right of way line of said Cleveland Street; Thence N 87°07'28" W along the Southerly right of way line of said Cleveland Street, a distance of 275.22 feet to the Point of Beginning, containing 0.24 Acres more or less.

#8

Part of the NE1/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of said Section 17; Thence S 02°41'08" W along the East line of said Section 17, a distance of 44.57 feet to a point lying on the Southerly right of way line of West Maple Street and the Point of Beginning; Thence along the Southerly right of way line of said West Maple Street the following bearings and distances: N 87°56'08" W, a distance of 529.41 feet; S 02°03'52" W, a distance of 10.00 feet; N 87°56'08" W, a distance of 45.09 feet; S 29°02'41" W, a distance of 50.50 feet; S 79°37'29" W, a distance of 17.72 feet to the Easterly back of curb line of Stadium Drive; Thence N 02°37'28" E along the Easterly back of curb line of said Stadium Drive, a distance of 49.69 feet to the beginning of a circular curve to the right at the intersection of the Easterly back of curb line of said Stadium Drive and the Southerly back of curb line of West Maple Street; Thence along the Southerly back of curb line of said West Maple Street the following bearings and distances: Northeasterly along a 30.00 feet radius curve to the right, thru a central angle of 89°52'51", for a distance of 47.06 feet, said curve having a chord bearing of N 47°33'53" E, and distance of 42.38 feet; S 87°29'41" E, a distance of 584.19 feet; S 02°41'08" W, a distance of 16.09 feet to the Point of Beginning, containing 0.31 Acres more or less.

#9

Part of the NE1/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW of the said NE1/4 NE1/4; Thence S 02°43'18" W along the West line of said NE1/4 NE1/4, a distance of 309.18 feet; Thence S 87°16'42" E, a distance of 23.76 feet to a point lying on the Easterly right of way line of Razorback Road and the Easterly back of curb line of said Razorback Road and the Point of Beginning; Thence N 02°58'57" E along the Easterly back of curb line of said Razorback Road, a distance of 160.23 feet to the beginning of a circular curve to the right at the intersection of the Easterly back of curb line of said Razorback Road and the Southerly back of curb line of West Maple Street; Thence Northeasterly along the Southerly back of curb line of said West Maple Street along a 100.00 feet radius curve to the right, thru a central angle of 89°31'22", for a distance of 156.25 feet, said curve having a chord bearing of N 47°44'38" E, and distance of 140.83 feet; Thence S 87°29'41" E along the Southerly back of curb line of said West Maple Street, a distance of 514.79 feet to the

beginning of a circular curve to the right at the intersection of the Southerly back of curb line of said West Maple Street and the Westerly back of curb line of Stadium Drive; Thence Southeasterly along the Westerly back of curb line of said Stadium Drive along a 30.00 feet radius curve to the right, thru a central angle of 90°07'09", for a distance of 47.19 feet, said curve having a chord bearing of S 42°26'07" E, and distance of 42.47 feet; Thence S 02°37'28" W along the Westerly back of curb line of said Stadium Drive, a distance of 57.35 feet to a point lying on the Southerly right of way line of said West Maple Street; Thence along the Southerly right of way line of said West Maple Street the following bearings and distances: S 79°37'29" W, a distance of 17.02 feet; N 43°37'28" W, a distance of 44.19 feet; N 43°37'28" W, a distance of 22.24 feet; N 54°03'02" W, a distance of 48.45 feet; N 85°43'19" W, a distance of 137.52 feet; N 71°49'55" W, a distance of 7.76 feet; N 86°45'54" W, a distance of 94.00 feet; S 03°14'11" W, a distance of 14.50 feet; N 86°45'49" W, a distance of 26.00 feet; Thence N 03°14'11" E, a distance of 14.50 feet; N 86°45'50" W, a distance of 178.59 feet; S 54°43'02" W, a distance of 69.92 feet; S 36°42'58" W, a distance of 24.53 feet to the intersection of the Southerly right of way line of said West Maple Street and the Easterly right of way line of said Razorback Road; Thence S 02°43'04" W along the Easterly right of way line of said Razorback Road, a distance of 168.40 feet; Thence S 57°28'29" W along the Easterly right of way line of said Razorback Road, a distance of 34.08 feet to the Point of Beginning, containing 0.43 Acres more or less.

#10

Part of the NE1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 SE1/4; Thence S 02°43'27" W along the West line of said NE1/4 SE1/4, a distance of 401.69 feet; Thence S 88°04'02" E, a distance of 19.28 feet to a point lying on the Easterly right of way line of Razorback Road and the Point of Beginning; Thence along the Easterly right of way line of said Razorback Road the following bearings and distances: S 88°04'02" E, a distance of 26.98 feet; S 02°34'31" W, a distance of 474.04 feet; S 47°17'49" E, a distance of 35.62 feet; S 07°31'38" W, a distance of 17.21 feet to a point lying on the Northerly back of curb line of Nolan Richardson Drive; Thence N 87°28'31" W along the Northerly back of curb line of said Nolan Richardson Drive, a distance of 17.76 feet to the beginning of a circular curve to the right at the intersection of the Northerly back of curb line of said Nolan Richardson Drive and the Easterly back of curb line of said Razorback Road; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: Northwesterly along a 29.00 feet radius curve to the right, thru a central angle of 90°07'05", for a distance of 45.61 feet, said curve having a chord bearing of N 42°24'59" W, and distance of 41.05 feet; N 02°38'34" E, a distance of 84.03 feet; N 02°30'46" E, a distance of 51.67 feet; N 00°20'35" E, a distance of 158.49 feet; N 02°30'46" E, a distance of 132.04 feet; N 02°54'25" E, a distance of 58.72 feet to the Point of Beginning, containing 0.30 Acres more or less.

#11

Part of the NE1/4 SE1/4 and part of the SE1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 SE1/4; Thence S 02°43'27" W along the West line of the said NE1/4 SE1/4, a distance of 990.51 feet; Thence S 87°16'33" E, a distance of 41.41 feet to a point lying on the Easterly right of way line of Razorback Road and the Point of Beginning; Thence along the Easterly right of way line of said Razorback Road the following bearings and distances: S 02°37'57" W, a distance of 191.59 feet; S 02°37'57" W, a distance of 503.00 feet; S 32°48'03" E, a distance of 15.96 feet; S 02°37'57" W, a distance of 40.50 feet; N 87°22'03" W, a distance of 8.46 feet; S 02°32'57" W, a distance of 201.50 feet; S 02°46'05" W, a distance of 308.48 feet; S 87°22'03" E, a distance of 9.23 feet; S 04°29'42" E, a distance of 54.63 feet; S 45°45'33" E, a distance of 15.96 feet; S 76°34'38" E, a distance of 36.68 feet; Thence S 88°32'28" W, a distance of 64.27 feet to the Easterly back of curb line of said Razorback Road and the beginning of a circular curve to the right; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: Northwestery along a 40.00 feet radius curve to the right, thru a central angle of 51°46'46", for a distance of 36.15 feet, said curve having a chord bearing of N 23°14'49" W, and distance of 34.93 feet; N 02°38'34" E, a distance of 245.78 feet; N 00°39'11" E, a distance of 172.82 feet; N 02°38'34" E, a distance of 113.63; Thence leaving the Easterly back of curb line of said Razorback Road N 02°38'34" E, a distance of 86.00 feet to the Easterly back of curb line of said Razorback Road; Thence N 02°38'34" E along the Easterly back of curb line of said Razorback Road, a distance of 35.14 feet; Thence leaving the Easterly back of curb line of said Razorback Road N 02°38'34" E, a distance of 157.12 feet to the Easterly back of curb line of said Razorback Road; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: N 02°38'34" E, a distance of 215.84; N 04°46'38" E, a distance of 161.08 feet; N 02°38'34" E, a distance of 125.51 feet to the beginning of a circular curve to the right; Northeasterly along a 34.50 feet radius curve to the right, thru a central angle of 89°52'55", for a distance of 54.12 feet, said curve having a chord bearing of N 47°35'01" E, and distance of 48.74 feet; S 87°28'31" E, a distance of 4.65 feet; Thence S 02°31'29" W, a distance of 17.24 feet to a point lying on the Southerly right of way line of Nolan Richardson Drive; Thence S 44°34'24" W along the Southerly right of way line of said Nolan Richardson Drive, a distance of 36.39 feet to the Point of Beginning, containing 0.64 Acres more or less.

#12

Part of the NW1/4 SE1/4 and part of the SW1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said NW1/4 SE1/4; Thence S 02°43'27" W, a distance of 954.57 feet; Thence N 87°21'26" W, a distance of 48.50 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of said Razorback Road the following bearings and distances: S 02°41'40" W, a distance of 885.85 feet; S 42°59'26" W, a distance of 26.15 feet; S 11°00'02" W, a distance of 60.47 feet; S 02°30'15" W, a distance of 30.08 feet; S 87°22'03" E, a distance of 31.00 feet; S 02°37'57" W, a distance of 240.00 feet; S 07°12'24" W, a distance of 75.24 feet; S 00°52'46" E, a distance of 13.61 feet; S 15°10'00" W, a distance of 23.86 feet; S 59°11'49" W, a distance of 60.93 feet; Thence N 88°32'28" E, a distance of 65.11 feet to the Westerly back of curb line of said Razorback Road; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 39.50 feet radius curve to the left, thru a central angle of 43°02'25", for a distance of 29.67 feet, said curve having a chord bearing of N 24°09'42" E, and distance of 28.98 feet; N 02°38'34" E, a distance of 256.33 feet; N 04°37'56" E, a distance of 172.82 feet; N 02°38'34" E, a distance of 607.73 feet; N 00°30'29" E, a distance of 161.08 feet; N 02°38'34" E, a distance of 126.25 feet; Northwesterly along a 33.50 feet radius curve to the left, thru a central angle of 49°41'15", for a distance of 29.05 feet, said curve having a chord bearing of N 22°12'04" W, and distance of 28.15 feet; Thence N 87°28'31" W, a distance of 7.18 feet to the Point of Beginning, containing 0.76 Acres more or less.

#13

Part of the NW1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said NW1/4 NE1/4; Thence S 02°43'27" W along the East line of the said NW1/4 NE1/4, a distance of 43.47 feet; Thence N 87°16'33" W, a distance of 30.92 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of said Razorback Road the following bearings and distances: S 02°05'15" W, a distance of 192.55 feet; S 02°56'28" W, a distance of 171.14 feet; S 02°56'28" W, a distance of 52.91 feet; N 87°22'08" W, a distance of 17.55 feet; S 02°37'57" W, a distance of 70.15 feet; Thence S 16°40'05" W, a distance of 28.86 feet; S 02°37'57" W, a distance of 82.00 feet; S 30°42'28" W, a distance of 17.53 feet; S 03°25'24" W, a distance of 50.00 feet; S 45°00'08" E, a distance of 21.57 feet; S 03°06'51" W, a distance of 163.01 feet; S 09°06'16" W, a distance of 24.47 feet; Thence S 87°28'31" E, a distance of 8.84 feet to the Westerly back of curb line of said Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 29.50 feet radius curve to the left, thru a central angle of 46°40'08", for a distance of 24.03 feet, said curve having a chord bearing of N 25°58'38" E, and distance of 23.37 feet; N 02°38'34" E, a distance of 83.71 feet; N 02°30'46" E, a distance of 51.61 feet; N 04°40'57" E, a distance of 158.48 feet; N 02°30'46" E, a distance of 132.20 feet; N 02°54'25" E, a distance of 380.29 feet; N 00°22'40" W, a distance of 25.69 feet to a circular curve to the left; Northwesterly along a 27.50 feet radius curve to the left, thru a central angle of

23°19'03", for a distance of 11.19 feet, said curve having a chord bearing of N 12°02'11" W, and distance of 11.11 feet to the Point of Beginning, containing 0.23 Acres more or less.

#14

Part of the SW/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said SW1/4 NE1/4; Thence S 02°35'17" W along the East line of the said SW1/4 NE1/4, a distance of 545.93 feet; Thence N 86°40'08" W, a distance of 42.18 feet to the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of said Razorback Road the following bearings and distances: S 02°52'01" W, a distance of 302.22 feet; S 86°38'50" E, a distance of 3.21 feet; S 02°32'00" W, a distance of 179.59 feet to a point on the Westerly back of curb line of said Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 30.00 feet radius curve to the left, thru a central angle of 27°36'29", for a distance of 14.46 feet, said curve having a chord bearing of N 16°31'19" E, and distance of 14.32 feet; N 02°43'04" E, a distance of 9.68 feet; Thence leaving said Westerly back of curb line of said Razorback Road and along the proposed Westerly back of curb line of said Razorback Road the following bearings and distances: N 02°43'04" E, a distance of 85.06 feet; N 04°37'24" E, a distance of 214.63 feet; N 03°01'17" E, a distance of 140.19 feet to the beginning of a circular curve to the left on the Westerly back of curb line of said Razorback Road; Thence Northwesterly along the Westerly back of curb line of said Razorback Road along a 29.50 feet radius curve to the left, thru a central angle of 38°31'42", for a distance of 19.84 feet, said curve having a chord bearing of N 16°14'34" W, and distance of 19.47 feet; Thence N 86°40'08" W, a distance of 7.97 feet to the Point of Beginning, containing 0.11 Acres more or less.

#15

Part of the SW/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said SW1/4 NE1/4; Thence S 02°35'17" W along the West line of the said SW1/4 NE1/4, a distance of 31.42 feet; Thence N 87°24'43" W, a distance of 35.00 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence S 03°03'28" W along the Westerly right of way line of said Razorback Road, a distance of 469.02 feet; Thence S 86°40'08" E, a distance of 18.37 feet to the Westerly back of curb line of said Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 23.50 feet radius curve to the left, thru a central angle of 34°00'59", for a distance of 13.95

feet, said curve having a chord bearing of N 19°54'33" E, and distance of 13.75 feet; N 02°54'03" E, a distance of 417.63 feet; Thence N 02°40'22" E, a distance of 6.09 feet to the beginning of a circular curve to the left; Northwesternly along a 35.50 feet radius curve to the left, thru a central angle of 65°48'22", for a distance of 40.77 feet, said curve having a chord bearing of N 30°13'49" W, and distance of 38.57 feet to the Point of Beginning, containing 0.23 Acres more or less.

#16

Part of the NW/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said NW1/4 NE1/4; Thence S 02°43'18" W along the West line of the said NW1/4 NE1/4, a distance of 35.57 feet; Thence N 87°15'25" W, a distance of 98.42 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of Razorback Road the following bearings and distances: S 02°43'04" W, a distance of 16.99 feet; S 87°16'56" E, a distance of 23.00 feet; S 48°06'31" E, a distance of 34.83 feet; S 02°59'34" E, a distance of 40.20 feet; S 02°43'04" W, a distance of 83.09 feet; S 32°43'04" W, a distance of 22.48 feet; S 55°46'02" E, a distance of 8.49 feet; S 02°43'04" W, a distance of 58.00 feet; N 87°16'56" W, a distance of 15.00 feet; S 02°43'04" W, a distance of 20.00 feet; S 22°17'57" E, a distance of 33.11 feet; S 08°25'42" W, a distance of 60.30 feet; S 02°43'04" W, a distance of 164.00 feet; S 62°53'17" W, a distance of 23.05 feet; S 02°43'04" W, a distance of 26.97 feet; N 87°16'56" W, a distance of 49.00 feet; S 02°43'04" W, a distance of 20.56 feet; S 87°16'56" E, a distance of 64.00 feet; S 02°43'04" W, a distance of 52.51 feet; S 87°08'22" E, a distance of 26.12 feet; S 02°46'31" W, a distance of 668.51 feet; Thence S 87°12'53" E, a distance of 3.08 feet to the Westerly back of curb line of Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 32.50 feet radius curve to the left, thru a central angle of 63°06'05", for a distance of 35.79 feet, said curve having a chord bearing of N 34°13'24" E, and distance of 34.01 feet; N 02°40'22" E, a distance of 507.98 feet; N 02°58'57" E, a distance of 647.83 feet; N 02°58'57" E, a distance of 88.90 feet to the beginning of a circular curve to the left; Northwesternly along a 30.00 feet radius curve to the left, thru a central angle of 90°09'00", for a distance of 47.20 feet, said curve having a chord bearing of N 42°05'33" W, and distance of 42.48 feet; N 87°10'03" W, a distance of 57.37 feet; Thence S 02°43'04" W, a distance of 5.88 feet to the Point of Beginning, containing 0.97 Acres more or less.

#17

Part of the NW/4 NE1/4 of Section 17 and part of the SW1/4 SE1/4 of Section 8, all in Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Beginning at a point that lies N 80°19'52" W, a distance of 83.78 feet from the SE corner of the SW1/4 SE1/4 of said Section, said point lying on the Northerly right of way line of West Maple Street and the Point of Beginning; Thence N 63°02'21" E along the Northerly right of way line of said West Maple Street, a distance of 57.24 feet; Thence S 87°16'56" E along the Northerly right of way line of said West Maple Street, a distance of 17.73 feet to the Westerly back of curb line of Razorback Road; Thence S 02°48'54" W along the Westerly back of curb line of said Razorback Road, a distance of 13.28 feet to the beginning of a circular curve to the right; Thence Southwesterly along the Northerly back of curb line of said West Maple Street along a 30.00 feet radius curve to the right, thru a central angle of 90°01'03", for a distance of 47.13 feet, said curve having a chord bearing of S 47°49'25" W, and distance of 42.43 feet; Thence N 87°10'03" W along the Northerly right of way line of said West Maple Street, a distance of 37.41 feet; Thence N 02°49'57" E, a distance of 14.81 feet to the Point of Beginning, containing 0.05 Acres more or less.

#18

Part of the SE1/4 SE1/4 of Section 8, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SW corner of said SE1/4 SE1/4; Thence N 29°38'05" E, a distance of 51.01 feet to a point lying on the Easterly right of way line of Razorback Road and the Point of Beginning; Thence N 02°19'02" E along the Easterly right of way of said Razorback Road, a distance of 1214.34 feet to the intersection of the Easterly right of way of said Razorback Road and the Southerly right of way line of Cleveland Street; Thence N 87°09'15" W along the Southerly right of way line of said Cleveland Street, a distance of 5.66 feet to the Easterly proposed back of curb line of Razorback Road; Thence along the Easterly proposed back of curb line of said Razorback Road the following bearings and distances: Southwesterly along a 29.53 feet radius curve to the left, thru a central angle of 31°36'29", for a distance of 16.29 feet, said curve having a chord bearing of S 19°23'53" W, and distance of 16.08 feet; S 02°52'26" W, a distance of 171.46 feet; S 05°36'04" E, a distance of 51.06 feet to the Easterly back of curb line of said Razorback Road; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: S 02°23'22" W, a distance of 497.62 feet; S 02°37'37" W, a distance of 479.33 feet; Thence S 87°16'56" E, a distance of 8.23 feet to the Point of Beginning, containing 0.19 Acres more or less.

ROW Dedication Description

Part of the NE1/4 NE1/4 and part of the SE1/4 NE1/4, and part of the SW1/4 NE1/4 and part of the NE1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW of the said NE1/4 NE1/4; Thence S 02°43'18" W along the West line of said NE1/4 NE1/4, a distance of 309.18 feet; Thence S 87°16'42" E, a distance of 23.76 feet to a point lying on the Easterly right of way line of Razorback Road and the Easterly back of curb line of said Razorback Road and the Point of Beginning; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: S 02°58'57" W, a distance of 487.50 feet; S 02°40'22" W, a distance of 608.01 feet; S 02°54'03" W, a distance of 436.29 feet; S 03°01'17" W, a distance of 198.13 feet; S 01°25'06" W, a distance of 214.48 feet; S 02°43'04" W, a distance of 95.61; Thence Southeasterly along the Northerly back of curb line of Meadow Street along a 30.00 feet radius curve to the left, thru a central angle of 89°30'25", for a distance of 46.87 feet, said curve having a chord bearing of S 42°02'08" E, and distance of 42.24 feet; Thence S 01°46'07" W, a distance of 31.18 feet to the Southerly back of curb line of said Meadow Street and the beginning of a circular curb to the left; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: Southwesterly along a 30.00 feet radius curve to the left, thru a central angle of 90°29'35", for a distance of 47.38 feet, said curve having a chord bearing of S 47°57'52" W, and distance of 42.61 feet; S 02°43'04" W, a distance of 88.40 feet; S 03°03'35" W, a distance of 200.01 feet; S 02°54'25" W, a distance of 322.05 feet; Thence N 88°04'02" W, a distance of 17.94 feet; Thence N 02°32'00" E, a distance of 401.68 feet to the SW corner of the aforesaid SE1/4 NE1/4; Thence N 02°35'17" E along the West line of the said SE1/4 NE1/4, a distance of 124.57 feet; Thence N 86°38'48" W, a distance of 37.23 feet to the Westerly back of curb line of said Razorback Road; Thence N 02°43'04" E along the Westerly back of curb line of said Razorback Road, a distance of 85.06 feet; Thence Northwesterly along the Westerly back of curb line of said Razorback Road along a 30.00 feet radius curve to the left, thru a central angle of 26°45'00", for a distance of 14.01 feet, said curve having a chord bearing of N 10°39'26" W, and distance of 13.88 feet; Thence N 02°32'00" E, a distance of 34.66 feet; Thence S 86°40'45" E, a distance of 40.25 feet to the West line of the said SE1/4 NE1/4; Thence N 02°35'17" E along the West line of the said SE1/4 NE1/4, a distance of 1056.85 feet to the SW corner of the NE1/4 NE1/4; Thence N 02°43'18" E along the West line of the said NE1/4 NE1/4, a distance of 769.53 feet; Thence S 87°08'22" E, a distance of 5.84 feet; Thence N 02°46'31" E, a distance of 243.50 feet to a point lying on the Easterly right of way line of said Razorback Road; Thence N 57°28'29" E along the Easterly right of way line of said Razorback Road, a distance of 21.67 feet to the Point of Beginning, containing 1.43 Acres more or less.



MEETING OF JANUARY 3, 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: December 15, 2022
SUBJECT: VAC 22-024 (RAZORBACK RD, MAPLE ST., ETC.):

RECOMMENDATION:

BACKGROUND:

The subject property includes 6.54 acres of right-of-way spread along portions of seven public streets adjacent to University of Arkansas Property (see attached survey). Most prominently, the right-of-way includes:

- Arts District: Three separate areas of right-of-way behind street curbs on the north, west, and east borders of the new Arts District, along W. Martin Luther King Jr. Boulevard, S. Hill Avenue, and S. LT. Col. Leroy Pond Avenue.
- Former Highway 112: Multiple areas of right-of-way behind the curb along both the east and west sides of Razorback Road, north and south sides of W. Maple Street, and east and west sides of Garland Avenue.
- Cleveland Street: Two areas of right-of-way along the south side of W. Cleveland Street, between N. Lindell Avenue to the east and N. Razorback Road to the west.

Given the large number of properties associated with the right-of-way, adjacent zoning district information is not provided. All properties adjacent to the request are owned by the University of Arkansas with uses varying from parking and athletic facilities to housing and classrooms. A similar proposal was heard by the Planning Commission in late 2021, but was tabled indefinitely at the applicant's request to allow time to coordinate with the City Attorney's office. The applicant is bringing back a new request, with an additional portion of right-of-way for consideration.

Proposal: The applicant proposes to vacate 18 separate pieces of public right of way totaling 6.54 acres along seven streets. In turn, a dedication of right-of-way totaling 1.43 acres is proposed along Razorback Road and between W. Nolan Richardson Drive to the south and W. Maple Street to the north. With this request, the applicant noted in their letter that existing utilities will be protected through easement dedication. Additionally, the applicant asserts that vacating the right-of-way will remove current and future sections of Senior Walk, landscaping, lights, and trees from the City's responsibility.

DISCUSSION:

At the December 12, 2022 Planning Commission meeting, Commissioners voted to forward the item to City Council with a recommendation of approval, with a vote of 8-0-0. Commissioner Garlock made the motion, and

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

Commissioner Winston seconded. Finding that the conditions of approval covered previous concerns about pedestrian access and maintenance, Commissioners found the request to vacate the right-of-way to be acceptable. No public comment was offered on the item.

City staff and Planning Commission recommend approval of VAC-2022-0024 as shown in the attached Exhibits 'A' and 'B', and with the following conditions of approval:

1. Easements shall be dedicated for any existing facilities associated with this right-of-way vacation request, with review and coordination by the applicant with the utility provider, including the client properly identifying utilities in the field by means of surveying, pot holing, and coordinating with representatives.
2. Adequate accommodation for pedestrian access must be maintained whether through easement or agreement.
3. The applicant must dedicate right-of-way to the back of curb in any areas where right of way does not currently exist
4. The applicant must dedicate a pedestrian access easement to the existing back of sidewalk or master street plan right of way in areas where sidewalk does not currently exist.
5. Signal poles and appurtenances must remain in the right-of-way, or an easement be dedicated over the areas where poles and appurtenances are located.
6. Drainage easements must be dedicated in areas of existing drainage facilities.
7. An agreement will need to be developed establishing responsibility (or lack thereof) for repairs to non-typical features behind the curb due to maintenance, installation, and repair of any city facilities located within vacated rights of way, including drainage facilities and water/sewer lines. The City will not be responsible for maintenance or repair of anything except a standard sidewalk.
8. Any damage or relocation of existing facilities will be at the property owner/developer's expense.
9. All easements and agreements required as a condition of this vacation shall be reviewed by the City and signed by the Mayor.

BUDGET/STAFF IMPACT:

N/A

ATTACHMENTS: SRF, Exhibit A, Exhibit B, Applicant Request Letter, Petition to vacate, Survey, Planning Commission Staff Report, VAC - 22-024 RAZORBACK-MAPLE-GARLAND-CLEVELAND-HILL -RIGHT OF WAY

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov



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

Ordinance: 6640

File Number: 2022-262

VAC 22-024 (RAZORBACK RD, MAPLE ST., ETC.):

AN ORDINANCE TO APPROVE VAC 22-024 FOR PROPERTY LOCATED ALONG RAZORBACK ROAD, MAPLE STREET, GARLAND AVENUE, CLEVELAND STREET, HILL AVENUE, MARTIN LUTHER KING JUNIOR BOULEVARD AND LT. COLONEL LEROY POND AVENUE IN WARDS 1 AND 2 TO VACATE PORTIONS OF STREET RIGHTS-OF-WAY

WHEREAS, the City Council has the authority under A.C.A. § 14-54-104 to vacate public grounds or portions thereof which are not required for corporate purposes; and

WHEREAS, the City Council has determined that the following described portions of street rights-of-way is not required for corporate purposes.

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 vacates the portions of street rights-of-way as described in Exhibit B attached to the Planning Department's memo.

Section 2: A copy of this Ordinance duly certified by the City Clerk along with the map attached as Exhibit A to the Planning Department's memo shall be filed in the office of the Washington County Circuit Clerk.

Section 3: This vacation approval is subject to the following conditions:

1. Easements shall be dedicated for any existing facilities associated with this right-of-way vacation request, with review and coordination by the applicant with the utility provider, including properly identifying utilities in the field by means of surveying, pot holing, and coordinating with representatives.
2. Adequate accommodation for pedestrian access must be maintained whether through easement or agreement.
3. The applicant must dedicate right-of-way to the back of curb in any areas where right of way does not currently exist.
4. The applicant must dedicate a pedestrian access easement to the existing back of sidewalk or master street plan right of way in areas where sidewalk does not currently exist.
5. Signal poles and appurtenances must remain in the right-of-way, or an easement be dedicated over the areas where poles and appurtenances are located.
6. Drainage easements must be dedicated in areas of existing drainage facilities.
7. An agreement will need to be developed establishing responsibility for repairs to non-typical features behind

the curb due to maintenance, installation, and repair of any city facilities located within vacated rights of way, including drainage facilities and water/sewer lines. The City will not be responsible for maintenance or repair of anything except a standard sidewalk.

8. Any damage to or relocation of existing facilities will be at the property owner/developer's expense.
9. All easements and agreements required as a condition of this vacation shall be reviewed by the City and signed by the Mayor.

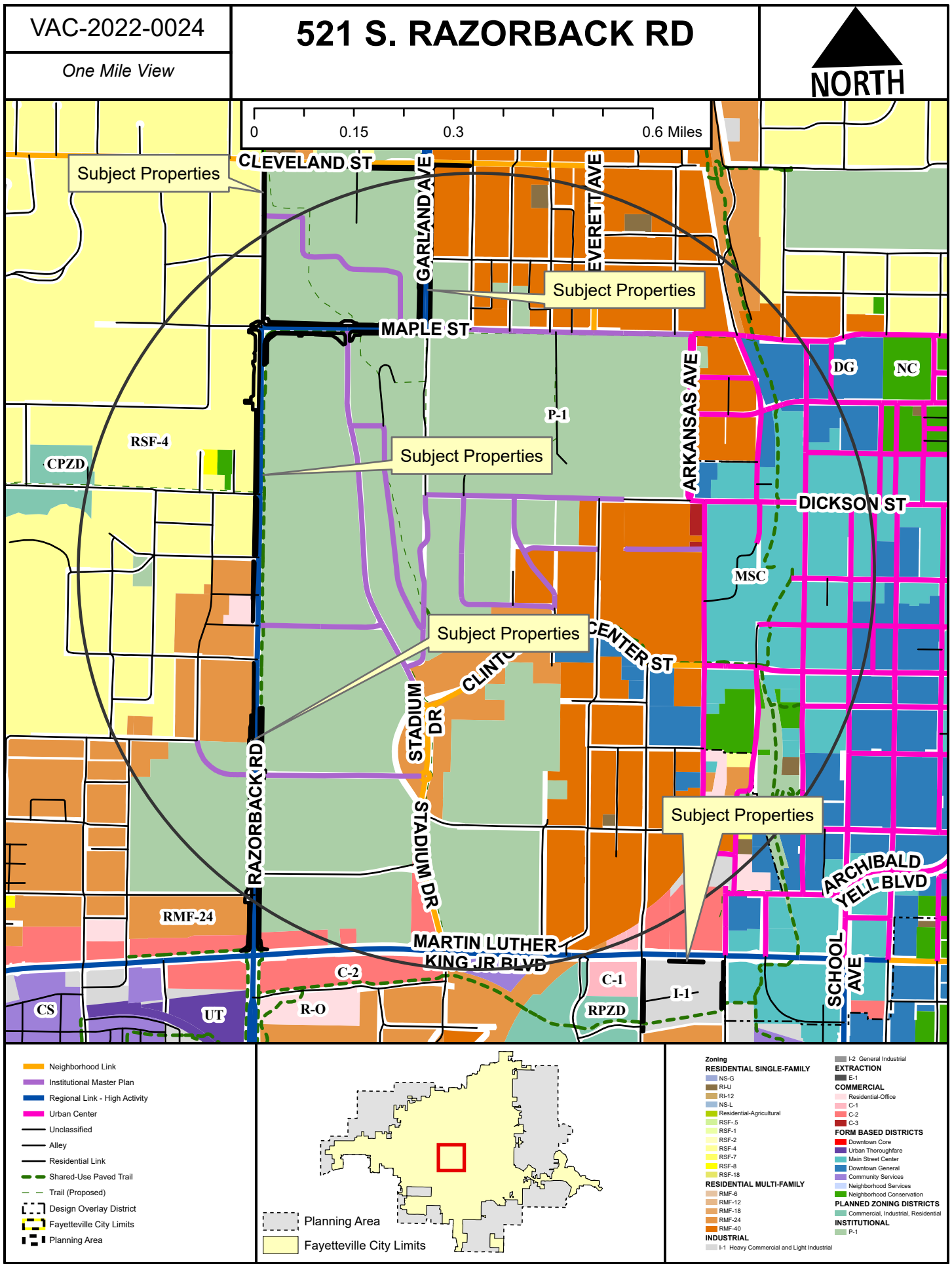
PASSED and APPROVED on February 7, 2023

Approved:

Attest:

Lioneld Jordan, Mayor

Kara Paxton, City Clerk Treasurer



LIST OF EXHIBITS

The attached maps and legal descriptions identify the boundary areas for which the University and the City agree are subject to this MOA. This list may be changed or amended by mutual agreement of the parties to maintain the accuracy of the agreement.

1) SOUTH RAZORBACK ROAD

- a) RAZORBACK ROAD - Martin Luther King Blvd to Maple Street

2) MAPLE HILL BLOCK

- a) RAZORBACK ROAD - Maple Street to Cleveland Ave
- b) CLEVELAND AVE - Razorback Road to Lindell Ave
- c) MAPLE STREET - Razorback Road to Garland Ave
- d) GARLAND AVE - Maple Street to Cleveland Ave

3) ART AND DESIGN DISTRICT

- a) MARTIN LUTHER KING, JR. BLVD – Hill Ave to LeRoy Pond Dr
- b) HILL AVE – Martin Luther King Jr. Blvd to South Property Boundary
- c) LEROY POND DR. – Martin Luther King Jr. Blvd to South Property Boundary

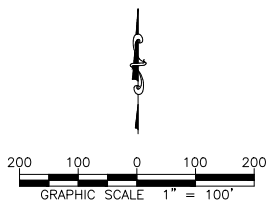
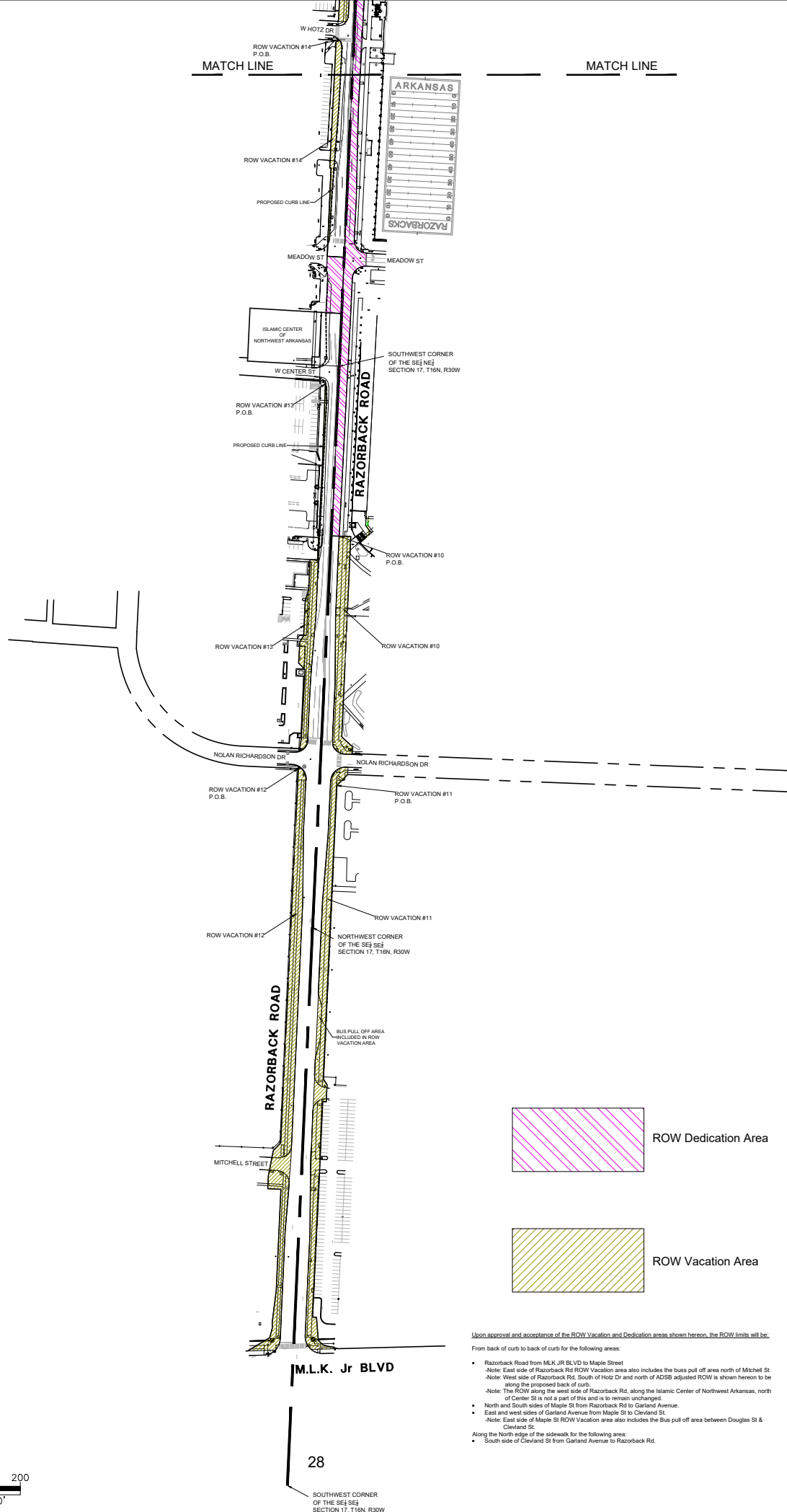
The University and the City anticipate that this list will be amended in the future to add the following:

- *UREC TENNIS PARK / BAUM STADIUM*
 - a) *RAZORBACK ROAD- Martin Luther King Blvd to 15th Street*
- *NORTH GARLAND AVE*
 - a) *GARLAND AVE - Cleveland Ave to North Street / Wedington Dr*

EXHIBIT 1

SOUTH RAZORBACK ROAD

RAZORBACK ROAD - Martin Luther King Blvd to Maple Street



Upon approval and acceptance of the ROW Vacation and Dedication areas shown hereon, the ROW limits will be:

From back of curb to back of curb for the following areas:

- Razorback Road from M.L.K. Jr Blvd to Maple Street
- Note: East side of Razorback Rd ROW Vacation area also includes the bus pull off area north of Mitchell St
- Note: West side of Razorback Rd, South of Hotz Dr and north of ADSB adjusted ROW is shown hereon to be along the proposed back of curb.
- Note: The ROW along the west side of Razorback Rd, along the Islamic Center of Northwest Arkansas, north of Center St is not a part of this and is to remain unchanged.
- North and South sides of Maple St from Razorback Rd to Garland Avenue.
- East and west sides of Garland Avenue from Maple St to Cleveland St.
- Note: East side of Maple St ROW Vacation area also includes the Bus pull off area between Douglas St & Cleveland St.

Along the North edge of the sidewalk for the following area:

- South side of Cleveland St from Garland Avenue to Razorback Rd.

EXHIBIT 2

MAPLE HILL BLOCK

RAZORBACK ROAD - Maple Street to Cleveland Ave

CLEVELAND AVE - Razorback Road to Lindell Ave

MAPLE STREET - Razorback Road to Garland Ave

GARLAND AVE - Maple Street to Cleveland Ave

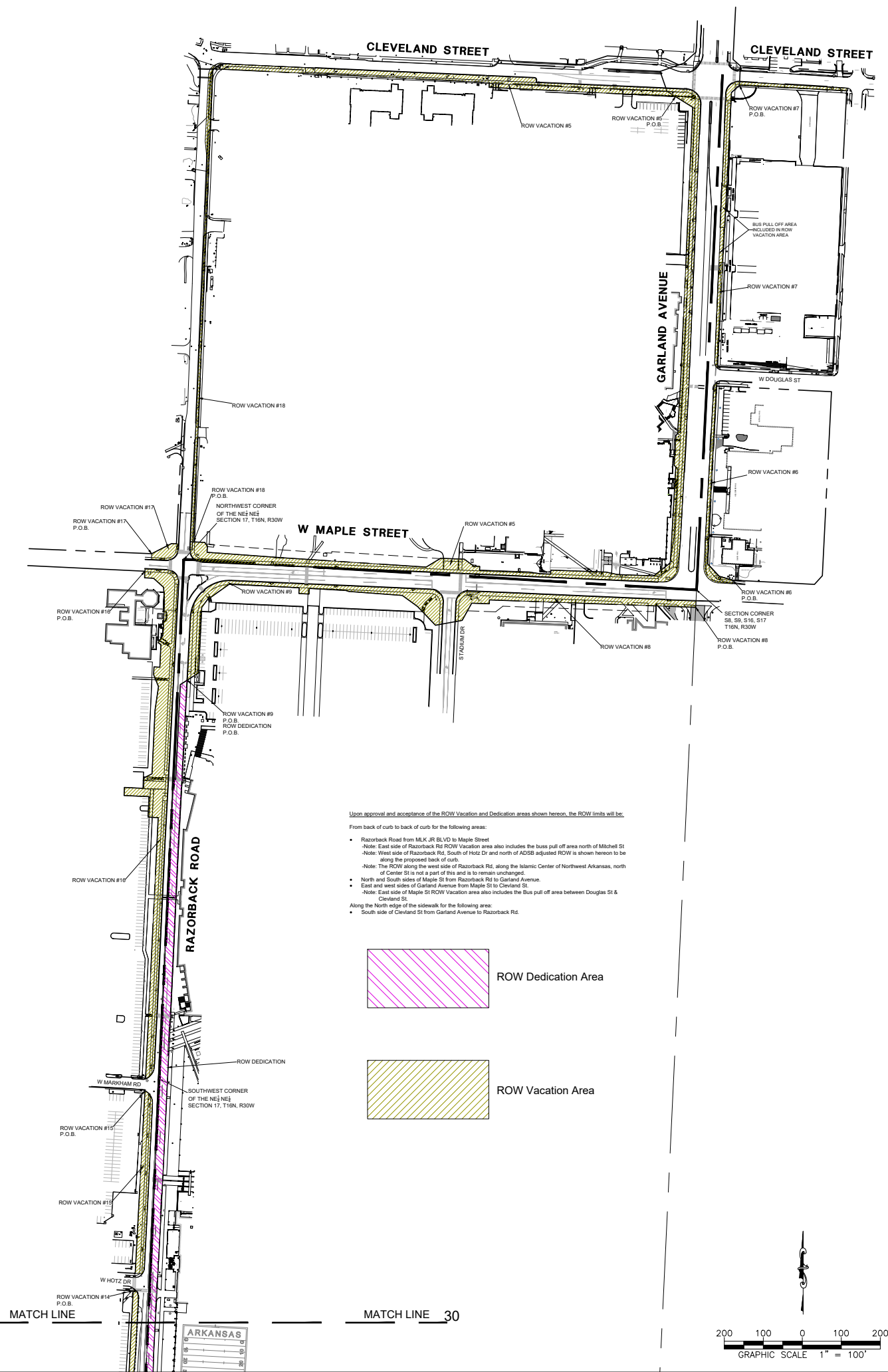


EXHIBIT 3

ART AND DESIGN DISTRICT

MARTIN LUTHER KING, JR. BLVD – Hill Ave to LeRoy Pond Dr

HILL AVE – Martin Luther King Jr. Blvd to South Property Boundary

LEROY POND DR. – Martin Luther King Jr. Blvd to South Property Boundary





Doc ID: 020968230015 Type: REL
Kind: ORDINANCE
Recorded: 02/17/2023 at 10:30:20 AM
Fee Amt: \$85.00 Page 1 of 15
Washington County, AR
Kyle Sylvester Circuit Clerk
File **2023-00003981**



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

ARCHIVED

Ordinance: 6640

File Number: 2022-262

VAC 22-024 (RAZORBACK RD, MAPLE ST., ETC.):

AN ORDINANCE TO APPROVE VAC 22-024 FOR PROPERTY LOCATED ALONG RAZORBACK ROAD, MAPLE STREET, GARLAND AVENUE, CLEVELAND STREET, HILL AVENUE, MARTIN LUTHER KING JUNIOR BOULEVARD AND LT. COLONEL LEROY POND AVENUE IN WARDS 1 AND 2 TO VACATE PORTIONS OF STREET RIGHTS-OF-WAY

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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 vacates the portions of street rights-of-way as described in Exhibit B attached to the Planning Department's memo.

Section 2: A copy of this Ordinance duly certified by the City Clerk along with the map attached as Exhibit A to the Planning Department's memo shall be filed in the office of the Washington County Circuit Clerk.

Section 3: This vacation approval is subject to the following conditions:

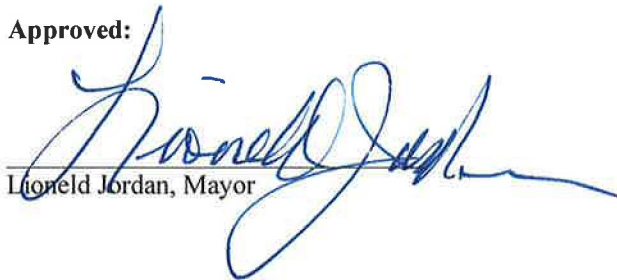
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8. Any damage to or relocation of existing facilities will be at the property owner/developer's expense.
9. All easements and agreements required as a condition of this vacation shall be reviewed by the City and signed by the Mayor.

PASSED and APPROVED on February 7, 2023

Approved:


Lionel Jordan, Mayor

Attest:


Kara Paxton, City Clerk Treasurer



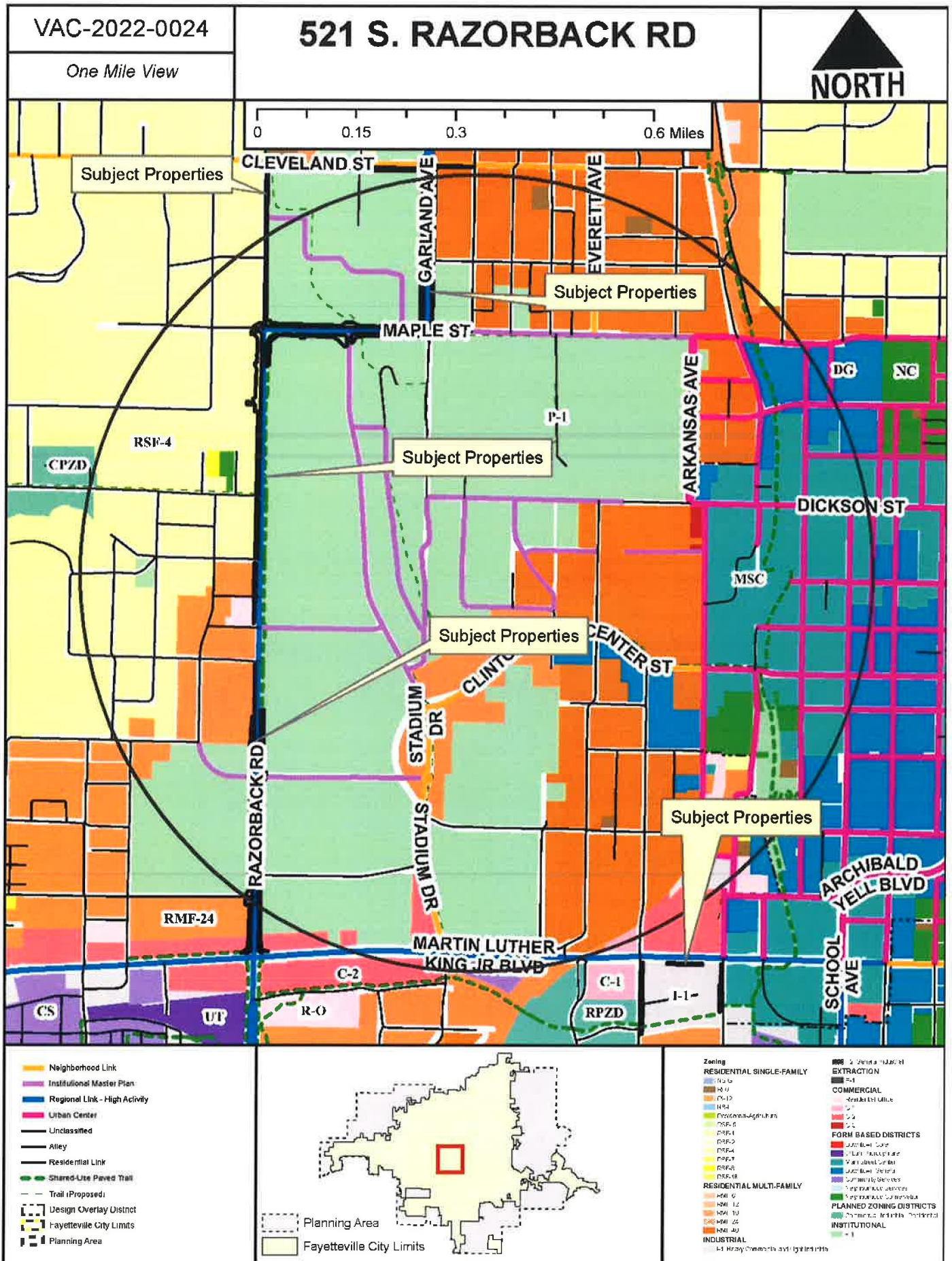


EXHIBIT 'B'
VAC-2022-0024

ROW Vacation Description

#1

Part of the NE1/4 NW1/4 of Section 21, Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 NW1/4; Thence S 60°00'27" E, a distance of 525.14 feet to the Easterly right of way line of Hill Avenue and the Point of Beginning; Thence S 02°40'45" W along the Easterly right of way line of said Hill Avenue, a distance of 36.68 feet; Thence S 82°20'08" W, a distance of 11.08 feet to a point on the Easterly back of curb line of Hill Avenue; Thence N 02°52'05" E along the said Easterly back of curb line, a distance of 36.70 feet; Thence N 82°20'08" E, a distance of 10.96 feet to the Point of Beginning, containing 0.01 acres more or less.

#2

Part of the NE1/4 NW1/4 of Section 21 and part of the SE1/4 SW1/4 of Section 16 all in Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 NW1/4; Thence S 64°05'15" E, a distance of 507.77 feet to a point on the Easterly right of way line of Hill Avenue and the Point of Beginning; Thence S 82°20'08" W, a distance of 10.82 feet to a point on the Easterly back of curb line of said Hill Avenue; Thence N 02°52'05" E along the said Easterly back of curb line, a distance of 132.06 feet; Thence N 02°41'12" E along the said Easterly back of curb line, a distance of 362.61 feet; Thence S 87°10'32" E, a distance of 6.48 feet to the Easterly right of way line of said Hill Avenue; Thence along the Easterly right of way line of said Hill Avenue the following three courses: S 02°32'37" W, a distance of 184.79 feet; S 01°43'05" W, a distance of 193.23 feet; S 02°40'45" W, a distance of 114.72 feet to the Point of Beginning, containing 0.09 acres more or less.

#3

Part of the SE1/4 SW1/4 of Section 16, Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the NE1/4 NW1/4 of Section 21. Thence N 68°47'51" E, a distance of 718.90 feet to a point of the Southerly right of way line of M.L.K. JR Boulevard; Thence S 86°32'38" E, a distance of 277.65 feet to a point on the Southerly right of way line of M.L.K. JR Boulevard; Thence along the Southerly right of way line of M.L.K. JR Boulevard the following three courses: S 03°27'22" W, a distance of 10.00

feet; N 86°32'38" W, a distance of 277.52 feet; N 02°42'49" E, a distance of 10.00 feet to the Point of Beginning, containing 0.06 acres more or less.

#4

Part of the NE1/4 NW1/4 of Section 21 and part of the SE1/4 SW1/4 of Section 16 all in Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 NW1/4; Thence N 77°59'30" E, a distance of 1124.85 feet the intersection of the Southerly right of way line of M.L.K. JR Boulevard and the Westerly right of way line of Government Avenue and the Point of Beginning; Thence S 86°32'38" E, a distance of 8.00 feet to a point on the Westerly back of curb line of said Government Avenue; Thence S 02°28'13" W along the said Westerly back of curb line, a distance of 370.23 feet; Thence S 82°19'51" W, a distance of 19.56 feet to the Westerly right of way line of said Government Avenue; Thence along the Westerly right of way line of said Government Avenue the following three courses: N 02°31'09" E, a distance of 208.36 feet; S 87°04'21" E, a distance of 11.07 feet; N 02°28'13" E, a distance of 165.53 feet to the Point of Beginning, containing 0.13 acres more or less.

#5

Part of the SE1/4 of Section 8 and part of the NE1/4 NE1/4 of Section 17 all in Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SE corner of said Section 8; Thence N 02°53'25" E along the East line of said Section 8, a distance of 1260.95 feet; Thence N 87°09'15" W, a distance of 117.56 feet to a point on the Southerly right of way line of Cleveland Street and the Point of Beginning; Thence along the Southerly right of way line of said Cleveland Street the following bearings and distances: N 87°09'15" W, a distance of 478.83 feet; N 02°50'45" E, a distance of 12.44 feet; N 87°09'15" W, a distance of 715.54 feet to a point on the proposed Southerly back of curb line of said Cleveland Street; Thence along the Southerly back of curb line of said Cleveland Street the following bearings and distance: Northeasterly along a 29.50 feet radius curve to the right, thru a central angle of 57°21'17", for a distance of 29.53 feet, said curve having a chord bearing of N 63°53'14" E, and distance of 28.31 feet; S 87°26'07" E, a distance of 805.77 feet to the beginning of a circular curve to the right; Southeasterly along a 5.00 feet radius curve to the right, thru a central angle of 90°00'00", for a distance of 7.85 feet, said curve having a chord bearing of S 42°26'07" E, and distance of 7.07 feet; S 02°33'53" W, a distance of 6.83 feet; S 87°26'07" E, a distance of 386.19 feet to the beginning of a circular curve

to the right, said point being at the intersection of the Southerly back of curb line of said Cleveland Street and the Westerly back of curb line of Garland Avenue; Thence along the Westerly back of curb line of said Garland Avenue the following bearings and distances: Southeasterly along a 37.50 feet radius curve to the right, thru a central angle of $89^{\circ}49'41''$, for a distance of 58.79 feet, said curve having a chord bearing of S $42^{\circ}31'16''$ E, and distance of 52.95 feet; Thence S $02^{\circ}23'34''$ W, a distance of 736.30 feet; Thence S $03^{\circ}10'11''$ W, a distance of 391.26 feet; Thence S $03^{\circ}10'11''$ W, a distance of 61.13 feet to the beginning of a circular curve to the right at the intersection of the Westerly back of curb line of said Garland Avenue and the Northerly back of curb line of West Maple Street; Thence along the Northerly back of curb line of said West Maple Street the following bearings and distances: Southwesterly along a 39.50 feet radius curve to the right, thru a central angle of $89^{\circ}20'08''$, for a distance of 61.59 feet, said curve having a chord bearing of S $47^{\circ}50'15''$ W, and distance of 55.54 feet; N $87^{\circ}29'41''$ W, a distance of 1184.55 feet to the beginning of a circular curve to the right at the intersection of the Northerly back of curb line of said West Maple Street and the Easterly back of curb line of Razorback Road; Thence along the Easterly back of curb line of said Razorback road the following bearings and distances: Northwesterly along a 30.00 feet radius curve to the right, thru a central angle of $89^{\circ}59'12''$, for a distance of 47.12 feet, said curve having a chord bearing of N $42^{\circ}30'05''$ W, and distance of 42.42 feet; N $02^{\circ}29'30''$ E, a distance of 20.32 feet; Thence leaving the Easterly back of curb line of said Razorback Road and along the Northerly right of way line of said West Maple Street the following bearings and distance: S $87^{\circ}16'56''$ E, a distance of 36.71 feet; S $32^{\circ}16'27''$ E, a distance of 12.21 feet; S $02^{\circ}43'04''$ W, a distance of 15.00 feet; S $85^{\circ}50'33''$ E, a distance of 196.14 feet; S $86^{\circ}17'43''$ E, a distance of 367.01 feet; N $58^{\circ}48'06''$ E, a distance of 43.32 feet; S $87^{\circ}56'08''$ E, a distance of 61.00 feet; S $53^{\circ}43'12''$ E, a distance of 30.23 feet; S $87^{\circ}56'08''$ E, a distance of 15.00 feet; S $02^{\circ}03'52''$ W, a distance of 10.00 feet; S $87^{\circ}56'08''$ E, a distance of 128.00 feet; S $80^{\circ}44'15''$ E, a distance of 27.21 feet; S $87^{\circ}49'55''$ E, a distance of 27.57 feet; N $02^{\circ}03'52''$ E, a distance of 10.46 feet; S $87^{\circ}56'08''$ E, a distance of 141.43 feet; S $78^{\circ}00'34''$ E, a distance of 29.74 feet; S $87^{\circ}43'15''$ E, a distance of 93.43 feet to the intersection of the Northerly right of way line of said West Maple Street and the Westerly right of way line of said Garland Avenue; Thence along the Westerly right of way line of said Garland Avenue the following bearings and distances: N $51^{\circ}46'34''$ E, a distance of 53.54 feet; N $08^{\circ}37'03''$ E, a distance of 7.95 feet; N $03^{\circ}14'28''$ E, a distance of 238.68 feet; N $41^{\circ}45'32''$ W, a distance of 6.15 feet; N $03^{\circ}14'28''$ E, a distance of 77.00 feet; N $48^{\circ}14'28''$ E, a distance of 6.15 feet; N $03^{\circ}14'28''$ E, a distance of 136.61 feet; N $02^{\circ}31'16''$ E, a distance of 701.38 feet; N $58^{\circ}12'33''$ W, a distance of 51.84 feet to the Point of Beginning, containing 1.67 Acres more or less.

#6

Part of the SW1/4 of Section 9, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SW corner of said Section 9; Thence N 74°45'30" E, a distance of 95.94 feet to a point lying on the Northerly right of way line of West Maple Street and the Point of Beginning; Thence S 03°06'30" W, a distance of 9.11 feet to the intersection of the Northerly back of curb line of said West Maple Street and the Easterly back of curb line of Garland Avenue; Thence along the Easterly back of curb line of said Garland Avenue the following bearings and distances: N 86°53'30" W, a distance of 36.05 feet to the beginning of a circular curve to the right; Northwesterly along a 39.50 feet radius curve to the right, thru a central angle of 90°03'41", for a distance of 62.09 feet, said curve having a chord bearing of N 41°51'40" W, and distance of 55.89 feet; N 03°10'11" E, a distance of 65.85 feet; N 03°10'11" E, a distance of 381.32 feet; N 02°23'34" E, a distance of 10.44 feet; Northeasterly along a 19.50 feet radius curve to the right, thru a central angle of 51°14'11", for a distance of 17.44 feet, said curve having a chord bearing of N 28°00'40" E, and distance of 16.86 feet; Thence leaving the Easterly back of curb line of said Garland Avenue and along the Easterly right of way line of said Garland Avenue, S 02°53'25" W, a distance of 465.30 feet to the intersection of the Easterly right of way line of said Garland Avenue and the Northerly right of way line of aforesaid West Maple Street; Thence along the Northerly right of way line of said West Maple Street the following bearings and distances: S 42°55'49" E, a distance of 43.49 feet; S 74°15'21" E, a distance of 35.89 feet to the Point of Beginning, containing 0.12 Acres more or less.

#7

Part of the SW1/4 of Section 9, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SW corner of said Section 9; Thence N 02°53'25" E along the West line of said Section 9, a distance of 1297.88 feet; Thence S 87°06'35" E, a distance of 44.78 feet to the intersection of the Southerly right of way line of Cleveland Street and the Easterly right of way line of Garland Avenue and the Point of Beginning; Thence along the Easterly right of way line of said Garland Avenue the following bearings and distances: S 48°20'03" W, a distance of 27.69 feet; S 02°53'40" W, a distance of 707.66 feet to the Easterly back of curb line of said Garland Avenue; Thence along the Easterly back of curb line of said Garland Avenue the following bearings and distances: Northwesterly along a 19.50 feet radius curve to the right, thru a central angle of 52°26'46", for a distance of 17.85 feet, said curve having a chord bearing of N 23°49'49" W, and distance of 17.23 feet; N 02°23'34" E, a distance of 250.85 feet; Thence leaving the Easterly back of curb line of said Garland Avenue N 02°23'34" E, a distance of 209.31 feet to a point on the Easterly back of curb line of said Garland Avenue; Thence N 02°23'34" E along the Easterly back of curb line of said Garland Avenue, a distance of 229.09 feet to the intersection of the Easterly back of curb line of said Garland Avenue and the Southerly back of curb line of aforesaid Cleveland Street and the beginning of a circular curve to the right; Thence along the Southerly right of way line of said Cleveland Street the following bearings and distances: Northeasterly along a 31.50 feet radius curve to the right, thru a central angle of 91°00'58", for a distance of 50.04 feet, said curve having a chord bearing of N 47°54'03" E, and distance of 44.94 feet; S 86°35'28" E, a distance of 276.96 feet; Thence leaving the Southerly back of curb line of

said Cleveland Street, S 02°53'25" W, a distance of 6.72 feet to a point lying on the Southerly right of way line of said Cleveland Street; Thence N 87°07'28" W along the Southerly right of way line of said Cleveland Street, a distance of 275.22 feet to the Point of Beginning, containing 0.24 Acres more or less.

#8

Part of the NE1/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of said Section 17; Thence S 02°41'08" W along the East line of said Section 17, a distance of 44.57 feet to a point lying on the Southerly right of way line of West Maple Street and the Point of Beginning; Thence along the Southerly right of way line of said West Maple Street the following bearings and distances: N 87°56'08" W, a distance of 529.41 feet; S 02°03'52" W, a distance of 10.00 feet; N 87°56'08" W, a distance of 45.09 feet; S 29°02'41" W, a distance of 50.50 feet; S 79°37'29" W, a distance of 17.72 feet to the Easterly back of curb line of Stadium Drive; Thence N 02°37'28" E along the Easterly back of curb line of said Stadium Drive, a distance of 49.69 feet to the beginning of a circular curve to the right at the intersection of the Easterly back of curb line of said Stadium Drive and the Southerly back of curb line of West Maple Street; Thence along the Southerly back of curb line of said West Maple Street the following bearings and distances: Northeasterly along a 30.00 feet radius curve to the right, thru a central angle of 89°52'51", for a distance of 47.06 feet, said curve having a chord bearing of N 47°33'53" E, and distance of 42.38 feet; S 87°29'41" E, a distance of 584.19 feet; S 02°41'08" W, a distance of 16.09 feet to the Point of Beginning, containing 0.31 Acres more or less.

#9

Part of the NE1/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW of the said NE1/4 NE1/4; Thence S 02°43'18" W along the West line of said NE1/4 NE1/4, a distance of 309.18 feet; Thence S 87°16'42" E, a distance of 23.76 feet to a point lying on the Easterly right of way line of Razorback Road and the Easterly back of curb line of said Razorback Road and the Point of Beginning; Thence N 02°58'57" E along the Easterly back of curb line of said Razorback Road, a distance of 160.23 feet to the beginning of a circular curve to the right at the intersection of the Easterly back of curb line of said Razorback Road and the Southerly back of curb line of West Maple Street; Thence Northeasterly along the Southerly back of curb line of said West Maple Street along a 100.00 feet radius curve to the right, thru a central angle of 89°31'22", for a distance of 156.25 feet, said curve having a chord bearing of N 47°44'38" E, and distance of 140.83 feet; Thence S 87°29'41" E along the Southerly back of curb line of said West Maple Street, a distance of 514.79 feet to the

beginning of a circular curve to the right at the intersection of the Southerly back of curb line of said West Maple Street and the Westerly back of curb line of Stadium Drive; Thence Southeasterly along the Westerly back of curb line of said Stadium Drive along a 30.00 feet radius curve to the right, thru a central angle of 90°07'09", for a distance of 47.19 feet, said curve having a chord bearing of S 42°26'07" E, and distance of 42.47 feet; Thence S 02°37'28" W along the Westerly back of curb line of said Stadium Drive, a distance of 57.35 feet to a point lying on the Southerly right of way line of said West Maple Street; Thence along the Southerly right of way line of said West Maple Street the following bearings and distances: S 79°37'29" W, a distance of 17.02 feet; N 43°37'28" W, a distance of 44.19 feet; N 43°37'28" W, a distance of 22.24 feet; N 54°03'02" W, a distance of 48.45 feet; N 85°43'19" W, a distance of 137.52 feet; N 71°49'55" W, a distance of 7.76 feet; N 86°45'54" W, a distance of 94.00 feet; S 03°14'11" W, a distance of 14.50 feet; N 86°45'49" W, a distance of 26.00 feet; Thence N 03°14'11" E, a distance of 14.50 feet; N 86°45'50" W, a distance of 178.59 feet; S 54°43'02" W, a distance of 69.92 feet; S 36°42'58" W, a distance of 24.53 feet to the intersection of the Southerly right of way line of said West Maple Street and the Easterly right of way line of said Razorback Road; Thence S 02°43'04" W along the Easterly right of way line of said Razorback Road, a distance of 168.40 feet; Thence S 57°28'29" W along the Easterly right of way line of said Razorback Road, a distance of 34.08 feet to the Point of Beginning, containing 0.43 Acres more or less.

#10

Part of the NE1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 SE1/4; Thence S 02°43'27" W along the West line of said NE1/4 SE1/4, a distance of 401.69 feet; Thence S 88°04'02" E, a distance of 19.28 feet to a point lying on the Easterly right of way line of Razorback Road and the Point of Beginning; Thence along the Easterly right of way line of said Razorback Road the following bearings and distances: S 88°04'02" E, a distance of 26.98 feet; S 02°34'31" W, a distance of 474.04 feet; S 47°17'49" E, a distance of 35.62 feet; S 07°31'38" W, a distance of 17.21 feet to a point lying on the Northerly back of curb line of Nolan Richardson Drive; Thence N 87°28'31" W along the Northerly back of curb line of said Nolan Richardson Drive, a distance of 17.76 feet to the beginning of a circular curve to the right at the intersection of the Northerly back of curb line of said Nolan Richardson Drive and the Easterly back of curb line of said Razorback Road; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: Northwesterly along a 29.00 feet radius curve to the right, thru a central angle of 90°07'05", for a distance of 45.61 feet, said curve having a chord bearing of N 42°24'59" W, and distance of 41.05 feet; N 02°38'34" E, a distance of 84.03 feet; N 02°30'46" E, a distance of 51.67 feet; N 00°20'35" E, a distance of 158.49 feet; N 02°30'46" E, a distance of 132.04 feet; N 02°54'25" E, a distance of 58.72 feet to the Point of Beginning, containing 0.30 Acres more or less.

#11

Part of the NE1/4 SE1/4 and part of the SE1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 SE1/4; Thence S 02°43'27" W along the West line of the said NE1/4 SE1/4, a distance of 990.51 feet; Thence S 87°16'33" E, a distance of 41.41 feet to a point lying on the Easterly right of way line of Razorback Road and the Point of Beginning; Thence along the Easterly right of way line of said Razorback Road the following bearings and distances: S 02°37'57" W, a distance of 191.59 feet; S 02°37'57" W, a distance of 503.00 feet; S 32°48'03" E, a distance of 15.96 feet; S 02°37'57" W, a distance of 40.50 feet; N 87°22'03" W, a distance of 8.46 feet; S 02°32'57" W, a distance of 201.50 feet; S 02°46'05" W, a distance of 308.48 feet; S 87°22'03" E, a distance of 9.23 feet; S 04°29'42" E, a distance of 54.63 feet; S 45°45'33" E, a distance of 15.96 feet; S 76°34'38" E, a distance of 36.68 feet; Thence S 88°32'28" W, a distance of 64.27 feet to the Easterly back of curb line of said Razorback Road and the beginning of a circular curve to the right; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: Northwest along a 40.00 foot radius curve to the right, thru a central angle of 51°46'46", for a distance of 36.15 feet, said curve having a chord bearing of N 23°14'49" W, and distance of 34.93 feet; N 02°38'34" E, a distance of 245.78 feet; N 00°39'11" E, a distance of 172.82 feet; N 02°38'34" E, a distance of 113.63; Thence leaving the Easterly back of curb line of said Razorback Road N 02°38'34" E, a distance of 86.00 feet to the Easterly back of curb line of said Razorback Road; Thence N 02°38'34" E along the Easterly back of curb line of said Razorback Road, a distance of 35.14 feet; Thence leaving the Easterly back of curb line of said Razorback Road N 02°38'34" E, a distance of 157.12 feet to the Easterly back of curb line of said Razorback Road; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: N 02°38'34" E, a distance of 215.84; N 04°46'38" E, a distance of 161.08 feet; N 02°38'34" E, a distance of 125.51 feet to the beginning of a circular curve to the right; Northeast along a 34.50 foot radius curve to the right, thru a central angle of 89°52'55", for a distance of 54.12 feet, said curve having a chord bearing of N 47°35'01" E, and distance of 48.74 feet; S 87°28'31" E, a distance of 4.65 feet; Thence S 02°31'29" W, a distance of 17.24 feet to a point lying on the Southerly right of way line of Nolan Richardson Drive; Thence S 44°34'24" W along the Southerly right of way line of said Nolan Richardson Drive, a distance of 36.39 feet to the Point of Beginning, containing 0.64 Acres more or less.

#12

Part of the NW1/4 SE1/4 and part of the SW1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said NW1/4 SE1/4; Thence S 02°43'27" W, a distance of 954.57 feet; Thence N 87°21'26" W, a distance of 48.50 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of said Razorback Road the following bearings and distances: S 02°41'40" W, a distance of 885.85 feet; S 42°59'26" W, a distance of 26.15 feet; S 11°00'02" W, a distance of 60.47 feet; S 02°30'15" W, a distance of 30.08 feet; S 87°22'03" E, a distance of 31.00 feet; S 02°37'57" W, a distance of 240.00 feet; S 07°12'24" W, a distance of 75.24 feet; S 00°52'46" E, a distance of 13.61 feet; S 15°10'00" W, a distance of 23.86 feet; S 59°11'49" W, a distance of 60.93 feet; Thence N 88°32'28" E, a distance of 65.11 feet to the Westerly back of curb line of said Razorback Road; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 39.50 feet radius curve to the left, thru a central angle of 43°02'25", for a distance of 29.67 feet, said curve having a chord bearing of N 24°09'42" E, and distance of 28.98 feet; N 02°38'34" E, a distance of 256.33 feet; N 04°37'56" E, a distance of 172.82 feet; N 02°38'34" E, a distance of 607.73 feet; N 00°30'29" E, a distance of 161.08 feet; N 02°38'34" E, a distance of 126.25 feet; Northwesterly along a 33.50 feet radius curve to the left, thru a central angle of 49°41'15", for a distance of 29.05 feet, said curve having a chord bearing of N 22°12'04" W, and distance of 28.15 feet; Thence N 87°28'31" W, a distance of 7.18 feet to the Point of Beginning, containing 0.76 Acres more or less.

#13

Part of the NW1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said NW1/4 NE1/4; Thence S 02°43'27" W along the East line of the said NW1/4 NE1/4, a distance of 43.47 feet; Thence N 87°16'33" W, a distance of 30.92 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of said Razorback Road the following bearings and distances: S 02°05'15" W, a distance of 192.55 feet; S 02°56'28" W, a distance of 171.14 feet; S 02°56'28" W, a distance of 52.91 feet; N 87°22'08" W, a distance of 17.55 feet; S 02°37'57" W, a distance of 70.15 feet; Thence S 16°40'05" W, a distance of 28.86 feet; S 02°37'57" W, a distance of 82.00 feet; S 30°42'28" W, a distance of 17.53 feet; S 03°25'24" W, a distance of 50.00 feet; S 45°00'08" E, a distance of 21.57 feet; S 03°06'51" W, a distance of 163.01 feet; S 09°06'16" W, a distance of 24.47 feet; Thence S 87°28'31" E, a distance of 8.84 feet to the Westerly back of curb line of said Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 29.50 feet radius curve to the left, thru a central angle of 46°40'08", for a distance of 24.03 feet, said curve having a chord bearing of N 25°58'38" E, and distance of 23.37 feet; N 02°38'34" E, a distance of 83.71 feet; N 02°30'46" E, a distance of 51.61 feet; N 04°40'57" E, a distance of 158.48 feet; N 02°30'46" E, a distance of 132.20 feet; N 02°54'25" E, a distance of 380.29 feet; N 00°22'40" W, a distance of 25.69 feet to a circular curve to the left; Northwesterly along a 27.50 feet radius curve to the left, thru a central angle of

23°19'03", for a distance of 11.19 feet, said curve having a chord bearing of N 12°02'11" W, and distance of 11.11 feet to the Point of Beginning, containing 0.23 Acres more or less.

#14

Part of the SW/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said SW1/4 NE1/4; Thence S 02°35'17" W along the East line of the said SW1/4 NE1/4, a distance of 545.93 feet; Thence N 86°40'08" W, a distance of 42.18 feet to the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of said Razorback Road the following bearings and distances: S 02°52'01" W, a distance of 302.22 feet; S 86°38'50" E, a distance of 3.21 feet; S 02°32'00" W, a distance of 179.59 feet to a point on the Westerly back of curb line of said Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 30.00 feet radius curve to the left, thru a central angle of 27°36'29", for a distance of 14.46 feet, said curve having a chord bearing of N 16°31'19" E, and distance of 14.32 feet; N 02°43'04" E, a distance of 9.68 feet; Thence leaving said Westerly back of curb line of said Razorback Road and along the proposed Westerly back of curb line of said Razorback Road the following bearings and distances: N 02°43'04" E, a distance of 85.06 feet; N 04°37'24" E, a distance of 214.63 feet; N 03°01'17" E, a distance of 140.19 feet to the beginning of a circular curve to the left on the Westerly back of curb line of said Razorback Road; Thence Northwesterly along the Westerly back of curb line of said Razorback Road along a 29.50 feet radius curve to the left, thru a central angle of 38°31'42", for a distance of 19.84 feet, said curve having a chord bearing of N 16°14'34" W, and distance of 19.47 feet; Thence N 86°40'08" W, a distance of 7.97 feet to the Point of Beginning, containing 0.11 Acres more or less.

#15

Part of the SW/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said SW1/4 NE1/4; Thence S 02°35'17" W along the West line of the said SW1/4 NE1/4, a distance of 31.42 feet; Thence N 87°24'43" W, a distance of 35.00 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence S 03°03'28" W along the Westerly right of way line of said Razorback Road, a distance of 469.02 feet; Thence S 86°40'08" E, a distance of 18.37 feet to the Westerly back of curb line of said Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 23.50 feet radius curve to the left, thru a central angle of 34°00'59", for a distance of 13.95

feet, said curve having a chord bearing of N 19°54'33" E, and distance of 13.75 feet; N 02°54'03" E, a distance of 417.63 feet; Thence N 02°40'22" E, a distance of 6.09 feet to the beginning of a circular curve to the left; Northwesternly along a 35.50 feet radius curve to the left, thru a central angle of 65°48'22", for a distance of 40.77 feet, said curve having a chord bearing of N 30°13'49" W, and distance of 38.57 feet to the Point of Beginning, containing 0.23 Acres more or less.

#16

Part of the NW/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said NW1/4 NE1/4; Thence S 02°43'18" W along the West line of the said NW1/4 NE1/4, a distance of 35.57 feet; Thence N 87°15'25" W, a distance of 98.42 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of Razorback Road the following bearings and distances: S 02°43'04" W, a distance of 16.99 feet; S 87°16'56" E, a distance of 23.00 feet; S 48°06'31" E, a distance of 34.83 feet; S 02°59'34" E, a distance of 40.20 feet; S 02°43'04" W, a distance of 83.09 feet; S 32°43'04" W, a distance of 22.48 feet; S 55°46'02" E, a distance of 8.49 feet; S 02°43'04" W, a distance of 58.00 feet; N 87°16'56" W, a distance of 15.00 feet; S 02°43'04" W, a distance of 20.00 feet; S 22°17'57" E, a distance of 33.11 feet; S 08°25'42" W, a distance of 60.30 feet; S 02°43'04" W, a distance of 164.00 feet; S 62°53'17" W, a distance of 23.05 feet; S 02°43'04" W, a distance of 26.97 feet; N 87°16'56" W, a distance of 49.00 feet; S 02°43'04" W, a distance of 20.56 feet; S 87°16'56" E, a distance of 64.00 feet; S 02°43'04" W, a distance of 52.51 feet; S 87°08'22" E, a distance of 26.12 feet; S 02°46'31" W, a distance of 668.51 feet; Thence S 87°12'53" E, a distance of 3.08 feet to the Westerly back of curb line of Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 32.50 feet radius curve to the left, thru a central angle of 63°06'05", for a distance of 35.79 feet, said curve having a chord bearing of N 34°13'24" E, and distance of 34.01 feet; N 02°40'22" E, a distance of 507.98 feet; N 02°58'57" E, a distance of 647.83 feet; N 02°58'57" E, a distance of 88.90 feet to the beginning of a circular curve to the left; Northwesternly along a 30.00 feet radius curve to the left, thru a central angle of 90°09'00", for a distance of 47.20 feet, said curve having a chord bearing of N 42°05'33" W, and distance of 42.48 feet; N 87°10'03" W, a distance of 57.37 feet; Thence S 02°43'04" W, a distance of 5.88 feet to the Point of Beginning, containing 0.97 Acres more or less.

#17

Part of the NW/4 NE1/4 of Section 17 and part of the SW1/4 SE1/4 of Section 8, all in Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Beginning at a point that lies N 80°19'52" W, a distance of 83.78 feet from the SE corner of the SW1/4 SE1/4 of said Section, said point lying on the Northerly right of way line of West Maple Street and the Point of Beginning; Thence N 63°02'21" E along the Northerly right of way line of said West Maple Street, a distance of 57.24 feet; Thence S 87°16'56" E along the Northerly right of way line of said West Maple Street, a distance of 17.73 feet to the Westerly back of curb line of Razorback Road; Thence S 02°48'54" W along the Westerly back of curb line of said Razorback Road, a distance of 13.28 feet to the beginning of a circular curve to the right; Thence Southwesterly along the Northerly back of curb line of said West Maple Street along a 30.00 feet radius curve to the right, thru a central angle of 90°01'03", for a distance of 47.13 feet, said curve having a chord bearing of S 47°49'25" W, and distance of 42.43 feet; Thence N 87°10'03" W along the Northerly right of way line of said West Maple Street, a distance of 37.41 feet; Thence N 02°49'57" E, a distance of 14.81 feet to the Point of Beginning, containing 0.05 Acres more or less.

#18

Part of the SE1/4 SE1/4 of Section 8, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SW corner of said SE1/4 SE1/4; Thence N 29°38'05" E, a distance of 51.01 feet to a point lying on the Easterly right of way line of Razorback Road and the Point of Beginning; Thence N 02°19'02" E along the Easterly right of way of said Razorback Road, a distance of 1214.34 feet to the intersection of the Easterly right of way of said Razorback Road and the Southerly right of way line of Cleveland Street; Thence N 87°09'15" W along the Southerly right of way line of said Cleveland Street, a distance of 5.66 feet to the Easterly proposed back of curb line of Razorback Road; Thence along the Easterly proposed back of curb line of said Razorback Road the following bearings and distances: Southwesterly along a 29.53 feet radius curve to the left, thru a central angle of 31°36'29", for a distance of 16.29 feet, said curve having a chord bearing of S 19°23'53" W, and distance of 16.08 feet; S 02°52'26" W, a distance of 171.46 feet; S 05°36'04" E, a distance of 51.06 feet to the Easterly back of curb line of said Razorback Road; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: S 02°23'22" W, a distance of 497.62 feet; S 02°37'37" W, a distance of 479.33 feet; Thence S 87°16'56" E, a distance of 8.23 feet to the Point of Beginning, containing 0.19 Acres more or less.

ROW Dedication Description

Part of the NE1/4 NE1/4 and part of the SE1/4 NE1/4, and part of the SW1/4 NE1/4 and part of the NE1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW of the said NE1/4 NE1/4; Thence S 02°43'18" W along the West line of said NE1/4 NE1/4, a distance of 309.18 feet; Thence S 87°16'42" E, a distance of 23.76 feet to a point lying on the Easterly right of way line of Razorback Road and the Easterly back of curb line of said Razorback Road and the Point of Beginning; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: S 02°58'57" W, a distance of 487.50 feet; S 02°40'22" W, a distance of 608.01 feet; S 02°54'03" W, a distance of 436.29 feet; S 03°01'17" W, a distance of 198.13 feet; S 01°25'06" W, a distance of 214.48 feet; S 02°43'04" W, a distance of 95.61; Thence Southeasterly along the Northerly back of curb line of Meadow Street along a 30.00 feet radius curve to the left, thru a central angle of 89°30'25", for a distance of 46.87 feet, said curve having a chord bearing of S 42°02'08" E, and distance of 42.24 feet; Thence S 01°46'07" W, a distance of 31.18 feet to the Southerly back of curb line of said Meadow Street and the beginning of a circular curb to the left; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: Southwesterly along a 30.00 feet radius curve to the left, thru a central angle of 90°29'35", for a distance of 47.38 feet, said curve having a chord bearing of S 47°57'52" W, and distance of 42.61 feet; S 02°43'04" W, a distance of 88.40 feet; S 03°03'35" W, a distance of 200.01 feet; S 02°54'25" W, a distance of 322.05 feet; Thence N 88°04'02" W, a distance of 17.94 feet; Thence N 02°32'00" E, a distance of 401.68 feet to the SW corner of the aforesaid SE1/4 NE1/4; Thence N 02°35'17" E along the West line of the said SE1/4 NE1/4, a distance of 124.57 feet; Thence N 86°38'48" W, a distance of 37.23 feet to the Westerly back of curb line of said Razorback Road; Thence N 02°43'04" E along the Westerly back of curb line of said Razorback Road, a distance of 85.06 feet; Thence Northwesterly along the Westerly back of curb line of said Razorback Road along a 30.00 feet radius curve to the left, thru a central angle of 26°45'00", for a distance of 14.01 feet, said curve having a chord bearing of N 10°39'26" W, and distance of 13.88 feet; Thence N 02°32'00" E, a distance of 34.66 feet; Thence S 86°40'45" E, a distance of 40.25 feet to the West line of the said SE1/4 NE1/4; Thence N 02°35'17" E along the West line of the said SE1/4 NE1/4, a distance of 1056.85 feet to the SW corner of the NE1/4 NE1/4; Thence N 02°43'18" E along the West line of the said NE1/4 NE1/4, a distance of 769.53 feet; Thence S 87°08'22" E, a distance of 5.84 feet; Thence N 02°46'31" E, a distance of 243.50 feet to a point lying on the Easterly right of way line of said Razorback Road; Thence N 57°28'29" E along the Easterly right of way line of said Razorback Road, a distance of 21.67 feet to the Point of Beginning, containing 1.43 Acres more or less.

Washington County, AR
I certify this instrument was filed on
02/17/2023 10:30:20 AM
and recorded in Real Estate
File Number 2023-00003981
Kyle Sylvester - Circuit Clerk

by 



MEETING OF FEBRUARY 7, 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: **VAC 22-024 (RAZORBACK RD. MAPLE ST., ETC.):**

RECOMMENDATION:

BACKGROUND:

The subject property includes 6.54 acres of right-of-way spread along portions of seven public streets adjacent to University of Arkansas Property (see attached survey). Most prominently, the right-of-way includes:

- Arts District: Three separate areas of right-of-way behind street curbs on the north, west, and east borders of the new Arts District, along W. Martin Luther King Jr. Boulevard, S. Hill Avenue, and S. LT. Col. Leroy Pond Avenue.
- Former Highway 112: Multiple areas of right-of-way behind the curb along both the east and west sides of Razorback Road, north and south sides of W. Maple Street, and east and west sides of Garland Avenue.
- Cleveland Street: Two areas of right-of-way along the south side of W. Cleveland Street, between N. Lindell Avenue to the east and N. Razorback Road to the west.

Given the large number of properties associated with the right-of-way, adjacent zoning district information is not provided. All properties adjacent to the request are owned by the University of Arkansas with uses varying from parking and athletic facilities to housing and classrooms. A similar proposal was heard by the Planning Commission in late 2021, but was tabled indefinitely at the applicant's request to allow time to coordinate with the City Attorney's office. The applicant is bringing back a new request, with an additional portion of right-of-way for consideration.

Proposal: The applicant proposes to vacate 18 separate pieces of public right of way totaling 6.54 acres along seven streets. In turn, a dedication of right-of-way totaling 1.43 acres is proposed along Razorback Road and between W. Nolan Richardson Drive to the south and W. Maple Street to the north. With this request, the applicant noted in their letter that existing utilities will be protected through easement dedication. Additionally, the applicant asserts that vacating the right-of-way will remove current and future sections of Senior Walk, landscaping, lights, and trees from the City's responsibility.

DISCUSSION:

At the December 12, 2022 Planning Commission meeting, Commissioners voted to forward the item to City Council with a recommendation of approval, with a vote of 8-0-0. Commissioner Garlock made the motion, and

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

Commissioner Winston seconded. Finding that the conditions of approval covered previous concerns about pedestrian access and maintenance, Commissioners found the request to vacate the right-of-way to be acceptable. No public comment was offered on the item.

City staff and Planning Commission recommend approval of VAC-2022-0024 as shown in the attached Exhibits 'A' and 'B', and with the following conditions of approval:

1. Easements shall be dedicated for any existing facilities associated with this right-of-way vacation request, with review and coordination by the applicant with the utility provider, including the client properly identifying utilities in the field by means of surveying, pot holing, and coordinating with representatives.
2. Adequate accommodation for pedestrian access must be maintained whether through easement or agreement.
3. The applicant must dedicate right-of-way to the back of curb in any areas where right of way does not currently exist
4. The applicant must dedicate a pedestrian access easement to the existing back of sidewalk or master street plan right of way in areas where sidewalk does not currently exist.
5. Signal poles and appurtenances must remain in the right-of-way, or an easement be dedicated over the areas where poles and appurtenances are located.
6. Drainage easements must be dedicated in areas of existing drainage facilities.
7. An agreement will need to be developed establishing responsibility (or lack thereof) for repairs to non-typical features behind the curb due to maintenance, installation, and repair of any city facilities located within vacated rights of way, including drainage facilities and water/sewer lines. The City will not be responsible for maintenance or repair of anything except a standard sidewalk.
8. Any damage or relocation of existing facilities will be at the property owner/developer's expense.
9. All easements and agreements required as a condition of this vacation shall be reviewed by the City and signed by the Mayor.

BUDGET/STAFF IMPACT:

N/A

ATTACHMENTS: SRF, Exhibit A, Exhibit B, Applicant Request Letter, Petition to vacate, Survey, Planning Commission Staff Report, VAC - 22-024 RAZORBACK-MAPLE-GARLAND-CLEVELAND-HILL -RIGHT OF WAY

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

City of Fayetteville Staff Review Form

2022-0262

Legistar File ID

1/3/2022

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

Jonathan Curth

12/16/2022

DEVELOPMENT REVIEW (630)

Submitted By

Submitted Date

Division / Department

Action Recommendation:

VAC-2022-0024: Vacation (RAZORBACK RD., MLK BLVD., MAPLE ST., GARLAND AVE., CLEVELAND ST., HILL AVE., & LT. COL. LEROY POND AVE./UA-ARTS ROW VACATION, 482/521/522): Submitted by DCI for portions of right-of-way located along Razorback Rd./Maple St./Garland Ave/Cleveland St./Hill Ave./MLK Blvd./Lt. Col. Leroy Pond Ave in WARDS 1 and 2. The rights-of-way are within or adjacent to property belonging to the University of Arkansas. The request is to vacate portions of existing street rights of way totaling approximately 6.54 acres.

Budget Impact:

Account Number

Fund

Project Number

Project Title

Budgeted Item? No

Current Budget

\$ -

Funds Obligated

\$ -

Current Balance

\$ -

Does item have a cost? No

Item Cost

\$ -

Budget Adjustment Attached? No

Budget Adjustment

\$ -

Remaining Budget

\$ -

V20210527

Purchase Order Number:

Previous Ordinance or Resolution #

Change Order Number:

Approval Date:

Original Contract Number:

Comments:

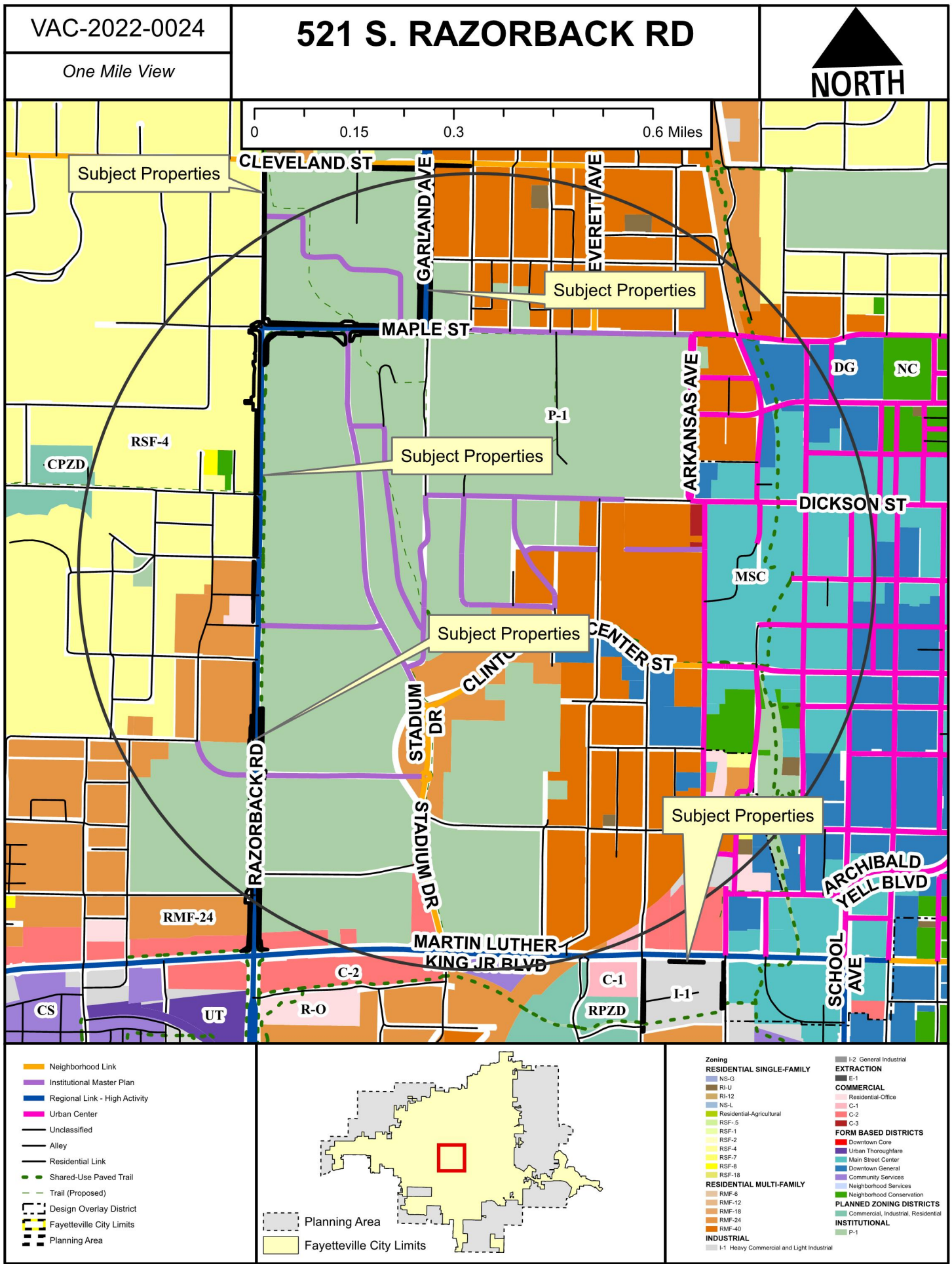


EXHIBIT 'B'
VAC-2022-0024

ROW Vacation Description

#1

Part of the NE1/4 NW1/4 of Section 21, Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 NW1/4; Thence S 60°00'27" E, a distance of 525.14 feet to the Easterly right of way line of Hill Avenue and the Point of Beginning; Thence S 02°40'45" W along the Easterly right of way line of said Hill Avenue, a distance of 36.68 feet; Thence S 82°20'08" W, a distance of 11.08 feet to a point on the Easterly back of curb line of Hill Avenue; Thence N 02°52'05" E along the said Easterly back of curb line, a distance of 36.70 feet; Thence N 82°20'08" E, a distance of 10.96 feet to the Point of Beginning, containing 0.01 acres more or less.

#2

Part of the NE1/4 NW1/4 of Section 21 and part of the SE1/4 SW1/4 of Section 16 all in Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 NW1/4; Thence S 64°05'15" E, a distance of 507.77 feet to a point on the Easterly right of way line of Hill Avenue and the Point of Beginning; Thence S 82°20'08" W, a distance of 10.82 feet to a point on the Easterly back of curb line of said Hill Avenue; Thence N 02°52'05" E along the said Easterly back of curb line, a distance of 132.06 feet; Thence N 02°41'12" E along the said Easterly back of curb line, a distance of 362.61 feet; Thence S 87°10'32" E, a distance of 6.48 feet to the Easterly right of way line of said Hill Avenue; Thence along the Easterly right of way line of said Hill Avenue the following three courses: S 02°32'37" W, a distance of 184.79 feet; S 01°43'05" W, a distance of 193.23 feet; S 02°40'45" W, a distance of 114.72 feet to the Point of Beginning, containing 0.09 acres more or less.

#3

Part of the SE1/4 SW1/4 of Section 16, Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the NE1/4 NW1/4 of Section 21. Thence N 68°47'51" E, a distance of 718.90 feet to a point of the Southerly right of way line of M.L.K. JR Boulevard; Thence S 86°32'38" E, a distance of 277.65 feet to a point on the Southerly right of way line of M.L.K. JR Boulevard; Thence along the Southerly right of way line of M.L.K. JR Boulevard the following three courses: S 03°27'22" W, a distance of 10.00

feet; N 86°32'38" W, a distance of 277.52 feet; N 02°42'49" E, a distance of 10.00 feet to the Point of Beginning, containing 0.06 acres more or less.

#4

Part of the NE1/4 NW1/4 of Section 21 and part of the SE1/4 SW1/4 of Section 16 all in Township 16 North, Range 30 West, City of Fayetteville, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 NW1/4; Thence N 77°59'30" E, a distance of 1124.85 feet the intersection of the Southerly right of way line of M.L.K. JR Boulevard and the Westerly right of way line of Government Avenue and the Point of Beginning; Thence S 86°32'38" E, a distance of 8.00 feet to a point on the Westerly back of curb line of said Government Avenue; Thence S 02°28'13" W along the said Westerly back of curb line, a distance of 370.23 feet; Thence S 82°19'51" W, a distance of 19.56 feet to the Westerly right of way line of said Government Avenue; Thence along the Westerly right of way line of said Government Avenue the following three courses: N 02°31'09" E, a distance of 208.36 feet; S 87°04'21" E, a distance of 11.07 feet; N 02°28'13" E, a distance of 165.53 feet to the Point of Beginning, containing 0.13 acres more or less.

#5

Part of the SE1/4 of Section 8 and part of the NE1/4 NE1/4 of Section 17 all in Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SE corner of said Section 8; Thence N 02°53'25" E along the East line of said Section 8, a distance of 1260.95 feet; Thence N 87°09'15" W, a distance of 117.56 feet to a point on the Southerly right of way line of Cleveland Street and the Point of Beginning; Thence along the Southerly right of way line of said Cleveland Street the following bearings and distances: N 87°09'15" W, a distance of 478.83 feet; N 02°50'45" E, a distance of 12.44 feet; N 87°09'15" W, a distance of 715.54 feet to a point on the proposed Southerly back of curb line of said Cleveland Street; Thence along the Southerly back of curb line of said Cleveland Street the following bearings and distance: Northeasterly along a 29.50 feet radius curve to the right, thru a central angle of 57°21'17", for a distance of 29.53 feet, said curve having a chord bearing of N 63°53'14" E, and distance of 28.31 feet; S 87°26'07" E, a distance of 805.77 feet to the beginning of a circular curve to the right; Southeasterly along a 5.00 feet radius curve to the right, thru a central angle of 90°00'00", for a distance of 7.85 feet, said curve having a chord bearing of S 42°26'07" E, and distance of 7.07 feet; S 02°33'53" W, a distance of 6.83 feet; S 87°26'07" E, a distance of 386.19 feet to the beginning of a circular curve

to the right, said point being at the intersection of the Southerly back of curb line of said Cleveland Street and the Westerly back of curb line of Garland Avenue; Thence along the Westerly back of curb line of said Garland Avenue the following bearings and distances: Southeasterly along a 37.50 feet radius curve to the right, thru a central angle of $89^{\circ}49'41''$, for a distance of 58.79 feet, said curve having a chord bearing of $S\ 42^{\circ}31'16''\ E$, and distance of 52.95 feet; Thence $S\ 02^{\circ}23'34''\ W$, a distance of 736.30 feet; Thence $S\ 03^{\circ}10'11''\ W$, a distance of 391.26 feet; Thence $S\ 03^{\circ}10'11''\ W$, a distance of 61.13 feet to the beginning of a circular curve to the right at the intersection of the Westerly back of curb line of said Garland Avenue and the Northerly back of curb line of West Maple Street; Thence along the Northerly back of curb line of said West Maple Street the following bearings and distances: Southwesterly along a 39.50 feet radius curve to the right, thru a central angle of $89^{\circ}20'08''$, for a distance of 61.59 feet, said curve having a chord bearing of $S\ 47^{\circ}50'15''\ W$, and distance of 55.54 feet; $N\ 87^{\circ}29'41''\ W$, a distance of 1184.55 feet to the beginning of a circular curve to the right at the intersection of the Northerly back of curb line of said West Maple Street and the Easterly back of curb line of Razorback Road; Thence along the Easterly back of curb line of said Razorback road the following bearings and distances: Northwesterly along a 30.00 feet radius curve to the right, thru a central angle of $89^{\circ}59'12''$, for a distance of 47.12 feet, said curve having a chord bearing of $N\ 42^{\circ}30'05''\ W$, and distance of 42.42 feet; $N\ 02^{\circ}29'30''\ E$, a distance of 20.32 feet; Thence leaving the Easterly back of curb line of said Razorback Road and along the Northerly right of way line of said West Maple Street the following bearings and distance: $S\ 87^{\circ}16'56''\ E$, a distance of 36.71 feet; $S\ 32^{\circ}16'27''\ E$, a distance of 12.21 feet; $S\ 02^{\circ}43'04''\ W$, a distance of 15.00 feet; $S\ 85^{\circ}50'33''\ E$, a distance of 196.14 feet; $S\ 86^{\circ}17'43''\ E$, a distance of 367.01 feet; $N\ 58^{\circ}48'06''\ E$, a distance of 43.32 feet; $S\ 87^{\circ}56'08''\ E$, a distance of 61.00 feet; $S\ 53^{\circ}43'12''\ E$, a distance of 30.23 feet; $S\ 87^{\circ}56'08''\ E$, a distance of 15.00 feet; $S\ 02^{\circ}03'52''\ W$, a distance of 10.00 feet; $S\ 87^{\circ}56'08''\ E$, a distance of 128.00 feet; $S\ 80^{\circ}44'15''\ E$, a distance of 27.21 feet; $S\ 87^{\circ}49'55''\ E$, a distance of 27.57 feet; $N\ 02^{\circ}03'52''\ E$, a distance of 10.46 feet; $S\ 87^{\circ}56'08''\ E$, a distance of 141.43 feet; $S\ 78^{\circ}00'34''\ E$, a distance of 29.74 feet; $S\ 87^{\circ}43'15''\ E$, a distance of 93.43 feet to the intersection of the Northerly right of way line of said West Maple Street and the Westerly right of way line of said Garland Avenue; Thence along the Westerly right of way line of said Garland Avenue the following bearings and distances: $N\ 51^{\circ}46'34''\ E$, a distance of 53.54 feet; $N\ 08^{\circ}37'03''\ E$, a distance of 7.95 feet; $N\ 03^{\circ}14'28''\ E$, a distance of 238.68 feet; $N\ 41^{\circ}45'32''\ W$, a distance of 6.15 feet; $N\ 03^{\circ}14'28''\ E$, a distance of 77.00 feet; $N\ 48^{\circ}14'28''\ E$, a distance of 6.15 feet; $N\ 03^{\circ}14'28''\ E$, a distance of 136.61 feet; $N\ 02^{\circ}31'16''\ E$, a distance of 701.38 feet; $N\ 58^{\circ}12'33''\ W$, a distance of 51.84 feet to the Point of Beginning, containing 1.67 Acres more or less.

#6

Part of the SW1/4 of Section 9, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SW corner of said Section 9; Thence N 74°45'30" E, a distance of 95.94 feet to a point lying on the Northerly right of way line of West Maple Street and the Point of Beginning; Thence S 03°06'30" W, a distance of 9.11 feet to the intersection of the Northerly back of curb line of said West Maple Street and the Easterly back of curb line of Garland Avenue; Thence along the Easterly back of curb line of said Garland Avenue the following bearings and distances: N 86°53'30" W, a distance of 36.05 feet to the beginning of a circular curve to the right; Northwesterly along a 39.50 feet radius curve to the right, thru a central angle of 90°03'41", for a distance of 62.09 feet, said curve having a chord bearing of N 41°51'40" W, and distance of 55.89 feet; N 03°10'11" E, a distance of 65.85 feet; N 03°10'11" E, a distance of 381.32 feet; N 02°23'34" E, a distance of 10.44 feet; Northeasterly along a 19.50 feet radius curve to the right, thru a central angle of 51°14'11", for a distance of 17.44 feet, said curve having a chord bearing of N 28°00'40" E, and distance of 16.86 feet; Thence leaving the Easterly back of curb line of said Garland Avenue and along the Easterly right of way line of said Garland Avenue, S 02°53'25" W, a distance of 465.30 feet to the intersection of the Easterly right of way line of said Garland Avenue and the Northerly right of way line of aforesaid West Maple Street; Thence along the Northerly right of way line of said West Maple Street the following bearings and distances: S 42°55'49" E, a distance of 43.49 feet; S 74°15'21" E, a distance of 35.89 feet to the Point of Beginning, containing 0.12 Acres more or less.

#7

Part of the SW1/4 of Section 9, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SW corner of said Section 9; Thence N 02°53'25" E along the West line of said Section 9, a distance of 1297.88 feet; Thence S 87°06'35" E, a distance of 44.78 feet to the intersection of the Southerly right of way line of Cleveland Street and the Easterly right of way line of Garland Avenue and the Point of Beginning; Thence along the Easterly right of way line of said Garland Avenue the following bearings and distances: S 48°20'03" W, a distance of 27.69 feet; S 02°53'40" W, a distance of 707.66 feet to the Easterly back of curb line of said Garland Avenue; Thence along the Easterly back of curb line of said Garland Avenue the following bearings and distances: Northwesterly along a 19.50 feet radius curve to the right, thru a central angle of 52°26'46", for a distance of 17.85 feet, said curve having a chord bearing of N 23°49'49" W, and distance of 17.23 feet; N 02°23'34" E, a distance of 250.85 feet; Thence leaving the Easterly back of curb line of said Garland Avenue N 02°23'34" E, a distance of 209.31 feet to a point on the Easterly back of curb line of said Garland Avenue; Thence N 02°23'34" E along the Easterly back of curb line of said Garland Avenue, a distance of 229.09 feet to the intersection of the Easterly back of curb line of said Garland Avenue and the Southerly back of curb line of aforesaid Cleveland Street and the beginning of a circular curve to the right; Thence along the Southerly right of way line of said Cleveland Street the following bearings and distances: Northeasterly along a 31.50 feet radius curve to the right, thru a central angle of 91°00'58", for a distance of 50.04 feet, said curve having a chord bearing of N 47°54'03" E, and distance of 44.94 feet; S 86°35'28" E, a distance of 276.96 feet; Thence leaving the Southerly back of curb line of

said Cleveland Street, S 02°53'25" W, a distance of 6.72 feet to a point lying on the Southerly right of way line of said Cleveland Street; Thence N 87°07'28" W along the Southerly right of way line of said Cleveland Street, a distance of 275.22 feet to the Point of Beginning, containing 0.24 Acres more or less.

#8

Part of the NE1/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of said Section 17; Thence S 02°41'08" W along the East line of said Section 17, a distance of 44.57 feet to a point lying on the Southerly right of way line of West Maple Street and the Point of Beginning; Thence along the Southerly right of way line of said West Maple Street the following bearings and distances: N 87°56'08" W, a distance of 529.41 feet; S 02°03'52" W, a distance of 10.00 feet; N 87°56'08" W, a distance of 45.09 feet; S 29°02'41" W, a distance of 50.50 feet; S 79°37'29" W, a distance of 17.72 feet to the Easterly back of curb line of Stadium Drive; Thence N 02°37'28" E along the Easterly back of curb line of said Stadium Drive, a distance of 49.69 feet to the beginning of a circular curve to the right at the intersection of the Easterly back of curb line of said Stadium Drive and the Southerly back of curb line of West maple Street; Thence along the Southerly back of curb line of said West Maple Street the following bearings and distances: Northeasterly along a 30.00 feet radius curve to the right, thru a central angle of 89°52'51", for a distance of 47.06 feet, said curve having a chord bearing of N 47°33'53" E, and distance of 42.38 feet; S 87°29'41" E, a distance of 584.19 feet; S 02°41'08" W, a distance of 16.09 feet to the Point of Beginning, containing 0.31 Acres more or less.

#9

Part of the NE1/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW of the said NE1/4 NE1/4; Thence S 02°43'18" W along the West line of said NE1/4 NE1/4, a distance of 309.18 feet; Thence S 87°16'42" E, a distance of 23.76 feet to a point lying on the Easterly right of way line of Razorback Road and the Easterly back of curb line of said Razorback Road and the Point of Beginning; Thence N 02°58'57" E along the Easterly back of curb line of said Razorback Road, a distance of 160.23 feet to the beginning of a circular curve to the right at the intersection of the Easterly back of curb line of said Razorback Road and the Southerly back of curb line of West Maple Street; Thence Northeasterly along the Southerly back of curb line of said West Maple Street along a 100.00 feet radius curve to the right, thru a central angle of 89°31'22", for a distance of 156.25 feet, said curve having a chord bearing of N 47°44'38" E, and distance of 140.83 feet; Thence S 87°29'41" E along the Southerly back of curb line of said West Maple Street, a distance of 514.79 feet to the

beginning of a circular curve to the right at the intersection of the Southerly back of curb line of said West Maple Street and the Westerly back of curb line of Stadium Drive; Thence Southeasterly along the Westerly back of curb line of said Stadium Drive along a 30.00 feet radius curve to the right, thru a central angle of 90°07'09", for a distance of 47.19 feet, said curve having a chord bearing of S 42°26'07" E, and distance of 42.47 feet; Thence S 02°37'28" W along the Westerly back of curb line of said Stadium Drive, a distance of 57.35 feet to a point lying on the Southerly right of way line of said West Maple Street; Thence along the Southerly right of way line of said West Maple Street the following bearings and distances: S 79°37'29" W, a distance of 17.02 feet; N 43°37'28" W, a distance of 44.19 feet; N 43°37'28" W, a distance of 22.24 feet; N 54°03'02" W, a distance of 48.45 feet; N 85°43'19" W, a distance of 137.52 feet; N 71°49'55" W, a distance of 7.76 feet; N 86°45'54" W, a distance of 94.00 feet; S 03°14'11" W, a distance of 14.50 feet; N 86°45'49" W, a distance of 26.00 feet; Thence N 03°14'11" E, a distance of 14.50 feet; N 86°45'50" W, a distance of 178.59 feet; S 54°43'02" W, a distance of 69.92 feet; S 36°42'58" W, a distance of 24.53 feet to the intersection of the Southerly right of way line of said West Maple Street and the Easterly right of way line of said Razorback Road; Thence S 02°43'04" W along the Easterly right of way line of said Razorback Road, a distance of 168.40 feet; Thence S 57°28'29" W along the Easterly right of way line of said Razorback Road, a distance of 34.08 feet to the Point of Beginning, containing 0.43 Acres more or less.

#10

Part of the NE1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 SE1/4; Thence S 02°43'27" W along the West line of said NE1/4 SE1/4, a distance of 401.69 feet; Thence S 88°04'02" E, a distance of 19.28 feet to a point lying on the Easterly right of way line of Razorback Road and the Point of Beginning; Thence along the Easterly right of way line of said Razorback Road the following bearings and distances: S 88°04'02" E, a distance of 26.98 feet; S 02°34'31" W, a distance of 474.04 feet; S 47°17'49" E, a distance of 35.62 feet; S 07°31'38" W, a distance of 17.21 feet to a point lying on the Northerly back of curb line of Nolan Richardson Drive; Thence N 87°28'31" W along the Northerly back of curb line of said Nolan Richardson Drive, a distance of 17.76 feet to the beginning of a circular curve to the right at the intersection of the Northerly back of curb line of said Nolan Richardson Drive and the Easterly back of curb line of said Razorback Road; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: Northwesterly along a 29.00 feet radius curve to the right, thru a central angle of 90°07'05", for a distance of 45.61 feet, said curve having a chord bearing of N 42°24'59" W, and distance of 41.05 feet; N 02°38'34" E, a distance of 84.03 feet; N 02°30'46" E, a distance of 51.67 feet; N 00°20'35" E, a distance of 158.49 feet; N 02°30'46" E, a distance of 132.04 feet; N 02°54'25" E, a distance of 58.72 feet to the Point of Beginning, containing 0.30 Acres more or less.

#11

Part of the NE1/4 SE1/4 and part of the SE1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 SE1/4; Thence S 02°43'27" W along the West line of the said NE1/4 SE1/4, a distance of 990.51 feet; Thence S 87°16'33" E, a distance of 41.41 feet to a point lying on the Easterly right of way line of Razorback Road and the Point of Beginning; Thence along the Easterly right of way line of said Razorback Road the following bearings and distances: S 02°37'57" W, a distance of 191.59 feet; S 02°37'57" W, a distance of 503.00 feet; S 32°48'03" E, a distance of 15.96 feet; S 02°37'57" W, a distance of 40.50 feet; N 87°22'03" W, a distance of 8.46 feet; S 02°32'57" W, a distance of 201.50 feet; S 02°46'05" W, a distance of 308.48 feet; S 87°22'03" E, a distance of 9.23 feet; S 04°29'42" E, a distance of 54.63 feet; S 45°45'33" E, a distance of 15.96 feet; S 76°34'38" E, a distance of 36.68 feet; Thence S 88°32'28" W, a distance of 64.27 feet to the Easterly back of curb line of said Razorback Road and the beginning of a circular curve to the right; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: Northwesternly along a 40.00 feet radius curve to the right, thru a central angle of 51°46'46", for a distance of 36.15 feet, said curve having a chord bearing of N 23°14'49" W, and distance of 34.93 feet; N 02°38'34" E, a distance of 245.78 feet; N 00°39'11" E, a distance of 172.82 feet; N 02°38'34" E, a distance of 113.63; Thence leaving the Easterly back of curb line of said Razorback Road N 02°38'34" E, a distance of 86.00 feet to the Easterly back of curb line of said Razorback Road; Thence N 02°38'34" E along the Easterly back of curb line of said Razorback Road, a distance of 35.14 feet; Thence leaving the Easterly back of curb line of said Razorback Road N 02°38'34" E, a distance of 157.12 feet to the Easterly back of curb line of said Razorback Road; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: N 02°38'34" E, a distance of 215.84; N 04°46'38" E, a distance of 161.08 feet; N 02°38'34" E, a distance of 125.51 feet to the beginning of a circular curve to the right; Northeasterly along a 34.50 feet radius curve to the right, thru a central angle of 89°52'55", for a distance of 54.12 feet, said curve having a chord bearing of N 47°35'01" E, and distance of 48.74 feet; S 87°28'31" E, a distance of 4.65 feet; Thence S 02°31'29" W, a distance of 17.24 feet to a point lying on the Southerly right of way line of Nolan Richardson Drive; Thence S 44°34'24" W along the Southerly right of way line of said Nolan Richardson Drive, a distance of 36.39 feet to the Point of Beginning, containing 0.64 Acres more or less.

#12

Part of the NW1/4 SE1/4 and part of the SW1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said NW1/4 SE1/4; Thence S 02°43'27" W, a distance of 954.57 feet; Thence N 87°21'26" W, a distance of 48.50 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of said Razorback Road the following bearings and distances: S 02°41'40" W, a distance of 885.85 feet; S 42°59'26" W, a distance of 26.15 feet; S 11°00'02" W, a distance of 60.47 feet; S 02°30'15" W, a distance of 30.08 feet; S 87°22'03" E, a distance of 31.00 feet; S 02°37'57" W, a distance of 240.00 feet; S 07°12'24" W, a distance of 75.24 feet; S 00°52'46" E, a distance of 13.61 feet; S 15°10'00" W, a distance of 23.86 feet; S 59°11'49" W, a distance of 60.93 feet; Thence N 88°32'28" E, a distance of 65.11 feet to the Westerly back of curb line of said Razorback Road; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 39.50 feet radius curve to the left, thru a central angle of 43°02'25", for a distance of 29.67 feet, said curve having a chord bearing of N 24°09'42" E, and distance of 28.98 feet; N 02°38'34" E, a distance of 256.33 feet; N 04°37'56" E, a distance of 172.82 feet; N 02°38'34" E, a distance of 607.73 feet; N 00°30'29" E, a distance of 161.08 feet; N 02°38'34" E, a distance of 126.25 feet; Northwesterly along a 33.50 feet radius curve to the left, thru a central angle of 49°41'15", for a distance of 29.05 feet, said curve having a chord bearing of N 22°12'04" W, and distance of 28.15 feet; Thence N 87°28'31" W, a distance of 7.18 feet to the Point of Beginning, containing 0.76 Acres more or less.

#13

Part of the NW1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said NW1/4 NE1/4; Thence S 02°43'27" W along the East line of the said NW1/4 NE1/4, a distance of 43.47 feet; Thence N 87°16'33" W, a distance of 30.92 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of said Razorback Road the following bearings and distances: S 02°05'15" W, a distance of 192.55 feet; S 02°56'28" W, a distance of 171.14 feet; S 02°56'28" W, a distance of 52.91 feet; N 87°22'08" W, a distance of 17.55 feet; S 02°37'57" W, a distance of 70.15 feet; Thence S 16°40'05" W, a distance of 28.86 feet; S 02°37'57" W, a distance of 82.00 feet; S 30°42'28" W, a distance of 17.53 feet; S 03°25'24" W, a distance of 50.00 feet; S 45°00'08" E, a distance of 21.57 feet; S 03°06'51" W, a distance of 163.01 feet; S 09°06'16" W, a distance of 24.47 feet; Thence S 87°28'31" E, a distance of 8.84 feet to the Westerly back of curb line of said Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 29.50 feet radius curve to the left, thru a central angle of 46°40'08", for a distance of 24.03 feet, said curve having a chord bearing of N 25°58'38" E, and distance of 23.37 feet; N 02°38'34" E, a distance of 83.71 feet; N 02°30'46" E, a distance of 51.61 feet; N 04°40'57" E, a distance of 158.48 feet; N 02°30'46" E, a distance of 132.20 feet; N 02°54'25" E, a distance of 380.29 feet; N 00°22'40" W, a distance of 25.69 feet to a circular curve to the left; Northwesterly along a 27.50 feet radius curve to the left, thru a central angle of

23°19'03", for a distance of 11.19 feet, said curve having a chord bearing of N 12°02'11" W, and distance of 11.11 feet to the Point of Beginning, containing 0.23 Acres more or less.

#14

Part of the SW/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said SW1/4 NE1/4; Thence S 02°35'17" W along the East line of the said SW1/4 NE1/4, a distance of 545.93 feet; Thence N 86°40'08" W, a distance of 42.18 feet to the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of said Razorback Road the following bearings and distances: S 02°52'01" W, a distance of 302.22 feet; S 86°38'50" E, a distance of 3.21 feet; S 02°32'00" W, a distance of 179.59 feet to a point on the Westerly back of curb line of said Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 30.00 feet radius curve to the left, thru a central angle of 27°36'29", for a distance of 14.46 feet, said curve having a chord bearing of N 16°31'19" E, and distance of 14.32 feet; N 02°43'04" E, a distance of 9.68 feet; Thence leaving said Westerly back of curb line of said Razorback Road and along the proposed Westerly back of curb line of said Razorback Road the following bearings and distances: N 02°43'04" E, a distance of 85.06 feet; N 04°37'24" E, a distance of 214.63 feet; N 03°01'17" E, a distance of 140.19 feet to the beginning of a circular curve to the left on the Westerly back of curb line of said Razorback Road; Thence Northwesterly along the Westerly back of curb line of said Razorback Road along a 29.50 feet radius curve to the left, thru a central angle of 38°31'42", for a distance of 19.84 feet, said curve having a chord bearing of N 16°14'34" W, and distance of 19.47 feet; Thence N 86°40'08" W, a distance of 7.97 feet to the Point of Beginning, containing 0.11 Acres more or less.

#15

Part of the SW/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said SW1/4 NE1/4; Thence S 02°35'17" W along the West line of the said SW1/4 NE1/4, a distance of 31.42 feet; Thence N 87°24'43" W, a distance of 35.00 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence S 03°03'28" W along the Westerly right of way line of said Razorback Road, a distance of 469.02 feet; Thence S 86°40'08" E, a distance of 18.37 feet to the Westerly back of curb line of said Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 23.50 feet radius curve to the left, thru a central angle of 34°00'59", for a distance of 13.95

feet, said curve having a chord bearing of N 19°54'33" E, and distance of 13.75 feet; N 02°54'03" E, a distance of 417.63 feet; Thence N 02°40'22" E, a distance of 6.09 feet to the beginning of a circular curve to the left; Northwesternly along a 35.50 feet radius curve to the left, thru a central angle of 65°48'22", for a distance of 40.77 feet, said curve having a chord bearing of N 30°13'49" W, and distance of 38.57 feet to the Point of Beginning, containing 0.23 Acres more or less.

#16

Part of the NW/4 NE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NE corner of the said NW1/4 NE1/4; Thence S 02°43'18" W along the West line of the said NW1/4 NE1/4, a distance of 35.57 feet; Thence N 87°15'25" W, a distance of 98.42 feet to a point lying on the Westerly right of way line of Razorback Road and the Point of Beginning; Thence along the Westerly right of way line of Razorback Road the following bearings and distances: S 02°43'04" W, a distance of 16.99 feet; S 87°16'56" E, a distance of 23.00 feet; S 48°06'31" E, a distance of 34.83 feet; S 02°59'34" E, a distance of 40.20 feet; S 02°43'04" W, a distance of 83.09 feet; S 32°43'04" W, a distance of 22.48 feet; S 55°46'02" E, a distance of 8.49 feet; S 02°43'04" W, a distance of 58.00 feet; N 87°16'56" W, a distance of 15.00 feet; S 02°43'04" W, a distance of 20.00 feet; S 22°17'57" E, a distance of 33.11 feet; S 08°25'42" W, a distance of 60.30 feet; S 02°43'04" W, a distance of 164.00 feet; S 62°53'17" W, a distance of 23.05 feet; S 02°43'04" W, a distance of 26.97 feet; N 87°16'56" W, a distance of 49.00 feet; S 02°43'04" W, a distance of 20.56 feet; S 87°16'56" E, a distance of 64.00 feet; S 02°43'04" W, a distance of 52.51 feet; S 87°08'22" E, a distance of 26.12 feet; S 02°46'31" W, a distance of 668.51 feet; Thence S 87°12'53" E, a distance of 3.08 feet to the Westerly back of curb line of Razorback Road and the beginning of a circular curve to the left; Thence along the Westerly back of curb line of said Razorback Road the following bearings and distances: Northeasterly along a 32.50 feet radius curve to the left, thru a central angle of 63°06'05", for a distance of 35.79 feet, said curve having a chord bearing of N 34°13'24" E, and distance of 34.01 feet; N 02°40'22" E, a distance of 507.98 feet; N 02°58'57" E, a distance of 647.83 feet; N 02°58'57" E, a distance of 88.90 feet to the beginning of a circular curve to the left; Northwesternly along a 30.00 feet radius curve to the left, thru a central angle of 90°09'00", for a distance of 47.20 feet, said curve having a chord bearing of N 42°05'33" W, and distance of 42.48 feet; N 87°10'03" W, a distance of 57.37 feet; Thence S 02°43'04" W, a distance of 5.88 feet to the Point of Beginning, containing 0.97 Acres more or less.

#17

Part of the NW/4 NE1/4 of Section 17 and part of the SW1/4 SE1/4 of Section 8, all in Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Beginning at a point that lies N 80°19'52" W, a distance of 83.78 feet from the SE corner of the SW1/4 SE1/4 of said Section, said point lying on the Northerly right of way line of West Maple Street and the Point of Beginning; Thence N 63°02'21" E along the Northerly right of way line of said West Maple Street, a distance of 57.24 feet; Thence S 87°16'56" E along the Northerly right of way line of said West Maple Street, a distance of 17.73 feet to the Westerly back of curb line of Razorback Road; Thence S 02°48'54" W along the Westerly back of curb line of said Razorback Road, a distance of 13.28 feet to the beginning of a circular curve to the right; Thence Southwesterly along the Northerly back of curb line of said West Maple Street along a 30.00 feet radius curve to the right, thru a central angle of 90°01'03", for a distance of 47.13 feet, said curve having a chord bearing of S 47°49'25" W, and distance of 42.43 feet; Thence N 87°10'03" W along the Northerly right of way line of said West Maple Street, a distance of 37.41 feet; Thence N 02°49'57" E, a distance of 14.81 feet to the Point of Beginning, containing 0.05 Acres more or less.

#18

Part of the SE1/4 SE1/4 of Section 8, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the SW corner of said SE1/4 SE1/4; Thence N 29°38'05" E, a distance of 51.01 feet to a point lying on the Easterly right of way line of Razorback Road and the Point of Beginning; Thence N 02°19'02" E along the Easterly right of way of said Razorback Road, a distance of 1214.34 feet to the intersection of the Easterly right of way of said Razorback Road and the Southerly right of way line of Cleveland Street; Thence N 87°09'15" W along the Southerly right of way line of said Cleveland Street, a distance of 5.66 feet to the Easterly proposed back of curb line of Razorback Road; Thence along the Easterly proposed back of curb line of said Razorback Road the following bearings and distances: Southwesterly along a 29.53 feet radius curve to the left, thru a central angle of 31°36'29", for a distance of 16.29 feet, said curve having a chord bearing of S 19°23'53" W, and distance of 16.08 feet; S 02°52'26" W, a distance of 171.46 feet; S 05°36'04" E, a distance of 51.06 feet to the Easterly back of curb line of said Razorback Road; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: S 02°23'22" W, a distance of 497.62 feet; S 02°37'37" W, a distance of 479.33 feet; Thence S 87°16'56" E, a distance of 8.23 feet to the Point of Beginning, containing 0.19 Acres more or less.

ROW Dedication Description

Part of the NE1/4 NE1/4 and part of the SE1/4 NE1/4, and part of the SW1/4 NE1/4 and part of the NE1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW of the said NE1/4 NE1/4; Thence S 02°43'18" W along the West line of said NE1/4 NE1/4, a distance of 309.18 feet; Thence S 87°16'42" E, a distance of 23.76 feet to a point lying on the Easterly right of way line of Razorback Road and the Easterly back of curb line of said Razorback Road and the Point of Beginning; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: S 02°58'57" W, a distance of 487.50 feet; S 02°40'22" W, a distance of 608.01 feet; S 02°54'03" W, a distance of 436.29 feet; S 03°01'17" W, a distance of 198.13 feet; S 01°25'06" W, a distance of 214.48 feet; S 02°43'04" W, a distance of 95.61; Thence Southeasterly along the Northerly back of curb line of Meadow Street along a 30.00 feet radius curve to the left, thru a central angle of 89°30'25", for a distance of 46.87 feet, said curve having a chord bearing of S 42°02'08" E, and distance of 42.24 feet; Thence S 01°46'07" W, a distance of 31.18 feet to the Southerly back of curb line of said Meadow Street and the beginning of a circular curb to the left; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: Southwesterly along a 30.00 feet radius curve to the left, thru a central angle of 90°29'35", for a distance of 47.38 feet, said curve having a chord bearing of S 47°57'52" W, and distance of 42.61 feet; S 02°43'04" W, a distance of 88.40 feet; S 03°03'35" W, a distance of 200.01 feet; S 02°54'25" W, a distance of 322.05 feet; Thence N 88°04'02" W, a distance of 17.94 feet; Thence N 02°32'00" E, a distance of 401.68 feet to the SW corner of the aforesaid SE1/4 NE1/4; Thence N 02°35'17" E along the West line of the said SE1/4 NE1/4, a distance of 124.57 feet; Thence N 86°38'48" W, a distance of 37.23 feet to the Westerly back of curb line of said Razorback Road; Thence N 02°43'04" E along the Westerly back of curb line of said Razorback Road, a distance of 85.06 feet; Thence Northwesterly along the Westerly back of curb line of said Razorback Road along a 30.00 feet radius curve to the left, thru a central angle of 26°45'00", for a distance of 14.01 feet, said curve having a chord bearing of N 10°39'26" W, and distance of 13.88 feet; Thence N 02°32'00" E, a distance of 34.66 feet; Thence S 86°40'45" E, a distance of 40.25 feet to the West line of the said SE1/4 NE1/4; Thence N 02°35'17" E along the West line of the said SE1/4 NE1/4, a distance of 1056.85 feet to the SW corner of the NE1/4 NE1/4; Thence N 02°43'18" E along the West line of the said NE1/4 NE1/4, a distance of 769.53 feet; Thence S 87°08'22" E, a distance of 5.84 feet; Thence N 02°46'31" E, a distance of 243.50 feet to a point lying on the Easterly right of way line of said Razorback Road; Thence N 57°28'29" E along the Easterly right of way line of said Razorback Road, a distance of 21.67 feet to the Point of Beginning, containing 1.43 Acres more or less.

**Written request and narrative to accompany Right-of-Way Vacation
University of Arkansas, City of Fayetteville, Arkansas.**

To: The Fayetteville City Planning Commission and
The Fayetteville City Council

On behalf of the landowners, I am petitioning the Fayetteville City Planning Commission and the Fayetteville City Council to vacate/reduce portions of ROW in the areas described below:

Razorback Rd: Vacating ROW west of the west back of curb and east of the east back of curb from MLKJr Blvd to Maple St (and including the bus pull off area on the east side just north of Mitchell St); and east of the east back of curb from Maple St to Cleveland St. Excluding any vacation of the existing ROW along the west side of Razorback Rd, north of Center Street adjacent to the Islamic Center of Northwest Arkansas property.

Maple St: Vacating ROW north of the north back of curb and south of the south back of curb, from Razorback Rd to Garland Ave

Garland Ave: Vacating ROW west of the west back of curb and east of the east back of curb, from Maple St to Cleveland St (and including the bus pull off area on the east side between Douglas St and Cleveland St)

Cleveland St: Vacating ROW south of the south back of curb, from Razorback Rd to Lindell Ave

Hill Ave: Vacating ROW east of the east back of curb, south of MLKJr Blvd to the alley along the north side of the National Cemetery property

Lt Col Leroy Pond: Vacating ROW west of the proposed back of curb, south of MLKJr Blvd to the Railroad ROW containing the City trail

MLKJr Blvd: Vacating the 10' strip of ROW along the south side of MLKJr Blvd in the center of the block between Hill Ave and Lt Col Leroy Pond

The University of Arkansas is the only abutting land owner to the rights of way sought to be vacated/reduced. By granting this vacation request, the current owners would benefit, and no other landowner would be adversely affected.

Pedestrian Access Easements will be dedicated to the City to the back of sidewalks along the streets.

Where storm drainage systems, water mains, and sewer mains exist within the proposed vacated areas: drainage, water, and sewer easements will be dedicated to the City. Other utilities located within the proposed vacated areas will receive written easements for their continued use, maintenance, & repair/replacement.

The public interest and welfare would not be adversely affected by granting this vacation request.

The vacation/reduction of the rights of way described above would benefit the City of Fayetteville by removing the senior sidewalks, sidewalks, side paths, lights, trees, signs, drive aprons, etc from required city maintenance and repair/replacement, thus saving the taxpayers and allowing money allocated for this purpose to be used where needed elsewhere. Those obligations would be conveyed unto the University of Arkansas.

Included in the Petition Packet is:

- 1 Application and Payment of applicable fees for processing the application \$205.00.
- 2 Legal description of areas to be vacated
- 3 Exhibit Maps
- 4 This Letter
- 5 Owner's consent
- 6 Authorization Letter
- 7 County Parcel Map Copies
- 8 Petition to Vacate ROW
- 9 Utility Company Comments


Allen Jay Young, Development Consultants, Inc.

PETITION TO VACATE/REDUCE STREET RIGHTS OF WAY LOCATED IN SECTIONS 8, 9, 16, 17 & 21, T16N, R30W, IN THE CITY OF FAYETTEVILLE, ARKANSAS

TO: The Fayetteville City Planning Commission and
The Fayetteville City Council

We, the undersigned, being all the owners of the real estate abutting the street rights of way hereinafter sought to be abandoned/vacated/reduced, lying in sections 8, 9, 16, 17 & 21, T16N, R30W, in the City of Fayetteville, Arkansas, a municipal corporation, petition to vacate the street rights-of-way which are described as follows:

Razorback Rd: Vacating ROW west of the west back of curb and east of the east back of curb from MLKJr Blvd to Maple St (and including the bus pull off area on the east side just north of Mitchell St); and east of the east back of curb from Maple St to Cleveland St. Excluding any vacation of the existing ROW along the west side of Razorback Rd, north of Center Street adjacent to the Islamic Center of Northwest Arkansas property.

Maple St: Vacating ROW north of the north back of curb and south of the south back of curb, from Razorback Rd to Garland Ave

Garland Ave: Vacating ROW west of the west back of curb and east of the east back of curb, from Maple St to Cleveland St (and including the bus pull off area on the east side between Douglas St and Cleveland St)

Cleveland St: Vacating ROW south of the south back of curb, from Razorback Rd to Lindell Ave

Hill Ave: Vacating ROW east of the east back of curb, south of MLKJr Blvd to the alley along the north side of the National Cemetery property

Lt Col Leroy Pond: Vacating ROW west of the proposed back of curb, south of MLKJr Blvd to the Railroad ROW containing the City trail

MLKJr Blvd: Vacating the 10' strip of ROW along the south side of MLKJr Blvd in the center of the block between Hill Ave and Lt Col Leroy Pond

That the abutting real estate affected by said abandonment/vacation/reduction of the street rights of way are various tracts of land owned by the University of Arkansas in the City of Fayetteville, the rights of way are only being abandoned to the extents noted in the description above thus reducing the street rights of way and not eliminating them, that the affected streets will continue to have unaffected vehicular traffic, and that the public interest and welfare would not be adversely affected by the abandonment/vacation/reduction of portions of the above described street rights of way.

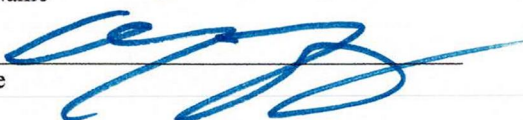
The petitioners pray that the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject, however, to the existing storm drainage easements, water easements and sewer easements as required, and that the above described real estate be used for their respective benefit and purpose as now approved by law.

The petitioners further pray that the above described real estate be vested in the abutting property owners as provided by law.

WHEREFORE, the undersigned petitioners respectfully pray that the governing body of the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject to said storm drainage easements, water easements and sewer easements, and that title to said real estate sought to be abandoned be vested in the abutting property owners as provided by law, and as to that particular land the owners be free from the easements of the public for the use of said right of way.

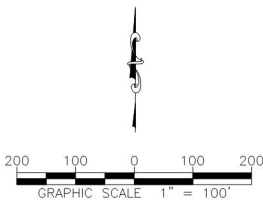
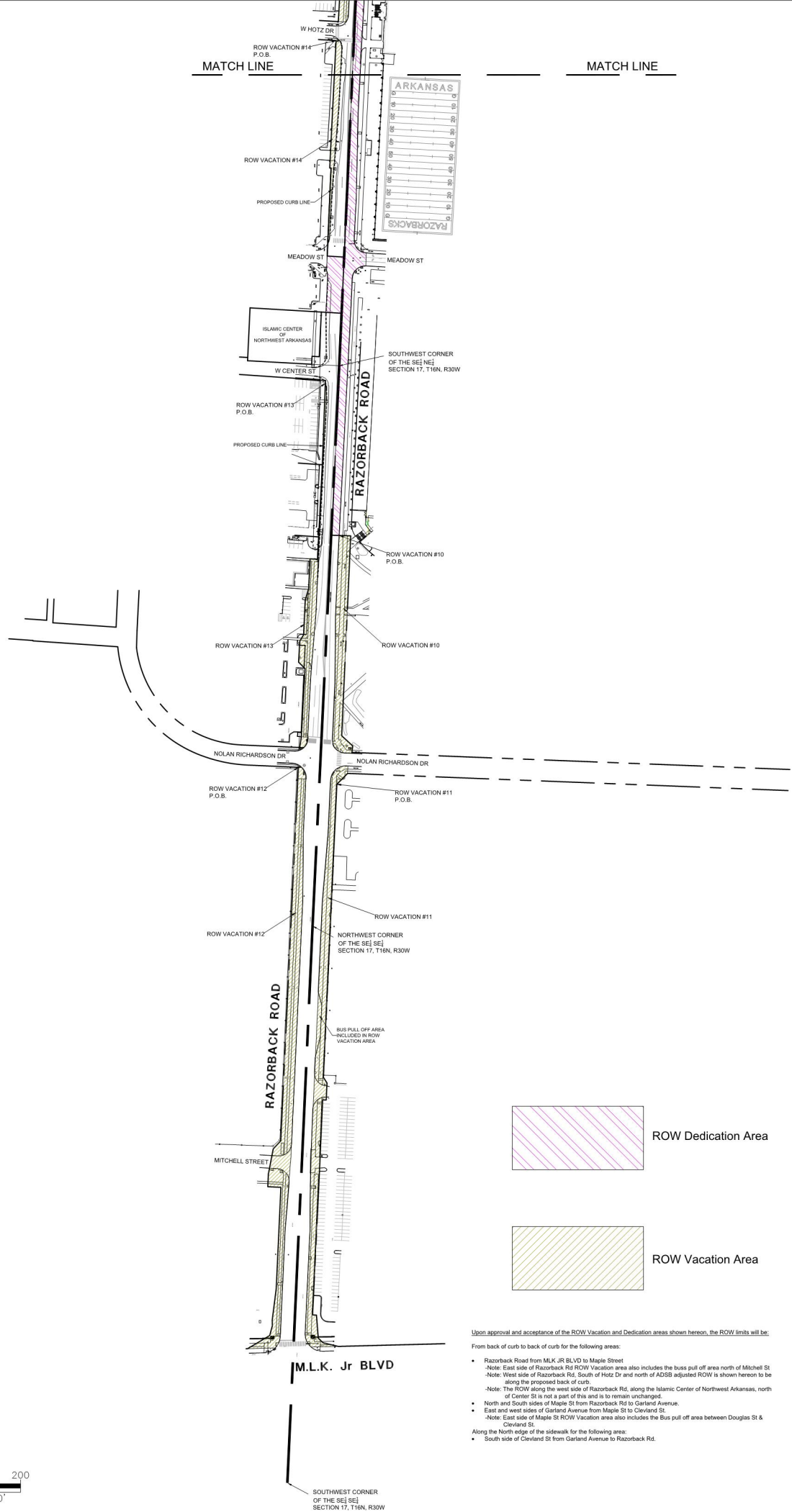
Dated this 1 day of November, 2022.

Allen Jay Young
Printed Name

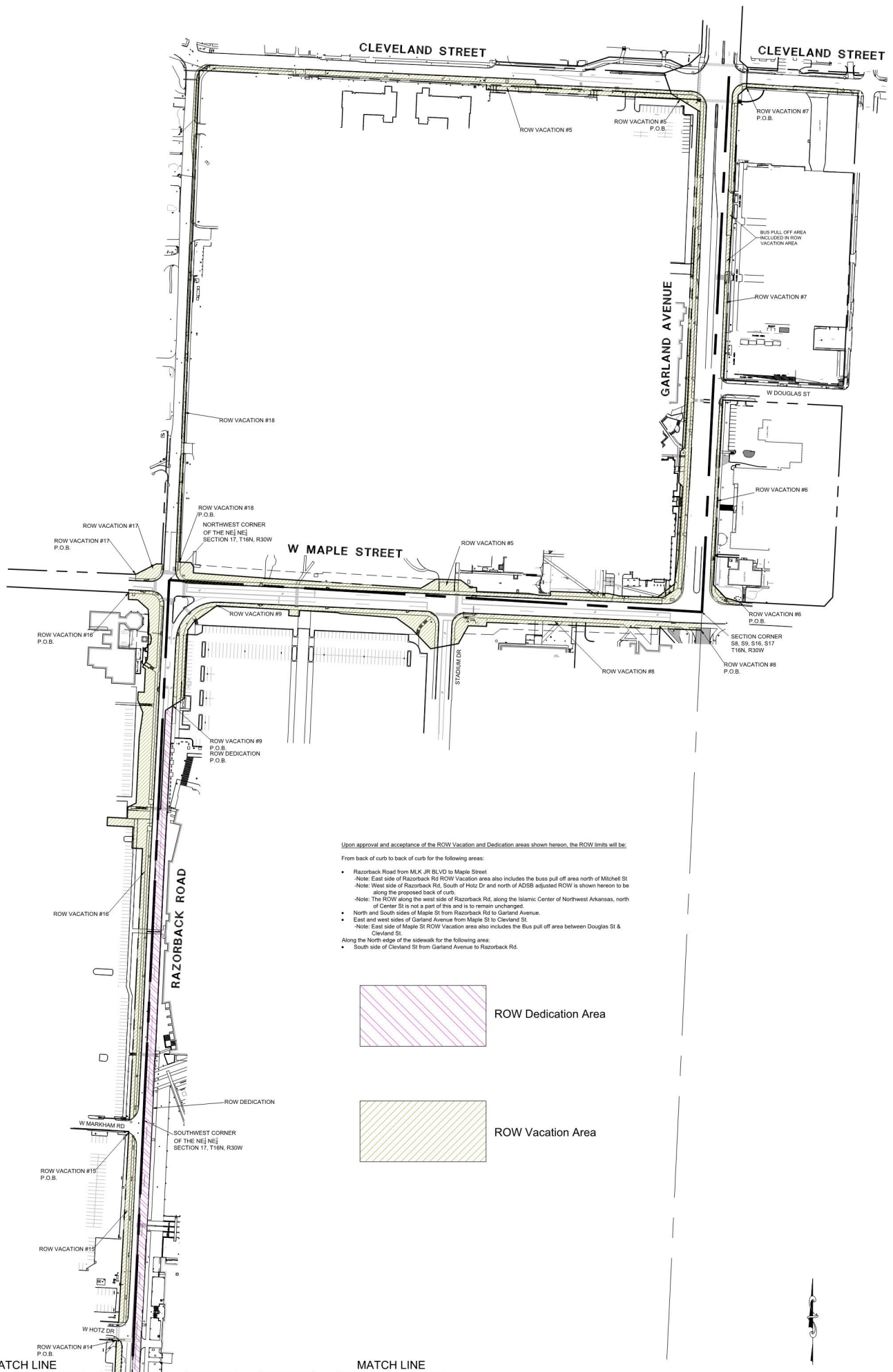

Signature

MATCH LINE

MATCH LINE



- Upon approval and acceptance of the ROW Vacation and Dedication areas shown hereon, the ROW limits will be:
- From back of curb to back of curb for the following areas:
- Razorback Road from MLK JR BLVD to Maple Street
 - Note: East side of Razorback Rd ROW Vacation area also includes the bus pull off area north of Mitchell St
 - Note: West side of Razorback Rd, South of Hotz Dr and north of ADSB adjusted ROW is shown hereon to be along the proposed back of curb
 - Note: The ROW along the west side of Razorback Rd, along the Islamic Center of Northwest Arkansas, north of Center St is not a part of this and is to remain unchanged.
 - North and South sides of Maple St from Razorback Rd to Garland Avenue.
 - East and west sides of Garland Avenue from Maple St to Cleveland St.
 - Note: East side of Maple St ROW Vacation area also includes the Bus pull off area between Douglas St & Cleveland St.
- Along the North edge of the sidewalk for the following area:
- South side of Cleveland St from Garland Avenue to Razorback Rd.



Upon approval and acceptance of the ROW Vacation and Dedication areas shown herein, the ROW limits will be:

From back of curb to back of curb for the following areas:

- Razorback Road from MLK JR BLVD to Maple Street
 - Note: East side of Razorback Rd ROW Vacation area also includes the bus pull off area north of Mitchell St
 - Note: West side of Razorback Rd, South of Holz Dr and north of ADDB adjusted ROW is shown herein to be along the proposed back of curb.
 - Note: The ROW along the west side of Razorback Rd, along the Islamic Center of Northwest Arkansas, north of Center St is not a part of this and is to remain unchanged.
- North and South sides of Maple St from Razorback Rd to Garland Avenue.
- East and west sides of Garland Avenue from Maple St to Cleveland St.
- Note: East side of Maple St ROW Vacation area also includes the Bus pull off area between Douglas St & Cleveland St.

Along the North edge of the sidewalk for the following area:

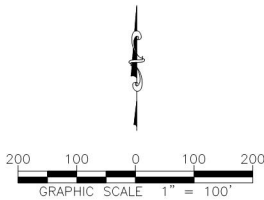
- South side of Cleveland St from Garland Avenue to Razorback Rd.



ROW Dedication Area



ROW Vacation Area





NW CORNER
NE1/4 NW1/4
SECTION 21
T16N, R30W



TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager

MEETING DATE: December 12, 2022

SUBJECT: **VAC-2022-0024: Vacation (RAZORBACK RD., MLK BLVD., MAPLE ST., GARLAND AVE., CLEVELAND ST., HILL AVE., & LT. COL. LEROY POND AVE./UA-ARTS ROW VACATION, 482/521/522):** Submitted by DCI for portions of right-of-way located along Razorback Rd./Maple St./Garland Ave/Cleveland St./Hill Ave./MLK Blvd./Lt. Col. Leroy Pond Ave. The rights-of-way are within or adjacent to property belonging to the University of Arkansas. The request is to vacate portions of existing street rights of way totaling approximately 6.54 acres.

RECOMMENDATION:

Staff recommends forwarding **VAC-2022-0024** to City Council with a recommendation of approval, with conditions.

RECOMMENDED MOTION:

"I move to forward **VAC-2022-0024** with a recommendation of approval, with conditions as recommended by staff."

BACKGROUND:

The subject property includes 6.54 acres of right-of-way spread along portions of seven public streets adjacent to University of Arkansas Property (see attached survey). Most prominently, the right-of-way includes:

- **Arts District:** Three separate areas of right-of-way behind street curbs on the north, west, and east borders of the new Arts District, along W. Martin Luther King Jr. Boulevard, S. Hill Avenue, and S. LT. Col. Leroy Pond Avenue.
- **Former Highway 112:** Multiple areas of right-of-way behind the curb along both the east and west sides of Razorback Road, north and south sides of W. Maple Street, and east and west sides of Garland Avenue.
- **Cleveland Street:** Two areas of right-of-way along the south side of W. Cleveland Street, between N. Lindell Avenue to the east and N. Razorback Road to the west.

Given the large number of properties associated with the right-of-way, adjacent zoning district information is not provided. All properties adjacent to the request are owned by the University of Arkansas with uses varying from parking and athletic facilities to housing and classrooms. A similar proposal was heard by the Planning Commission in late 2021, but was tabled indefinitely at the applicant's request to allow time to coordinate with the City Attorney's office. The applicant is bringing back a new request, with an additional portion of right-of-way for consideration.

Proposal: The applicant proposes to vacate 18 separate pieces of public right of way totaling 6.54 acres along seven streets. In turn, a dedication of right-of-way totaling 1.43 acres is proposed along Razorback Road and between W. Nolan Richardson Drive to the south and W. Maple Street to the north. With this request, the applicant noted in their letter that existing utilities will be protected through easement dedication. Additionally, the applicant asserts that vacating the right-of-way will remove current and future sections of Senior Walk, landscaping, lights, and trees from the City's responsibility.

DISCUSSION:

For several years, the University of Arkansas expressed interest to City staff in achieving greater flexibility to program their property frontages along public streets. This is with the intent of using the land outside of the street and behind the curb for additional landscaping, alternative paving options, extended areas of Senior Walk, or other opportunities. While this was originally proposed as an agreement, the University ultimately submitted a request to vacate the subject right-of-way. Staff finds that if existing utilities and access are adequately protected, the proposal can promote the University's interests and remove areas from City maintenance. None of the 18 portions of right-of-way proposed for vacation encroach on driving lanes and all adjoin University property.

Vacation Approval: The applicant has submitted the required vacation forms to the relevant City departments and franchise utility companies with the following responses in 2021; the applicant re-affirmed and made some modifications to the utility providers' conditions with this request in 2022. As the petitioner and sole landowner adjacent to the subject right-of-way, adjacent property owner consent is not an applicable standard.

<u>Utility</u>	<u>Response</u>
Cox Communications	No objections, provided any damage or relocation of existing Cox facilities will be at the expense of the applicant.
AEP/SWEPCO	No objections, provided easement be dedicated for existing facilities associated with this right-of-way vacation request.
Black Hills Energy AR	No objections, provided that easements along existing lines shall be drafted for Black Hills Energy review, then recorded (retaining same recording position as currently exists, if any).
AT&T	No objections, provided dedicated easements are recorded by client properly identifying ATT utilities in the field by means of surveying, pot holing, and coordinating with ATT representatives. A 10-foot utility easement at ATT existing utility locations a dedicated corridor for backbone placements. Further, ATT requests that any relocation/movement of ATT facilities will be at the cost of the petitioner, and that a permanent TELCO utility easement will be provided to cover all existing ATT facilities along the described route.
Ozarks Electric	No objections and no comment.
<u>City of Fayetteville</u>	<u>Response</u>
Water/Sewer	No objections, provided easements are dedicated as needed for existing water and sewer lines.

Solid Waste & Recycling

No objections and no comment.

Transportation

No objections, provided adequate accommodation is provided for pedestrian access, whether through easement or agreement. Transportation will also require the dedication of Right of Way to the back of curb in any areas where right of way does not currently exist and the dedication of a pedestrian access easement to the existing back of sidewalk or master street plan right of way in areas where sidewalk does not currently exist. Signal poles and appurtenances need to remain in the right of way, or an easement be dedicated over the areas where poles and appurtenances are located. Drainage easements are needed in areas of existing drainage facilities. An agreement will need to be developed establishing responsibility (or lack thereof) for repairs to non-typical features behind the curb due to maintenance, installation, and repair of any city facilities located within vacated rights of way, including drainage facilities and water/sewer lines.

Public Comment: Staff has received inquiries about the request, but no statements of support or opposition. Given the scope of the request, staff required posting of ten public notification signs.

RECOMMENDATION: Staff recommends forwarding **VAC-2022-0024** to City Council with a recommendation of approval, with the following conditions:

Conditions of Approval:

1. Easements shall be dedicated for any existing facilities associated with this right-of-way vacation request, with review and coordination by the applicant with the utility provider, including the client properly identifying utilities in the field by means of surveying, pot holing, and coordinating with representatives.
2. Adequate accommodation for pedestrian access must be maintained whether through easement or agreement.
3. The applicant must dedicate right-of-way to the back of curb in any areas where right of way does not currently exist
4. The applicant must dedicate a pedestrian access easement to the existing back of sidewalk or master street plan right of way in areas where sidewalk does not currently exist.
5. Signal poles and appurtenances must remain in the right-of-way, or an easement be dedicated over the areas where poles and appurtenances are located.
6. Drainage easements must be dedicated in areas of existing drainage facilities.
7. An agreement will need to be developed establishing responsibility (or lack thereof) for repairs to non-typical features behind the curb due to maintenance, installation, and repair of any city facilities located within vacated rights of way, including drainage facilities and water/sewer lines. The City will not be responsible for maintenance or repair of anything except a standard sidewalk.
8. Any damage or relocation of existing facilities will be at the property owner/developer's expense.
9. All easements and agreements required as a condition of this vacation shall be reviewed by the City and signed by the Mayor.

PLANNING COMMISSION ACTION: Required YES

Date: December 12, 2022

☐ Tabled

☐ Forwarded

☐ Denied

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:

None

Attachments:

- Applicant Request Letter
- Applicant Petition to Vacate
- Site Exhibit – ROW to be vacated
- Overall Map

**Written request and narrative to accompany Right-of-Way Vacation
University of Arkansas, City of Fayetteville, Arkansas.**

To: The Fayetteville City Planning Commission and
The Fayetteville City Council

On behalf of the landowners, I am petitioning the Fayetteville City Planning Commission and the Fayetteville City Council to vacate/reduce portions of ROW in the areas described below:

Razorback Rd: Vacating ROW west of the west back of curb and east of the east back of curb from MLKJr Blvd to Maple St (and including the bus pull off area on the east side just north of Mitchell St); and east of the east back of curb from Maple St to Cleveland St. Excluding any vacation of the existing ROW along the west side of Razorback Rd, north of Center Street adjacent to the Islamic Center of Northwest Arkansas property.

Maple St: Vacating ROW north of the north back of curb and south of the south back of curb, from Razorback Rd to Garland Ave

Garland Ave: Vacating ROW west of the west back of curb and east of the east back of curb, from Maple St to Cleveland St (and including the bus pull off area on the east side between Douglas St and Cleveland St)

Cleveland St: Vacating ROW south of the south back of curb, from Razorback Rd to Lindell Ave

Hill Ave: Vacating ROW east of the east back of curb, south of MLKJr Blvd to the alley along the north side of the National Cemetery property

Lt Col Leroy Pond: Vacating ROW west of the proposed back of curb, south of MLKJr Blvd to the Railroad ROW containing the City trail

MLKJr Blvd: Vacating the 10' strip of ROW along the south side of MLKJr Blvd in the center of the block between Hill Ave and Lt Col Leroy Pond

The University of Arkansas is the only abutting land owner to the rights of way sought to be vacated/reduced. By granting this vacation request, the current owners would benefit, and no other landowner would be adversely affected.

Pedestrian Access Easements will be dedicated to the City to the back of sidewalks along the streets.

Where storm drainage systems, water mains, and sewer mains exist within the proposed vacated areas: drainage, water, and sewer easements will be dedicated to the City. Other utilities located within the proposed vacated areas will receive written easements for their continued use, maintenance, & repair/replacement.

The public interest and welfare would not be adversely affected by granting this vacation request.

The vacation/reduction of the rights of way described above would benefit the City of Fayetteville by removing the senior sidewalks, sidewalks, side paths, lights, trees, signs, drive aprons, etc from required city maintenance and repair/replacement, thus saving the taxpayers and allowing money allocated for this purpose to be used where needed elsewhere. Those obligations would be conveyed unto the University of Arkansas.

Included in the Petition Packet is:

- 1 Application and Payment of applicable fees for processing the application \$205.00.
- 2 Legal description of areas to be vacated
- 3 Exhibit Maps
- 4 This Letter
- 5 Owner's consent
- 6 Authorization Letter
- 7 County Parcel Map Copies
- 8 Petition to Vacate ROW
- 9 Utility Company Comments


Allen Jay Young, Development Consultants, Inc.

PETITION TO VACATE/REDUCE STREET RIGHTS OF WAY LOCATED IN SECTIONS 8, 9, 16, 17 & 21, T16N, R30W, IN THE CITY OF FAYETTEVILLE, ARKANSAS

TO: The Fayetteville City Planning Commission and
The Fayetteville City Council

We, the undersigned, being all the owners of the real estate abutting the street rights of way hereinafter sought to be abandoned/vacated/reduced, lying in sections 8, 9, 16, 17 & 21, T16N, R30W, in the City of Fayetteville, Arkansas, a municipal corporation, petition to vacate the street rights-of-way which are described as follows:

Razorback Rd: Vacating ROW west of the west back of curb and east of the east back of curb from MLKJr Blvd to Maple St (and including the bus pull off area on the east side just north of Mitchell St); and east of the east back of curb from Maple St to Cleveland St. Excluding any vacation of the existing ROW along the west side of Razorback Rd, north of Center Street adjacent to the Islamic Center of Northwest Arkansas property.

Maple St: Vacating ROW north of the north back of curb and south of the south back of curb, from Razorback Rd to Garland Ave

Garland Ave: Vacating ROW west of the west back of curb and east of the east back of curb, from Maple St to Cleveland St (and including the bus pull off area on the east side between Douglas St and Cleveland St)

Cleveland St: Vacating ROW south of the south back of curb, from Razorback Rd to Lindell Ave

Hill Ave: Vacating ROW east of the east back of curb, south of MLKJr Blvd to the alley along the north side of the National Cemetery property

Lt Col Leroy Pond: Vacating ROW west of the proposed back of curb, south of MLKJr Blvd to the Railroad ROW containing the City trail

MLKJr Blvd: Vacating the 10' strip of ROW along the south side of MLKJr Blvd in the center of the block between Hill Ave and Lt Col Leroy Pond

That the abutting real estate affected by said abandonment/vacation/reduction of the street rights of way are various tracts of land owned by the University of Arkansas in the City of Fayetteville, the rights of way are only being abandoned to the extents noted in the description above thus reducing the street rights of way and not eliminating them, that the affected streets will continue to have unaffected vehicular traffic, and that the public interest and welfare would not be adversely affected by the abandonment/vacation/reduction of portions of the above described street rights of way.

The petitioners pray that the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject, however, to the existing storm drainage easements, water easements and sewer easements as required, and that the above described real estate be used for their respective benefit and purpose as now approved by law.

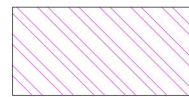
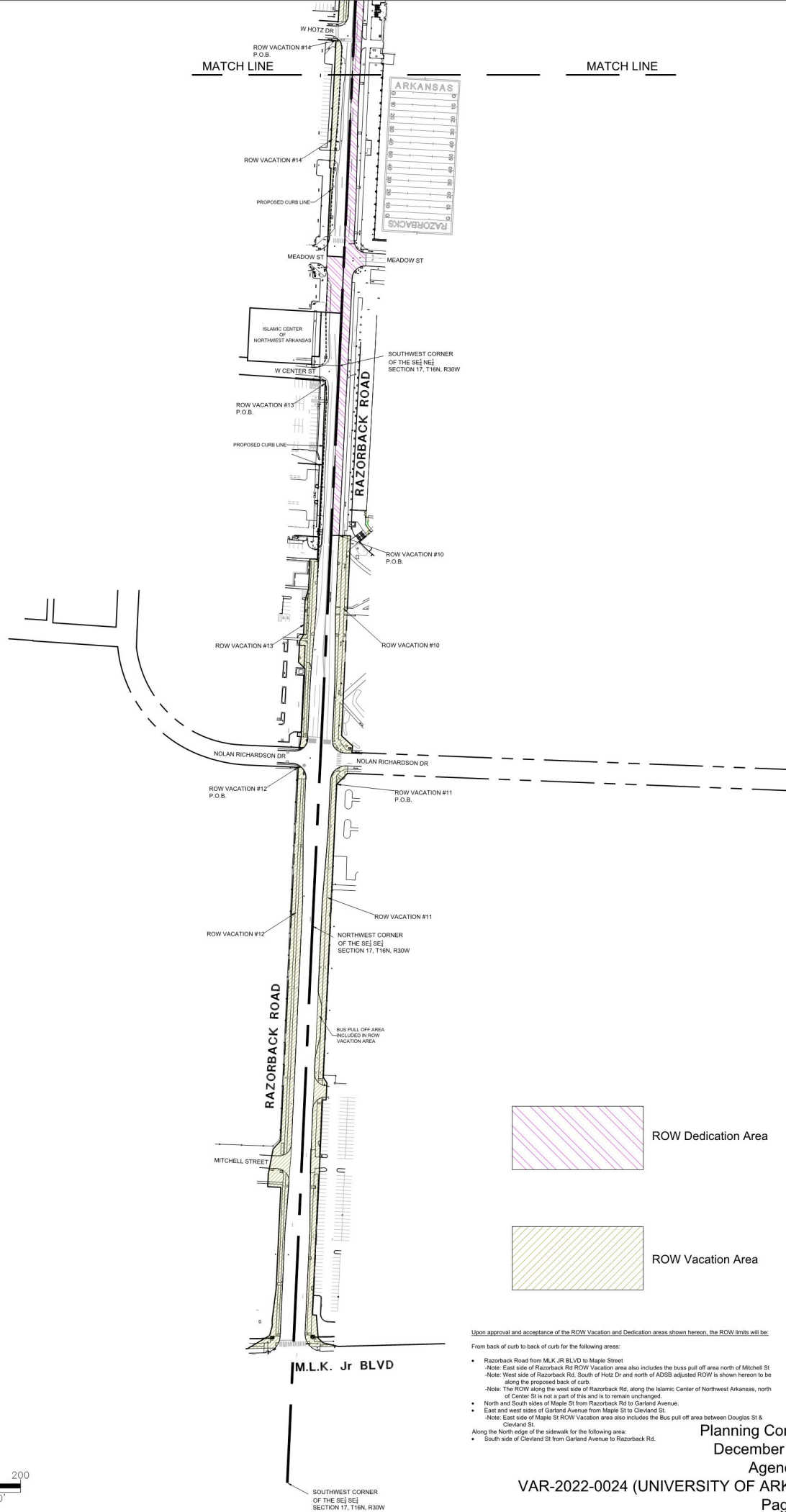
The petitioners further pray that the above described real estate be vested in the abutting property owners as provided by law.

WHEREFORE, the undersigned petitioners respectfully pray that the governing body of the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject to said storm drainage easements, water easements and sewer easements, and that title to said real estate sought to be abandoned be vested in the abutting property owners as provided by law, and as to that particular land the owners be free from the easements of the public for the use of said right of way.

Dated this 1 day of November, 2022.

Allen Jay Young
Printed Name

[Signature]
Signature



ROW Dedication Area

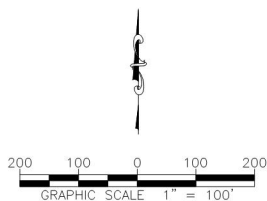


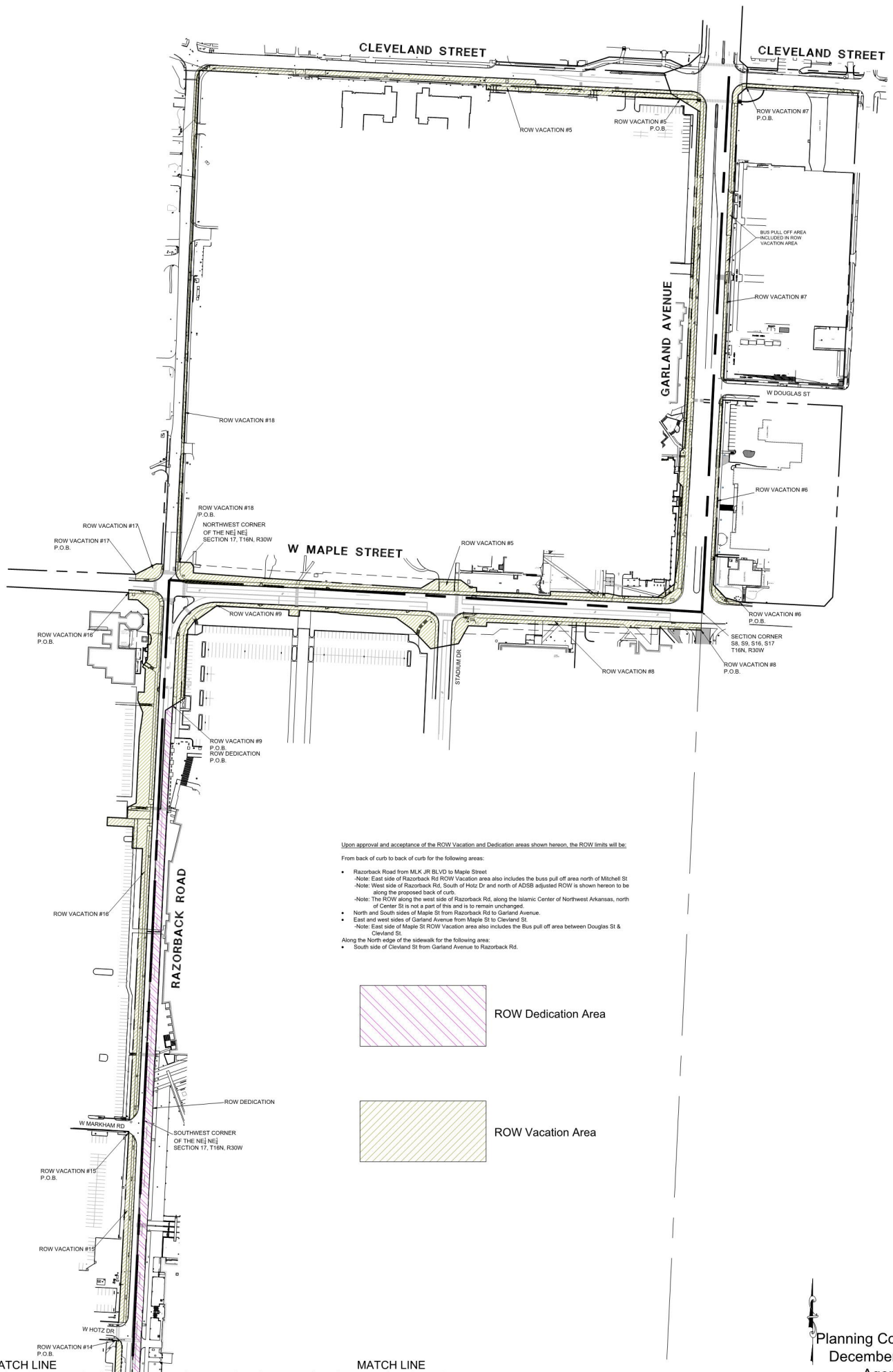
ROW Vacation Area

Upon approval and acceptance of the ROW Vacation and Dedication areas shown hereon, the ROW limits will be:

From back of curb to back of curb for the following areas:

- Razorbac Road from M.L.K. Jr Blvd to Maple Street
- Note: East side of Razorbac Rd ROW Vacation area also includes the bus pull off area north of Mitchell St
- Note: West side of Razorbac Rd, South of Hotz Dr and north of ADSB adjusted ROW is shown hereon to be along the proposed back of curb
- Note: The ROW along the west side of Razorbac Rd, along the Islamic Center of Northwest Arkansas, north of Center St is not a part of this and is to remain unchanged.
- North and South sides of Maple St from Razorbac Rd to Garland Avenue.
- East and west sides of Garland Avenue from Maple St to Cleveland St.
- Note: East side of Maple St ROW Vacation area also includes the Bus pull off area between Douglas St & Cleveland St
- Along the North edge of the sidewalk for the following area:
- South side of Cleveland St from Garland Avenue to Razorbac Rd.





Upon approval and acceptance of the ROW Vacation and Dedication areas shown herein, the ROW limits will be:

From back of curb to back of curb for the following areas:

- Razorback Road from MLK JR BLVD to Maple Street
 - Note: East side of Razorback Rd ROW Vacation area also includes the bus pull off area north of Mitchell St
 - Note: West side of Razorback Rd, South of Hotz Dr and north of ADDB adjusted ROW is shown herein to be along the proposed back of curb.
 - Note: The ROW along the west side of Razorback Rd, along the Islamic Center of Northwest Arkansas, north of Center St is not a part of this and is to remain unchanged.
- North and South sides of Maple St from Razorback Rd to Garland Avenue.
- East and west sides of Garland Avenue from Maple St to Cleveland St.
 - Note: East side of Maple St ROW Vacation area also includes the Bus pull off area between Douglas St & Cleveland St.

Along the North edge of the sidewalk for the following area:

- South side of Cleveland St from Garland Avenue to Razorback Rd.

ROW Dedication Area

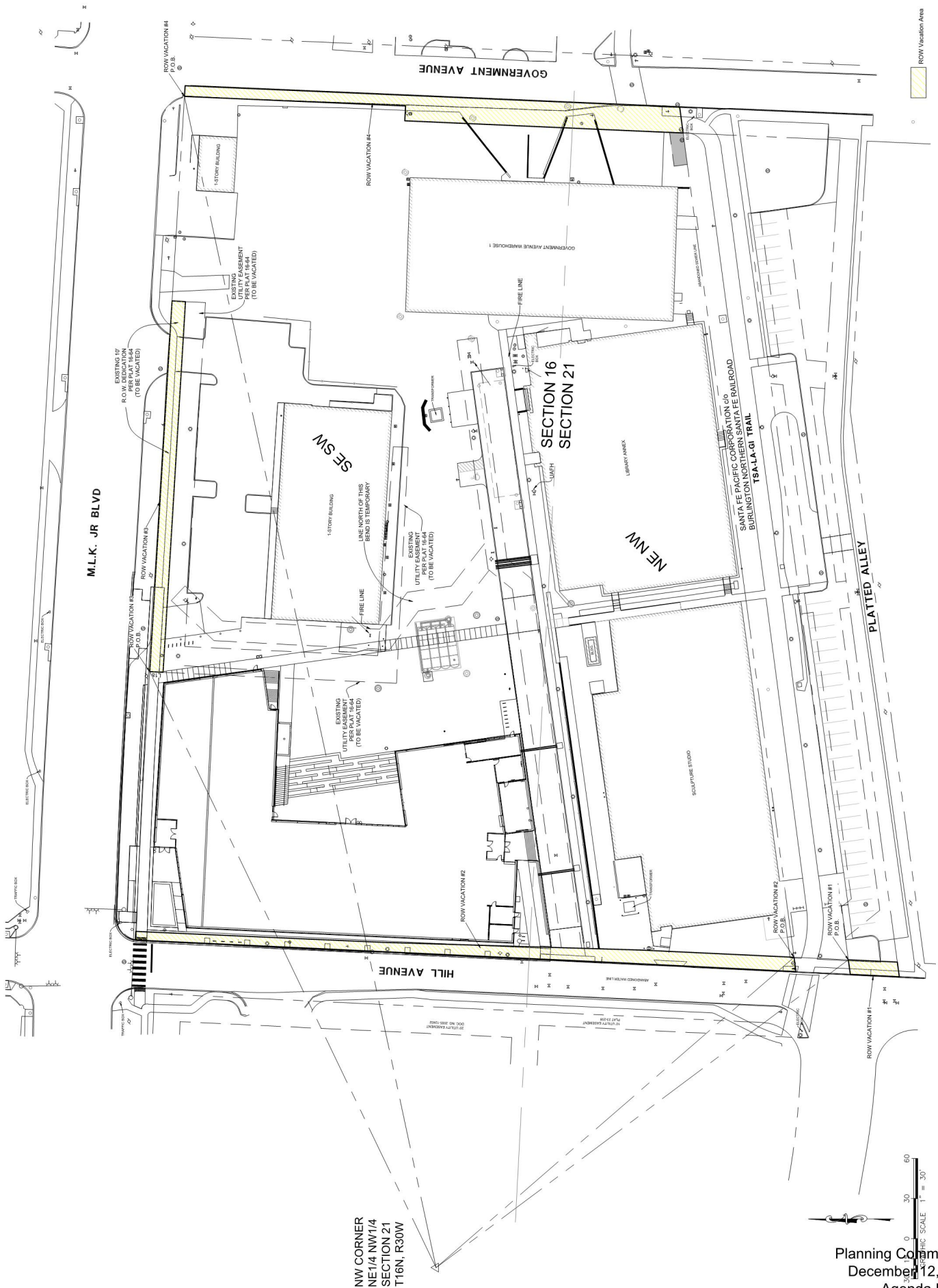
ROW Vacation Area

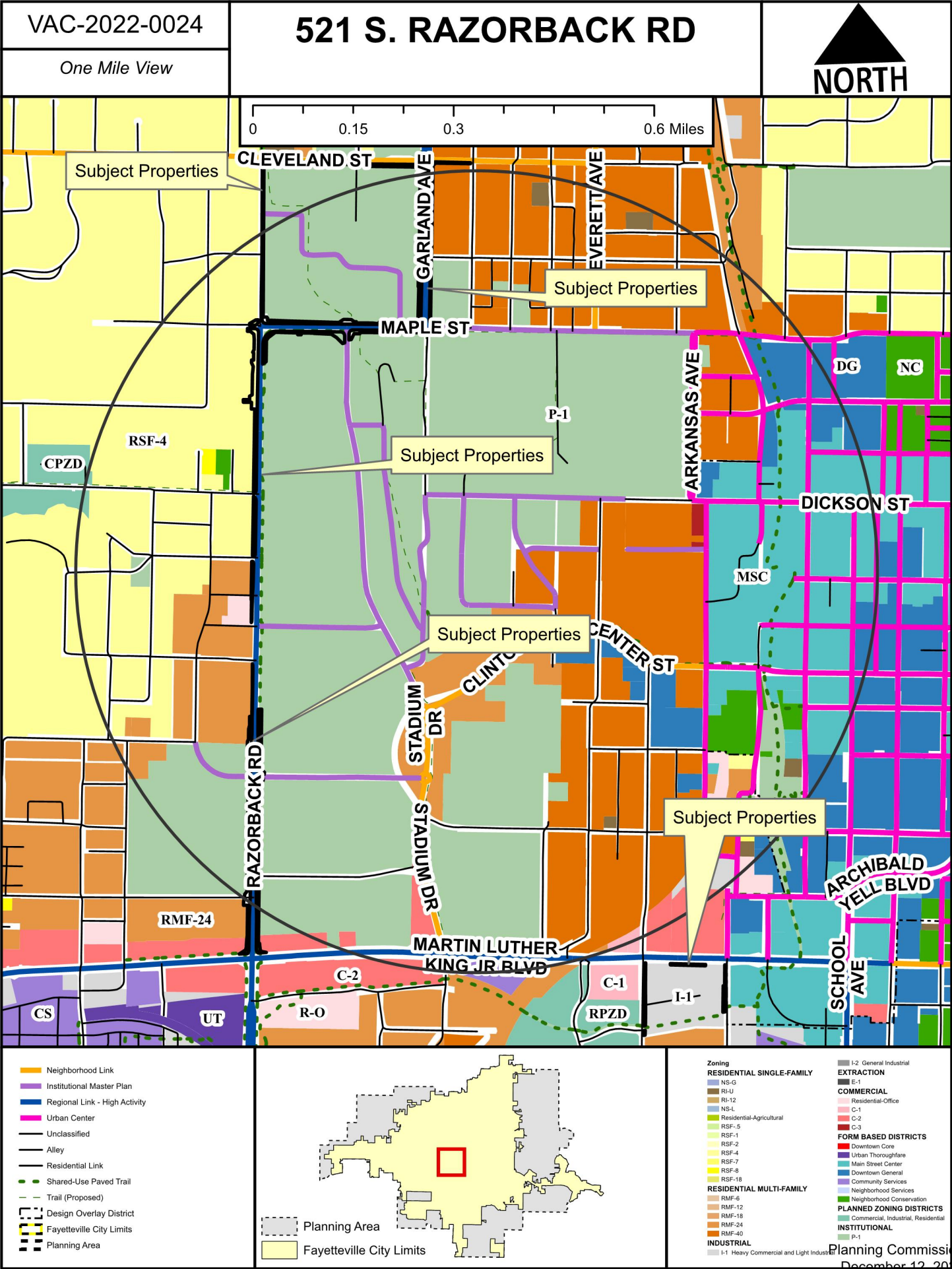
Planning Commission
December 12, 2022

Agenda Item 6

VAR-2022-0024 / UNIVERSITY OF ARKANSAS)

GRAPHIC SCALE 1" = 100' Page 8 of 10





ORDINANCE NO. _____

AN ORDINANCE TO APPROVE VAC 22-024 FOR PROPERTY LOCATED ALONG RAZORBACK ROAD, MAPLE STREET, GARLAND AVENUE, CLEVELAND STREET, HILL AVENUE, MARTIN LUTHER KING JUNIOR BOULEVARD AND LT. COLONEL LEROY POND AVENUE IN WARDS 1 AND 2 TO VACATE PORTIONS OF STREET RIGHTS-OF-WAY

WHEREAS, the City Council has the authority under A.C.A. § 14-54-104 to vacate public grounds or portions thereof which are not required for corporate purposes; and

WHEREAS, the City Council has determined that the following described portions of street rights-of-way is not required for corporate purposes.

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 vacates the portions of street rights-of-way as described in Exhibit B attached to the Planning Department's memo.

Section 2: A copy of this Ordinance duly certified by the City Clerk along with the map attached as Exhibit A to the Planning Department's memo shall be filed in the office of the Washington County Circuit Clerk.

Section 3: This vacation approval is subject to the following conditions:

1. Easements shall be dedicated for any existing facilities associated with this right-of-way vacation request, with review and coordination by the applicant with the utility provider, including properly identifying utilities in the field by means of surveying, pot holing, and coordinating with representatives.
2. Adequate accommodation for pedestrian access must be maintained whether through easement or agreement.
3. The applicant must dedicate right-of-way to the back of curb in any areas where right of way does not currently exist.
4. The applicant must dedicate a pedestrian access easement to the existing back of sidewalk or master street plan right of way in areas where sidewalk does not currently exist.
5. Signal poles and appurtenances must remain in the right-of-way, or an easement be dedicated over the areas where poles and appurtenances are located.
6. Drainage easements must be dedicated in areas of existing drainage facilities.
7. An agreement will need to be developed establishing responsibility for repairs to non-typical features behind the curb due to maintenance, installation, and repair of any city facilities located within vacated rights of way, including drainage facilities and water/sewer lines. The City will not be responsible for maintenance or repair of anything except a standard sidewalk.

8. Any damage to or relocation of existing facilities will be at the property owner/developer's expense.
9. All easements and agreements required as a condition of this vacation shall be reviewed by the City and signed by the Mayor.

RECEIVED

FEB 15 2023

CITY OF FAYETTEVILLE
CITY CLERK'S OFFICE

NORTHWEST ARKANSAS Democrat Gazette

P.O. BOX 1607, FAYETTEVILLE, AR. 72702 • 479-442-1700 • FAX: 479-695-1118 • WWW.NWADG.COM

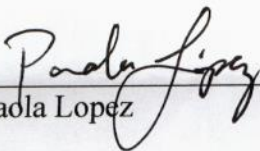
AFFIDAVIT OF PUBLICATION

I, Paola Lopez, do solemnly swear that I am the Accounting Legal Clerk of the Northwest Arkansas Democrat-Gazette, a daily newspaper printed and published in said County, State of Arkansas; that I was so related to this publication at and during the publication of the annexed legal advertisement the matter of: Notice pending in the Court, in said County, and at the dates of the several publications of said advertisement stated below, and that during said periods and at said dates, said newspaper was printed and had a bona fide circulation in said County; that said newspaper had been regularly printed and published in said County, and had a bona fide circulation therein for the period of one month before the date of the first publication of said advertisement; and that said advertisement was published in the regular daily issues of said newspaper as stated below.

City of Fayetteville-Clerks Offi
Ord 6640

Was inserted in the Regular Edition on:
February 12, 2023

Publication Charges: \$214.32


Paola Lopez

Subscribed and sworn to before me
This 13 day of Feb, 2023.


Notary Public
My Commission Expires:

LISA KAY LEAMONS
Notary Public - Arkansas
Washington County
Commission # 12721466
My Commission Expires Nov 28, 2032

****NOTE****

Please do not pay from Affidavit.
Invoice will be sent.

Ordinance: 6640

File Number: 2022-262

VAC 22-024 (RAZORBACK RD, MAPLE ST.,
ETC.):

AN ORDINANCE TO APPROVE VAC 22-024
FOR PROPERTY LOCATED ALONG
RAZORBACK ROAD, MAPLE STREET,
GARLAND AVENUE, CLEVELAND STREET,
HILL AVENUE, MARTIN LUTHER KING
JUNIOR BOULEVARD AND LT. COLONEL
LEROY POND AVENUE IN WARDS 1 AND 2
TO VACATE PORTIONS OF STREET
RIGHTS-OF-WAY

WHEREAS, the City Council has the authority
under A.C.A. § 14-54-104 to vacate public
grounds or portions thereof which are not required
for corporate purposes; and

WHEREAS, the City Council has determined that
the following described portions of street rights-
of-way is not required for corporate purposes.

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 vacates the portions
of street rights-of-way as described in Exhibit B
attached to the Planning Department's memo.

Section 2: A copy of this Ordinance duly
certified by the City Clerk along with the map
attached as Exhibit A to the Planning
Department's memo shall be filed in the office of
the Washington County Circuit Clerk.

Section 3: This vacation approval is subject to
the following conditions:

1. Easements shall be dedicated for
any existing facilities associated with this right-of-
way vacation request, with review and
coordination by the applicant with the utility
provider, including properly identifying utilities in
the field by means of surveying, pot holing, and
coordinating with representatives.

2. Adequate accommodation for
pedestrian access must be maintained whether
through easement or agreement.

3. The applicant must dedicate right-
of-way to the back of curb in any areas where
right of way does not currently exist.

4. The applicant must dedicate a
pedestrian access easement to the existing back of
sidewalk or master street plan right of way in
areas where sidewalk does not currently exist.

5. Signal poles and appurtenances
must remain in the right-of-way, or an easement
be dedicated over the areas where poles and
appurtenances are located.

6. Drainage easements must be
dedicated in areas of existing drainage facilities.

7. An agreement will need to be
developed establishing responsibility for repairs to
non-typical features behind the curb due to
maintenance, installation, and repair of any city
facilities located within vacated rights of way,
including drainage facilities and water/sewer
lines. The City will not be responsible for
maintenance or repair of anything except a
standard sidewalk.

8. Any damage to or relocation of
existing facilities will be at the property
owner/developer's expense.

9. All easements and agreements
required as a condition of this vacation shall be
reviewed by the City and signed by the Mayor.

PASSED and APPROVED on February 7, 2023

Approved:
Lionel Jordan, Mayor

Attest:

Kara Paxton,
City Clerk Treasurer

This publication was paid for by the City Clerk-
Treasurer of the City of Fayetteville, Arkansas.

Amount paid: \$214.32
75651970 Feb 12, 2023

the campuses, divisions and units involved in this effort to coordinate workforce development and education policy.

BE IT FURTHER RESOLVED THAT the Committee requests further reporting on these efforts at its next meeting on November 15, 2023.

7. Report on Agriculture Committee Meeting Held September 15, 2023:

Trustee Cox reported that Dr. Charles Robinson and Dr. Deacue Fields gave a joint report from the University of Arkansas, Fayetteville, and the Division of Agriculture concerning the completion and execution of a Memorandum of Agreement between the two organizations. Upon motion of Trustee Cox and second by Trustee Fryar, the report was accepted.

8. Report on Buildings and Grounds Committee Meetings Held September 15, 2023:

Chairman Dickey reported that the Buildings and Grounds Committee met on September 15, 2023. Chairman Dickey moved that the actions of the Committee be approved by the Board; Trustee Eichler seconded, and the following resolutions were adopted:

8.1 Approval of a Memorandum of Agreement with the City of Fayetteville, UAF:

WHEREAS, the City of Fayetteville and the University of Arkansas, Fayetteville, propose to enter into a Memorandum of Agreement (MOA) addressing conditions for vacation of various rights of way, conveyance of certain rights of way to the City, and addressing ongoing maintenance responsibilities of the University and the City for certain roadways and related properties through and adjacent to campus and associated rights of way, as well as addressing utility easements; and

WHEREAS, in order to implement the terms of the MOA the Board and the City must each convey and receive specific parcels of real property held by the other, and certain easements must be granted;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE UNIVERSITY OF ARKANSAS THAT the terms and conditions of the MOA are approved and the Board approves right of way dedication through conveyance to the City of Fayetteville of the following property situated in Fayetteville, Washington County, Arkansas, more particularly described as follows:

Part of the NE1/4 NE1/4 and part of the SE1/4 NE1/4, and part of the SW1/4 NE1/4 and part of the NE1/4 SE1/4 of Section 17, Township 16 North, Range 30 West, City of Fayetteville, Washington County, Arkansas, being more particularly described as follows:

Commencing at the NW corner of the said NE1/4 NE1/4; Thence S 02°43'18" W along the West line of said NE1/4 NE1/4, a distance of 309.18 feet; Thence S 87°16'42" E, a distance of 23.76 feet to a point lying on the Easterly right of way line of Razorback Road and the Easterly back of curb line of said Razorback Road and the Point of Beginning; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: S 02°58'57" W, a distance of 487.50 feet; S 02°40'22" W, a distance of 608.01 feet; S 02°54'03" W, a distance of 436.29 feet; S 03°01'17" W, a distance of 198.13 feet; S 01°25'06" W, a distance of 214.48 feet; S 02°43'04" W, a distance of 95.61; Thence Southeasterly along the Northerly back of curb line of Meadow Street along a 30.00 feet radius curve to the left, thru a central angle of 89°30'25", for a distance of 46.87 feet, said curve having a chord bearing of S 42°02'08" E, and distance of 42.24 feet; Thence S 01°46'07" W, a distance of 31.18 feet to the Southerly back of curb line of said Meadow Street and the beginning of a circular curb to the left; Thence along the Easterly back of curb line of said Razorback Road the following bearings and distances: Southwesterly along a 30.00 feet radius curve to the left, thru a central angle of 90°29'35", for a distance of 47.38 feet, said curve having a chord bearing of S 47°57'52" W, and distance of 42.61 feet; S 02°43'04" W, a distance of 88.40 feet; S 03°03'35" W, a distance of 200.01 feet; S 02°54'25" W, a distance of 322.05 feet; Thence N 88°04'02" W, a distance of 17.94 feet; Thence N 02°32'00" E, a distance of 401.68 feet to the SW corner of the aforesaid SE1/4 NE1/4; Thence N 02°35'17" E along the West line of the said SE1/4 NE1/4, a distance of 124.57 feet; Thence N 86°38'48" W, a distance of 37.23 feet to the Westerly back of curb line of said Razorback Road; Thence N 02°43'04" E along the Westerly back of curb line of said Razorback Road, a distance of 85.06 feet; Thence Northwesterly along the Westerly back of curb line of said Razorback Road along a 30.00 feet radius curve to the left, thru a central angle of 26°45'00", for a distance of 14.01 feet, said curve having a chord bearing of N 10°39'26" W, and distance of 13.88 feet; Thence N 02°32'00" E, a distance of 34.66 feet; Thence S 86°40'45" E, a distance of 40.25 feet to the West line of the said SE1/4 NE1/4; Thence N 02°35'17" E along the West line of the said SE1/4 NE1/4, a distance of 1056.85 feet to the SW corner of the NE1/4 NE1/4; Thence N 02°43'18" E along the West line of the said NE1/4 NE1/4, a distance of 769.53 feet; Thence S 87°08'22" E, a distance of 5.84 feet; Thence N 02°46'31" E, a distance of 243.50 feet to a point lying on the Easterly right of way line of said Razorback Road; Thence N 57°28'29" E along the Easterly right of way line of said Razorback Road, a distance of 21.67 feet to the Point of Beginning, containing 1.43 Acres more or less.

BE IT FURTHER RESOLVED THAT the Board accepts all property to be conveyed or vacated to it by the City of Fayetteville in accordance with the MOA.

BE IT FURTHER RESOLVED THAT the Chairman and the Secretary or Assistant Secretary shall be, and hereby are, authorized to execute and deliver any and all deeds or other instruments of conveyance necessary to close the transaction.

BE IT FURTHER RESOLVED THAT the President or his designee shall be, and hereby is, authorized to execute and deliver any and all utility, drainage, and other easements reasonably necessary to implement the terms of the MOA.

BE IT FURTHER RESOLVED THAT the President, the Chancellor and Chief Financial Officer of the University of Arkansas, Fayetteville or their respective designees shall be, and hereby are, authorized to take such further action and execute such other documents and instruments as might be necessary to close the transactions contemplated by the MOU.

BE IT FURTHER RESOLVED THAT all documents related to the transactions shall be in a form and content acceptable to the General Counsel.

8.2 Approval of Sale of SEFOR Property, UAF:

BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE UNIVERSITY OF ARKANSAS THAT the Board hereby approves the acceptance of the offer from Specter, LLC, for the purchase price of \$1,150,000 and on the terms and conditions set forth in the Offer and Acceptance to sell the former SEFOR property located east of Strickler in Washington County, Arkansas, more particularly described as follows:

A parcel of land situated in Sections 3 and 4, Township 13 North and Section 33, Township 14 North, all being in Range 31 West of the 5th Principal Meridian and in Washington County, Arkansas, and being more particularly described as follows:

Beginning at the Northeast Corner of the fractional Northwest quarter of Section 3, Township 13 North, thence South 1° 19' East 4810.1 feet to the Southeast Corner of the Southwest quarter, Section 3, thence North 89° 32' West 5291.0 feet to the Southwest corner of the Southeast quarter of Section 4, thence North 1° 11' West 1320.0 feet to Northwest corner of the Southwest quarter of the Southeast quarter of Section 4, thence South 89° 32' East 552.75 feet thence North 1° 11' West 362.0 feet to the center of Strawberry Branch, thence with said branch across Fall Creek North 44° 41' West 484.4 feet, thence North 1° 11' West 608.7 feet to the North line of the Northwest quarter