Alderman Adella Gray
Ward 1 Position 1

Alderman Sarah Marsh
Ward 1 Position 2

Alderman Mark Kinion
Ward 2 Position 1

Alderman Matthew Petty
Ward 2 Position 2

Mayor Lioneld Jordan
City Attorney Kit Williams
City Clerk Sondra E. Smith

Alderman Justin Tennant
Ward 3 Position 1

Alderman Martin W. Schoppmeyer, Jr.
Ward 3 Position 2

Alderman Rhonda Adams
Ward 4 Position 1

Alderman Alan T. Long
Ward 4 Position 2

Final Agenda
City of Fayetteville Arkansas
City Council Meeting
December 16, 2014

A meeting of the Fayetteville City Council will be held on December 16, 2014 at 5:30 PM in Room 219 of the City Administration Building located at 113 West Mountain Street, Fayetteville, Arkansas.

Call to Order

Roll Call

Pledge of Allegiance

Mayor's Announcements, Proclamations and Recognitions:

1. **2014-0536** Alderman Rhonda Adams Recognition

City Council Meeting Presentations, Reports and Discussion Items:

1. **2014-0562** Mayor Confirmation of the Public Facilities Board Appointment **APPROVED**
2. **2014-0563** Mayor Confirmation of the Northwest Arkansas Regional Airport Authority Appointments **APPROVED**
3. **2014-0537** Nominating Committee Report **APPROVED**
4. **2014-0570** Town Center Annual Report

Agenda Additions:

A. Consent:

1. **2014-0316** Approval of the December 2, 2014 City Council meeting minutes. **APPROVED**

2. **2014-0480** A resolution to approve a budget adjustment for housing contract services in the amount of $11,364.00 representing Community Development Block Grant Program income received through a housing program lien payoff, and to approve a budget adjustment for community outreach projects in the amount of $627.00 representing donations to Ranger's Pantry and the Senior Giving Tree.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 216-14

3. **2014-0540** A resolution to approve Change Order No. 2 to the contract with Benchmark Construction in the amount of $6,703.00 for installation of a sidewalk and an Americans with Disabilities Act compliant ramp for the Fire Station No. 1 Driveway Replacement Project.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 217-14

4. **2014-0545** A resolution to award Bid #14-45 and authorize a contract with JL Bryson, Inc. for the installation of an ozone disinfection system at the Noland Wastewater Treatment Plant in the amount of $867,010.00, to approve a project contingency in the amount of $86,701.00, and to approve a budget adjustment.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 218-14

5. **2014-0551** A resolution to award Bid #14-64 to Evans Enterprises, Inc. to rebuild four (4) motors and to purchase four (4) variable frequency drives and load reactors for the Noland Wastewater Treatment Plant in the amount of $42,341.74 plus applicable taxes.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 219-14

6. **2014-0550** A resolution to award Bid #14-61 to Rogers Iron and Metal for the removal and recycling of scrap metal items for an amount established in the seventh effective issue of the American Metal Market Automobile Scrap Index each month for the Arkansas/Tennessee market less Rogers Iron and Metal's operating costs in the amount of $96.00 per ton.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 220-14

7. **2014-0552** A resolution to approve a budget adjustment in the total amount of $44,018.00 recognizing federal and state law enforcement forfeiture revenue received through November 2014.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 221-14

8. **2014-0548** A resolution to approve a budget adjustment in the total amount of $7,900.00 recognizing donation revenue to the Fayetteville Police Department in support of officer service awards, general recognition and repair of the vandalized police memorial monument.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 222-14

9. **2014-0559** A resolution to approve Amendment No. 2 to the Memorandum of Understanding with the Watershed Conservation Resource Center in an amount not to exceed $6,020.00 for enhancement of the existing floodplain of the Niokaska Creek in Sweetbriar Park, monitoring of bank erosion and repairs to rock structures constructed as part of the original stream restoration project.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 223-14

10. **2014-0546** A resolution to approve Amendment No. 6 to the Agreement for Operations, Maintenance and Management Services between the City of Fayetteville, Arkansas and CH2M Hill Engineers, Inc. in the amount of $7,902,543.00 for services in 2015.

    PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 224-14

11. **2014-0556** A resolution to approve a budget adjustment in the amount of $500,000.00 for the development of a Master Transportation Plan.

    PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 225-14

12. **2014-0555** A resolution to approve the attached budget adjustment for both the 2014 and 2015 budgets to create the Hotel, Motel and Restaurant 2014 Bond Capital Improvement Fund in the amount of $7,181,004.00 for the Walton Arts Center Expansion and Enhancement Project and $3,642.656.00 for Phase I of the Regional Park Project.

    PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 226-14

B. Unfinished Business:

1. **2014-0447** An ordinance rezoning that property described in rezoning petition RZN 14-4850, for approximately 4.96 acres, located along the north side of Martin Luther King Boulevard between Government and Hill Avenues, from I-1, Heavy Commercial/Light Industrial, to C-2, Thoroughfare Commercial. *This ordinance was left on the first reading at the November 6, 2014 City Council Meeting and tabled to the December 2, 2014 City Council Meeting. This ordinance was left on the second reading at the December 2, 2014 City Council Meeting.*

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 5727

C. New Business:

1. **2014-0554** An ordinance rezoning that property described in rezoning petition RZN 14-4875, for approximately 20.54 acres, located at the west end of Truckers Drive from R-PZD, Residential Planned Zoning District, Park West 05-1796, to RMF-12, Residential Multi Family, 12 units per acre.

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 5728

2. **2014-0538** A resolution to endorse the Northwest Arkansas Bicycle and Pedestrian Master Plan created by the Northwest Arkansas Regional Planning Commission and Alta Planning and Design.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 227-14

3. **2014-0523** An ordinance to waive the requirements of formal competitive bidding and approve a one year contract with Motorola Solutions, Inc. In the amount of $98,422.92 plus applicable taxes with automatic renewal for four additional years for maintenance of the City's Motorola Simulcast Radio System.

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 5729

4. **2014-0553** An ordinance to amend §31.16 Aldermen, compensation to provide that Aldermen may participate in the City of Fayetteville employee health insurance plan as a defined class during their elected terms of office.

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 5730

5. **2014-0437** An ordinance to amend the Fayetteville Code by enacting § 71.016 Insurance Requirements for Motorized Bicycles, Motor Scooters and Mopeds.

   THIS ORDINANCE WAS LEFT ON THE FIRST READING AND SENT TO THE ORDINANCE REVIEW COMMITTEE

6. **2014-0438** An ordinance to amend the Fayetteville Code by enacting Chapter 120 Real Estate Sale and Leasing Regulations for the purpose of educating buyers and tenants about City of Fayetteville occupancy limits.

   PASSED AND SHALL BE RECORDED AS ORDINANCE NO. 5731

7. **2014-0560** A resolution for a general statement on taxpayer empowerment and the provision of core city services providing that the City of Fayetteville will continue all services currently provided or performed by public employees rather than outsourcing those core public services; and to outline contract terms to be utilized when outsourcing any other services requiring unique professional expertise not available from City employees.

   PASSED AND SHALL BE RECORDED AS RESOLUTION NO. 228-14

D. City Council Agenda Session Presentations:

1. **2014-0539** Agenda Session Presentation-Spring Street Parking Deck Construction Update-Jeremy Pate, Development Services Director

E. City Council Tour:

F. Announcements:

Adjournment: 9:35 p.m.

NOTICE TO MEMBERS OF THE AUDIENCE

All interested persons may address the City Council on agenda items of New and Old Business. Please wait for the Mayor to request public comment and then come to the podium, give your name, address, and comments about the agenda item. Please address only the Mayor. Questions are usually answered by the Mayor, Aldermen or Staff after the public comment period is over. Please keep your comments brief and respectful. Each person is only allowed one turn at the microphone for discussion of an agenda item.

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

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

> **Agenda additions.** A new item which is requested to be added to the agenda at a City Council meeting should only be considered if it requires immediate City Council consideration and if the normal agenda setting process is not practical. The City Council may only place such new item on the City Council meeting's agenda by suspending the rules by two-thirds vote. Such agenda addition shall be heard prior to the Consent Agenda.
>
> **Consent Agenda.** Consent Agenda items shall be read by the Mayor and voted upon as a group without discussion by the City Council. If an Alderman wishes to comment upon or discuss a Consent Agenda item that item shall be removed and considered immediately after the Consent Agenda has been voted upon.
>
> **Old business and new business.**
>
> > **Presentations by staff and applicants.** Agenda items shall be introduced by the Mayor and, if an ordinance, read by the City Attorney. City staff shall then present a report. An agenda applicant (city contractor, rezoning or development applicant, etc.) may present its proposal only during this presentation period, but may be recalled by an alderman later to answer questions. Staff and applicants may use electronic visual aids in a City Council meeting as part of their presentation.
> >
> > **Public comments.** Public comment shall be allowed for all members of the audience on all items of old and new business and subjects of public hearings. No electronic visual aid presentations shall be allowed, but the public may submit photos, petitions, etc. to be distributed to the City Council. If a member of the public wishes for the City Clerk to distribute materials to the City Council before its meeting, such materials should be supplied to the City Clerk office no later than 9:00 a.m. on the day of the City Council meeting. Any member of the public shall first state his or her name and address, followed by a concise statement of the person's position on the question under discussion. Repetitive comments should be avoided; this applies to comments made previously either to the City Council or to the Planning Commission when those Planning Commission minutes have been provided to the Aldermen. All remarks shall be addressed to the Mayor or the City Council as a whole and not to any particular member of the City Council. No person other than the Aldermen and the person having the floor shall be permitted to enter into any discussions without permission of the Mayor. No questions shall be directed to an Alderman or city staff member except through the Mayor.
>
> **Courtesy and respect.** All members of the public, all city staff and elected officials shall accord the utmost courtesy and respect to each other at all times. All shall refrain from rude or derogatory remarks, reflections as to integrity, abusive comments and statements about motives or personalities. Any member of the public who violates these standards shall be ruled out of order by the Mayor, must immediately cease speaking and shall leave the podium.

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

A copy of the complete City Council agenda is available at www.fayetteville-ar.gov or in the office of the City Clerk, 113 W. Mountain, Fayetteville, Arkansas.

City Council Meeting: **December 16, 2014** **Adjourn:** 9:35 p.m

Subject:	**Roll**				
Alderman Kinion Arrived at 5:39.	**Kinion**	Absent during roll call			
	Petty	✓			
	Tennant	✓			
	Schoppmeyer	✓			
	Adams	Absent			
	Long	✓			
	Gray	✓			
	Marsh	✓			
	Mayor Jordan	✓			

8-0

Subject:	**Public Facilities Board Appointment**				
Motion To:		Approve			
Motion By:		Gray			
Seconded:		Long			
Approved Public Facilities, NWA Regional Airport Authority Nominating Committee all Approved with one vote	**Kinion**	Absent during the vote			
	Petty	✓			
	Tennant	✓			
	Schoppmeyer	✓			
	Adams	Absent			
	Long	✓			
	Gray	✓			
	Marsh	✓			
	Mayor Jordan				

6-0

City Council Meeting: **December 16, 2014**

Subject:	**NWA Regional Airport Authority Appointments**				
Motion To:					
Motion By:					
Seconded:					
Approved	**Kinion**	See Public	Facilities Board		
	Petty				
	Tennant				
	Schoppmeyer				
	Adams				
	Long				
	Gray				
	Marsh				
	Mayor Jordan				

Subject:	**Nominating Committee Report**				
Motion To:					
Motion By:					
Seconded:					
Approved	**Kinion**	See Public	Facilities Board		
	Petty				
	Tennant				
	Schoppmeyer				
	Adams				
	Long				
	Gray				
	Marsh				
	Mayor Jordan				

City Council Meeting: **December 16, 2014**

Subject:	**Consent**				
Motion To:		Approve			
Motion By:		Marsh			
Seconded:		Long			
Approved	**Kinion**	✓			
	Petty	✓			
	Tennant	✓			
	Schoppmeyer	✓			
	Adams	Absent			
Minutes Approved 216-14 thru 226-14	**Long**	✓			
	Gray	✓			
	Marsh	✓			
	Mayor Jordan				
		7-0			

Subject:					
Motion To:					
Motion By:					
Seconded:					
	Kinion				
	Petty				
	Tennant				
	Schoppmeyer				
	Adams				
	Long				
	Gray				
	Marsh				
	Mayor Jordan				

City Council Meeting: **December 16, 2014**

Subject:	**Hanna's Landing Appeal**				Rezone to
Motion To:		Amend to Accept Bill of Assurance		Did not vote On the Third	Urban Thoroughfare
Motion By:		Petty		Reading	Marsh
Seconded:		Gray		because	Petty
B. 1	**Kinion**	✓		Kit read	✓
Unfinished	**Petty**	✓		the entire	✓
Business	**Tennant**	✓		Ordinance.	N
	Schoppmeyer	✓			N
	Adams	Absent			Absent
	Long	✓			N
	Gray	✓			N
	Marsh	✓			✓
5727	**Mayor Jordan**				
		7-0			3-4 failed

Subject:	Hanna's Landing Appeal				
Motion To:		Table to January 19, 2015		Approve	
Motion By:		Petty			
Seconded:		Marsh			
	Kinion	✓		N	
	Petty	✓		N	
	Tennant	N		✓	
passed	**Schoppmeyer**	N		✓	
as	**Adams**	Absent		Absent	
Amended	**Long**	N		✓	
	Gray	N		✓	
	Marsh	✓		N	
5727	**Mayor Jordan**			Mayor	
Need 5 votes to pass		3-4 failed		voted yes 5-3	

City Council Meeting: **December 16, 2014**

Subject:	**RZN 14-4875 West End of Truckers Dr./Legacy Bank**				
Motion To:		Amend Exhibit A	2nd Read	3rd Read	Pass
Motion By:		Marsh	Marsh	Gray	
Seconded:		Petty	Long	Marsh	
C. 1 New Business	**Kinion**	✓	✓	✓	✓
	Petty	✓	✓	✓	✓
	Tennant	Absent during the vote	Absent during the vote	Absent during the vote	Absent during the vote.
	Schoppmeyer	✓	✓	✓	✓
	Adams	Absent	Absent	absent	absent
passed	**Long**	✓	✓	✓	✓
	Gray	✓	✓	✓	✓
	Marsh	✓	✓	✓	✓
5720	**Mayor Jordan**				
		6-0	6-0	6-0	6-0

Subject:	**Arkansas Bicycle and Pedestrian Master Plan**				
Motion To:		Approve			
Motion By:		Marsh			
Seconded:		Long			
C. 2 New Business	**Kinion**	✓			
	Petty	✓			
	Tennant	Absent during the vote			
	Schoppmeyer	✓			
	Adams	Absent			
passed	**Long**	✓			
	Gray	✓			
	Marsh	✓			
227-14	**Mayor Jordan**				
		6-0			

City Council Meeting: **December 16, 2014**

Subject:	**Motorola Solutions, Inc.**				
Motion To:		2nd Read	3rd Read	Pass	
Motion By:		Marsh	Gray		
Seconded:		Gray	Marsh		
C. 3	**Kinion**	✓	✓	✓	
New	**Petty**	✓	✓	✓	
Business	**Tennant**	Absent during the vote	Absent during the vote	Absent during the vote.	
	Schoppmeyer	✓	✓	✓	
	Adams	absent	absent	absent	
passed	**Long**	✓	✓	✓	
	Gray	✓	✓	✓	
	Marsh	✓	✓	✓	
5729	**Mayor Jordan**				
		6-0	6-0	6-0	

Subject:	**Amend 31.16 Alderman Compensation**				
Motion To:		2nd Read	3rd Read	Pass	
Motion By:		Petty	Petty		
Seconded:		Marsh	Marsh		
C. 4	**Kinion**	✓	✓	✓	
New	**Petty**	✓	✓	✓	
Business	**Tennant**	- Absent during the vote -			
	Schoppmeyer	✓	✓	✓	
passed	**Adams**	absent	Absent	Absent	
	Long	N	N	N	
	Gray	✓	✓	✓	
	Marsh	✓	✓	✓	
5730	**Mayor Jordan**	yes	yes		
		6-1	6-1	5-1	

City Council Meeting: **December 16, 2014**

Subject:	**Enact 71.016 Insurance Requirements for Motorized Bicycles, Motor Scooters and Mopeds**				
Motion To:		Amend 2nd Whereas Clause	Amend Max fine of $50	Send to Ordinance Review Committee	
Motion By:		Long	Long	Long	
Seconded:		Gray		Schoppmeyer	
C. 5 New Business	**Kinion**	✓	Motion	✓	
	Petty	✓	failed	✓	
	Tennant	Absent during the vote	for lack	Absent during the vote.	
	Schoppmeyer	✓	of a	✓	
Left on the First Reading and sent to the Ordinance Review Committee	**Adams**	absent	second	Absent	
	Long	✓		✓	
	Gray	✓		✓	
	Marsh	✓		✓	
	Mayor Jordan				
		6-0	—	6-0	

Subject:	**Enact Chapter 120 Real Estate Sale and Leasing Regulations**				
Motion To:		Effective Date of Ord. July 1, 2015	2nd Read	3rd Read	Pass
Motion By:		Long	Gray	Gray	
Seconded:		Petty	Long	Long	
C. 6 New Business	**Kinion**	✓	✓	✓	✓
	Petty	✓	✓	✓	✓
	Tennant	– absent	during the	vote	
	Schoppmeyer	✓	✓	✓	✓
passed	**Adams**	absent	absent	absent	absent
	Long	✓	✓	✓	✓
	Gray	✓	✓	✓	✓
	Marsh	✓	✓	✓	✓
5731	**Mayor Jordan**				
		6-0	6-0	6-0	6-0

City Council Meeting: **December 16, 2014**

Subject:	**Outsourcing Core Public Services**				
Motion To:		Amend to New Resolution	Pass		
Motion By:		Long	Gray		
Seconded:		Marsh	Marsh		
C. 7	**Kinion**	✓	✓		
New	**Petty**	✓	✓		
Business	**Tennant**	— absent	during the	vote —	—
	Schoppmeyer	✓	✓		
passed	**Adams**	absent	absent		
	Long	✓	✓		
	Gray	✓	✓		
	Marsh	✓	✓		
228-14	**Mayor Jordan**				
		6-0	6-0		

Subject:					
Motion To:					
Motion By:					
Seconded:					
	Kinion				
	Petty				
	Tennant				
	Schoppmeyer				
	Adams				
	Long				
	Gray				
	Marsh				
	Mayor Jordan				

DEPARTMENTAL CORRESPONDENCE

OFFICE OF THE
CITY ATTORNEY

Kit Williams
City Attorney

Blake Pennington
Assistant City Attorney

Patti Mulford
Paralegal

TO: **Mayor Jordan**

THRU: **Sondra Smith,** City Clerk

FROM: **Kit Williams,** City Attorney

DATE: **December 17, 2014**

RE: **Resolutions and Ordinances prepared by the City Attorney's Office and passed at the City Council meeting of December 16, 2014**

1. A resolution to approve a budget adjustment for housing contract services in the amount of $11,364.00 representing Community Development Block Grant Program income received through a housing program lien payoff, and to approve a budget adjustment for community outreach projects in the amount of $627.00 representing donations to Ranger's Pantry and the Senior Giving Tree.

2. A resolution to approve change order no. 2 to the contract with Benchmark Construction in the amount of $6,703.00 for installation of a sidewalk and an Americans With Disabilities Act compliant ramp for the Fire Station No. 1 driveway replacement project.

3. A resolution to award bid #14-45 and authorize a contract with JL Bryson, Inc. for the installation of an ozone disinfection system at the Noland Wastewater Treatment Plant in the amount of $867,010.00, to approve a project contingency in the amount of $86,701.00, and to approve a budget adjustment.

4. A resolution to award bid #14-64 to Evans Enterprises, Inc. to rebuild four (4) motors and to purchase four (4) variable frequency drives and load reactors for the Noland Wastewater Treatment Plant in the amount of $42,341.74 plus applicable taxes.

5. A resolution to award bid #14-61 to Rogers Iron And Metal for the removal and recycling of scrap metal items for an amount established in the seventh effective issue of the American Metal market automobile scrap index each month for the Arkansas/Tennessee market less Rogers Iron And Metal's operating costs in the amount of $96.00 per ton.

6. A resolution to approve a budget adjustment in the total amount of $44,018.00 recognizing federal and state law enforcement forfeiture revenue received through November 2014.

7. A resolution to approve a budget adjustment in the total amount of $7,900.00 recognizing donation revenue to the Fayetteville Police Department in support of officer service awards, general recognition and repair of the vandalized police memorial monument.

8. A resolution to approve amendment no. 2 to the Memorandum of Understanding with the Watershed Conservation Resource Center in an amount not to exceed $6,020.00 for enhancement of the existing floodplain of the Niokaska Creek in Sweetbriar Park, monitoring of bank erosion and repairs to rock structures constructed as part of the original stream restoration project.

9. A resolution to approve amendment no. 6 to the agreement for operations, maintenance and management services between the City of Fayetteville, Arkansas and CH2M Hill Engineers, Inc. in the amount of $7,902,543.00 for services in 2015.

10. A resolution to approve a budget adjustment in the amount of $500,000.00 for the development of a master transportation plan.

11. A resolution to approve the attached budget adjustment for both the 2014 and 2015 budgets to create the Hotel, Motel and Restaurant 2014 Bond Capital Improvement Fund in the amount of $7,181,004.00 for the Walton Arts Center expansion and enhancement project and $3,642.656.00 for Phase I of the Regional Park project.

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13. A resolution to endorse the Northwest Arkansas Bicycle and Pedestrian Master Plan created by the Northwest Arkansas Regional Planning Commission and Alta Planning and Design.

14. An ordinance to waive the requirements of formal competitive bidding and approve a one year contract with Motorola Solutions, Inc. in the amount of $98,422.92 plus applicable taxes with automatic renewal for four additional years for maintenance of the city's Motorola simulcast radio system, contingent on approval of the 2015 annual city budget and work program.

15. An ordinance to amend §31.16 aldermen, compensation to provide that aldermen may participate in the City of Fayetteville employee health insurance plan as a defined class during their elected terms of office.

16. An ordinance to amend the Fayetteville Code by enacting Chapter 120 Real Estate Sale and Leasing Regulations for the purpose of educating buyers and tenants about City Of Fayetteville occupancy limits.

17. A resolution for a general statement on taxpayer empowerment and the provision of core city services providing that the City of Fayetteville will continue all services currently provided or performed by public employees rather than outsourcing those core public services; and to outline contract terms to be utilized when outsourcing any other services requiring unique professional expertise not available from city employees.

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD - 479-521-1316

Meeting Agenda - Final

Tuesday, December 16, 2014

5:30 PM

City Hall--Room 219

City Council

Adella Gray Ward 1
Sarah Marsh Ward 1
Mark Kinion Ward 2
Matthew Petty Ward 2
Justin Tennant Ward 3
Martin W. Schoppmeyer, Jr. Ward 3
Rhonda Adams Ward 4
Alan Long Ward 4

ELECTED OFFICIALS:
Mayor Lioneld Jordan
City Attorney Kit Williams
City Clerk Sondra Smith

Call To Order

Roll Call

Pledge of Allegiance

Mayor's Announcements, Proclamations and Recognitions

1. **2014-0536** Alderman Rhonda Adams Recognition

City Council Meeting Presentations, Reports and Discussion Items:

1. **2014-0562** Mayor confirmation of the Public Facilities Board Appointment

Attachments: Public Facilities Board Appointment

2. **2014-0563** Mayor confirmation of the Northwest Arkansas Regional Airport Authority Appointments

Attachments: NWA Regional Airport Board Appointment

3. **2014-0537** Nominating Committee Report

4. **2014-0570** Town Center Annual Report

Agenda Additions:

A. Consent:

A. 1 **2014-0316** Approval of the December 2, 2014 City Council Meeting Minutes

A. 2 **2014-0480** A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT FOR HOUSING CONTRACT SERVICES IN THE AMOUNT OF $11,364.00 REPRESENTING COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM INCOME RECEIVED THROUGH A HOUSING PROGRAM LIEN PAYOFF, AND TO APPROVE A BUDGET ADJUSTMENT FOR COMMUNITY OUTREACH PROJECTS IN THE AMOUNT OF $627.00 REPRESENTING DONATIONS TO RANGER'S PANTRY AND THE SENIOR GIVING TREE

Attachments: SRF-SRM-Donations and PI

BA-Donations and PI

A. 3 **2014-0540** A RESOLUTION TO APPROVE CHANGE ORDER NO. 2 TO THE CONTRACT WITH BENCHMARK CONSTRUCTION IN THE AMOUNT OF $6,703.00 FOR INSTALLATION OF A SIDEWALK AND AN AMERICANS WITH DISABILITIES ACT COMPLIANT RAMP FOR THE FIRE STATION NO. 1 DRIVEWAY REPLACEMENT PROJECT

Attachments: SRF & SRM_Change Order 2 at Station #1

A. 4 **2014-0545** A RESOLUTION TO AWARD BID #14-45 AND AUTHORIZE A CONTRACT WITH JL BRYSON, INC. FOR THE INSTALLATION OF AN OZONE DISINFECTION SYSTEM AT THE NOLAND WASTEWATER TREATMENT PLANT IN THE AMOUNT OF $867,010.00, TO APPROVE A PROJECT CONTINGENCY IN THE AMOUNT OF $86,701.00, AND TO APPROVE A BUDGET ADJUSTMENT

Attachments: Noland Ozone Construction Contract-JL Bryson, Inc Revised by Michelle

BA_Noland Ozone Disinfection Construction

A. 5 **2014-0551** A RESOLUTION TO AWARD BID #14-64 TO EVANS ENTERPRISES, INC. TO REBUILD FOUR (4) MOTORS AND TO PURCHASE FOUR (4) VARIABLE FREQUENCY DRIVES AND LOAD REACTORS FOR THE NOLAND WASTEWATER TREATMENT PLANT IN THE AMOUNT OF $42,341.74 PLUS APPLICABLE TAXES

Attachments: SRP Noland Basin Motor Rebuilds and VFDs Bid 14-64

A. 6 **2014-0550** A RESOLUTION TO AWARD BID #14-61 TO ROGERS IRON AND METAL FOR THE REMOVAL AND RECYCLING OF SCRAP METAL ITEMS FOR AN AMOUNT ESTABLISHED IN THE SEVENTH EFFECTIVE ISSUE OF THE AMERICAN METAL MARKET AUTOMOBILE SCRAP INDEX EACH MONTH FOR THE ARKANSAS/TENNESSEE MARKET LESS ROGERS IRON AND METAL's OPERATING COSTS IN THE AMOUNT OF $96.00 PER TON

Attachments: SRF Scrap Metal Bid RIMCO 11-24-14

A. 7 **2014-0552** A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT IN THE TOTAL AMOUNT OF $44,018.00 RECOGNIZING FEDERAL AND STATE LAW ENFORCEMENT FORFEITURE REVENUE RECEIVED THROUGH NOVEMBER 2014

Attachments: SRP - Forfeitures - Nov 2014

BA - Forfeitures - Nov 2014

A. 8 **2014-0548** A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT IN THE TOTAL AMOUNT OF $7,900.00 RECOGNIZING DONATION REVENUE TO THE FAYETTEVILLE POLICE DEPARTMENT IN SUPPORT OF OFFICER SERVICE AWARDS, GENERAL RECOGNITION AND REPAIR OF THE VANDALIZED POLICE MEMORIAL MONUMENT

Attachments: SRP - Donations - Nov 2014

BA - Donations - Nov 2014

A. 9 **2014-0559** A RESOLUTION TO APPROVE AMENDMENT NO. 2 TO THE MEMORANDUM OF UNDERSTANDING WITH THE WATERSHED CONSERVATION RESOURCE CENTER IN AN AMOUNT NOT TO EXCEED $6,020.00 FOR ENHANCEMENT OF THE EXISTING FLOODPLAIN OF THE NIOKASKA CREEK IN SWEETBRIAR PARK, MONITORING OF BANK EROSION AND REPAIRS TO ROCK STRUCTURES CONSTRUCTED AS PART OF THE ORIGINAL STREAM RESTORATION PROJECT

Attachments: 2014-0559 WCRC Contract Amendment No 2

A. 10 **2014-0546** A RESOLUTION TO APPROVE AMENDMENT NO. 6 TO THE AGREEMENT FOR OPERATIONS, MAINTENANCE AND MANAGEMENT SERVICES BETWEEN THE CITY OF FAYETTEVILLE, ARKANSAS AND CH2M HILL ENGINEERS, INC. IN THE AMOUNT OF $7,902,543.00 FOR SERVICES IN 2015.

Attachments: CH2M HILL Contract Amendment 6

A. 11 **2014-0556** A RESOLUTION TO APPROVE A BUDGET ADJUSMENT IN THE AMOUNT OF $500,000.00 FOR THE DEVELOPMENT OF A MASTER TRANSPORTATION PLAN

Attachments: 2014-0556 Budget Adjustment for Transportation Master Plan

BA Transportation Master Plan

A. 12 **2014-0555** A RESOLUTION TO APPROVE THE ATTACHED BUDGET ADJUSTMENT FOR BOTH THE 2014 AND 2015 BUDGETS TO CREATE THE HOTEL, MOTEL AND RESTAURANT 2014 BOND CAPITAL IMPROVEMENT FUND IN THE AMOUNT OF $7,181,004.00 FOR THE WALTON ARTS CENTER EXPANSION AND ENHANCEMENT PROJECT AND $3,642.656.00 FOR PHASE I OF THE REGIONAL PARK PROJECT

Attachments: SRF_SRM_HMR Bond Issue Revised

BA - HMR 2014 Bond Proceeds.xlsm

B. Unfinished Business:

B. 1 **2014-0447** AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4850, FOR APPROXIMATELY 4.96 ACRES, LOCATED ALONG THE NORTH SIDE OF MARTIN LUTHER KING BOULEVARD BETWEEN GOVERNMENT AND HILL AVENUES, FROM I-1, HEAVY COMMERCIAL/LIGHT INDUSTRIAL, TO C-2, THOROUGHFARE COMMERCIAL

Attachments:

Appeal Letter 14-4850

SRM 14-4850

ORD 14-4850

EX A 14-4850

EX B 14-4850

Photographs 14-4850

Staff Report 14-4850

Maps 14-4850

Additional Information

Legislative History

12/2/14 City Council tabled

This ordinance was left on the First Reading at the November 6, 2014 City Coucil meeting and tabled to the December 2, 2014 City Council meeting. This ordinance was left on the second reading at the December 2, 2014 City Council Meeting.

C. New Business:

C. 1 **2014-0554** AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4875, FOR APPROXIMATELY 20.54 ACRES, LOCATED AT THE WEST END OF TRUCKERS DRIVE FROM R-PZD, RESIDENTIAL PLANNED ZONING DISTRICT, PARK WEST 05-1796, TO RMF-12, RESIDENTIAL MULTI FAMILY, 12 UNITS PER ACRE

Attachments:

14-4875 CC PACKET

C. 1 Additional Revised Exhibit A & B 14-4875 CC

14-4875 CC ORD

C. 2 **2014-0538** A RESOLUTION TO ENDORSE THE NORTHWEST ARKANSAS BICYCLE AND PEDESTRIAN MASTER PLAN CREATED BY THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION AND ALTA PLANNING AND DESIGN

Attachments:

2014-0538 NWA Regional Bicycle & Pedestrian Master Plan - Endorsement Me

2014-0538 NWA Regional Bicycle & Pedestrain Master Plan - Document

2014-0538 NWA Regional Bicycle & Pedestrian Master Plan - Appendix

C. 3 **2014-0523** AN ORDINANCE TO WAIVE THE REQUIREMENTS OF FORMAL COMPETITIVE BIDDING AND APPROVE A ONE YEAR CONTRACT WITH MOTOROLA SOLUTIONS, INC. IN THE AMOUNT OF $98,422.92 PLUS APPLICABLE TAXES WITH AUTOMATIC RENEWAL FOR FOUR ADDITIONAL YEARS FOR MAINTENANCE OF THE CITY'S MOTOROLA SIMULCAST RADIO SYSTEM, CONTINGENT ON APPROVAL OF THE 2015 ANNUAL CITY BUDGET AND WORK PROGRAM

Attachments: Radio Maintenance Motorola Inc

C. 4 **2014-0553** AN ORDINANCE TO AMEND §31.16 ALDERMEN, COMPENSATION TO PROVIDE THAT ALDERMEN MAY PARTICIPATE IN THE CITY OF FAYETTEVILLE EMPLOYEE HEALTH INSURANCE PLAN AS A DEFINED CLASS DURING THEIR ELECTED TERMS OF OFFICE

Attachments: Alderman Health Insurance 12-2014

C. 5 **2014-0437** AN ORDINANCE TO AMEND THE FAYETTEVILLE CODE BY ENACTING § 71.016 INSURANCE REQUIREMENTS FOR MOTORIZED BICYCLES, MOTOR SCOOTERS AND MOPEDS

Attachments: Agenda Packet § 71.016 Insurance Requirements

C. 6 **2014-0438** AN ORDINANCE TO AMEND THE FAYETTEVILLE CODE BY ENACTING CHAPTER 120 REAL ESTATE SALE AND LEASING REGULATIONS FOR THE PURPOSE OF EDUCATING BUYERS AND TENANTS ABOUT CITY OF FAYETTEVILLE OCCUPANCY LIMITS

Attachments: Agenda Packet Ord Amend Chapter 120

C. 7 **2014-0560** A RESOLUTION FOR A GENERAL STATEMENT ON TAXPAYER EMPOWERMENT AND THE PROVISION OF CORE CITY SERVICES PROVIDING THAT THE CITY OF FAYETTEVILLE WILL CONTINUE ALL SERVICES CURRENTLY PROVIDED OR PERFORMED BY PUBLIC EMPLOYEES RATHER THAN OUTSOURCING THOSE CORE PUBLIC SERVICES; AND TO OUTLINE CONTRACT TERMS TO BE UTILIZED WHEN OUTSOURCING ANY OTHER SERVICES REQUIRING UNIQUE PROFESSIONAL EXPERTISE NOT AVAILABLE FROM CITY EMPLOYEES

Attachments: Agenda Packet Taxpayer Empowerment

D. City Council Agenda Session Presentations:

1. **2014-0539** Agenda Session Presentation - Spring Street Parking Deck Construction Update - Jermy Pate, Development Services Director

E. City Council Tour:

F. Announcements:

G. Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE

All interested persons may address the City Council on agenda items of New and Old Business. Please wait for the Mayor to request public comment and then come to the podium, give your name, address, and comments about the agenda item. Please address only the Mayor. Questions are usually answered by the Mayor, Aldermen or Staff after the public comment period is over. Please keep your comments brief and respectful. Each person is only allowed one turn at the microphone for discussion of an agenda item.

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

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

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

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

Old business and new business.

Presentations by staff and applicants. Agenda items shall be introduced by the Mayor and, if an ordinance, read by the City Attorney. City staff shall then present a report. An agenda applicant (city contractor, rezoning or development applicant, etc.) may present its proposal only during this presentation period, but may be recalled by an alderman later to answer questions. Staff and applicants may use electronic visual aids in a City Council meeting as part of their presentation.

Public comments. Public comment shall be allowed for all members of the audience on all items of old and new business and subjects of public hearings. No electronic visual aid presentations shall be allowed, but the public may submit photos, petitions, etc. to be distributed to the City Council. If a member of the public wishes for the City Clerk to distribute materials to the City Council before its meeting, such materials should be supplied to the City Clerk office no later than 9:00 a.m. on the day of the City Council meeting. Any member of the public shall first state his or her name and address, followed by a concise statement of the person's position on the question under discussion. Repetitive comments should be avoided; this applies to comments made previously either to the City Council or to the Planning Commission when those Planning Commission minutes have been provided to the Aldermen. All remarks shall be addressed to the Mayor or the City Council as a whole and not to any particular member of the City Council. No person other than the Aldermen and the person having the floor shall be permitted to enter into any discussions without permission of the Mayor. No questions shall be directed to an Alderman or city staff member except through the Mayor.

Courtesy and respect.

All members of the public, all city staff and elected officials shall accord the utmost courtesy and respect to each other at all times. All shall refrain from rude or derogatory remarks, reflections as to integrity, abusive comments and statements about motives or personalities. Any member of the public who violates these standards shall be ruled out of order by the Mayor, must immediately cease speaking and shall leave the podium.

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

A copy of the complete City Council agenda is available at accessfayetteville.org or in the office of the City Clerk, 113 W. Mountain, Fayetteville, Arkansas.

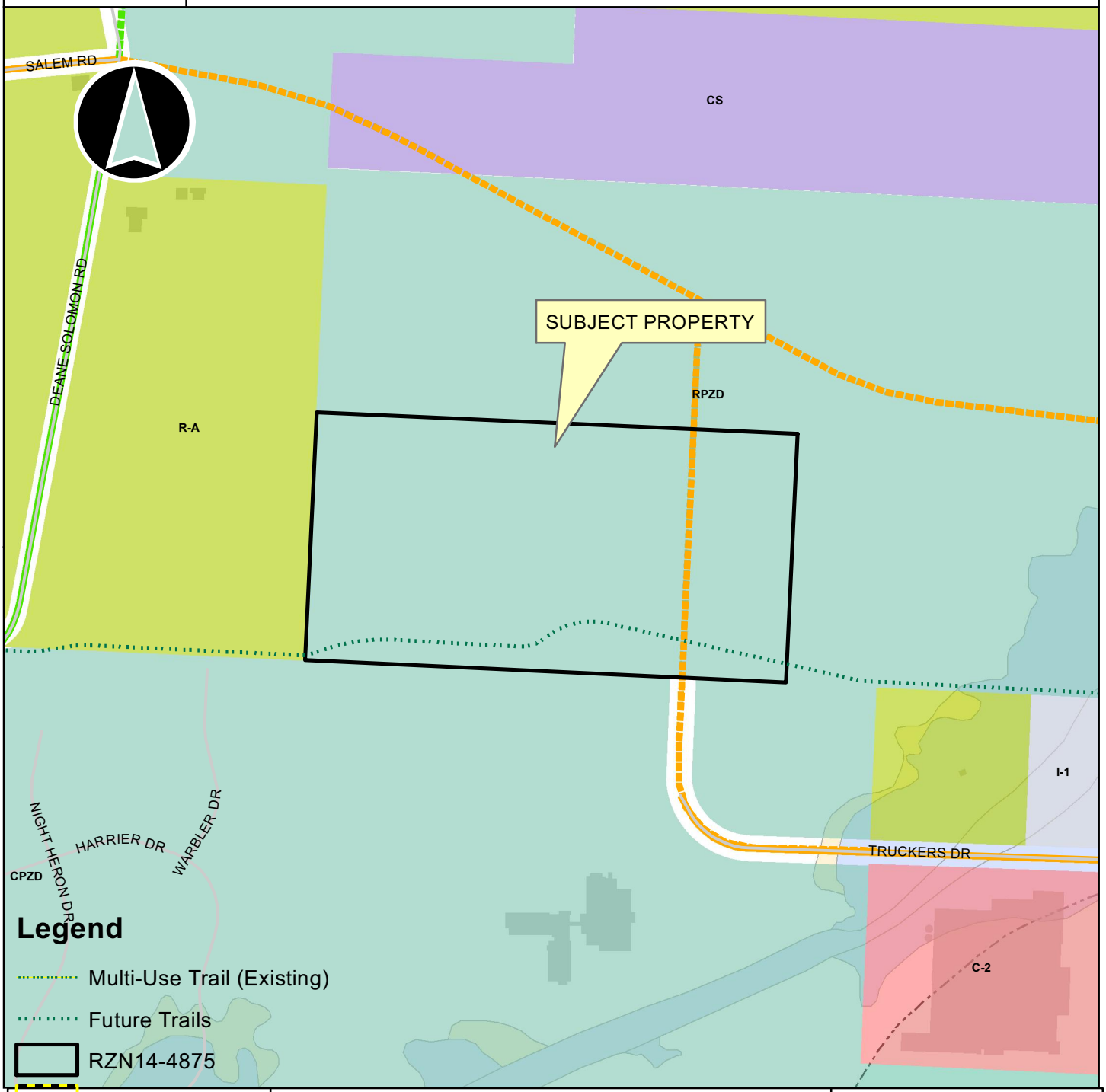
Revised Exhibit A 12/10/14

EXHIBIT "A"
RZN 14-4875

RZN14-4875

Close Up View

LEGACY BANK



Revised Exhibit B 12/10/14

EXHIBIT ‘B’
14-4875

REZONING LEGAL DESCRIPTION:

A PART OF THE SOUTHEAST QUARTER (SE ¼) OF THE SOUTHWEST QUARTER (SW ¼), IN SECTION TWENTY-EIGHT (28), TOWNSHIP SEVENTEEN (17) NORTH, RANGE THIRTY (30) WEST OF THE FIFTH PRINCIPAL MERIDIAN, WASHINGTON COUNTY ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER (NE ¼) OF THE SOUTHWEST QUARTER (SW ¼) OF SAID SECTION 28 BEING A FOUND MAGNAIL IN ASPHALT ROADWAY; THENCE S02°34'52”W A DISTANCE OF 1954.44 FEET TO THE POINT OF BEGINNING; THENCE S87°26'22”E A DISTANCE OF 1315.59 FEET TO A POINT; THENCE S02°32'22”W A DISTANCE OF 680.63 FEET TO A POINT; THENCE N87°21'49”W A DISTANCE OF 1316.08 FEET TO A POINT; THENCE N02°34'52”E A DISTANCE OF 678.89 FEET TO THE POINT OF BEGINNING.

SAID TRACT OR PARCEL OF LAND CONTAINING 20.54 ACRES (894,590 SQUARE FEET), MORE OR LESS.

AN ORDINANCE TO AMEND THE FAYETTEVILLE CODE BY ENACTING **§ 71.016 INSURANCE REQUIREMENTS FOR MOTORIZED BICYCLES, MOTOR SCOOTERS AND MOPEDS**

WHEREAS, the City of Fayetteville has seen a rapid increase in the number of gasoline powered motorized bicycles, as defined by Ark. Code Ann. § 27-20-101, which are also commonly known as motor scooters or mopeds, operating on the public streets of Fayetteville and, despite the increased risk of injury to their operators and others on or near the roads, there is no uniform requirement in the State of Arkansas regarding insurance for these vehicles; and

WHEREAS, the City of Fayetteville seeks to be proactive in promoting the public health and welfare of all persons who operate motorized bicycles, which are becoming more prevalent in the City, and other vehicles which operate upon the City's public roadways; and

WHEREAS, the City of Fayetteville also has a vested interest in protecting and promoting the public health and welfare of pedestrians, cyclists and all others in the general vicinity of the public streets on which motor scooters and mopeds are operating; and

WHEREAS, this ordinance regulates only gasoline powered motor scooters and mopeds, and does not in any way regulate or restrict the operation of bicycles or other forms of transportation that are operated by manual, battery or electric power.

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 enacts **§ 71.016 Insurance Requirements for Motorized Bicycles, Motor Scooters and Mopeds** as shown below:

"§ 71.016 **Insurance Requirements for Motorized Bicycles, Motor Scooters and Mopeds**

(A) Definition. A motorized bicycle means every bicycle with an automatic transmission and a gasoline powered motor which does not displace in excess of fifty cubic centimeters (50 cc) as defined by Arkansas Code Annotated § 27-20-101, *et seq*., which includes but is not limited to those vehicles commonly known as motor scooters and mopeds.

(B) Required Insurance. Any person operating a motorized bicycle, motor scooter or moped upon Fayetteville streets or highways must have a valid and in force property liability insurance policy

insuring such operation in an amount of at least $25,000.00."

AGENDA REQUEST FORM

FOR: COUNCIL MEETING OF December 16, 2014

FROM:
CITY COUNCIL MEMBER Alan Long

ORDINANCE OR RESOLUTION TITLE AND SUBJECT:

AN ORDINANCE TO AMEND THE FAYETTEVILLE CODE BY ENACTING **§ 71.016 INSURANCE REQUIREMENTS FOR MOTORIZED BICYCLES, MOTOR SCOOTERS AND MOPEDS**

APPROVED FOR AGENDA:

City Council Member Alan Long — Date: 12-05-2014

Assistant City Attorney Blake Pennington (as to form) — Date: 12/5/14

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE FAYETTEVILLE CODE BY ENACTING **§ 71.016 INSURANCE REQUIREMENTS FOR MOTORIZED BICYCLES, MOTOR SCOOTERS AND MOPEDS**

WHEREAS, the City of Fayetteville has seen a rapid increase in the number of gasoline powered motorized bicycles, as defined by Ark. Code Ann. § 27-20-101, which are also commonly known as motor scooters or mopeds, operating on the public streets of Fayetteville and, despite the increased risk of injury to their operators and others on or near the roads, there is no uniform requirement in the State of Arkansas regarding insurance for these vehicles; and

WHEREAS, the City of Fayetteville seeks to be proactive in promoting the public health and welfare of all persons who operate motorized bicycles, which are becoming more prevalent in the City, and other vehicles which operate upon the City's public roadways; and

WHEREAS, the City of Fayetteville also has a vested interest in protecting and promoting the public health and welfare of pedestrians, cyclists and all others in the general vicinity of the public streets on which motor scooters and mopeds are operating; and

WHEREAS, this ordinance regulates only gasoline powered motor scooters and mopeds, and does not in any way regulate or restrict the operation of bicycles or other forms of transportation that are operated by manual, battery or electric power.

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 enacts **§ 71.016 Insurance Requirements for Motorized Bicycles, Motor Scooters and Mopeds** as shown below:

"§ 71.016 **Insurance Requirements for Motorized Bicycles, Motor Scooters and Mopeds**

(A) Definition. A motorized bicycle means every bicycle with an automatic transmission and a gasoline powered motor which does not displace in excess of fifty cubic centimeters (50 cc) as defined by Arkansas Code Annotated § 27-20-101, *et seq.*, which includes but is not limited to those vehicles commonly known as motor scooters and mopeds.

(B) Required Insurance. Any motorized bicycle, motor scooter or moped operated upon the public roadways within the corporate limits of the City of Fayetteville is required to have a policy of liability insurance with a limit of not less than $25,000.00 for injury to or destruction of property of others.

(C) Enforcement. When the operator of any motor bicycle, motor scooter or moped is detained during a traffic stop or is involved in a motor vehicle accident and fails to provide proof of the insurance required in paragraph (B) when requested by a law enforcement officer, the operator shall be deemed to be in violation of this section."

PASSED and **APPROVED** this _____ day of _____, 20___.

APPROVED:

By: _____
LIONELD JORDAN, Mayor

ATTEST:

By: _____
SONDRA E. SMITH, City Clerk/Treasurer

From: Alderman, Alan Long
To: Pennington, Blake; Smith, Sondra
Subject: Required: State Minimum Liability Insurance coverage for gasoline, engine powered Mopeds and Scooters under 50 cc"s
Date: Friday, October 10, 2014 4:53:08 PM

Kit,

Please draft an ordinance requiring all of the above mentioned means of transportation to require the state mandated liability insurance that is required of all other means of automobile insurance.

With the recent increase in the number of gasoline, engine powered Mopeds and Scooters in Fayetteville, I feel that they should be insured, especially when they are being operated on public streets. The reason for this legislation is that if a scooter driver was to cause an accident, deemed to be "at fault", and caused harm to someone or someone's personal property, the person that was not at fault would not have the ability to file against the insurance of the person who was at fault-the scooter driver in this case. This would create an inequitable situation where the driver who was not at fault would potentially need to file an insurance claim against their own uninsured motorist coverage in order to repair or seek reparation for the damages caused by an uninsured scooter or moped.

I have inquired with local insurance agencies and they are able to insure scooters and mopeds that are under 50 cc's.

Kind Regards,

Alan Long
City of Fayetteville
City Council Member: Ward 4, position 2
longward4@gmail.com

Contents may be confidential and legally privileged, and are intended only for the recipient(s) named above, and those on a need-to-know basis. Nothing herein is intended to be a binding signature.

From:	Reynolds, Mike
To:	AJ Gary (Aj.Gary@cityofconway.org)
Cc:	"Camie Boggess" (camie@boggessconsulting.com); Bruce Hawkins (dbhawkins@suddenlinkmail.com); Tabor, Greg
Subject:	License and Insurance Requirements for Motor Scooters
Date:	Monday, October 13, 2014 9:40:56 AM
Attachments:	image002.png

Chief Gary,

Good morning. Last week, I had a meeting with our supervisory staff and discussed the upcoming 2015 legislative session. Staff brought up problems we experience in Fayetteville with unlicensed and uninsured "motorized bicycles" due mainly to the influx of college students owning and operating them throughout our city. As you may know, Arkansas law defines a motorized bicycle as having an engine displacement of less than 50cc, and these vehicles are not required to be licensed or insured. Here are some of the problems we are experiencing:

- Difficult to discern a "motorized bicycle" (under 50cc) from a "motor driven cycle" (50cc to 250cc) based solely on motor displacement.
- Many "motor driven cycles" (50cc to 250cc) are not licensed or insured.
- Many drivers with suspended driving privileges operate "motor bicycles" (under 50cc).
- Many operators are not aware of "motor driven cycle" (50cc to 250cc) and "motorcycle" (more than 250cc) endorsement requirements.
- Many collisions involve "motorized bicycles" (under 50cc) with no insurance.
- Difficult to identify registered owners of stolen "motorized bicycles" (under 50cc).

On Tuesday, October 14th an ordinance to amend Fayetteville Code 71.016 Insurance Requirements for Motorized Bicycles, Motor Scooters and Mopeds will be presented to City Council. Here is the language being presented for this ordinance:

AN ORDINANCE TO AMEND THE FAYETTEVILLE CODE BY ENACTING § 71.016 INSURANCE REQUIREMENTS FOR MOTORIZED BICYCLES, MOTOR SCOOTERS AND MOPEDS

WHEREAS, the City of Fayetteville has seen a rapid increase in the number of low power motorized bicycles, as defined by Ark. Code Ann. § 27-20-101, which are commonly known as motor scooters or mopeds, operating on the public streets of Fayetteville but there is no uniform requirement in the State of Arkansas regarding insurance for these vehicles; and

WHEREAS, the City of Fayetteville seeks to promote the public health and welfare of all persons who operate motorized bicycles and other vehicles upon the public roadways in the City.

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 enacts § 71.016 Insurance Requirements for Motorized Bicycles, Motor Scooters and Mopeds as shown below:
"§ 71.016 Insurance Requirements for Motorized Bicycles, Motor Scooters and Mopeds

(A) Definition. A motorized bicycle means every bicycle with an automatic transmission and a gasoline
powered motor which does not displace in excess of fifty cubic centimeters (50 cc) as defined by Arkansas Code Annotated § 27-20-101, et seq., which includes but is not limited to those vehicles commonly known as motor scooters and mopeds.

(B) Required Insurance. Any motorized bicycle, motor scooter or moped operated upon the public roadways within the corporate limits of the City of Fayetteville is required to have a policy of liability insurance with a limit of not less than $25,000.00 for injury to or destruction of property of others.

I anticipate this ordinance will pass and address some of our local problems associated with uninsured accidents; however, we really don't have a local avenue to fix the registered owner issues. Also, I would believe this is a problem other areas in Arkansas are experiencing?

On a side note, a law requiring licensing and insurance of motor scooters would generate an additional revenue stream.
I would like to propose adding an amendment to 27-20-101 to our AACP 2015 Legislative Packet, requiring registration and insurance for "motorized bicycles". Thanks for the consideration.

Take care,
Mike

Mike Reynolds
Deputy Chief of Police
100 West Rock Street
City of Fayetteville, Arkansas 72701
mreynolds@fayetteville-ar.gov
T 479.587.3500 | **F** 479.973.4844
Website | Facebook | YouTube

CITY OF Fayetteville ARKANSAS
www.fayetteville-ar.gov

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0438

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Ordinance

Agenda Number: C. 6

AN ORDINANCE TO AMEND THE FAYETTEVILLE CODE BY ENACTING CHAPTER 120 **REAL ESTATE SALE AND LEASING REGULATIONS** FOR THE PURPOSE OF EDUCATING BUYERS AND TENANTS ABOUT CITY OF FAYETTEVILLE OCCUPANCY LIMITS

WHEREAS, over-occupancy of residential property is against the law and many new residents, buyers and tenants, are not aware of this current law; and

WHEREAS, requiring sellers and lessors of residential property to disclose the maximum legal occupancy rate to buyers and tenants may help alleviate the problem of over-occupancy and reduce the workload on the City's planning staff who must investigate these issues.

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 enacts Chapter 120 **Real Estate Sale and Leasing Regulations** as shown below:

"**§120.01 Zoning Disclosure Requirements for Sale or Lease of Residential Property**:

(A) The owner of any real property located within a residential zoning district shall be required to disclose to any buyer or tenant of that property the zoning classification of that property and the occupancy limits as set forth in § 151.01 under the definition of "family." The buyer or tenant shall acknowledge in writing the zoning disclosure.

(B) This requirement shall not apply to any of the following:

(1) a transfer, lease or rental undertaken pursuant to a court order;

(2) a transfer, lease or rental between spouses resulting from a judgment of dissolution of marriage, legal separation, or property settlement agreement incidental to such judgment; or

(3) a transfer, lease, rental or exchange to or from any governmental or public educational entity."

AGENDA REQUEST FORM

FOR: COUNCIL MEETING OF December 16, 2014

FROM:
CITY COUNCIL MEMBER Alan Long

ORDINANCE OR RESOLUTION TITLE AND SUBJECT:

AN ORDINANCE TO AMEND THE FAYETTEVILLE CODE BY ENACTING CHAPTER 120 **REAL ESTATE SALE AND LEASING REGULATIONS** FOR THE PURPOSE OF EDUCATING BUYERS AND TENANTS ABOUT CITY OF FAYETTEVILLE OCCUPANCY LIMITS

APPROVED FOR AGENDA:

City Council Member Alan Long — Date: 12-05-2014

Assistant City Attorney Blake Pennington (as to form) — Date: 12/5/14

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE FAYETTEVILLE CODE BY ENACTING CHAPTER 120 **REAL ESTATE SALE AND LEASING REGULATIONS** FOR THE PURPOSE OF EDUCATING BUYERS AND TENANTS ABOUT CITY OF FAYETTEVILLE OCCUPANCY LIMITS

WHEREAS, over-occupancy of residential property is against the law and many new residents, buyers and tenants, are not aware of this current law; and

WHEREAS, requiring sellers and lessors of residential property to disclose the maximum legal occupancy rate to buyers and tenants may help alleviate the problem of over-occupancy and reduce the workload on the City's planning staff who must investigate these issues.

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 enacts Chapter 120 **Real Estate Sale and Leasing Regulations** as shown below:

"§120.01 Zoning Disclosure Requirements for Sale or Lease of Residential Property:

(A) The owner of any real property located within a residential zoning district shall be required to disclose to any buyer or tenant of that property the zoning classification of that property and the occupancy limits as set forth in § 151.01 under the definition of "family." The buyer or tenant shall acknowledge in writing the zoning disclosure.

(B) This requirement shall not apply to any of the following:
(1) a transfer, lease or rental undertaken pursuant to a court order;
(2) a transfer, lease or rental between spouses resulting from a judgment of dissolution of marriage, legal separation, or property settlement agreement incidental to such judgment; or
(3) a transfer, lease, rental or exchange to or from any governmental or public educational entity."

PASSED and **APPROVED** this _____ day of _____, 20_____.

APPROVED:

By: _____
LIONELD JORDAN, Mayor

ATTEST:

By: _____
SONDRA E. SMITH, City Clerk/Treasurer

From: Alderman, Alan Long
To: Pennington, Blake; Smith, Sondra
Subject: Purchases or Leases of Homes in Residential Neighborhoods
Date: Friday, October 10, 2014 4:29:34 PM

Kit,

I would like to sponsor an ordinance to cover the disclosure of our occupancy laws (section 151 DEF of Family-maximum number of persons in a single family home). Could you please find out what we have the statutory power to do under AR law and draft an ordinance accordingly?

1) Any person or agents involved in the selling of a home (all transactions) would be required to have the disclosure forms listed for the buyer to see prior to selling the home. The legislative intent would be to reduce the burden on code enforcement/planning that the city is currently experiencing. I do not want this to require any type of city administrative position at this time due to the budget.

2) Also, I want to include all leased (rented) property. The landlord would be required to disclose, along with the lease, the city of Fayetteville occupancy standards. These standards are a part of our code of ordinances related to the definition of a family, chapter 151.
The ordinance would require that the disclosure be attached to the lease and the landlord would be required to retain a copy with the renter's signature. Both parties would be required by the ordinance to show that they have acknowledged our occupancy ordinances in relation to over-occupancy and will abide by them.

Kind Regards,

Alan

*Contents may be confidential and legally privileged, and are intended only for the recipient(s) named above, and those on a need-to-know basis. Nothing herein is intended to be a binding signature.

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0560

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: C. 7

A RESOLUTION FOR A GENERAL STATEMENT ON TAXPAYER EMPOWERMENT AND THE PROVISION OF CORE CITY SERVICES PROVIDING THAT THE CITY OF FAYETTEVILLE WILL CONTINUE ALL SERVICES CURRENTLY PROVIDED OR PERFORMED BY PUBLIC EMPLOYEES RATHER THAN OUTSOURCING THOSE CORE PUBLIC SERVICES; AND TO OUTLINE CONTRACT TERMS TO BE UTILIZED WHEN OUTSOURCING ANY OTHER SERVICES REQUIRING UNIQUE PROFESSIONAL EXPERTISE NOT AVAILABLE FROM CITY EMPLOYEES

WHEREAS, the City Council greatly appreciates and respects the City of Fayetteville Staff for their work in serving the City of Fayetteville and its residents with the limited resources that are available; and

WHEREAS, the City has a long standing history of taking steps to ensure that taxpayers maintain control of critical public services and assets; and

WHEREAS, the City has current contracts for certain key services that are being provided by non-City of Fayetteville private and public entities who have maintained a commitment to meeting similar requirements of public municipal governments; and

WHEREAS, outsourcing key core city services can undermine transparency, shared prosperity, competition and accountability; and

WHEREAS, outsourcing means taxpayers have very little say over how tax dollars are spent and no say on actions taken by private companies that control our public services; and

WHEREAS, the City of Fayetteville is committed to transparency and accountability to our residents in all public services provided by the City; and

WHEREAS, the City Council believes it is important to memorialize through the Council's actions a continued commitment to not outsourcing core services of the City of Fayetteville.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas, hereby requests that the City Administration not outsource any current in-house operations of core services, including, but not limited to, recycling and trash collection, water and sewer services; nor to increase outsourcing for virtually all

City departments including : accounting, legal, engineering, human resources, IT, purchasing, permitting and inspections, etc. above the City's current levels or as certain unique professional expertise is needed.

Section 2: That the City Council of the City of Fayetteville Arkansas hereby requests that the City Administration ensure that in instances when outsourcing has been determined to be needed due to certain unique professional expertise needs; that all contracts be:

a.) subject to Freedom of Information Act requirements as it relates to the contract with the City of Fayetteville;

b.) that the outsource providers pay a prevailing wage and provide benefits to their employees;

c.) that every contract includes language that allows the City to cancel contracts if the contracting company does not meet the promised performance, quality and/or cost savings promised;

d.) that every contract requires the contracting company to abide by all Federal, State and Local laws, and ensure that the City will prohibit any company that has evaded taxes or broken the law from taking over public services;

e.) outsourcing of certain unique professional expertise needs must utilize a selection process in accordance with City of Fayetteville purchasing procedures and policies (including competitive bidding where required); and

f.) within the discretion of the Mayor or by City Council resolution, automatic renewal options of outsourcing contracts may be granted; however, automatic renewals of outsourcing contracts should be minimized to ensure that competitive pricing for services is maintained.

Legistar ID No.: 2014-0560

AGENDA REQUEST FORM

FOR: COUNCIL MEETING OF December 16, 2014

FROM:
CITY COUNCIL MEMBER Alan Long

ORDINANCE OR RESOLUTION TITLE AND SUBJECT:

A RESOLUTION FOR A GENERAL STATEMENT ON TAXPAYER EMPOWERMENT AND THE PROVISION OF CORE CITY SERVICES PROVIDING THAT THE CITY OF FAYETTEVILLE WILL CONTINUE ALL SERVICES CURRENTLY PROVIDED OR PERFORMED BY PUBLIC EMPLOYEES RATHER THAN OUTSOURCING THOSE CORE PUBLIC SERVICES; AND TO OUTLINE CONTRACT TERMS TO BE UTILIZED WHEN OUTSOURCING ANY OTHER SERVICES REQUIRING UNIQUE PROFESSIONAL EXPERTISE NOT AVAILABLE FROM CITY EMPLOYEES

APPROVED FOR AGENDA:

City Council Member Alan Long — Date: 12-09-14

Mayor Lioneld Jordan — Date: 12/9/14

City Attorney Kit Williams (as to form) — Date: 12-9-14

From:	Williams, Kit
To:	Mulford, Patti
Subject:	FW: RESOLUTION -Outsourcing -Draft.doc
Date:	Tuesday, December 02, 2014 10:54:18 AM
Attachments:	RES - ALDERMAN LONG - Outsourcing Legislation - Attempted Draft.doc ATT00001.txt

---

Kit Williams
Fayetteville City Attorney
479.575.8313

-----Original Message-----
From: Longward4@gmail.com [mailto:longward4@gmail.com]
Sent: Tuesday, December 02, 2014 10:48 AM
To: Williams, Kit; Pennington, Blake
Cc: Marr, Don
Subject: RESOLUTION -Outsourcing -Draft.doc

Kit,

I would like to move forward with this for the upcoming agenda. Please leave a space for the mayor to sign if he is willing to co-sponsor this.

RESOLUTION NO. _____

A RESOLUTION FOR A GENERAL STATEMENT ON TAXPAYER EMPOWERMENT AND THE PROVISION OF CORE CITY SERVICES PROVIDING THAT THE CITY OF FAYETTEVILLE WILL CONTINUE ALL SERVICES CURRENTLY PROVIDED OR PERFORMED BY PUBLIC EMPLOYEES RATHER THAN OUTSOURCING THOSE CORE PUBLIC SERVICES; AND TO OUTLINE CONTRACT TERMS TO BE UTILIZED WHEN OUTSOURCING ANY OTHER SERVICES REQUIRING UNIQUE PROFESSIONAL EXPERTISE NOT AVAILABLE FROM CITY EMPLOYEES

WHEREAS, the City Council greatly appreciates and respects the City of Fayetteville Staff for their work in serving the City of Fayetteville and its residents with the limited resources that are available; and

WHEREAS, the City has a long standing history of taking steps to ensure that taxpayers maintain control of critical public services and assets; and

WHEREAS, the City has current contracts for certain key services that are being provided by non-City of Fayetteville private and public entities who have maintained a commitment to meeting similar requirements of public municipal governments; and

WHEREAS, outsourcing key core city services can undermine transparency, shared prosperity, competition and accountability; and

WHEREAS, outsourcing means taxpayers have very little say over how tax dollars are spent and no say on actions taken by private companies that control our public services; and

WHEREAS, the City of Fayetteville is committed to transparency and accountability to our residents in all public services provided by the City; and

WHEREAS, the City Council believes it is important to memorialize through the Council's actions a continued commitment to not outsourcing core services of the City of Fayetteville.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas, hereby requests that the City Administration not outsource any current in-house operations of core services, including, but not limited to, recycling and trash collection, water and sewer services; nor to increase outsourcing for virtually all City departments including : accounting, legal, engineering, human resources, IT, purchasing, permitting and inspections, etc. above the City's current levels or as certain unique professional expertise is needed.

Section 2: That the City Council of the City of Fayetteville Arkansas hereby requests that the City Administration ensure that in instances when outsourcing has been determined to be needed due to certain unique professional expertise needs; that all contracts be:

a.) subject to Freedom of Information Act requirements as it relates to the contract with the City of Fayetteville;

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c.) that every contract includes language that allows the City to cancel contracts if the contracting company does not meet the promised performance, quality and/or cost savings promised;

d.) that every contract requires the contracting company to abide by all Federal, State and Local laws, and ensure that the City will prohibit any company that has evaded taxes or broken the law from taking over public services;

e.) outsourcing of certain unique professional expertise needs must utilize a selection process in accordance with City of Fayetteville purchasing procedures and policies (including competitive bidding where required); and

f.) within the discretion of the Mayor or by City Council resolution, automatic renewal options of outsourcing contracts may be granted; however, automatic renewals of outsourcing contracts should be minimized to ensure that competitive pricing for services is maintained.

PASSED and **APPROVED** this 16th day of December, 2014.

APPROVED:

By: _____
LIONELD JORDAN, Mayor

ATTEST:

By: _____
SONDRA E. SMITH, City Clerk/Treasurer

City Council Meeting 12-16-14
Add to Minutes

Nominating Committee Report

Wednesday, December 10, 2014

Members Present – Chair Justin Tennant, Adella Gray, Rhonda Adams and Mark Kinion

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The Mayor recommends the following candidate for appointment:

PUBLIC FACILITIES BOARD
Tommy Deweese – One citizen at large term ending 12/31/19

NORTHWEST ARKANSAS REGIONAL AIRPORT AUTHORITY
Mike Johnson – One term ending 12/31/20
Blake Woolsey – One term ending 12/31/20

The Nominating Committee recommends the following candidates for appointment:

ACTIVE TRANSPORTATION ADVISORY COMMITTEE
Jared Hintergardt – One citizen at large term ending 12/31/16
Dana Smith – One citizen at large term ending 12/31/16
Katie Helms – One citizen at large term ending 12/31/16

AIRPORT BOARD
Avon Haury – One Pilot term ending 12/31/2017

AUDIT COMMITTEE
David Mosley – One CPA term ending 12/31/17

CITY BOARD OF HEALTH
No applications received – One unexpired Physician term ending 12/31/16

ENERGY IMPROVEMENT DISTRICT NO. 1
Donald Bennett – one term ending 12/31/16
Mike Phipps – one term ending 12/31/16
Frank Mayfield – one term ending 12/31/16

ENVIRONMENTAL ACTION COMMITTEE
Andrew Miles – One citizen at large term ending 12/31/17
Kyle Smith – One citizen at large term ending 12/31/17

PARKS AND RECREATION ADVISORY BOARD
Philip McKnight – One term ending 12/31/17
Richie Lamb – One term ending 12/31/17
Kyle McHan – One term ending 12/31/17

TOWN AND GOWN ADVISORY COMMITTEE
Matthew Ramsey – One unexpired Ward 2/Resident term ending 9/30/16

URBAN FORESTRY ADVISORY BOARD
Hank Thomas – One tree service community term ending 12/31/16
Sue Madison – One community/citizen at large term ending 12/31/16
Malcolm LeVois – One community/citizen at large term ending 12/31/16

OFFICE OF THE MAYOR
LIONELD JORDAN

TO: Fayetteville City Council

CC: Sondra Smith, City Clerk/Treasurer

FROM: Lioneld Jordan, Mayor

DATE: December 3, 2014

RE: Appointment to Fayetteville Public Facilities Board

On October 27, 2014, Mr. Tommy DeWeese was nominated by a majority of the Fayetteville Public Facilities Board to serve on that Board. Pursuant to A.C.A § 14-137-108 (a)(3)(B), I have appointed Tommy DeWeese to the Fayetteville Public Facilities Board "subject to confirmation by the governing body of the municipality…"

and controlling.

dley County Human Servs. Pub. es Bd., 330 Ark. 675, 956 S.W.2d 97).

s board to issue bonds to finance that had a public purpose, educa- s a public purpose, and neither the the board acted with the purpose cing or inhibiting religion. Gillam ing Univ., — F. Supp. 2d —, 2009 st. LEXIS 53609 (E.D. Ark. June).

: Sanders v. Bradley County Hu- rvs. Pub. Facilities Bd., 330 Ark. S.W.2d 187 (1997).

iority.

onsist of five (5) members provide services outside the which it obtains power. applicable only to: ulation of less than one to the most recent federal

ties having a population of 0) according to the most s of where located. pointed by the mayor of the of the creating county for

(ii) Members are not required to be residents of the municipality or county that has created the public facilities board.

(B)(i)*(a)* Successor members shall be nominated by a majority of the board and appointed by the mayor or the county judge, subject to confirmation by the governing body of the municipality or county for staggered terms of five (5) years each, unless the ordinance pursuant to which the public facilities board was formed provides for electing successor members by the membership of the board's service area.

(b) The board shall submit a written list of three (3) successor nominees to the mayor or the county judge at least sixty (60) days before the expiration of the term.

(c) If the board fails to submit a written list of nominees at least sixty (60) days before the expiration of the term, the mayor or the county judge may appoint a successor member without a nomination from the board.

(ii) In a municipality located in a metropolitan statistical area designated by the United States Census Bureau having a population of one million (1,000,000) or more persons according to the most recent federal decennial census, successor members shall be appointed by a majority of the board.

(C) Each member shall serve until his or her successor is elected and qualified.

(D) A member is eligible to succeed himself or herself.

(4) Each member shall qualify by taking and filing with the clerk of the municipality or county creating the board the oath of office in which the member shall swear to support the Constitution of the United States and the Constitution of the State of Arkansas and to discharge faithfully his or her duties in the manner provided by law.

(5)(A)(i) In the event of a vacancy in the membership of the board, however caused, the mayor or the county judge shall appoint a successor member nominated by a majority of the board to serve the unexpired term, subject to confirmation by the governing body of the municipality or county.

(ii) The board shall submit a written list of three (3) nominees to fill the vacancy to the mayor or the county judge not later than sixty (60) days after the vacancy occurs.

(iii) If the board fails to submit a written list of nominees not later than sixty (60) days after the vacancy, the mayor or the county judge may appoint a successor member without a nomination from the board.

(B) In the event of a vacancy in the membership of the board, however caused, in a municipality located in a metropolitan statistical area designated by the United States Census Bureau having a population of one million (1,000,000) or more persons according to the most recent federal decennial census, the board shall appoint a successor member to serve the unexpired term.

(6) A member of the board shall not receive compensation for his or her services, but is entitled to reimbursement for reasonable and necessary expenses incurred in the performance of his or her duties.

OFFICE OF THE MAYOR
LIONELD JORDAN

Memorandum

TO: Sondra Smith, City Clerk
FROM: Lioneld Jordan, Mayor
DATE: December 3, 2014
RE: NWA Regional Airport Board Nominations

As mayor of the City of Fayetteville I would like to make the following nominations for two open positions on the Northwest Arkansas Regional Airport Board for terms beginning January 1, 2015. I ask that these nominations be forwarded to the City Council for their consideration and ratification.

1) Mike Johnson
2) Blake Woolsey

Please let me know if there is anything further I need to provide.

Thank you.

Handed out at the City Council Meeting 12-16-14
B.I. Hanna's

THIS INSTRUMENT PREPARED BY:
J. Cliff McKinney, Esq.
Quattlebaum, Grooms & Tull PLLC
111 Center Street, Suite 1900
Little Rock, Arkansas 72201
(501) 379-1700

Fayetteville (MLK), AR; Store #4516-00

BILL OF ASSURANCE
FOR THE CITY OF FAYETTEVILLE, ARKANSAS

In order to attempt to obtain approval of a request for a zoning reclassification, the owner, developer, or buyer of the "Property" described on Exhibit 1, **Burton Dougan Hanna, Trustee of the Burton Dougan Hanna Revocable Trust, U/D/T June 22, 2003** (hereinafter, "Petitioner"), hereby voluntarily offers this Bill of Assurance and enters into this binding agreement and contract with the City of Fayetteville, Arkansas.

The Petitioner expressly grants to the City of Fayetteville the right to enforce any and all of the terms of this Bill of Assurance in the Circuit Court of Washington County and agrees that if Petitioner or Petitioner's heirs, assigns, or successors violate any term of this Bill of Assurance, after failure to cure such violation following thirty (30) days prior written notice given by the City of Fayetteville to Petitioner followed by a second ten (10) day notice if such failure to cure is not accomplished during the initial thirty (30) day cure period [provided, the duration of both such cure periods shall be increased as reasonably necessary to permit such cure so long as Petitioner undertakes to cure the violation during the applicable cure period and thereafter continues to diligently pursue such cure], **substantial irreparable damage justifying injunctive relief (but not monetary damages) of the specific violation but not an injunction against an otherwise permitted use** has been done to the citizens and City of Fayetteville, Arkansas. The Petitioner acknowledges that the Fayetteville Planning Commission and the Fayetteville City Council will **reasonably rely** upon all of the terms and conditions within this Bill of Assurance in considering whether to approve Petitioner's rezoning request.

Petitioner hereby voluntarily offers assurances that Petitioner and Petitioner's property shall be restricted as follows **IF** Petitioner's rezoning is approved by the Fayetteville City Council.

1. The use of Petitioner's property shall be limited to the permitted and conditional uses allowed in District C-2, Thoroughfare Commercial as set forth in Title XV of the Unified Development Code of the City of Fayetteville as of December 1, 2014 (the "UDC"), a copy of pertinent portions of the UDC being attached as Exhibit 2, with the exception of those Use Units identified in Section 2 of this Bill of Assurance. Upon petition to either the City of Fayetteville Planning Commission or City Council by Petitioner, either such body (or its successor) shall have the right to expand such uses. If the UDC is updated by the City of Fayetteville to include additional permitted or conditional uses within District C-2, Thoroughfare Commercial (or a replacement designation), such additional permitted or conditional uses shall automatically be allowed. If the UDC is updated by the City of Fayetteville to exclude permitted or conditional uses

within District C-2, Thoroughfare Commercial (or a replacement designation), such newly excluded permitted or conditional uses shall not prohibit any uses then occurring on the Property or otherwise limit Petitioner's right to claim a grandfathered or similar status to continue such uses.

2. Specific activities will not be allowed upon petitioner's property as a primary business activity include the following Use Units as defined in the UDC: Use Units 19, 20, 29, 32, 33, 34 [except that alcoholic beverages may be sold as part of another business, including without limitation a grocery store, convenience store or restaurant], 35 and 38. Notwithstanding the forgoing, the foregoing list does not preclude or prohibit any incidental uses that might otherwise be prohibited.

3. The initial development of the Property shall include a bicycle repair station for customers and a transit station allowing pick-up and drop-off services of mass transit vehicles. Sidewalks constructed on the Property shall be generally constructed in a manner to permit trees to be planted between the sidewalk and street if approved by all appropriate governmental entities, including without limitation the City of Fayetteville and the Arkansas Highway and Transportation Department.

4. Petitioner specifically agrees that all such restrictions and terms shall **run with the land** and bind all future owners unless and until specifically released by Resolution of the Fayetteville City Council. This Bill of Assurance shall be filed for record in the Washington County Circuit Clerk's Office after Petitioner's rezoning is effective and shall be noted on any Final Plat or Large Scale Development which includes some or all of Petitioner's property.

5. If the Property is conveyed to Wal-Mart Real Estate Business Trust, a Delaware statutory trust, after such conveyance, all notices and other communications required or permitted to be given hereunder shall be in writing and shall be mailed by certified or registered mail, postage prepaid, or by Federal Express, Airborne Express, or similar overnight delivery service, addressed as follows:

Wal-Mart Real Estate Business Trust (Store #4516-00)
2001 S.E. 10th Street
Bentonville, AR 72716
Attention: President

<u>With a copy to</u>:
Wal-Mart Real Estate Business Trust (Store #4516-00)
Attention: Property Management, State of Arkansas
2001 S.E. 10th Street
Bentonville, AR 72716-0550

<u>With a copy to</u>:
J. Cliff McKinney, Esq.
Quattlebaum, Grooms & Tull PLLC
111 Center Street, Suite 1900
Little Rock, AR 72201

[Signature on the Following Page]

IN WITNESS WHEREOF and in agreement with all the terms and conditions stated above Petitioner **voluntarily offers** all such assurances and sign my name below.

BURTON DOUGAN HANNA, TRUSTEE OF THE BURTON DOUGAN HANNA REVOCABLE TRUST, U/T/D JUNE 22, 2003

By: TTEE
Burton Dougan Hanna, Trustee

STATE OF ARKANSAS)
)ss: ACKNOWLEDGMENT
COUNTY OF Washington)

On this day, before me, a Notary Public, duly commissioned, qualified and acting, with and for said County and State, appeared in person the within named Burton Dougan Hanna, to me well known, who stated that he was the Trustee of **THE BURTON DOUGAN HANNA REVOCABLE TRUST, U/T/D JUNE 22, 2003**, and was duly authorized in that capacity to execute the foregoing instrument for and in the name and on behalf of said trust, and further stated and acknowledged that he had so signed, executed and delivered said foregoing instrument for the consideration, uses and purposes therein mentioned and set forth.

IN TESTIMONY WHEREOF, I have hereunto set my hand and official seal this 11e day of December, 2018.

Notary Public

My Commission Expires:

(SEAL)

OFFICIAL SEAL
RHONDA FREEMAN
NOTARY PUBLIC . ARKANSAS
WASHINGTON COUNTY
COMMISSION # 12367571
COMMISSION EXP. 09/01/2018

EXHIBIT 1

A tract of land being a part of the Southeast Quarter (SE1/4) of the Southwest Quarter (SW1/4) of Section 16, Township 16 North, Range 30 West, Washington County, Arkansas, more particularly described by metes and bounds as follows:

COMMENCING at a found 3/4" steelbar at the Northeast corner of said Quarter, Quarter according to Plat Book 4, Page 97, dated 21, February 1923; Thence along East line of said Quarter, Quarter South 02° 39' 57" West, a distance of 424.27 feet; Thence leaving said East line North 86° 28' 38" West, a distance of 227.07 feet to the West Right-of-Way of S. Government Ave., A.K.A. National Cemetery Road, according to Deed Book Y, Page 315-315 dated 3, February 1875; Thence along said West Right-of-Way South 02° 39' 57" West a distance of 10.09 feet for the **POINT of BEGINNING;**

Thence along said West Right-of-Way South 02° 39' 57" West, a distance of 501.67 feet to the North Right-of-Way of W. Martin Luther King Blvd. according to Arkansas Highway Commission Document No. 93-16505;

Thence along said North Right-of-Way the following seven (7) courses:

(1) North 86° 17' 47" West a distance of 1.87 feet;
(2) South 17° 23' 19" West a distance of 10.30 feet;
(3) North 86° 34' 45" West a distance of 160.00 feet;
(4) North 83° 43' 00" West a distance of 8.55 feet;
(5) North 83° 43' 00" West a distance of 91.58 feet;
(6) North 86° 35' 01" West a distance of 164.18 feet;
(7) North 86° 35' 01" West a distance of 1.99 feet;

Thence leaving said North Right-of-Way North 02° 39' 57" East a distance of 406.58 feet to the East Right-of-Way of Arkansas and Missouri Railroad Company and along a non-tangent curve to the left, with a length 146.98 feet, having a radius of 1482.69 feet, through a central angle of 05°40'47", and having a chord which bears North 44° 29' 37" East a distance of 146.92 feet to a non-tangent line; Thence along said line, South 86° 28' 38" East a distance of 140.24 feet; Thence leaving said line, South 03° 34' 11" West a distance of 7.93 feet; Thence South 84° 46'12" East a distance of 69.03 feet; Thence South 84° 39'10" East a distance of 118.31 feet; Thence North 03° 34' 11" East a distance of 3.67 feet; Thence South 86° 25' 49" East a distance of 5.28 feet to the POINT of BEGINNING and containing 216,008 square feet or 4.96 acres, more or less.

EXHIBIT 2

EXCERPTS OF TITLE XV UNIFIED DEVELOPMENT CODE CHAPTERS 160, 161 AND 162 FOLLOW

TITLE XV UNIFIED DEVELOPMENT CODE
CHAPTER 160: ZONING DISTRICTS

160.01 ESTABLISHMENT OF DISTRICTS 3

160.02 OFFICIAL ZONING MAP 3

160.03 RULES OF INTERPRETATION OF DISTRICT BOUNDARIES 4

160.04-160.99 RESERVED 4

CHAPTER 160: ZONING DISTRICTS

160.01 Establishment Of Districts

The following zoning districts are hereby established:

ZONING DISTRICTS

R-A	Residential - Agricultural
RSF-.5	Residential Single-family – One Half Unit per Acre
RSF-1	Residential Single-family – One Unit per Acre
RSF-2	Residential Single-family – Two Units per Acre
RSF-4	Residential Single-family – Four Units per Acre
RSF-7	Residential Single-family – Seven Units per Acre
RSF-8	Residential Single-family – Eight Units per Acre
RT-12	Residential Two and Three-family
RMF-6	Residential Multi-family – Six Units per Acre
RMF-12	Residential Multi-family – Twelve Units per Acre
RMF-18	Residential Multi-family – Eighteen Units per Acre
RMF-24	Residential Multi-family – Twenty-Four Units per Acre
RMF-40	Residential Multi-family – Forty Units per Acre
R-O	Residential-Office
NS	Neighborhood Services
C-1	Neighborhood Commercial
CS	Community Services
C-2	Thoroughfare Commercial
C-3	Central Business Commercial
UT	Urban Thoroughfare
DC	Downtown Core
MSC	Main Street Center
DG	Downtown General
NC	Neighborhood Conservation
I-1	Heavy Commercial and Light Industrial
I-2	General Industrial
P-1	Institutional
E-1	Extraction
DOD	Design Overlay District
R-PZD	Residential Planned Zoning District
C-PZD	Commercial Planned Zoning District
I-PZD	Industrial Planned Zoning District

(Code 1965, App. A., Art. 5; Ord. No. 1747, 6-29-70; Ord. No. 3115, 9-3-85; Ord. No. 3128, 10-1-85; Code 1991, §§160.015, 160.048; Ord. No. 3792, §1, 5-17-94; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4325, 7-3-01; Ord. 4930, 10-03-06; Ord. 5312, 4-20-10)

160.02 Official Zoning Map

(A) *Map.* The city is hereby divided into zones, or districts, as shown on the official zoning map, which together with all explanatory matter whereon, is hereby adopted by reference and declared to be a part of this chapter.

(B) *Signature/seal.* The official zoning map shall be identified by the signature of the Mayor attested by the City Clerk, and bearing the seal of the city under the following words:

"This is to certify that this is the Official Zoning Map referred to in Section 1. of Ordinance No. _____of the City of Fayetteville," together with the date of the adoption of the ordinance.

(C) *Location.* The official zoning map shall be located in the office of City Planning. A conformed copy of the official zoning map shall be located in the office of the City Clerk.

(D) *Changes.*

(1) *Entry on map.* If in accordance with the provisions of the state law, changes are made in the district boundaries or other matter portrayed on the official zoning map such changes shall be entered on the official zoning map as promptly as is possible after the amendment has been approved by the City Council, with an entry on the official zoning map as follows:

"Amended to ____ by Ordinance No. _____."

(2) *Effective date.* Amendments to this ordinance which involve matters portrayed on the official zoning map shall be effective upon the passage, approval, and publication of the amended ordinance.

(3) *Changes/unauthorized.* No changes of any nature shall be made in the official zoning map or matter shown except in conformity with the procedures set forth in this chapter.

(E) *Damaged/destroyed.* In the event that the official zoning map becomes damaged, destroyed, lost, or difficult to interpret because of the nature or number of changes and additions, the City Council may by resolution adopt a new official zoning map which shall supersede the prior official zoning map. The new official zoning map may correct drafting or other errors or omissions in the prior official zoning map, but no such corrections shall have the effect of amending the original official zoning map or any subsequent amendment thereof. The new official zoning map shall be identified by the signature of the Mayor attested by the City Clerk, and bearing the seal of the city under the following words:

"This is to certify that this Official Zoning Map supersedes and replaces the Official Zoning Map adopted (date of adoption of map being replaced) as part of Ordinance No. _____ of the City of Fayetteville."

(F) *Preservation.* Unless the prior official zoning map has been lost, or has been totally destroyed, the prior map or any significant parts thereof remaining, shall be preserved, together with all

available records pertaining to its adoption or amendment.

(Code 1965, App. A., Art. 1; Ord. No. 1765, 10-19-70; Code 1991, §160.018; Ord. No. 4100, §2, (Ex. A), 6-16-98)

Cross reference(s)--Enforcement. Ch. 153.

160.03 Rules Of Interpretation Of District Boundaries

Where uncertainty exists as to the boundaries of districts as shown on the official zoning map, the following rules shall apply:

(A) *Center lines.* Boundaries indicated as approximately following the center lines of streets highway, or alleys shall be construed to follow such center lines.

(B) *Platted lot lines.* Boundaries indicated as approximately following platted lot lines shall be construed as following such lot lines.

(C) *City limits.* Boundaries indicated as approximately following the city limits shall be construed as following such city limits.

(D) *Railroad lines.* Boundaries indicated as following railroad lines shall be construed to be midway between the main tracks.

(E) *Bodies of water.* Boundaries indicated as approximately following the center lines of streams, rivers, canals, lakes or other bodies of water shall be construed to follow such center lines.

(F) *Extensions.* Boundaries indicated as parallel to or extensions of features indicated in subsections (A) through (E) above shall be so construed. Distances not specifically indicated on the official zoning map shall be determined by the scale of the map.

(G) *Physical or cultural features.* Where physical or cultural features existing on the ground are at variance with those shown on the official zoning map, or in other circumstances not covered by subsections (A) through (F) above, the Zoning and Development Administrator shall interpret the boundaries.

(H) *Divided lot/single ownership.* Where a district boundary line divides a lot which was in single ownership, the Zoning and Development Administrator may permit the extension of regulations for either portion of the lot not to exceed 50 feet beyond the district line into the remaining portion of the lot.

(Code 1965, App. A., Art. 2; Ord. No. 1747, 6-29-70; Code 1991, §160.017, Ord. No. 4100, §2 (Ex. A), 6-16-98)

160.04-160.99 Reserved

TITLE XV UNIFIED DEVELOPMENT CODE
CHAPTER 161: ZONING REGULATIONS

161.01 APPLICATION OF DISTRICT REGULATIONS 3

161.02 ZONING COMPLIANCE AND BUSINESS LICENSE 3

161.03 DISTRICT R-A, RESIDENTIAL-AGRICULTURAL 4

161.04 DISTRICT RSF-.5, RESIDENTIAL SINGLE-FAMILY – ONE HALF UNIT PER ACRE 5

161.05 DISTRICT RSF-1, RESIDENTIAL SINGLE-FAMILY – ONE UNIT PER ACRE 5

161.06 DISTRICT RSF-2, RESIDENTIAL SINGLE-FAMILY – TWO UNITS PER ACRE 6

161.07 DISTRICT RSF-4, RESIDENTIAL SINGLE-FAMILY – FOUR UNITS PER ACRE 6

161.08 DISTRICT RSF-7, RESIDENTIAL SINGLE-FAMILY – SEVEN UNITS PER ACRE 7

161.09 DISTRICT RSF-8, RESIDENTIAL SINGLE-FAMILY – 8 UNITS PER ACRE 8

161.10 DISTRICT RT-12, RESIDENTIAL TWO AND THREE FAMILY 8

161.11 DISTRICT RMF-6, RESIDENTIAL MULTI-FAMILY – SIX UNITS PER ACRE 9

161.12 DISTRICT RMF-12, RESIDENTIAL MULTI-FAMILY – TWELVE UNITS PER ACRE 10

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CHAPTER 161: ZONING REGULATIONS

161.01 Application of District Regulations

Minimum regulations/exceptions. The regulations set by this chapter within each district shall be minimum regulations and shall apply uniformly for each class or kind of structure or land, except as hereinafter provided:

(A) *General.* No building, structure, or land shall hereafter be used or occupied, and no building or structure or part thereof shall hereafter be erected, constructed, reconstructed, moved or structurally altered except in conformity with all the regulations herein specified for the district in which it was located.

(B) *Limitations.* No building or other structure shall hereafter be erected or altered:

(1) *Height/bulk.* To exceed the height or bulk;

(2) *Number of units.* To accommodate or house a greater number of units;

(3) *Lot area.* To occupy a greater percentage of lot area;

(4) *Setback/open spaces.* To have narrower or smaller rear setbacks, front setbacks, side setbacks, or other open spaces than herein required; or

(5) *Other.* In any other manner contrary to the provisions of this chapter.

(C) *Independent compliance.* No part of a setback, or other open space, or off-street parking or loading space required about or in connection with any building for the purpose of complying with this chapter shall be included as part of a setback, open space, or off-street parking or loading space similarly required for any other building.

(D) *Effective date.* No setback or lot existing on June 29, 1970, shall be reduced in dimension or area below the minimum requirements set forth herein. Setbacks or lots created after June 29, 1970, shall meet at least the minimum requirements established by this chapter.

(E) *Annexation.* All territory which may hereafter be annexed to the city shall be considered to be in District A-1 until the territory is rezoned as provided herein.

(F) *Measuring setbacks.*

(1) *Front.* Measured from the street right-of-way, or street right-of-way setback as required by the Master Street Plan.

(2) *Side.* Measured from the side property line.

(3) *Rear.* Measured from the rear property line.

(4) *Corner.* A corner lot has two fronts and two sides.

(G) *Conditional Uses.* These uses are permissible if approved by the Planning Commission. See Chapter 163, Use Conditions.

(H) *Authorized construction/use.* Permits issued on the basis of plans and applications approved by the Zoning and Development Administrator or Planning Commission authorize only the use, arrangements, and construction set forth in such approved plans and applications, and no other use, arrangement, or construction.

(Code 1965, App. A., Art. 3; Ord. No. 1747, 6-29-70; Code 1991, §160.016; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. 5425, 8-2-11)

161.02 Zoning Compliance And Business License

(A) *Required.* It shall be unlawful to use or occupy or permit the use or occupancy of any building or premises, or both, or part thereof hereafter created, erected, changed, converted, or wholly or partly altered, or enlarged in its use or structure until a business license has been issued by the Zoning and Development Administrator stating that the proposed use of the building or land conforms to the requirements of this chapter.

(B) *Conforming uses.* Uses permitted within the underlying zoning district shall be eligible for a business license, subject to §118 of the Fayetteville Code.

(C) *Nonconforming uses.*

(1) Uses within the following use unit categories established prior to September 7, 2010 and operating in a zoning district that does not currently allow the use, are for the purposes of zoning compliance determined to be an existing nonconforming use, may continue to operate and are eligible to obtain a city business license. The exemption shall not be construed as relieving the owner or operator of such business from the regulations of the business license ordinance, including grounds for suspension and revocation, or

from any other applicable federal, state, or city regulations.

Use Units	
3	Public protection facilities
4	Cultural and recreational facilities
5	Government facilities
6	Agricultural
7	Animal husbandry
12	Limited business
13	Eating places
15	Neighborhood shopping goods
24	Home occupation
25	Offices, studios, and related services

(2) Uses within the following use unit categories established prior to July 15, 2003 and operating in a zoning district that does not currently allow the use, are for the purposes of zoning compliance determined to be an existing nonconforming use, may continue to operate and are eligible to obtain a city business license. The exemption shall not be construed as relieving the owner or operator of such business from the regulations of the business license ordinance, including grounds for suspension and revocation, or from any other applicable federal, state, or city regulations.

Use Units	
2	City-wide uses by conditional use permit
14	Hotel, motel and amusement facilities
16	Shopping goods
17	Transportation trades and services
18	Gasoline service stations & drive in/drive through restaurants
19	Commercial recreation, small sites
20	Commercial recreation, large sites
21	Warehousing and wholesale
22	Manufacturing
23	Heavy industrial
27	Wholesale bulk petroleum storage facilities with underground tanks
28	Center for collecting recyclable materials
29	Dance halls
30	Extractive uses
31	Facilities emitting odors/handling explosives
32	Sexually oriented businesses
33	Adult live entertainment club or bar
34	Liquor stores
35	Outdoor music establishments
36	Wireless communications facilities
38	Mini-storage units
39	Auto salvage and junk yards
40	Sidewalk cafes
42	Clean technologies
43	Animal boarding and training

(3) Businesses operating in a zoning district that does not allow the use and that can not provide proof of their establishment in accordance with the criteria above are declared to be incompatible with permitted uses and shall not hereafter continue except in conformity with the regulations of the district in which it is located. These businesses shall not be eligible to obtain a city business license until or unless they are brought into compliance with the zoning district regulations.

(Code 1965, App. A., Art. 9(3), (5); Ord. No. 1747, 6-29-70; Code 1991, §§160.192, 160.194; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. 5425, 8-2-11)

Cross reference(s)--Enforcement, Ch. 153.

~~161.03 District R-A, Residential-Agricultural~~

~~(A) *Purposes.* The regulations of the agricultural district are designed to protect agricultural land until an orderly transition to urban development has been accomplished; prevent wasteful scattering of development in rural areas; obtain economy of public funds in the providing of public improvements and services of orderly growth; conserve the tax base; provide opportunity for affordable housing, increase scenic attractiveness; and conserve open space.~~

~~(B) *Uses.*~~

~~(1) *Permitted uses.*~~

~~Unit 1~~	~~City-wide uses by right~~
~~Unit 3~~	~~Public protection and utility facilities~~
~~Unit 6~~	~~Agriculture~~
~~Unit 7~~	~~Animal husbandry~~
~~Unit 8~~	~~Single family dwellings~~
~~Unit 9~~	~~Two family dwellings~~
~~Unit 37~~	~~Manufactured homes~~
~~Unit 41~~	~~Accessory dwellings~~
~~Unit 43~~	~~Animal boarding and training~~

~~(2) *Conditional uses.*~~

~~Unit 2~~	~~City-wide uses by conditional use permit~~
~~Unit 4~~	~~Cultural and recreational facilities~~
~~Unit 5~~	~~Government facilities~~
~~Unit 20~~	~~Commercial recreation, large sites~~
~~Unit 24~~	~~Home occupations~~
~~Unit 35~~	~~Outdoor Music Establishments~~
~~Unit 36~~	~~Wireless communications facilities~~
~~Unit 42~~	~~Clean technologies~~

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~~Unit 13~~	~~Eating places~~
~~Unit 15~~	~~Neighborhood Shopping goods~~
~~Unit 18~~	~~Gasoline service stations and drive-in/drive through restaurants~~
~~Unit 24~~	~~Home occupations~~
~~Unit 25~~	~~Offices, studios and related services~~
~~Unit 26~~	~~Multi-family dwellings~~
~~Unit 44~~	~~Cottage Housing Development~~

~~Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.~~

~~(2) *Conditional uses.*~~

~~Unit 2~~	~~City-wide uses by conditional use permit~~
~~Unit 3~~	~~Public protection and utility facilities~~
~~Unit 14~~	~~Hotel, motel and amusement services~~
~~Unit 16~~	~~Shopping goods~~
~~Unit 17~~	~~Transportation, trades and services~~
~~Unit 19~~	~~Commercial recreation, small sites~~
~~Unit 28~~	~~Center for collecting recyclable materials~~
~~Unit 34~~	~~Liquor stores~~
~~Unit 35~~	~~Outdoor music establishments~~
~~Unit 36~~	~~Wireless communication facilities*~~
~~Unit 40~~	~~Sidewalk Cafes~~
~~Unit 42~~	~~Clean technologies~~

~~(C) *Density. None*~~

~~(D) *Bulk and area regulations.*~~

~~(1) *Lot width minimum.*~~

~~Dwelling~~	~~18 ft.~~
~~All others~~	~~None~~

~~(2) *Lot area minimum.* None~~

~~(E) *Setback regulations.*~~

~~Front:~~	~~A build-to zone that is located between 10 feet and a line 25 feet from the front property line.~~
~~Side and rear:~~	~~None~~
~~Side or rear, when contiguous to a single-family residential district:~~	~~15 feet~~

~~(F) *Building Height Regulations.*~~

~~Building Height Maximum~~	~~66 ft.~~

~~(G) *Minimum buildable street frontage.* 50% of the lot width.~~

~~(Ord. 5312, 4-20-10; Ord. 5339, 8-3-10; Ord. 5462, 12-6-11; Ord. 5592, 6-18-13; Ord. 5664, 2-18-14)~~

161.20 District C-2, Thoroughfare Commercial

(A) *Purpose.* The Thoroughfare Commercial District is designed especially to encourage the functional grouping of these commercial enterprises catering primarily to highway travelers.

(B) *Uses.*

(1) *Permitted uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government Facilities
Unit 13	Eating places
Unit 14	Hotel, motel, and amusement facilities
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 18	Gasoline service stations and drive-in/drive through restaurants
Unit 19	Commercial recreation, small sites
Unit 20	Commercial recreation, large sites
Unit 25	Offices, studios, and related services
Unit 33	Adult live entertainment club or bar
Unit 34	Liquor store
Unit 44	Cottage Housing Development

(2) *Conditional uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 21	Warehousing and wholesale
Unit 28	Center for collecting recyclable materials
Unit 29	Dance Halls
Unit 32	Sexually oriented business
Unit 35	Outdoor music establishments
Unit 36	Wireless communications facilities
Unit 38	Mini-storage units
Unit 40	Sidewalk Cafes
Unit 42	Clean technologies
Unit 43	Animal boarding and training

(C) *Density.* None.

(D) *Bulk and area regulations.* None.

(E) *Setback regulations.*

Front	15 ft.
Front, if parking is allowed between the right-of-way and the building	50 ft.
Side	None

Side, when contiguous to a residential district	15 ft.
Rear	20 ft.

(F) *Building height regulations.*

Building Height Maximum	75 ft.*

*Any building which exceeds the height of 20 feet shall be set back from a boundary line of any residential district a distance of one foot for each foot of height in excess of 20 feet.

(G) *Building area.* On any lot, the area occupied by all buildings shall not exceed 60% of the total area of such lot.

(Code 1965, App. A., Art. 5(VI); Ord. No. 1833, 11-1-71; Ord. No. 2351, 6-2-77; Ord. No. 2603, 2-19-80; Ord. No. 1747, 6-29-70; Code 1991, §160.036; Ord. No. 4034, §3, 4, 4-15-97; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. 4727, 7-19-05; Ord. 4992, 3-06-07; Ord. 5028, 6-19-07; Ord. 5195, 11-6-08; Ord. 5312, 4-20-10; Ord. 5339, 8-3-10; 5353, 9-7-10; Ord. 5462, 12-6-11; Ord. 5592, 6-18-13; Ord. 5664, 2-18-14)

~~161.21 Urban Thoroughfare~~

~~(A) *Purpose.* The Urban Thoroughfare District is designed to provide goods and services for persons living in the surrounding communities. This district encourages a concentration of commercial and mixed-use development that enhances function and appearance along major thoroughfares. Automobile-oriented development is prevalent within this district and a wide range of commercial uses is permitted. For the purposes of Chapter 96: Noise Control, the Urban Thoroughfare district is a commercial zone. The intent of this zoning district is to provide standards that enable development to be approved administratively.~~

~~(B) *Uses.*~~

~~*(1) Permitted uses*~~

~~Unit 1~~	~~City-wide uses by right~~
~~Unit 4~~	~~Cultural and recreational facilities~~
~~Unit 5~~	~~Government facilities~~
~~Unit 8~~	~~Single-family dwellings~~
~~Unit 9~~	~~Two-family dwellings~~
~~Unit 10~~	~~Three-family dwellings~~
~~Unit 13~~	~~Eating places~~
~~Unit 14~~	~~Hotel, motel and amusement services~~
~~Unit 16~~	~~Shopping goods~~
~~Unit 17~~	~~Transportation trades and services~~
~~Unit 18~~	~~Gasoline service stations and drive-in/drive through restaurants~~
~~Unit 19~~	~~Commercial recreation, small sites~~
~~Unit 24~~	~~Home occupations~~
~~Unit 25~~	~~Offices, studios, and related services~~
~~Unit 26~~	~~Multi-family dwellings~~
~~Unit 34~~	~~Liquor store~~
~~Unit 41~~	~~Accessory Dwellings~~
~~Unit 44~~	~~Cottage Housing Development~~

~~Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.~~

~~*(2) Conditional uses*~~

~~Unit 2~~	~~City-wide uses by conditional use permit~~
~~Unit 3~~	~~Public protection and utility facilities~~
~~Unit 20~~	~~Commercial recreation, large sites~~
~~Unit 21~~	~~Warehousing and wholesale~~
~~Unit 28~~	~~Center for collecting recyclable materials~~
~~Unit 29~~	~~Dance halls~~
~~Unit 33~~	~~Adult live entertainment club or bar~~
~~Unit 35~~	~~Outdoor music establishments~~
~~Unit 36~~	~~Wireless communication facilities~~
~~Unit 38~~	~~Mini-storage units~~
~~Unit 40~~	~~Sidewalk cafes~~
~~Unit 42~~	~~Clean technologies~~
~~Unit 43~~	~~Animal boarding and training~~

~~(C) *Density.* None~~

~~(D) *Bulk and area regulations.*~~

~~(1) Lot width minimum~~

~~Single family dwelling~~	~~18 feet~~
~~All other dwellings~~	~~None~~
~~Non-residential~~	~~None~~

~~(2) Lot area minimum. None~~

~~(E) *Setback regulations.*~~

~~Front:~~	~~A build-to-zone that is located between 10 feet and a line 25 feet from the front property line.~~
~~Side and rear:~~	~~None~~
~~Side or rear, when contiguous to a single-family residential district:~~	~~15 feet~~

~~(F) *Building height regulations.*~~

~~Building Height Maximum~~	~~56/84 ft.*~~

~~*A building or a portion of a building that is located between 10 and 15 ft. from the front property line or any master street plan right-of-way line shall have a maximum height of 56 feet. A building or portion of a building that is located~~

TITLE XV UNIFIED DEVELOPMENT CODE
CHAPTER 162: USE UNITS

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CHAPTER 162: USE UNITS

162.01 Establishment/Listing

The various use units referred to in the zoning district provisions are herein listed in numerical order. Within the use units, the permitted uses are ordinarily listed in alphabetical order. In these use units where there is a preliminary descriptive statement (which may mention specific uses) in addition to the detailed list of uses, the detailed list shall govern. The asterisk (*) next to a specific use indicates that the use has special conditions as required by Chapter 163, Use Conditions and Chapter 164 Supplemental Regulations.

Unit 1	City-wide uses by right
Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 6	Agriculture
Unit 7	Animal husbandry
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three-family dwellings
Unit 11	Manufactured home park
Unit 12	Limited business
Unit 13	Eating places
Unit 14	Hotel, motel and amusement facilities
Unit 15	Neighborhood shopping goods
Unit 16	Shopping goods
Unit 17	Transportation Trades and services
Unit 18	Gasoline service stations and drive-in/drive through restaurants
Unit 19	Commercial recreation, small sites
Unit 20	Commercial recreation, large sites
Unit 21	Warehousing and wholesale
Unit 22	Manufacturing
Unit 23	Heavy industrial
Unit 24	Home occupation
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 27	Wholesale bulk petroleum storage facilities with underground storage tanks
Unit 28	Center for collecting recyclable materials
Unit 29	Dance halls
Unit 30	Extractive uses
Unit 31	Facilities emitting odors & facilities handling explosives
Unit 32	Sexually oriented business
Unit 33	Adult live entertainment club or bar
Unit 34	Liquor stores
Unit 35	Outdoor music establishments
Unit 36	Wireless communications facilities
Unit 37	Manufactured homes
Unit 38	Mini-storage units
Unit 39	Auto salvage and junk yards
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 42	Clean technologies
Unit 43	Animal boarding and training
Unit 44	Cottage Housing Development

(A) *Unit 1. City-wide uses by right.*

(1) *Description.* Unit 1 consists of public uses, essential services, agricultural uses, open land uses, and similar uses which are subject to other public controls or which do not have significantly adverse effects on other permitted uses and are, therefore, permitted as uses of right in all districts.

(2) *Included uses.* Public facilities of the types embraced within the recommendations of the Comprehensive Land Use Plan.

Agricultural, forestry, and fishery:	•Field crop farms •Fishery •Forest •Fruit, tree, and vegetable farm
Essential services located in public right-of-way:	•Fire alarm box •Fire hydrant •Passenger stop for bus •Police alarm box •Sidewalk •Street, highway, and other thoroughfare •Street signs, traffic signs, and signals •Utility mainline, local transformer and station, and similar facilities customarily located in public right-of-way
Recreation and related use:	•Arboretum •Historical marker •Park area •Parkway •Wildlife preserve
Water facilities:	•Reservoir, open •Watershed •Conservation or flood control project

(B) *Unit 2. City-wide uses by conditional use permit.*

(1) *Description.* Unit 2 consists of uses which may be conducted anywhere in the territorial jurisdiction, but which can be objectionable to nearby uses and are therefore permitted subject to conditional use permits in all districts.

(2) *Included uses.*

Public and private facilities:	•Airport, flying fields and heliport •Bed and breakfast facilities* •Campground • Community Recycling Drop-off Facility •Plant nursery •RV sewage disposal facility •Solid waste disposal facility •Water recreation area

Temporary facilities:	•Carnival, circus, and tent revival* •Commercial facilities •Real estate sales office (located at a specific location in an underdeveloped subdivision and operated for the purpose of developing said subdivision) •School and church facility

(C) *Unit 3. Public protection and utility facilities.*

(1) *Description.* Unit 3 consists primarily of public protection and utility equipment which:

(a) Is ordinarily not located in the street right-of-way and can be significantly objectionable to nearby residential, commercial, and light industrial uses;

(b) Have requirements for specific locations or are needed to serve residential neighborhood or local areas; and

(c) Are, therefore, permitted only on review.

(2) *Included uses.*

Facilities of Public Service Corporations:	•Electric regulating station •Pressure control station •Transmission station for tower, radio, telegraph, telephone, television
Other utility and protective facilities:	•Airway beacon •Public utility maintenance building, warehouse, or storage building •Water pipeline rights-of-way, sewer or water treatment plant, water storage facility
Railroad rights-of-way	
Communications and utility transmission line rights-of-way	

(D) *Unit 4. Cultural and recreational facilities.*

(1) *Description.* Unit 4 consists of cultural and recreational uses to serve the residents of the community.

(2) *Included uses.*

Auditorium, stadium	
Art gallery, museum	
Cemetery	
Child care center, nursery school *	
Church	
College or university	
Community center	
Crematorium	
Dormitory	
Eldercare	
Hospital	
Mausoleum	
Playfield, playground	
Private club or lodge	
School:	•Elementary •Junior High •Senior High
Swimming pool	
Tennis court	
Theater (legitimate)	

Cross-reference(s)--Parking and Loading, Ch. 172.

(E) *Unit 5. Government facilities.*

(1) *Description.* Unit 5 consists of the main facilities of government agencies.

(2) *Included uses.*

City or county jail
Courts of law
Fire station
Governmental agencies and offices
Library
Police station
Post office
Detention Home

(F) *Unit 6. Agriculture.*

(1) *Description.* Unit 6 consists of agricultural uses and services and certain other uses suitable for location near, but not in, a residential district.

(2) *Included uses.*

Agricultural uses and services:	Farm:	•Egg •Truck
	Services:	•Hay baling •Smoking, curing and selling of smoked or cured poultry and livestock •Sorting, packing and selling of fruits, vegetables and flowers •Threshing

(G) *Unit 7. Animal husbandry.*

(1) *Description.* Unit 7 consists of livestock raising and related activities which are ordinarily objectionable to other uses and

require, therefore, a buffer strip when abutting a C or R District.

(2) *Included uses.*

Animal farms for show, breeding, and training	
Farms with livestock	
Livestock services:	•Animal hospitals •Shipping of livestock •Training of horses •Veterinarian's treatment areas
Recreational uses:	•Guest ranch •Riding stable * •Rifle range •Rodeo ground

(H) *Unit 8. Single-family dwellings.*

(1) *Description.* Unit 8 is provided in order that single-family dwellings may be located in appropriate residential areas.

(2) *Included uses.*

Single-family dwellings

(I) *Unit 9. Two-family dwellings.*

(1) *Description.* Unit 9 is provided in order that two family attached dwellings may be located in appropriate residential areas.

(2) *Included uses.*

Duplexes
Townhouse dwellings, no more than two attached units
Two-family dwellings

(J) *Unit 10. Three-family dwellings.*

(1) *Description.* Unit 10 is provided in order that three-family attached dwellings may be located in appropriate residential areas.

(2) *Included use.*

Townhouse development, no more than three attached units
Three-family dwellings
Tri-plexes

(K) *Unit 11. Manufactured home park.* *

(1) *Description.* Unit 11 consists of a separate use of manufactured home parks in order that they may be located in appropriate residential areas.

(2) *Included uses.*

Manufactured home park *

Cross reference(s)—Use Conditions, Ch. 163; Manufactured homes and Manufactured home Parks, Ch. 175.

(L) *Unit 12. Limited business.*

(1) *Description.* Unit 12 consists of small-scale establishments offering commercial goods and services that are accessible for the convenience of individuals living in residential districts, while compatible in size, scale and appearance with the surrounding neighborhood. These uses shall be subject to the regulations in Chapter 164. All uses classified under Unit 12 must be within a building containing 3,000 square feet or less.

(2) *Included uses.*

Personal Services: (Maximum gross floor area of 1500 square feet)	•Day care •Dry Cleaning •Salon/Barber shop •Tailoring
Specialized Retail: (Maximum gross floor area of 2000 square feet)	•Antique/home decor sales •Apparel •Art/architectural supplies •Bakery, Pastry shops •Bicycle Shops •Book store •Coffee shop •Delicatessen •Drugstore •Food specialty stores •Florist •Grocery •Hardware •Health food store •Hobby /Craft Stores •Ice cream •Meat Market •Restaurant/café •Small appliance repair •Stationary Store •Toy store •Video rental
Professional Offices: (Maximum gross floor area of 3000 square feet)	•Accountant •Architect •Attorney •Broker •Business/Mgmt Consultant •Doctor •Dentist •Engineer •Insurance Sales •Interior Designer •Optometrist •Realtor •Welfare agency

Studios for: (Maximum gross floor area of 3000 square feet)	•Art •Dance •Music •Photography •Pottery

(M) *Unit 13. Eating places.*

(1) *Description.* Unit 13 is established that eating places, excluding drive-ins and those that provide dancing and entertainment, can be located as needed without necessarily introducing other commercial uses.

(2) *Included uses.*

Eating places, other than drive-ins, which do not provide dancing or entertainment
Restaurants
Café's

(N) *Unit 14. Hotel, motel, and amusement facilities.*

(1) *Description.* Unit 14 consists of hotels, motels, and certain types of amusement facilities.

(2) *Included uses.*

Hotel
Membership lodge
Motel
Motion picture theater
Night club, not providing dancing or outdoor music
Tavern, not providing dancing or outdoor music

(O) *Unit 15. Neighborhood shopping goods.*

(1) *Description.* Unit 15 includes a variety of frequently purchased commercial goods, where convenience of location is more important than comparative shopping. These uses are grouped in limited areas while prohibiting all others not necessary near the residential districts. All uses classified under Use Unit 15 must be within a building containing 25,000 square feet or less.

(2) *Included uses.*

Personal services	•Barber/Salon •Dry cleaning •Laundry facility •Tailoring
Retail	•Apparel and accessory •Bakery, pastry shops •Bicycle shop •Bookstores •Coffee shop •Delicatessen •Drugstore •Electronics •Florists •Food specialty stores •Furniture and Home Decor •Grocery •Hardware store •Health food store •Hobby/craft shop •Ice cream •Jewelry/watch sales and repair •Meat market •Music instruments •News and magazine stand •Optical goods •Pet shop •Photography Studio •Picture framing •Shoe store •Sporting goods •Stationary store •Toy store •Video rental
Vehicular Sales (interior display only)	•Automobile •ATV/Motorcycle •Boat/Personal Watercraft (PWC)

(P) *Unit 16. Shopping goods.*

(1) *Description.* Unit 16 consists of stores selling retail goods which are ordinarily purchased less frequently and often have a city-wide or regional market.

(2) *Included uses.*

NEIGHBORHOOD SHOPPING GOODS	ALL USES WITHIN UNIT 15 ARE ALSO PERMITTED WITHIN UNIT 16, WITHOUT RESTRICTION TO SIZE
General Merchandise:	•Department store •Mail order
Merchandise vending machine operations	•Sales and repair
Home/Office:	•Appliances •China, glassware •Draperies, curtains •Floor coverings •Furniture
Personal services:	•Animal daycare •Animal hospital •Auctioneer •Bindery •Body piercing •Costume rental service

	•Detective service •Electrical repair service •Furniture repair, refinishing •Gunsmith •Interior decorating •Linen supply and industrial laundry •Locksmith •Office supplies •Rug cleaning, repair •Sign painting •Tattoo and piercing •Taxidermist •Tool sharpening, repair •Watch and jewelry repair •Weight loss center
Retail	• Apparel and accessory •Auto accessory store •Boat and accessory store •Dry goods •Garden supply

(Q) *Unit 17. Transportation trades and services.*

(1) *Description.* Unit 17 consists of establishments engaged primarily in providing vehicular sales, service and maintenance, and similar services which fulfill recurrent needs of residents of nearby areas, but are generally incompatible with primary retail districts because they break the continuity of retail frontage. Uses also include those that require transport of persons or materials on a regular basis.

(2) *Included uses.*

RETAIL TRADE ESTABLISHMENTS, GENERAL:	•AUTOMOTIVE SALES, •BODY SHOPS/GARAGES •FARM SUPPLIES AND EQUIPMENT AND REPAIR •LAWN EQUIPMENT SALES, REPAIR •MARINE CRAFT SALES, REPAIR •MOTORCYCLE SALES, REPAIR •TRUCK SALES •TRAILER, CAMPING, HAULING, TRAVEL, SALES •USED CAR LOTS
Personal help:	•Auto wash •Motor repair •Packing and crating
Transportation service:	•Bus station •Car rental
	•Express service •Helistop •Railway terminal •Taxicab station

(R) *Unit 18.* Gasoline service stations and drive-in/drive through restaurants

(1) *Description.* Gasoline service stations and drive-in restaurants can be significantly objectionable to nearby uses, so, therefore, have been allowed only in districts where necessary to provide this use.

(2) *Included uses.*

Gasoline service station *
Self-service auto wash (in conjunction with a gasoline service station) *
Drive-in /drive through restaurant *

(S) *Unit 19. Commercial recreation, small sites.*

(1) *Description.* Unit 19 consists of commercial amusements which ordinarily do not require large sites and often seek location in or near developed commercial areas.

(2) *Included uses.*

Billiard and pool parlor
Bowling alley
Slot car track
Skating rink
Video arcade
Indoor theater

Cross reference(s)--Parking and Loading, Ch. 172.

(T) *Unit 20. Commercial recreation, large sites.*

(1) *Description.* Unit 20 consists of commercial recreation facilities which are usually conducted out-of-doors, on large sites, and in undeveloped, outlying parts of the city. Uses in this unit have an adverse effect on certain other uses, in that they are often noisy and are large traffic generators.

(2) *Included uses.*

Amusement park *
Drag strip
Drive-in theater
Fairgrounds
Fishing dock
Go-cart track
Golf range, golf course
Miniature golf
Race track
Zoo

(U) *Unit 21. Warehousing and wholesale.*

(1) *Description.* Unit 21 includes warehousing, wholesaling and trucking of the type which is usually located to serve the central business district and is easily serviced by rail and highway transportation.

(2) *Included uses.*

Building material establishments:	•Air conditioning •Building materials •Electrical supply •Glass •Heating equipment •Lumber •Paint •Plumbing supplies •Wallpaper
Fuel establishments:	•Bottled gas •Fuel dealer •Fuel oil
Monument, including processing	
Service establishments: Building service	•Disinfecting and exterminating service •Janitorial service •Window cleaning service
Service establishments: Contract construction service	•Air conditioning •Building construction •Carpentry •Cesspool cleaning •Concrete •Decorating •Electrical •Furnace cleaning •Heating •Heavy construction •Housing for caretakers •Impound Yard •Masonry •Oil well drilling •Painting •Paper Hanging •Plastering •Plumbing •Roofing •Sheet metal •Stonework •Tile setting •Towing Business •Water well drilling
Trucking establishments	
Vending machines	
Warehouses	
Wholesale establishments	

(V) *Unit 22. Manufacturing.*

(1) *Description.* Unit 22 consists of industrial uses which usually generate some adverse environmental effects and for this reason they should be located away from uses which do not produce adverse effects.

(2) *Included uses.*

Fabricated metal products:	•Cutlery engraving •Fire control equipment •Guns and related equipment •Machinery •Tanks •Transportation equipment, including body shops
Fabricated structural products:	•Air conditioning and cooling apparatus •Fabricated wire products •Fire control equipment •Hardware products •Heating apparatus •Metal cans
Miscellaneous manufacturing:	•Athletic goods •Amusements •Musical instruments •Plated ware •Silverware •Sporting goods •Toys •Textile products •Housing for caretakers

(W) *Unit 23. Heavy industrial.*

(1) *Description.* Unit 23 consists of uses which cause the greatest adverse environmental effects because of odor, noise, unsightliness, air pollution and explosions.

(2) *Included uses.*

Manufacturing uses:	•Fabricated metal products •Primary metal industries •Textile mill products
Processing and sales:	•Scrap metal •Refuse
Repair service	•Tirecapping
Wrecking and demolition services	
Apparel products:	•Industrial leather belting
Clay products	
Food and allied products	
Furniture and allied products	
Glass products	
Lumber and wood products:	•Millware products •Plywood products •Prefabricated structural wood •Veneer products •Wooden container
Paper and allied products:	•Paperboard containers
Petroleum and related industries:	•Coal yard •Lubricating oils and greases
Primary metal industry:	•Foundry
Stone products	
Housing for caretakers	

(X) *Unit 24. Home occupation.*

(1) *Description.* Unit 24 consists of businesses for which financial compensation is received, conducted on a residential property, and

which generates motor vehicle traffic to the residential property. Only those residing on the property may be employed by the home occupation.

(2) *Included uses.*

Home child care, no more than six children	
Instructional services:	Art Crafts Dance Music Tutoring
Professional services:	Architects Insurance agents Lawyers Real estate agents Accountants Editors Publishers Graphic designers Travel agents
Repair services:	Clocks and watches Computers Electronic devices Lawnmowers Small appliances Small engines
Sales of home produced agriculture products:	Produce Eggs Honey or beeswax products Jams or jellies Milk and milk products Other products that may be home grown or home made on this property

(Y) *Unit 25. Offices, studios and related services.*

(1) *Description.* Unit 25 consists of offices, studios, medical and dental labs, and other supporting services and sales.

(2) *Included uses.*

Medical Clinic:	• Dental office/clinic • Medical office/clinic
Professional office:	• Accountant • Architect • Attorney • Broker • Engineer • Realtor
Sale of supplies and equipment	• Architecture, drafting, and art supplies • Office furnishings and supplies • Medical, optical, and dental supplies • Scientific instruments
Services:	• Advertising agency • Animal daycare (10 animals or less) • Auto parking garage • Bail bonding agency • Business or management consultant • Computing service • Consultant • Data processing service • Drafting service • Employment agency • Financial institution • Funeral home • Insurance sales • Interior decorator • Photocopying or printing • Social and welfare agencies • Travel agency • Veterinary small animal out-patient clinic
Studios:	• Artist's studio • Photography studio • Studio for teaching any of the fine or liberal arts

(Z) *Unit 26. Multi-family dwellings.*

(1) *Description.* Unit 26 is provided in order that multi-family dwellings and more than three attached units may be located in appropriate residential areas.

(2) *Included areas.*

Apartments
Convalescent home
Dormitory
Fraternity/Sorority houses
Multi-family attached dwellings
Rooming/boarding house
Townhouse, more than three attached units

(AA) *Unit 27. Wholesale bulk petroleum storage facilities with underground storage tanks.*

(1) *Description.* Unit 27 is provided in order that wholesale bulk petroleum storage facilities with underground storage tanks may be located in the appropriate industrial areas.

(2) *Included uses.*

Wholesale bulk petroleum storage facilities with underground storage tanks

(BB) *Unit 28. Center for collecting recyclable materials.*

(1) *Description.* Unit 28 is provided in order that centers for collecting recyclable material may be located in appropriate commercial and industrial areas.

(2) *Included uses.*

Center for collecting recyclable materials

(CC) *Unit 29. Dance halls.* *

(1) *Description.* Unit 29 is provided in order that establishments that provide areas for dancing may be located in an appropriate environment and as not to negatively impact adjacent properties.

(2) *Included uses.*

Bars providing area for dancing
Dance halls
Restaurants providing area for dancing
Taverns providing area for dancing

(DD) *Unit 30. Extractive uses.*

(1) *Description.* Unit 30 consists of extractive uses which generate substantial nuisances and adverse environmental effects.

(2) *Included uses.*

Mining:	•Coal and ores •Clay, sand and silt •Rock and gravel •Other minerals •Petroleum extraction •Natural gas extraction
Other:	•Rock crushing •Sorting and washing of earth products

(EE) *Unit 31. Facilities emitting odors and facilities handling explosives.* *

(1) *Description.* Unit 31 consists of facilities which are heavy industrial in nature, but which have the potential to have adverse effects such as odor or the potential for explosions

(2) *Included uses.*

Manufacturing Uses:	Chemical and allied products	
	Food and kindred products:	•Animal fats and oils rendering •Beverages distilling •Meat slaughtering and packaging
	Paper and allied products	
	Rubber and plastic products	
Processing and sales:	Explosives	
Wholesale and warehousing:	Livestock stockyards	
	Explosive materials	
Apparel products:	Leather tanning	
Chemical and allied products:	Any process likely to emit odor or have the potential for explosion	
Paper and allied products:	Building paper and board	•Paper
Petroleum and related industries:	Bulk station and terminal	
Rubber and miscellaneous plastic products:	Inner tubes Tires	

(FF) *Unit 32. Sexually oriented business.*

(1) *Description.* Unit 32 consists of adult arcades, adult bookstores or adult video stores, adult cabarets, adult motion picture theaters, or adult theaters whose inventory, merchandise or performances are characterized by a preponderance of "specified sexual activities" or "specified anatomical areas" all as more fully set forth in Ordinance No. 4024, §123.26, as may be amended from time to time.

(2) *Included uses.*

Adult arcade
Adult bookstore
Adult video stores
Adult cabarets
Adult motion picture theaters
Adult theaters

(GG) *Unit 33. Adult live entertainment club or bar.*

(1) *Description.* Unit 33 includes fixed places of business selling or dispensing alcoholic beverages including private clubs which emphasize and seek through one or more dancers to arouse or excite the patron's sexual desires.

(2) *Included uses.*

Semi-nude club or bar
Exotic dance club or bar
Go-Go dance club or bar
Strip club or bar
Gentlemen's club or bar

(HH) *Unit 34. Liquor Stores.* *

(1) *Description.* Unit 34 includes fixed places of business licensed by the Arkansas Alcoholic Beverage Control Board to sell alcoholic beverages for off-premise consumption.

(2) *Included uses.*

Liquor Stores *

(II) *Unit 35. Outdoor music establishments.* *

(1) *Description.* Unit 35 includes any business or establishment that has a garden, patio, rooftop or premises not wholly enclosed by solid walls and fully roofed in which amplified or loud music is played that could be audible at nearby residences or businesses.

(2) *Included uses.*

Outdoor music establishments *

(JJ) *Unit 36. Wireless Telecommunications Facilities.*

(1) *Description.* A land use facility that transmits and/or receives electromagnetic signals for the purpose of transmitting analog or digital voice or data communications.

(2) *Included uses.*

Wireless telecommunications facilities *	Antennas Accessory buildings Accessory development Cellular towers Horns Microwave dishes Monopoles

(KK) *Unit 37. Manufactured Homes.*

(1) *Description.* Unit 37 is provided in order that manufactured homes may be located in appropriate residential areas.

(2) *Included uses.*

Manufactured homes *

(LL) *Unit 38 Mini-storage units*

(MM) *Unit 39 Auto salvage and junk yards*

(NN) *Unit 40. Sidewalk Cafes.*

(1) *Description.* Unit 40 is provided in order that sidewalk cafes may be located in appropriate commercial areas.

(2) *Included uses.*

Sidewalk Cafes

(OO) *Unit 41 Accessory Dwelling Units*

(1) *Description.* Unit 41 includes accessory dwelling units.

(2) *Included uses.*

Accessory Dwelling Units *

(PP) *Unit 42 Clean Technologies*

(1) *Description.* Unit 42 consists of uses that fabricate or produce goods and services that greatly reduce or eliminate negative environmental impacts, create new technologies or improve the productive and responsible use of natural resources.

Alternative Energy Fabrication and Storage Components:	•Wind •Solar •Fuel cells •Batteries •Hybrid systems
Fabrication or Production of Materials:	•Nano Technologies •Solar panels •Computer components, such as microchips •Advanced packaging
Research and Development:	•Monitoring and control systems •Energy infrastructure management •Energy efficiency management •Materials and recycling management •Transportation logistics •Environmental cleanup and safety •Scientific or high tech research laboratories

(QQ) *Unit 43. Animal Boarding and Training.*

(1) *Description.* Unit 43 consists of services such as animal boarding, training, kennels, outdoor animal daycare and related activities which have outdoor space for animal exercise and other activities and may therefore result in noise and aesthetic impacts and may pose compatibility issues when adjacent to commercial or residential uses without adequate buffers in place.

(2) *Included uses.*

Animal boarding
Animal training
Kennels
Outdoor animal daycare
Outdoor dog runs
Other outdoor animal activity

(RR) Unit 44. Cottage Housing Development.

(1) Description. Unit 44 is provided in order that cottage housing developments are permitted by right in multi-family zoning districts and by Conditional Use Permit in single family zoning districts.

(2) Included uses.

Cottage Housing Developments

(Code 1965, App. A., Art. 6 (A), (F); Ord. No. 329, 10-1-85; Ord. No. 3165, 2-4-86; Ord. No. 3341, 3-15-88; Ord. No. 1747, 6-29-70; Code 1991, §§118.01, 160.055; Ord. No. 3546, 4-19-91; Ord. No. 3792, §§2, 3, 5-17-94; Ord. No. 3870, §1 (Ex. A), 2-21-95; Ord. No. 3909, §1, 7-18-95; Ord. No. 3971, §§3, 4, 5-21-96; Ord. No. 4024, §3, 3-18-97; Ord. No. 4034, §§1, 2, 4-15-97; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4376, §5 (Ex. E), §6 (Ex. F), 3-5-02; Ord. No. 4423, §1 (Ex. A), 10-02-02, Ord. 4728, 7-19-05; Ord. 4913, 8-15-06; Ord. No. 4919, 09-05-06; Ord. 4930, 10-03-06; Ord. 4946, 11-21-06; Ord. 5028, 6-19-07; Ord. 5128, 4-15-08; Ord. 5203, 12-2-08; Ord. 5195, 11-6-08; Ord. 5226, 3-3-09; Ord. 5238, 5-5-09; Ord. 5312, 4-20-10; Ord. 5312, 4-20-10; Ord. 5338, 8-3-10; Ord. 5339, 8-3-10; Ord. 5352, 9-7-10; Ord. 5462, 12-6-11, Ord. 5668, 3-18-14)

Cross reference(s)–Use Conditions, Ch. 163; Supplementary District Regulations, Ch. 164.

162.02 Interpretation

(A) In each use unit division, permitted uses are set forth in the division entitled "Included uses." In the event of a conflict between such divisions and the "description" divisions, the former shall prevail.

(B) In any case where there is a question as to whether or not a particular use is included in a particular use unit, the Zoning and Development Administrator shall decide. A use shall not be interpreted as being in any use unit if it is specifically listed in another unit in this chapter.

(Code 1965, App. A., Art. 6(B); Ord. No. 1747, 6-29-70; Ord. No. 2181, 1-6-76; Code 1991, §160.056; Ord. No. 4100, §2 (Ex. A), 6-16-98)

162.03 Conditions Of Use

(A) A use shall be subject to the provisions of the district in which the use is permitted. Certain uses shall be subject to additional conditions set forth separately herein. Reference will be made in the chapter to conditions applicable to a particular use in the unit where the use is listed.

(B) Uses which are permitted both as principal and accessory uses shall be subject to the conditions set forth for the use as a principal use.

(Code 1965, App. A., Art. 6 (C); Ord. No. 1747, 6-29-70; Code 1991, §160.057; Ord. No. 4034, §6, 4-14-97; Ord. No. 4100, §2 (Ex. A) 6-16-98)

162.04 Enclosure Of Uses

Where so specified in a use unit listing, a use shall be operated only within a fully enclosed structure. The excepting of certain districts from this requirement with respect to certain uses does not indicate that such uses are necessarily permitted in such districts. In districts where enclosure of use is required, accessory off-street parking and loading shall be exempted from this enclosure requirement.

(Code 1965, App. A., Art. 6 (E); Ord. No. 1747, 6-29-70; Code 1991, §160.059; Ord. No. 4100, §2 (Ex. A), 6-16-98)

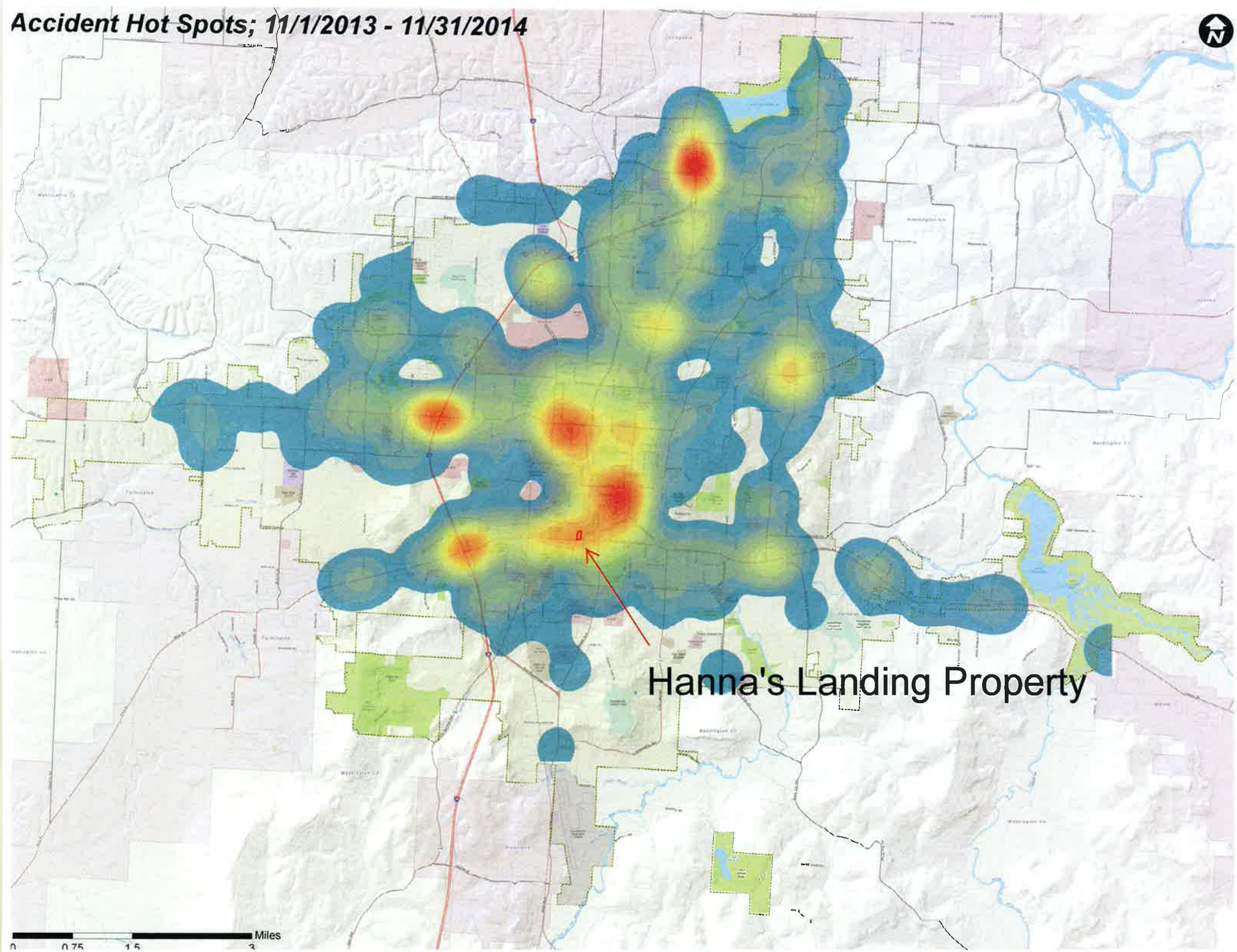
162.05-162.99 Reserved

Handed out at the City Council Meeting 12-16-14

B.1. Harris Landing Appeal
RZN 14-4850 4.96 Acres
North side of Martin Luther King E Government E Hill

	Use Unit	C-2 Zone	UT Zone
Unit 1	City-wide uses by right	Allowed	Allowed
Unit 2	City-Wide Uses by conditional use permit	Conditional Use Permit	Conditional Use Permit
Unit 3	public protection & utility facilities	Conditional Use Permit	Conditional Use Permit
Unit 4	Cultural and recreational facilities	Allowed	Allowed
Unit 5	Government facilities	Allowed	Allowed
Unit 8	**Single-family dwellings**	**Not Allowed**	**Allowed**
Unit 9	**Two-family dwellings**	**Not Allowed**	**Allowed**
Unit 10	**Three-family dwellings**	**Not Allowed**	**Allowed**
Unit 13	Eating places	Allowed	Allowed
Unit 14	Hotel, motel & amusement services	Allowed	Allowed
Unit 16	Shopping goods	Allowed	Allowed
Unit 17	Transportation trades and services	Allowed	Allowed
Unit 18	Gasoline service stations and drive-in/drive through restaurants	Allowed	Allowed
Unit 19	Commercial recreation, small sites	Allowed	Allowed
Unit 20	Commercial recreation, large sites	Allowed	Conditional Use Permit
Unit 21	Warehousing and wholesale	Conditional Use Permit	Conditional Use Permit
Unit 24	**Home occupations**	**Not Allowed**	**Allowed**
Unit 25	Offices, studios, & related services	Allowed	Allowed
Unit 26	**Multi- Family Dwellings**	**Not Allowed**	**Allowed**
Unit 28	Center for Collecting Recycling Materials	Conditional Use Permit	Conditional Use Permit
Unit 29	Dance Halls	Conditional Use Permit	Conditional Use Permit
Unit 32	**Sexually oriented business**	**Conditional Use Permit**	**Not Allowed**
Unit 33	**Adult live entertainment club or bar**	**Allowed**	**Conditional Use Permit**
Unit 34	Liquor store	Allowed	Allowed
Unit 35	Outdoor Music Establishments	Conditional Use Permit	Conditional Use Permit
Unit 36	Wireless communications facilities	Conditional Use Permit	Conditional Use Permit
Unit 38	Mini-Storage Units	Conditional Use Permit	Conditional Use Permit
Unit 40	**Sidewalk Cafes**	**Not Allowed**	**Conditional Use Permit**
Unit 41	Accessory Dwellings	Not Allowed	Allowed
Unit 42	Clean Technologies	Conditional Use Permit	Conditional Use Permit
Unit 43	Animal Boarding and Training	Conditional Use Permit	Conditional Use Permit
Unit 44	Cottage Housing Development	Allowed	Allowed

C-2 Zone requires building be at least 50 feet or more away from road. Parking lot will be in front of building.	UT Zone requires a "build-to zone" that locates the building at the street. Parking lot must go behind building, not in front.


Accident Hot Spots; 11/1/2013 - 11/31/2014
Hanna's Landing Property
Miles
0
0.75
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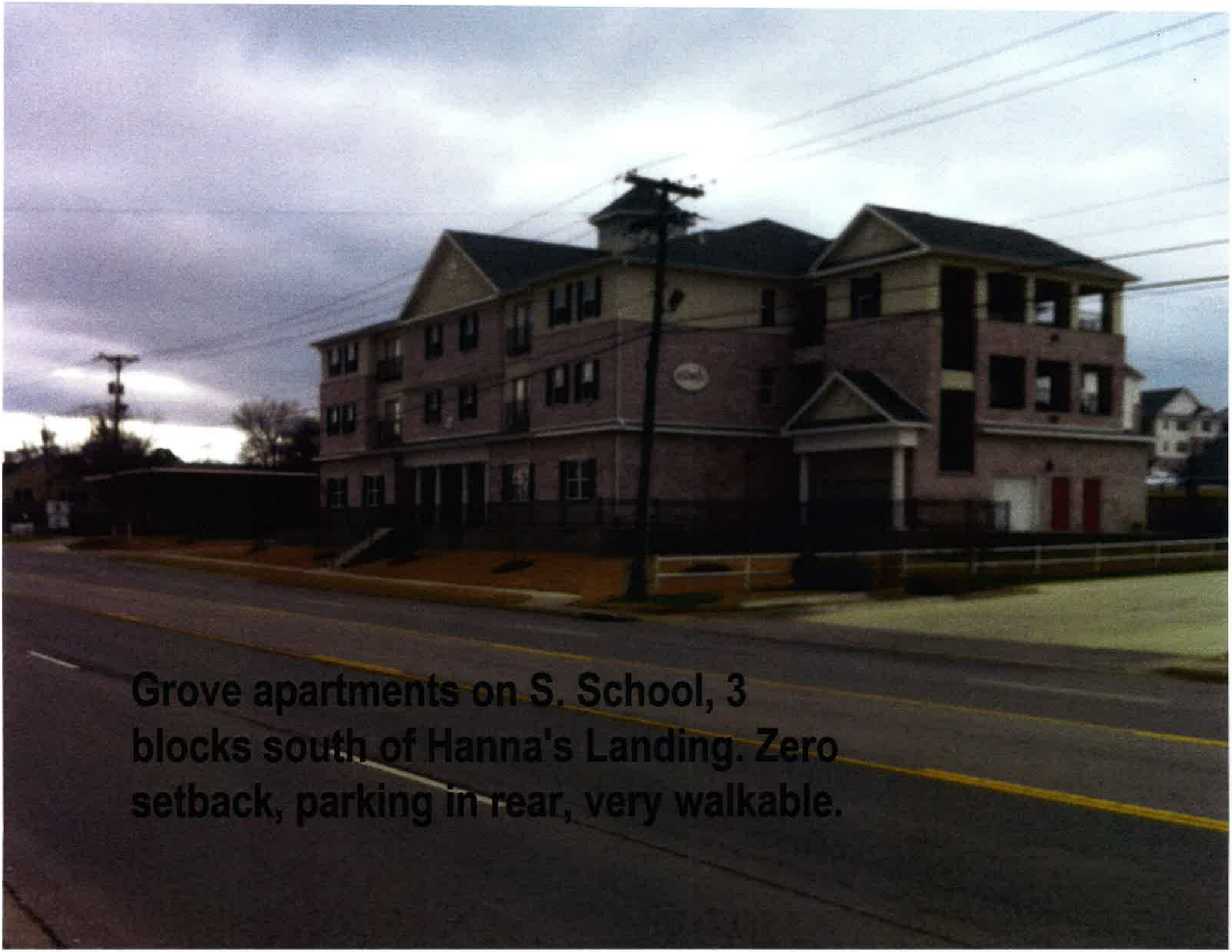
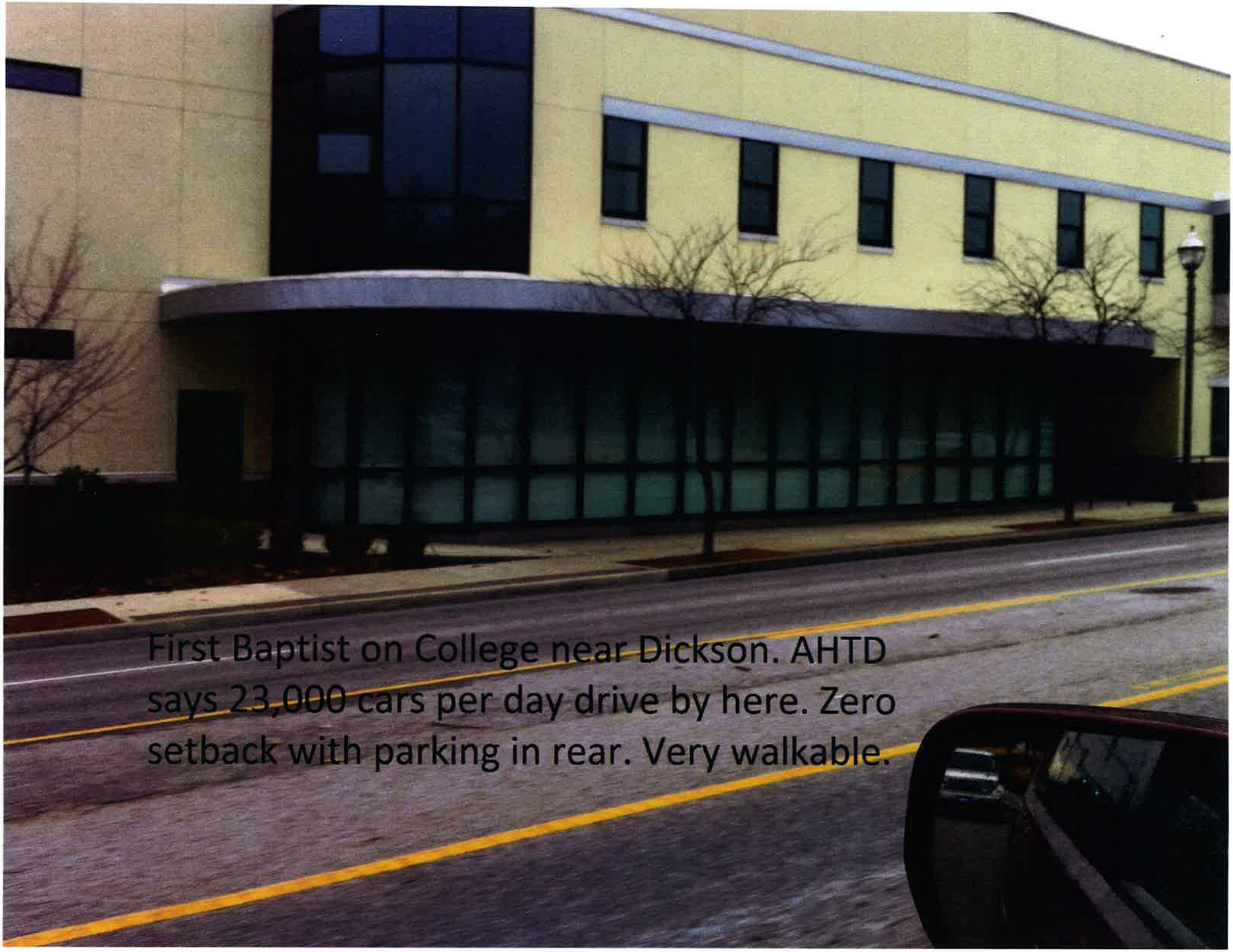
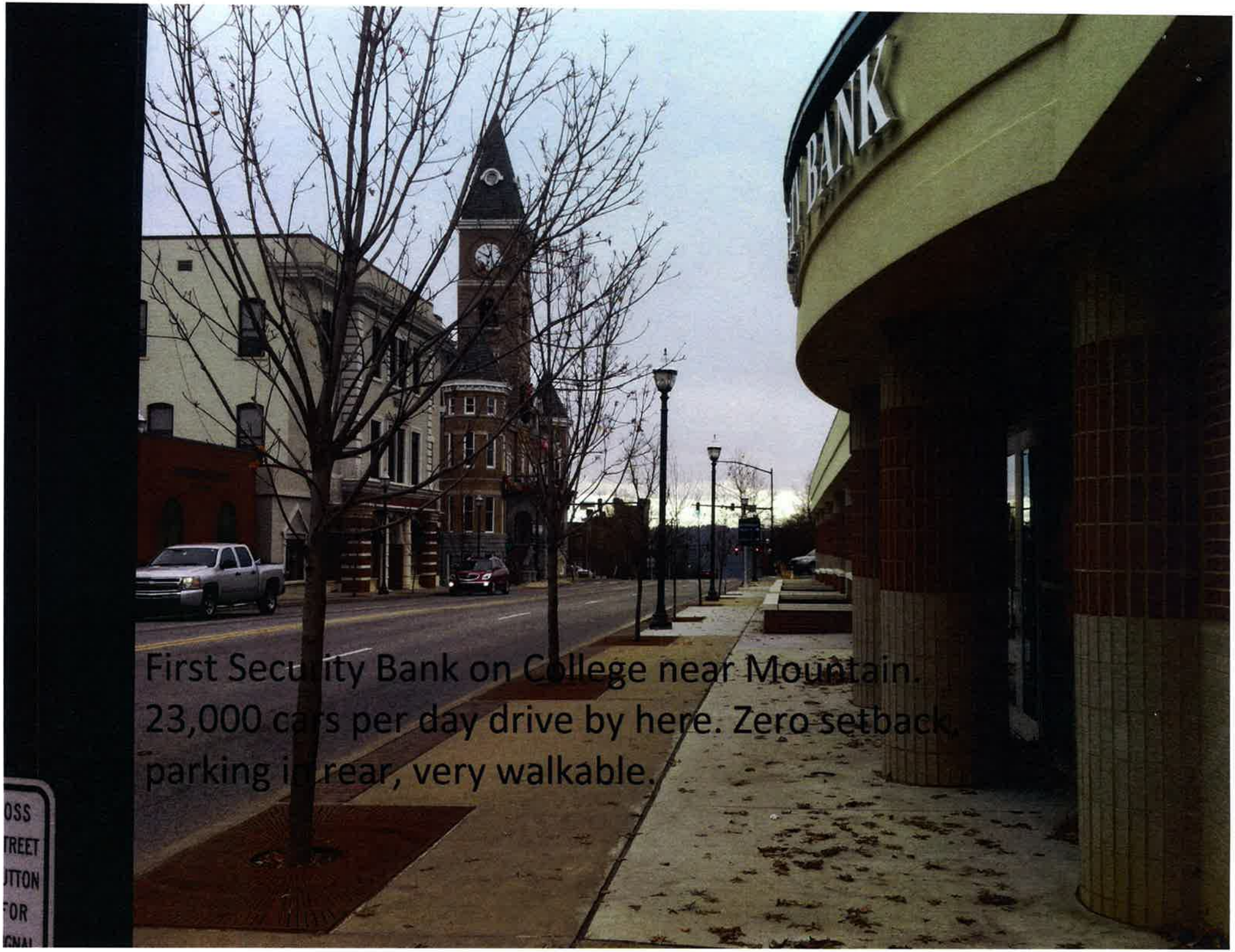
3



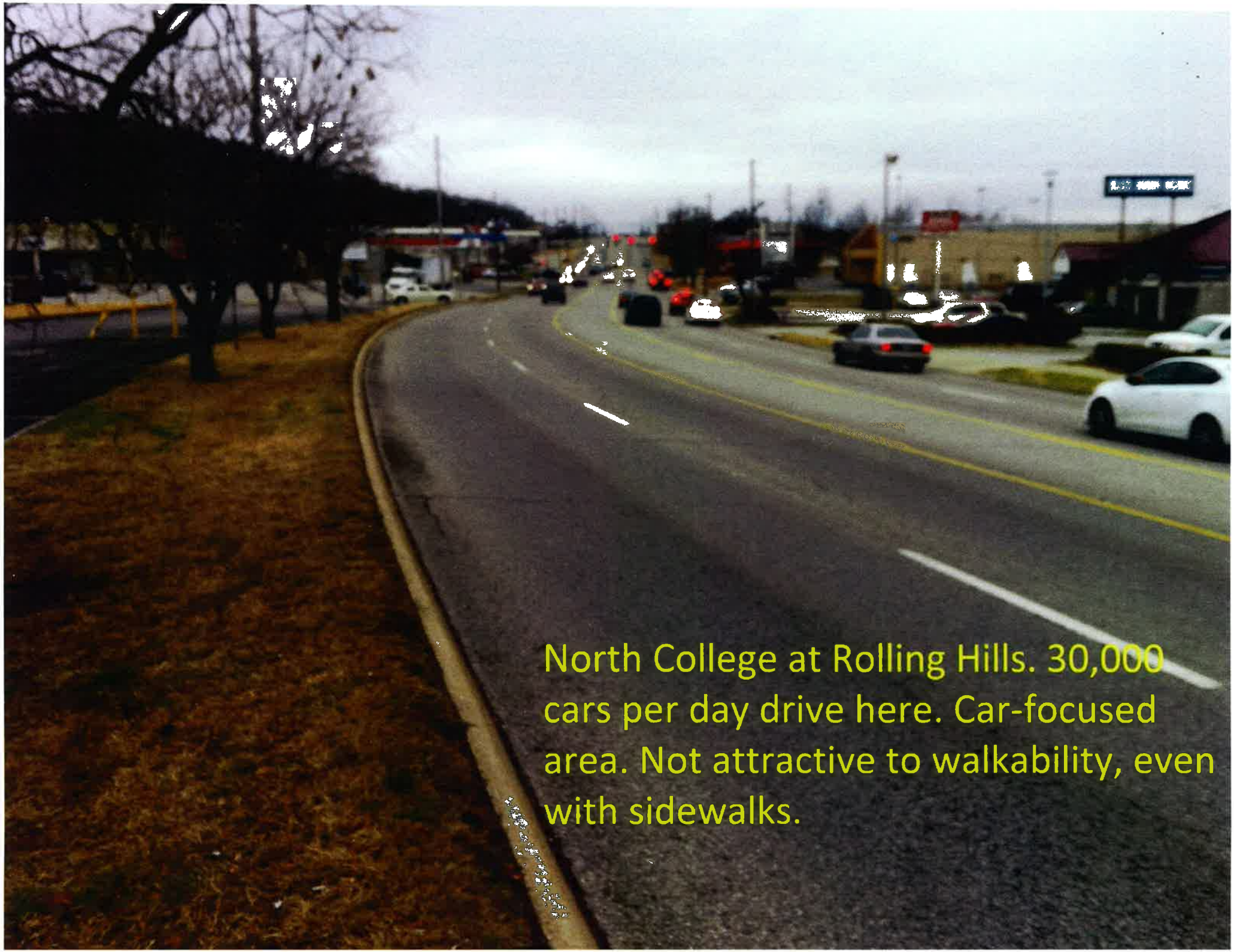
Grove apartments on S. School, 3 blocks south of Hanna's Landing. Zero setback, parking in rear, very walkable.


First Baptist on College near Dickson. AHTD
says 23,000 cars per day drive by here. Zero
setback with parking in rear. Very walkable.



First Security Bank on College near Mountain. 23,000 cars per day drive by here. Zero setback, parking in rear, very walkable.

Row of small retail shops on Garland, near UA campus. AHTD data says 13,000 cars per day drive by here. Very walkable.


North College at Rolling Hills. 30,000 cars per day drive here. Car-focused area. Not attractive to walkability, even with sidewalks.

This big retailer built at the street in Chicago. Parking is in the rear. Glass store fronts make the store very walkable and activate the street.

This retailer built at the street in Washington, DC. The visibility inside the store through windows makes it very walkable.

B-1, RZN 14-4850 4.96 Acres – Martin Luther King, Government & Hill

(2)

PETITION to Fayetteville City Council in favor of approving requested rezoning for proposed Walmart Neighborhood Market grocery store at Martin Luther King Blvd and Government Street

Hanna's Landing Appeal

Handed out the City Council Meeting 12-16-14

We request that the Fayetteville City Council take all possible actions to expedite, approve, and support the building of a Neighborhood Market in South Fayetteville. We feel strongly that this grocery store will be an asset to South Fayetteville, which is under-served by this type of business now. We like the design proposed by Walmart for this facility (see attached drawing). This store would be used on a regular basis by those of us who live in South Fayetteville and/or those of us whose daily commute passes by this location. The call in service and packaging of groceries for pickup would be a bonus for many who have tight time schedules and busy days. Thank you, City Council members, for hearing our petition.

Signature	Name	Address	Zip Code
1. Janet Penner Williams	Janet Penner Williams	474 S Knerr Fayetteville, AR	72701
2. Todd Walters	TODD WALTERS	2884 W. Wildwood Fayetteville, AR	72704
3. Michael Mille	Michael Mille	3613 E Chatsworth Rd Fayetteville AR	72703
4. Lana J Aiken	LANA J. AIKEN	1072 S. Sports Fan DR #107 Fayetteville, AR 72701	
5. Glennia Hunt	Glennia Hunt	1878 S. Tallgrass Fayetteville, AR 72701	72701
6. Fran Hagstrom	Fran Hagstrom	678 E Lafayette. Fayetteville	72701
7. Lori Foster	Lori Foster	2937 W. Dorothyjeanne Fayetteville	72704
8. Leah Chamberlain	Leah Chamberlain	672 N Cliffside, Fayetteville, AR	72701
9. Amy Walker	Amy Walker	1681 E Evalyn Cir	72701
10. Myra Hardmark	Myra Hardmark	1778 N. Gregg Ave Apt 6	72703
11. Felicia Roberts	Felicia Roberts	751 W. Maple St	72701
12. BREA GRAGG	Brea Gragg	6065 CUSTER ST PRAIRIE GROVE AR	72753
13. Jake Ayo	Jake Ayo	11127 Royal Oaks Prairie Grove, AR	72753
14. Stephanie Gragg	Stephanie Gragg	10875 Hank Sargent Rd. Prairie Grove, AR	72753
15. Denise Bignar	Denise Bignar	18575 Rhegas Community Rd Lincoln, AR 72744	72744
16.			
17.			
18.			
19.			

(1)

PETITION to Fayetteville City Council in favor of approving requested rezoning for proposed Walmart Neighborhood Market grocery store at Martin Luther King Blvd and Government Street

We request that the Fayetteville City Council take all possible actions to expedite, approve, and support the building of a Neighborhood Market in South Fayetteville. We feel strongly that this grocery store will be an asset to South Fayetteville, which is under-served by this type of business now. We like the design proposed by Walmart for this facility (see attached drawing). This store would be used on a regular basis by those of us who live in South Fayetteville and/or those of us whose daily commute passes by this location. The call in service and packaging of groceries for pickup would be a bonus for many who have tight time schedules and busy days. Thank you, City Council members, for hearing our petition.

Signature	Name	Address	Zip Code
1.	Jeff Williams	474 S. Knerr Dr, Fayetteville	72701
2.	LANE CRIDER	2079 N. HARTFORD, FAYETTEVILLE	72701
3.	Trendel Herndon	476 Jay Ave Elkins	72727
4.	RICHARD COVEY	68 S. KESTREL DR. FAYETTEVILLE	72701
5.	Pat Moore	1095 Shrewsbury Fayetteville, AR	72701
6.	Elizabeth Arambel	3091 S. City Lake Rd. Fayetteville, AR	72701
7.	ANNE ENGLAND	1357 EDGEHILL DR. FAYETTEVILLE, AR	72703
8.	Stacy D. Crider	2079 N. Hartford Fayetteville AR	72701
9.	NAN MARIE LAWLER	68 S. KESTREL, FAYETTEVILLE	72701
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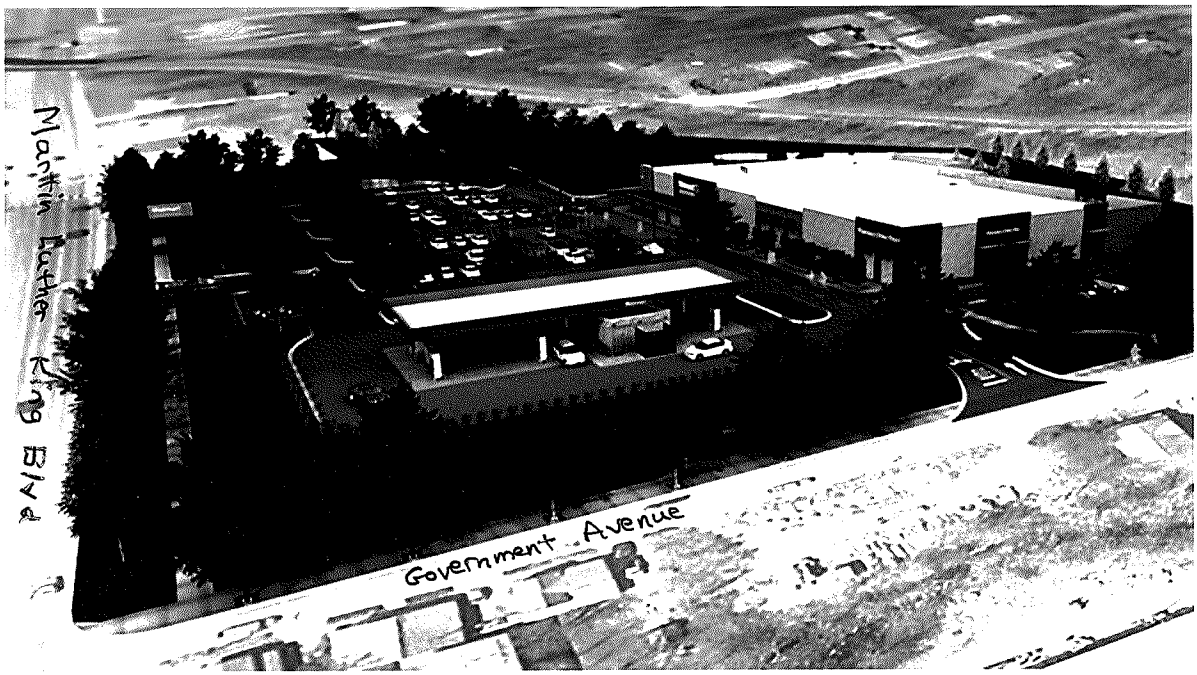
Martin Luther King Blvd



A rendering shows what a proposed Walmart Neighborhood Market might look like at Martin Luther King Jr. Boulevard and Government Avenue in south Fayetteville.

Source: Walmart

***UPDATE:** This request was left on the second reading at the request of the applicant to allow more time to develop a plan.*

The Fayetteville City Council will soon decide whether to rezone about 5 acres along Martin Luther King Jr. Boulevard where a Walmart Neighborhood Market is planned.

If approved, the new grocery store and fueling station would be built on the northwest corner of King Boulevard and Government Avenue. The property is currently zoned as a mix of C-2 (Thoroughfare Commercial) and I-1 (Heavy Commercial/Light Industrial). The Hannas are seeking to rezone the entire property to C-2.

Aldermen first discussed the rezoning petition on Nov. 6, but tabled the issue at the request of property owners Burt and Thad Hanna.

Michael Lindsey, Director of Public Affairs for Walmart, said Tuesday morning that the company is committed to making several additions to the property to ensure the development is a good fit in the community.

He said the site will include expanded landscaping; a bicycle repair station near the newly expanded Frisco Trail; sidewalk setbacks along King Boulevard; covered seating areas for public transit users; and a public art display.

Lindsey also provided a rendering of the proposed development which shows a grocery store with parking in front of the building, along with a multi-pump fueling station near the corner of King Boulevard and Government Avenue.

B.1. Hannas Landing Appeal

CityClerk

From: Sallie Overbey <scoverbey@sbcglobal.net>
Sent: Tuesday, December 16, 2014 11:42 AM
To: mayor@ci.fayetteville-ar.gov; CityClerk
Subject: Support of Rezoning on MLK Boulevard

Dear Mayor Jordan & City Council Members:
Adella Gray
Sarah Marsh
Mark Kinion
Matthew Petty
Justin Tennant
Martin Schoppmeyer
Rhonda Adams
Alan Long

I encourage you to support the rezoning of the property at the northwest corner of King Boulevard and Government Avenue. As a practicing architect for over 30 years with planning knowledge, I believe the intended use of the property would be a positive asset for citizens living in the central part of town. Concern has been expressed over the long-established groceries and fueling stations located nearby, but my feeling is they will be able to retain their loyal customer bases. I think the proposed Neighborhood Market would primarily attract people who already favor utilizing "big-box" stores. They would no longer need to drive current distances to reach these facilities, which would cut down on traffic and reduce individual fuel consumption.

A number of physically large student housing projects have been and are currently under construction in this part of town. This facility would help serve their needs. It's my opinion that the intent of Wal-Mart to build this facility should be welcome, just as the student housing projects have been accepted and worked into the context of the surrounding area in recent years.

Holding the project to design standards that meet the city's long-range planning goals is also extremely important and has my full support. Thank you for all the time you spend working to make the City of Fayetteville an even better place.

Respectfully,
Sallie Overbey, AIA, Leed AP
1855 W. Pratt Dr.
Fayetteville, AR 72701

Sallie Overbey
scoverbey@sbcglobal.net

Emailed to Alderman Marsh on 12/16/14.

CityClerk

From: Beverly Schaffer <bschaffer@arkansas.net>
Sent: Tuesday, December 16, 2014 4:01 PM
To: City_Clerk-old
Subject: Ordinance requiring real estate disclosures

Dear Alderman Marsh,

Archie and I hope you will support Alan's proposed ordinance requiring the city's occupancy limits be disclosed in real estate transactions, including sales and leases. We think this requirement could be a game changer in the ongoing efforts by city staff and neighborhoods to enforce the occupancy limits.

As the city staff can attest, enforcement of the occupancy limits is a challenge. Few effective tools exist to discover and deter violations of the occupancy limits that frequently occur in the single family homes in University Heights neighborhood. An avenue that hasn't been adequately pursued yet is a simple one, i. e. raising the awareness of the existence of these limits.

It's not unusual for landlords and tenants who are in violation of the zoning limitations on occupancy to declare they had no knowledge of the limitations. That often seems to be the truth. Once the violations are brought to the attention of the city and the staff contacts the violators, many times the problem is resolved. Nevertheless, this process requires a significant allocation of staff time and city resources to achieve compliance, one complaint at a time.

The proposed disclosure requirements would shift some of this burden to the parties to these property transactions, where the burden more appropriately belongs. At the same time, adding these disclosures to real estate transactions between private parties does not unduly burden the sellers or lessors or property owners or further complicate the transactions. It merely adds one more disclosure to many that typically are involved in these kinds of transactions.

During a recent meeting of the city's Town and Gown Advisory Committee, the committee members previewed an educational video the city and UofA have put together for students who are living off-campus. It covers many important aspects of the off-campus living experience, including such things as trash and recycling pick-up, noise ordinances, and various city parking restrictions. The video also explains the city's housing occupancy limitations.
This is an excellent tool for educating a population directly involved in many of the over-occupancy situations that arise. Increasing their awareness of these limitations could definitely improve compliance. With that effort underway, the timing is perfect also to raise the awareness of those on the other side of the transactions where the violations occur. Property owners, landlords, and property managers should be at least as informed as the potential pool of renters.

We hope you will consider supporting Alan's proposal. It has the potential to make a real difference in addressing a difficult and longstanding issue for the city's established neighborhoods.

Thank you,
Beverly Schaffer

Emailed to Alderman Schoppmeyer on 12/16/14.

CityClerk

From: Beverly Schaffer <bschaffer@arkansas.net>
Sent: Tuesday, December 16, 2014 3:59 PM
To: City_Clerk-old
Subject: Proposed ordinance requiring real estate disclosures

Dear Alderman Schoppmeyer,

Archie and I hope you will support Alan's proposed ordinance requiring the city's occupancy limits be disclosed in real estate transactions, including sales and leases. We think this requirement could be a game changer in the ongoing efforts by city staff and neighborhoods to enforce the occupancy limits.

As the city staff can attest, enforcement of the occupancy limits is a challenge. Few effective tools exist to discover and deter violations of the occupancy limits that frequently occur in the single family homes in University Heights neighborhood. An avenue that hasn't been adequately pursued yet is a simple one, i. e. raising the awareness of the existence of these limits.

It's not unusual for landlords and tenants who are in violation of the zoning limitations on occupancy to declare they had no knowledge of the limitations. That often seems to be the truth. Once the violations are brought to the attention of the city and the staff contacts the violators, many times the problem is resolved. Nevertheless, this process requires a significant allocation of staff time and city resources to achieve compliance, one complaint at a time.

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This is an excellent tool for educating a population directly involved in many of the over-occupancy situations that arise. Increasing their awareness of these limitations could definitely improve compliance. With that effort underway, the timing is perfect also to raise the awareness of those on the other side of the transactions where the violations occur. Property owners, landlords, and property managers should be at least as informed as the potential pool of renters.

We hope you will consider supporting Alan's proposal. It has the potential to make a real difference in addressing a difficult and longstanding issue for the city's established neighborhoods.

Thank you,
Beverly Schaffer

Handed out at the City Council Meeting 12-16-14

C. 5. Enact 71.016 Insurance Requirements for motorized bicycles, motor scooters and mopeds.

CityClerk

From: Tim Kring <tkring@uark.edu>
Sent: Tuesday, December 16, 2014 4:39 PM
To: CityClerk
Subject: Opposed to 2014-0437, Insurance requirements for Scooters

Council members:

I write to oppose the proposed ordinance to require liability insurance to be carried by operators of scooters (New Business, item C5, 2014-0437) suggested by Mr. Long.

The carrying of liability insurance does not enhance the public health and welfare of the operators of scooters, as was a stated intent.

Because scooters move routinely between towns and over great distances, it is patently unfair for one city to impose a standard on unsuspecting drivers who come into our city. This would be an enforcement nightmare as well.

Exemption of electric motorcycles and scooters (which may be manual or automatic) which are able to travel at speeds far in excess of 50mph is not logical, and would be covered in a statewide regulation.

This issue is best left to a statewide effort to require liability insurance of motorized vehicles, as has been proposed in other states (NC, MD).

Thank you for your service to the City.
Tim Kring
1777 W. Halsell Rd.
Ward 4

Handed out at the City Council Meeting 12-16-14 C.6 Enact Chapter 120 Real Estate Sale & Leasing Regulations

CityClerk

From: Tim Kring <tkring@uark.edu>
Sent: Tuesday, December 16, 2014 4:06 PM
To: CityClerk
Subject: Support for 2014-0438

Council members:

I write in support of the intent of the proposal in tonight's meeting (New Business, item C6, 2014-0438) suggested by Mr. Long.

I certainly support the intent of what Mr. Long has proposed. The suggestion is commendable for its simplicity. However, it is unclear how this disclosure will be recorded. As a result, there is no provision regarding how compliance with the ordinance can be enforced.

As stated in the proposal, the seller/lessors must disclose the limitations, the buyer/tenants must acknowledge receipt in writing. However, I see nothing that requires that these disclosures be filed anywhere. Alan's Oct 10 letter to Kit indicates a desire that the tenant-signed disclosure be attached to each lease, and retained by the lessor. I see no such provision in the ordinance. I also see no provision that this disclosure become an element of the real estate transaction paperwork (between seller and buyer).

I do not have the legal background to know the implications of my recommendation, but *I suggest the proposed ordinance be amended to include a requirement that disclosures during a real estate sale and leasing transaction be filed with the city.* I am not suggesting the ordinance be written to codify a particular disclosure form. Rather, I only suggest that these forms be filed.

The final disposition of the disclosure forms is an essential element addressing the intent of the ordinance. Filing of these forms would be the only way to directly address the stated desire to reduce the workload on city staff, as it eliminates the need to "hunt down" owners/tenants in the investigation of an over-occupancy dispute. This also addresses the final point in Mr. Long's email to Mr. Williams (part of your packet).

Thank you for your service to the City.
Tim Kring
1777 W. Halsell Rd.
Ward 4

C-6 Amend Chapter 120

CityClerk

From:	Tom Overbey <t1tlott@gmail.com>
Sent:	Tuesday, December 16, 2014 1:31 PM
To:	Mayor; Gray, Adella; longward4@gmail.com; Justin Tennant; Mark Kinion; Martin W. Schoppmeyer; Matthew Petty; Adams, Rhonda; Marsh, Sarah
Cc:	CityClerk; Pate, Jeremy
Subject:	Chapter 120 ordinance regarding zoning disclosures

We strongly endorse the proposed ordinance being offered tonight by Alderman Long to provide for disclosures to buyers and tenants regarding zoning requirements. In our immediate neighborhood, there are numerous abuses of the over occupancy provisions in the Code. This proposal to inform purchasers and tenants will help. I know of several situations where tenants particularly were misled about the number of persons who can occupy a R4 residence. This approach is an easy and economical approach to dealing with the problem.

If you have any doubts about the reality of the problem, please allow me to take you on a 10 minute tour of our immediate neighborhood.

Tom Overbey
1855 West Pratt Drive
Fayetteville, Arkansas 72701-4874

Phone: 479-442-3554
Email: T1TLOTT@gmail.com

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD - 479-521-1316

Meeting Agenda - Tentative Agenda

Tuesday, December 16, 2014

5:30 PM

City Hall--Room 219

City Council

Adella Gray Ward 1
Sarah Marsh Ward 1
Mark Kinion Ward 2
Matthew Petty Ward 2
Justin Tennant Ward 3
Martin W. Schoppmeyer, Jr. Ward 3
Rhonda Adams Ward 4
Alan Long Ward 4

ELECTED OFFICIALS:
Mayor Lioneld Jordan
City Attorney Kit Williams
City Clerk Sondra Smith

Call To Order

Roll Call

Pledge of Allegiance

Mayor's Announcements, Proclamations and Recognitions

1. **2014-0536** Alderman Rhonda Adams Recognition

City Council Meeting Presentations, Reports and Discussion Items:

1. **2014-0562** Mayor confirmation of the Public Facilities Board Appointment

Attachments: Public Facilities Board Appointment

2. **2014-0563** Mayor confirmation of the Northwest Arkansas Regional Airport Authority Appointments

Attachments: NWA Regional Airport Board Appointment

3. **2014-0537** Nominating Committee Report

Agenda Additions:

A. Consent:

A. 1 **2014-0316** Approval of the December 2, 2014 City Council Meeting Minutes

A. 2 **2014-0480** A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT FOR HOUSING CONTRACT SERVICES IN THE AMOUNT OF $11,364.00 REPRESENTING COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM INCOME RECEIVED THROUGH A HOUSING PROGRAM LIEN PAYOFF, AND TO APPROVE A BUDGET ADJUSTMENT FOR COMMUNITY OUTREACH PROJECTS IN THE AMOUNT OF $627.00 REPRESENTING DONATIONS TO RANGER'S PANTRY AND THE SENIOR GIVING TREE

Attachments: SRF-SRM-Donations and PI

BA-Donations and PI

A. 3 **2014-0540** A RESOLUTION TO APPROVE CHANGE ORDER NO. 2 TO THE CONTRACT WITH BENCHMARK CONSTRUCTION IN THE AMOUNT OF $6,703.00 FOR INSTALLATION OF A SIDEWALK AND AN AMERICANS WITH DISABILITIES ACT COMPLIANT RAMP FOR THE FIRE STATION NO. 1 DRIVEWAY REPLACEMENT PROJECT

Attachments: SRF & SRM Change Order 2 at Station #1

A. 4 **2014-0545** A RESOLUTION TO AWARD BID #14-45 AND AUTHORIZE A CONTRACT WITH JL BRYSON, INC. FOR THE INSTALLATION OF AN OZONE DISINFECTION SYSTEM AT THE NOLAND WASTEWATER TREATMENT PLANT IN THE AMOUNT OF $867,010.00, TO APPROVE A PROJECT CONTINGENCY IN THE AMOUNT OF $86,701.00, AND TO APPROVE A BUDGET ADJUSTMENT

Attachments: Noland Ozone Construction Contract-JL Bryson, Inc Revised by Michelle

BA_Noland Ozone Disinfection Construction

A. 5 **2014-0551** A RESOLUTION TO AWARD BID #14-64 TO EVANS ENTERPRISES, INC. TO REBUILD FOUR (4) MOTORS AND TO PURCHASE FOUR (4) VARIABLE FREQUENCY DRIVES AND LOAD REACTORS FOR THE NOLAND WASTEWATER TREATMENT PLANT IN THE AMOUNT OF $42,341.74 PLUS APPLICABLE TAXES

Attachments: SRP Noland Basin Motor Rebuilds and VFDs Bid 14-64

A. 6 **2014-0550** A RESOLUTION TO AWARD BID #14-61 TO ROGERS IRON AND METAL FOR THE REMOVAL AND RECYCLING OF SCRAP METAL ITEMS FOR AN AMOUNT ESTABLISHED IN THE SEVENTH EFFECTIVE ISSUE OF THE AMERICAN METAL MARKET AUTOMOBILE SCRAP INDEX EACH MONTH FOR THE ARKANSAS/TENNESSEE MARKET LESS ROGERS IRON AND METAL's OPERATING COSTS IN THE AMOUNT OF $96.00 PER TON

Attachments: SRF Scrap Metal Bid RIMCO 11-24-14

A. 7 **2014-0552** A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT IN THE TOTAL AMOUNT OF $44,018.00 RECOGNIZING FEDERAL AND STATE LAW ENFORCEMENT FORFEITURE REVENUE RECEIVED THROUGH NOVEMBER 2014

Attachments: SRP - Forfeitures - Nov 2014

BA - Forfeitures - Nov 2014

A. 8 **2014-0548** A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT IN THE TOTAL AMOUNT OF $7,900.00 RECOGNIZING DONATION REVENUE TO THE FAYETTEVILLE POLICE DEPARTMENT IN SUPPORT OF OFFICER SERVICE AWARDS, GENERAL RECOGNITION AND REPAIR OF THE VANDALIZED POLICE MEMORIAL MONUMENT

Attachments: SRP - Donations - Nov 2014

BA - Donations - Nov 2014

A. 9 **2014-0559** A RESOLUTION TO APPROVE AMENDMENT NO. 2 TO THE MEMORANDUM OF UNDERSTANDING WITH THE WATERSHED CONSERVATION RESOURCE CENTER IN AN AMOUNT NOT TO EXCEED $6,020.00 FOR ENHANCEMENT OF THE EXISTING FLOODPLAIN OF THE NIOKASKA CREEK IN SWEETBRIAR PARK, MONITORING OF BANK EROSION AND REPAIRS TO ROCK STRUCTURES CONSTRUCTED AS PART OF THE ORIGINAL STREAM RESTORATION PROJECT

Attachments: 2014-0559 WCRC Contract Amendment No 2

B. Unfinished Business:

B. 1 **2014-0447** AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4850, FOR APPROXIMATELY 4.96 ACRES, LOCATED ALONG THE NORTH SIDE OF MARTIN LUTHER KING BOULEVARD BETWEEN GOVERNMENT AND HILL AVENUES, FROM I-1, HEAVY COMMERCIAL/LIGHT INDUSTRIAL, TO C-2, THOROUGHFARE COMMERCIAL

Attachments: Appeal Letter 14-4850

SRM 14-4850

ORD 14-4850

EX A 14-4850

EX B 14-4850

Photographs 14-4850

Staff Report 14-4850

Maps 14-4850

Additional Information

120214 Hanna's Landing RZN E-mail CC Handout

120214 Hanna's Landing RZN Petitions

Legislative History

12/2/14 City Council tabled

This ordinance was left on the First Reading at the November 6, 2014 City Coucil meeting and tabled to the December 2, 2014 City Council meeting. This ordinance was left on the second reading at the December 2, 2014 City Council Meeting.

C. New Business:

C. 1 **2014-0554** AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4875, FOR APPROXIMATELY 20.54 ACRES, LOCATED AT THE WEST END OF TRUCKERS DRIVE FROM R-PZD, RESIDENTIAL PLANNED ZONING DISTRICT, PARK WEST 05-1796, TO RMF-12, RESIDENTIAL MULTI FAMILY, 12 UNITS PER ACRE

Attachments: 14-4875 CC PACKET

14-4875 CC ORD

C. 2 **2014-0538** A RESOLUTION TO ENDORSE THE NORTHWEST ARKANSAS BICYCLE AND PEDESTRIAN MASTER PLAN CREATED BY THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION AND ALTA PLANNING AND DESIGN

Attachments: 2014-0538 NWA Regional Bicycle & Pedestrian Master Plan - Endorsement Me

2014-0538 NWA Regional Bicycle & Pedestrain Master Plan - Document

2014-0538 NWA Regional Bicycle & Pedestrian Master Plan - Appendix

C. 3 **2014-0546** A RESOLUTION TO APPROVE AMENDMENT NO. 6 TO THE AGREEMENT FOR OPERATIONS, MAINTENANCE AND MANAGEMENT SERVICES BETWEEN THE CITY OF FAYETTEVILLE, ARKANSAS AND CH2M HILL ENGINEERS, INC. IN THE AMOUNT OF $7,902,543.00 FOR SERVICES IN 2015.

Attachments: CH2M HILL Contract Amendment 6

C. 4 **2014-0556** A RESOLUTION TO APPROVE A BUDGET ADJUSMENT IN THE AMOUNT OF $500,000.00 FOR THE DEVELOPMENT OF A MASTER TRANSPORTATION PLAN

Attachments: 2014-0556 Budget Adjustment for Transportation Master Plan

BA Transportation Master Plan

C. 5 **2014-0523** AN ORDINANCE TO WAIVE THE REQUIREMENTS OF FORMAL COMPETITIVE BIDDING AND APPROVE A ONE YEAR CONTRACT WITH MOTOROLA SOLUTIONS, INC. IN THE AMOUNT OF $98,422.92 PLUS APPLICABLE TAXES WITH AUTOMATIC RENEWAL FOR FOUR ADDITIONAL YEARS FOR MAINTENANCE OF THE CITY'S MOTOROLA SIMULCAST RADIO SYSTEM, CONTINGENT ON APPROVAL OF THE 2015 ANNUAL CITY BUDGET AND WORK PROGRAM

Attachments: Radio Maintenance Motorola Inc

C. 6 **2014-0555** A RESOLUTION TO APPROVE THE ATTACHED BUDGET ADJUSTMENT FOR BOTH THE 2014 AND 2015 BUDGETS TO CREATE THE HOTEL, MOTEL AND RESTAURANT 2014 BOND CAPITAL IMPROVEMENT FUND IN THE AMOUNT OF $7,181.004.00 FOR THE WALTON ARTS CENTER EXPANSION AND ENHANCEMENT PROJECT AND $3,642.656.00 FOR PHASE I OF THE REGIONAL PARK PROJECT

Attachments: SRF_SRM_HMR Bond Issue Revised

BA - HMR 2014 Bond Proceeds.xlsm

C. 7 **2014-0553** AN ORDINANCE TO AMEND §31.16 ALDERMEN, COMPENSATION TO PROVIDE THAT ALDERMEN MAY PARTICIPATE IN THE CITY OF FAYETTEVILLE EMPLOYEE HEALTH INSURANCE PLAN AS A DEFINED CLASS DURING THEIR ELECTED TERMS OF OFFICE

Attachments: Alderman Health Insurance 12-2014

D. City Council Agenda Session Presentations:

1. **2014-0539** Agenda Session Presentation - Spring Street Parking Deck Construction Update - Jermy Pate, Development Services Director

E. City Council Tour:

F. Announcements:

G. Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE

All interested persons may address the City Council on agenda items of New and Old Business. Please wait for the Mayor to request public comment and then come to the podium, give your name, address, and comments about the agenda item. Please address only the Mayor. Questions are usually answered by the Mayor, Aldermen or Staff after the public comment period is over. Please keep your comments brief and respectful. Each person is only allowed one turn at the microphone for discussion of an agenda item.

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

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

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

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

Old business and new business.

Presentations by staff and applicants. Agenda items shall be introduced by the Mayor and, if an ordinance, read by the City Attorney. City staff shall then present a report. An agenda applicant (city contractor, rezoning or development applicant, etc.) may present its proposal only during this presentation period, but may be recalled by an alderman later to answer questions. Staff and applicants may use electronic visual aids in a City Council meeting as part of their presentation.

Public comments. Public comment shall be allowed for all members of the audience on all items of old and new business and subjects of public hearings. No electronic visual aid presentations shall be allowed, but the public may submit photos, petitions, etc. to be distributed to the City Council. If a member of the public wishes for the City Clerk to distribute materials to the City Council before its meeting, such materials should be supplied to the City Clerk office no later than 9:00 a.m. on the day of the City Council meeting. Any member of the public shall first state his or her name and address, followed by a concise statement of the person's position on the question under discussion. Repetitive comments should be avoided; this applies to comments made previously either to the City Council or to the Planning Commission when those Planning Commission minutes have been provided to the Aldermen. All remarks shall be addressed to the Mayor or the City Council as a whole and not to any particular member of the City Council. No person other than the Aldermen and the person having the floor shall be permitted to enter into any discussions without permission of the Mayor. No questions shall be directed to an Alderman or city staff member except through the Mayor.

Courtesy and respect.

All members of the public, all city staff and elected officials shall accord the utmost courtesy and respect to each other at all times. All shall refrain from rude or derogatory remarks, reflections as to integrity, abusive comments and statements about motives or personalities. Any member of the public who violates these standards shall be ruled out of order by the Mayor, must immediately cease speaking and shall leave the podium.

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

A copy of the complete City Council agenda is available at accessfayetteville.org or in the office of the City Clerk, 113 W. Mountain, Fayetteville, Arkansas.

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0536

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Presentation

Agenda Number: 1.

Alderman Rhonda Adams Recognition

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0562

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Presentation

Agenda Number: 1.

Mayor confirmation of the Public Facilities Board Appointment

OFFICE OF THE MAYOR
LIONELD JORDAN

TO: Fayetteville City Council

CC: Sondra Smith, City Clerk/Treasurer

FROM: Lioneld Jordan, Mayor

DATE: December 3, 2014

RE: Appointment to Fayetteville Public Facilities Board

On October 27, 2014, Mr. Tommy DeWeese was nominated by a majority of the Fayetteville Public Facilities Board to serve on that Board. Pursuant to A.C.A § 14-137-108 (a)(3)(B), I have appointed Tommy DeWeese to the Fayetteville Public Facilities Board "subject to confirmation by the governing body of the municipality..."

and controlling.

dley County Human Servs. Pub. es Bd., 330 Ark. 675, 956 S.W.2d 97).

s board to issue bonds to finance that had a public purpose, educa- s a public purpose, and neither the the board acted with the purpose icing or inhibiting religion. Gillam ing Univ., — F. Supp. 2d —, 2009 st. LEXIS 53609 (E.D. Ark. June 9).

: Sanders v. Bradley County Hu- rvs. Pub. Facilities Bd., 330 Ark. S.W.2d 187 (1997).

iority.

onsist of five (5) members provide services outside the which it obtains power. applicable only to: ulation of less than one to the most recent federal

ties having a population of 0) according to the most s of where located. pointed by the mayor of the of the creating county for

(ii) Members are not required to be residents of the municipality or county that has created the public facilities board.

(B)(i)*(a)* Successor members shall be nominated by a majority of the board and appointed by the mayor or the county judge, subject to confirmation by the governing body of the municipality or county for staggered terms of five (5) years each, unless the ordinance pursuant to which the public facilities board was formed provides for electing successor members by the membership of the board's service area.

(b) The board shall submit a written list of three (3) successor nominees to the mayor or the county judge at least sixty (60) days before the expiration of the term.

(c) If the board fails to submit a written list of nominees at least sixty (60) days before the expiration of the term, the mayor or the county judge may appoint a successor member without a nomination from the board.

(ii) In a municipality located in a metropolitan statistical area designated by the United States Census Bureau having a population of one million (1,000,000) or more persons according to the most recent federal decennial census, successor members shall be appointed by a majority of the board.

(C) Each member shall serve until his or her successor is elected and qualified.

(D) A member is eligible to succeed himself or herself.

(4) Each member shall qualify by taking and filing with the clerk of the municipality or county creating the board the oath of office in which the member shall swear to support the Constitution of the United States and the Constitution of the State of Arkansas and to discharge faithfully his or her duties in the manner provided by law.

(5)(A)(i) In the event of a vacancy in the membership of the board, however caused, the mayor or the county judge shall appoint a successor member nominated by a majority of the board to serve the unexpired term, subject to confirmation by the governing body of the municipality or county.

(ii) The board shall submit a written list of three (3) nominees to fill the vacancy to the mayor or the county judge not later than sixty (60) days after the vacancy occurs.

(iii) If the board fails to submit a written list of nominees not later than sixty (60) days after the vacancy, the mayor or the county judge may appoint a successor member without a nomination from the board.

(B) In the event of a vacancy in the membership of the board, however caused, in a municipality located in a metropolitan statistical area designated by the United States Census Bureau having a population of one million (1,000,000) or more persons according to the most recent federal decennial census, the board shall appoint a successor member to serve the unexpired term.

(6) A member of the board shall not receive compensation for his or her services, but is entitled to reimbursement for reasonable and necessary expenses incurred in the performance of his or her duties.

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0563

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Presentation

Agenda Number: 2.

Mayor confirmation of the Northwest Arkansas Regional Airport Authority Appointments

OFFICE OF THE MAYOR
LIONELD JORDAN

Memorandum

TO: Sondra Smith, City Clerk
FROM: Lioneld Jordan, Mayor
DATE: December 3, 2014
RE: NWA Regional Airport Board Nominations

As mayor of the City of Fayetteville I would like to make the following nominations for two open positions on the Northwest Arkansas Regional Airport Board for terms beginning January 1, 2015. I ask that these nominations be forwarded to the City Council for their consideration and ratification.

1) Mike Johnson
2) Blake Woolsey

Please let me know if there is anything further I need to provide.

Thank you.

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0537

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Presentation

Agenda Number: 3.

Nominating Committee Report

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0480

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: A. 2

A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT FOR HOUSING CONTRACT SERVICES IN THE AMOUNT OF $11,364.00 REPRESENTING COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM INCOME RECEIVED THROUGH A HOUSING PROGRAM LIEN PAYOFF, AND TO APPROVE A BUDGET ADJUSTMENT FOR COMMUNITY OUTREACH PROJECTS IN THE AMOUNT OF $627.00 REPRESENTING DONATIONS TO RANGER'S PANTRY AND THE SENIOR GIVING TREE

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment in the amount of $11,364.00 representing Community Development Block Grant program income received through a housing program lien payoff.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment in the amount of $627.00 for Community Outreach Projects representing Ranger's Pantry donations in the amount of $97.00 and Senior Giving Tree donations in the amount of $530.00.

Section 3: That the City Council of the City of Fayetteville, Arkansas hereby expresses its sincere appreciation for the donations to Ranger's Pantry and the Senior Giving Tree.

City of Fayetteville Staff Review Form

2014-0480

Legistar File ID

12/16/2014

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

Cherrell Lee	11/25/2014	Community Resources / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Approval of Budget Adjustment recognizing Ranger's Pantry Donations in the amount of $97, Senior Giving Tree Donations in the amount of $530, and CDBG program income received from a Housing Program Lien payoff in the amount of $11,364

Budget Impact:

See Comments Below	2180 - CDBG
Account Number	Fund
See Comments Below	
Project Number	Project Title

Budgeted Item?	NA	Current Budget	
		Funds Obligated	
		Current Balance	$ -
Does item have a cost?	No	Item Cost	
Budget Adjustment Attached?	Yes	Budget Adjustment	$ 11,991.00
		Remaining Budget	$ 11,991.00

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments: Account Numbers and Project Numbers Affected
2180.4945.5390.01 32003.1 $11,364
2180.4940.5315.00 $627

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF DECEMBER 16, 2014

TO: Mayor and City Council

THRU: Jeremy Pate, Development Services Director

FROM: Yolanda Fields, Community Resources Director

DATE: November 25, 2014

SUBJECT: **Approval of Budget Adjustment for the Community Resources Division**

RECOMMENDATION:
Staff recommends approval of a budget adjustment to recognize and budget the Ranger's Pantry Donations, Senior Giving Tree Donations, and CDBG Program Income received.

BACKGROUND:
Community Resources would like to recognize donations from citizens for Ranger's Pantry, a donation from a citizen for Senior Giving Tree, a donation from the Fraternal Order of Police for the Senior Giving Tree, and program income.

DISCUSSION:
On May 5, 2014, $61.25 in cash donations from citizens participating at the Dogwood walk were receipted in to assist with the Ranger's Pantry. On July 17, 2014, $11 in cash donations from citizens at a Gulley Park concert were receipted in to assist with Ranger's Pantry. On November 13, 2014, a donation check for $25 was receipted in to assist with Ranger's Panty. All Ranger's Pantry donations total $97.25.

In November 2014, a $500 donation check from the Fraternal Order of Police and a $30 citizen donation check were receipted in to assist with the Senior Giving Tree. All Senior Giving Tree donations total $530.

On August 14, 2014, the new buyers of 1920 N. Juneway Terrace sent in a check for $11,363.92 to repay the CDBG program since the home had been sold before the forgivable lien period expired. The check was received and receipted on August 18, 2014.

BUDGET/STAFF IMPACT:
Increase Housing Contract Services by $11,364
Increase Community Outreach Projects by $627

Attachments:
Budget Adjustment

City of Fayetteville, Arkansas - Budget Adjustment Form (Legistar)

Budget Year	Division:	Community Resources	Adjustment Number
2014	Dept.:	Development Services	
	Requestor:	Cherrell Lee	

BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:

Budget Adjustment to increase Housing Contract Services in order to recognize CDBG Program Income received

COUNCIL DATE: 12/16/2014

LEGISTAR FILE ID#: **2014-0480**

Barbara Fell
12/1/2014 1:35 PM

Budget Director Date

TYPE:

DESCRIPTION:

GLDATE:

POSTED: /

RESOLUTION/ORDINANCE

v.20140829

Account Number	Increase / (Decrease) Expense	Increase / (Decrease) Revenue	Project.Sub# Project	Project.Sub# Sub	AT	Account Name
TOTAL	11,991	11,991				
2180.0918.4910.00	-	11,364			RE	CDBG Program Income
2180.4940.5315.00	11,364	-			EX	Contract Services
2180.0918.4809.00	-	627			RE	Donations
2180.4945.5390.01	627	-	32003	1	EX	Community Outreach Projs
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0540

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: A. 3

A RESOLUTION TO APPROVE CHANGE ORDER NO. 2 TO THE CONTRACT WITH BENCHMARK CONSTRUCTION IN THE AMOUNT OF $6,703.00 FOR INSTALLATION OF A SIDEWALK AND AN AMERICANS WITH DISABILITIES ACT COMPLIANT RAMP FOR THE FIRE STATION NO. 1 DRIVEWAY REPLACEMENT PROJECT

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby approves Change Order No. 2 to the contract with Benchmark Construction in the amount of $6,703.00 for installation of a sidewalk and an Americans with Disabilities Act compliant ramp for the Fire Station No. 1 Driveway Replacement Project.

City of Fayetteville Staff Review Form

2014-0540

Legistar File ID

12/16/2014

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

David Dayringer	11/18/2014	Fire / Fire Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Approval of Change Order No. 2 for the Fire Station #1 Driveway Replacement to add construction of sidewalk and an ADA ramp to the contract.

Budget Impact:

4470.9470.5400.00	Sales Tax Capital Improvements
Account Number	Fund
02006.1	Fire Facility Maintenance
Project Number	Project Title

Budgeted Item?	Yes	Current Budget	$	178,530.00
		Funds Obligated	$	66,514.91
		Current Balance	$	**112,015.09**
Does item have a cost?	Yes	Item Cost	$	6,703.00
Budget Adjustment Attached?	No	Budget Adjustment		
		Remaining Budget	$	**105,312.09**

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments: Original Contract was in Legistar #2014-0355 Change Order #1 was in Legistar #2014-0424

CITY OF
Fayetteville
ARKANSAS

TO: Mayor Lioneld Jordan

FROM: David Dayringer, Fire Chief

DATE: November 18, 2014

SUBJECT: **Change Order #2 – Fire Station #1**

RECOMMENDATION:
Staff recommends approval of Change Order #2 to the contract with Benchmark Construction for the Fire Station #1 Driveway Replacement project.

DISCUSSION:
On August 19, 2014, the City Council approved a contract with Benchmark Construction for the replacement of the concrete driveway and parking area in front of Fire Station #1. During the construction of the driveway repairs, it was requested by the Development Services Department that a sidewalk be incorporated into the driveway apron. A sidewalk in this location fills in a gap between sidewalks along Center Street and Locust Avenue. In order to construct the sidewalk, additional work was necessary to form the sidewalks to the proper grade. This also resulted in twice the number of anticipated "pours" that the contractor had planned in the initial bid.

Benchmark Construction has provided a cost of $6,703.00 for the additional labor and materials required for the sidewalk and ADA ramp installation for this project. This project was approved with an original contract of $42,879.00 with an $8,575.90 contingency. $5,632.00 of this contingency has been used for Change Order #1 for replacement of the unsuitable soils in a portion of the project.

BUDGET/STAFF IMPACT:
The finances required for this project are already budgeted in the Fire Sales Tax Capital Project: Fire Facility Maintenance.

Attachments:
Change Order #2

Fayetteville ARKANSAS

CHANGE ORDER

Contract Title Fire Station #1 Driveway Replacement

Change Order No. 2

Date of Issuance

To Contractor: Benchmark Construction of NWA, Inc.

The Contract is changed as follows:

ORDINANCE/RESOLUTION:

Effective August 19, 2014

Contract Changes	Bid Item No.	Bid Item Description	Previous Estimated Quantity	Unit of Measure	Contract Unit Price	Revised Estimated Quantity	Revised Unit Price	Original Estimated Cost	Revised Estimated Cost
	8	Sidewalk Installation	0	LS	$0.00	1	$6,703.00	$0.00	$6,703.00

Summation of Cost **$0.00** **$6,703.00**

Net Cost for this Change Order **$6,703.00**

Not valid until signed by the Owner

The original Contract Price was	$	42,879.48
Net change by previously authorized change orders	$	5,632.00
The Contract Price prior to this Change Order was	$	48,511.48
The Contract Price will be [increased][decreased] by	$	6,703.00
The new Contract Price including this Change Order will be	$	55,214.48
The Contract Time(s) will be ~~[increased by]~~[~~decreased by~~][remain unchanged]	60	calendar days
Required dates of Competion as of the date of this Change Order therefore are:		
Substantial Completion		NA
Final Completion		NA

NOTE: This summary does not reflect changes in the Contract Price or Time(s) which have been authorized by Work Change Directives not incorporated in this or previous Change Orders.

Benchmark Construction of NWA, Inc.

Stephen Smith, CEO

BY DATE

11/10/14

CITY OF FAYETTEVILLE

BY DATE

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0545

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: A. 4

A RESOLUTION TO AWARD BID #14-45 AND AUTHORIZE A CONTRACT WITH JL BRYSON, INC. FOR THE INSTALLATION OF AN OZONE DISINFECTION SYSTEM AT THE NOLAND WASTEWATER TREATMENT PLANT IN THE AMOUNT OF $867,010.00, TO APPROVE A PROJECT CONTINGENCY IN THE AMOUNT OF $86,701.00, AND TO APPROVE A BUDGET ADJUSTMENT

WHEREAS, on October 7, 2014, the City Council passed Ordinance No. 5714 waiving the requirements of formal competitive bidding and approving the purchase of an ozone disinfection system for the Noland Wastewater Treatment Plant from BlueInGreen, LLC; and

WHEREAS, on November 21, 2014, the City opened bids for the construction and installation of the ozone disinfection system and JL Bryson, Inc. was the lowest bidder.

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby awards Bid #14-45 and authorizes a contract with JL Bryson, Inc. for the installation of an ozone disinfection system at the Noland Wastewater Treatment Plant in the amount of $867,010.00, and approves a project contingency in the amount of $86,701.00.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment, a copy of which is attached to this Resolution.

City of Fayetteville Staff Review Form

2014-0545

Legistar File ID

12/16/2014

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

Billy Ammons	11/21/2014	Wastewater Treatment Plant / Utilities Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Resolution approving a construction contract with JL Bryson, Inc. for $867,010 for bid 14-45, and approving a 10% project contingency $86,701 for a total of $953,711 to construct the ozone disinfection system at the Paul R. Noland Wastewater Plant, and approval a budget adjustment.

Budget Impact:

5400.5800.5801.00	Water/Sewer - Wastewater Treatment Plant
Account Number	Fund
10008.1	UV Disinfection System Replacement
Project Number	Project Title

Budgeted Item?	Yes	Current Budget	$	2,159,000.00
		Funds Obligated	$	1,781,095.00
		Current Balance	$	377,905.00
Does item have a cost?	Yes	Item Cost	$	953,711.00
Budget Adjustment Attached?	Yes	Budget Adjustment	$	575,806.00
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # N/A

Original Contract Number: N/A

Approval Date:

Comments:

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF DECEMBER 16, 2014

TO: Mayor and City Council

THRU: Don Marr, Chief of Staff
Tim Nyander, Interim Utilities Director
Water & Sewer Committee

FROM: Billy Ammons, Wastewater Treatment

DATE: November 25, 2014

SUBJECT: Resolution approving a construction contract with JL Bryson, Inc. for $867,010 for bid 14-45, and approving a 10% project contingency $86,701 for a total of $953,711 to construct the necessary support structures and install the ozone disinfection system at the Paul R. Noland Wastewater Plant, and approve a budget adjustment.

RECOMMENDATION:
The Fayetteville City Administration recommends approval of a construction contract with JL Bryson, Inc. for $867,010 for bid 14-45, and approving a 10% project contingency $86,701 for a total of $953,711 to construct the ozone disinfection system at the Paul R. Noland Wastewater Treatment Plant, and approve a budget adjustment.

BACKGROUND:
Disinfection of wastewater discharged from the City's Paul R. Noland wastewater treatment plant is required by the National Pollutant Discharge Elimination System (NPDES) permit issued by the State for this facility. The City of Fayetteville worked diligently to pilot test and prove that ozone disinfection equipment from BlueInGreen, a local innovative environmental systems firm, can and will function to replace the existing UV system as the primary disinfection system for the Noland facility. This contract covers the installation of the previously ordered equipment.

DISCUSSION:
The disinfection system equipment has been ordered and should arrive in the spring of 2015. Construction of the facilities necessary to house the ozone system should begin before arrival of the equipment so that installation of the equipment can be properly coordinated with delivery. This construction includes walls, piping, and concrete support structures, as well as electrical service and instrumentation required for the ozone system to operate. The City opened bids on November 21, 2014 and received 4 bids:

- JL Bryson, Inc. - $867,010.00
- Crossland Heavy Contractors - $972,000.00
- VEI General Contractors - $1,039,000.00
- Archer Western Construction, LLC - $1,165,100.00

City Staff reviewed the bids and recommends awarding the contract to JL Bryson, Inc.

BUDGET/STAFF IMPACT:
Funds are available within the overall Utility capital fund

Attachments:
Staff Review Form
Purchase Order
Budget Adjustment
Contract
Bid Tabulation
Contractor Bids
Certification of Funds

City Of Fayetteville

(Not a Purchase Order)

Requisition No.:

Date: **11/21/2014**

P.O Number:

Expected Delivery Date:

Vendor #:

Vendor Name: **JL Bryson, Inc.**

Mail Yes:_X_ No:___

Address: **PO Box 1479**

Fob Point:

Taxable Yes:_ No:____

Quotes Attached Yes:_____ No:_____

City: **Huntsville**

State: **AR**

Zip Code: **72740**

Ship to code:

Divison Head Approval:

Requester: **Cheryl Partain**

Requester's Employee #: **2548**

Extension: **8224**

Item	Description	Quantity	Unit of Issue	Unit Cost	Extended Cost	Account Numbers	Project/Subproject #	Inventory #	Fixed Asset #
1	**Per Bid 14-45 Noland Plant Ozone Disinfection System Construction**	**1**	**EA**	**867,010.00**	**867,010.00**	**5400.5800.5801.00**	**10008.1**		
2		**1**	**EA**		**0.00**				
3					**$0.00**				
4					**$0.00**				
5					**$0.00**				
6					**$0.00**				
7					**$0.00**				
8					**$0.00**				
9					**$0.00**				
10					**$0.00**				
	Shipping/Handling		Lot		**$0.00**				

Special Instructions:

_____

Subtotal: **$867,010.00**

Tax: **$0.00**

Total: **$867,010.00**

Approvals:

Mayor: _____

Department Director:_____

Purchasing Manager: _____

Finance & Internal Services Director: _____

Budget Manager: _____

IT Manager:_____

Dispatch Manager:_____

Utilities Manager:_____

Other:_____

CITY OF Fayetteville ARKANSAS

City of Fayetteville, Arkansas
OFFICIAL BID TABULATION
Bid 14-45, Construction - Noland Plant Ozone Disinfection System
Friday, November 21, 2014, 2:00 PM

	BIDDER		TOTAL BID PRICE
1	Archer Western Construction, LLC	$	1,165,100.00
2	Crossland Heavy Contractors	$	972,000.00
3	JL Bryson, Inc.	$	867,010.00
4	VEI General Contractors	$	1,039,000.00

***NOTICE: Bid award is contingent upon vendor meeting minimum specifications and formal authorization by City officials.**

CERTIFIED: Andi Foren — A. Foren, Purchasing Agent

Joanna Mai — WITNESS

11/21/14 — DATE

CERTIFICATION OF FUNDS

Project Number: 10008

Project Name: UV Disinfection System Replacement

Architect/Engineer: Jim Beavers

I certify that funds are available in the amount of 1,000,000.00 for the above referenced project. This amount reflects the construction portion of the project only (i.e. does not include architect or engineering fees, purchase of land, etc.) and is being certified for the sole purpose of awarding a capital improvement contract under Arkansas Code Annotated 22-9-203(h). I understand that this amount may be re-certified if a rebidding occurs.

Jim Beavers — Nov 4, 2014

Signature of Project Manager — Date

Signature of Budget Officer — 11/4/2014

Date

Monies coming from multiple projects:

04020 - Water Line Projects as Needed	$66,774.00
04036 - Mount Sequoyah Pressure Plane Improvements	$90,687.00
08072 - Hwy 265 Water/Sewer Relocate & 36' Waterline	$218,237.00
10010 - Sewer Replacement - Elkins Outfall	$10,000.00
10020 - Broyles Road Gravity Lines & Force Main	$88,379.00
02017 - Sanitary Sewer Rehabilitation	$148,018.00
10008 - UV Disinfection System Replacement	$377,905.00
Total Certification	$1,000,000.00

1,000,000.00
25%
250,000.00
250,000.00
1,250,000.00

FAYETTEVILLE

THE CITY OF FAYETTEVILLE, ARKANSAS
113 WEST MOUNTAIN
FAYETTEVILLE, AR 72701-6083

RETURN SERVICE REQUESTED

Bid H-45
Noland Ozone Disinfection System
Certification of Funds

AGREEMENT BETWEEN
CITY OF FAYETTEVILLE AND JL Bryson Inc.

THIS AGREEMENT is dated as of the_____ day of _____ in the year 20____ by and between the **CITY OF FAYETTEVILLE** and **JL Bryson Inc**.

1. **JL Bryson Inc.** shall commence and complete all Work as specified or indicated in the Contract Documents. The **WORK** is generally described as follows:

PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES

2. **JL Bryson Inc.** shall furnish all materials, supplies, tools, equipment (except equipment noted herein to be furnished by the Owner), labor and other service necessary for the completion of the **WORK** described herein.

3. **JL Bryson Inc.** shall commence the **WORK** required by the **CONTRACT DOCUMENTS** on or before a date to be specified in the **NOTICE TO PROCEED** and completed and ready for final payment within **180** calendar days. The **JL Bryson Inc.** shall pay the **CITY OF FAYETTEVILLE**, as liquidated damages, the sum of **$750** for each calendar day thereafter that the **WORK** is not complete.

4. **JL Bryson Inc.** agrees to perform all of the WORK described in the **CONTRACT DOCUMENTS** and comply with the terms therein as shown in the **BID PROPOSAL**.

5. The term **CONTRACT DOCUMENTS** shall mean and include the following:

   5.1 Invitation to Bid
   5.2 Information for Bidders
   5.3 Supplemental Information for Bidders
   5.4 Bid Form
   5.5 Bid Bond
   5.6 Agreement between City of Fayetteville and JL Bryson Inc.
   5.7 Performance and Payment Bond
   5.8 General Conditions
   5.9 Prevailing Wage Rates
   5.10 Notice of Award
   5.11 Notice to Proceed
   5.12 Project Manual
   5.13 Addenda Numbers **1** to **2**
   5.14 Change Orders

6. The **CITY OF FAYETTEVILLE** shall pay the **JL BRYSON INC.** in the manner and at such times as set forth in the General Conditions such amounts as required by the **CONTRACT DOCUMENTS**.

7. This Agreement shall be binding upon all parties hereto and their respective heirs, executors, administrators, successors, and assigns.

8. **MISCELLANEOUS**

8.1. Terms used in the Agreement which are defined in Article 1 of the General Conditions will have the meanings indicated in the General Conditions.

8.2. No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

8.3. City of Fayetteville and JL Bryson Inc. each binds itself, it partners, successors, assigns, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements and obligations contained in the Contract Documents.

8.4. Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken and all remaining provisions shall continue to be valid and binding upon stricken provision or part thereof with a valid and enforceable provision that comes as close as possible expressing the intention of the stricken provision.

8.5. Changes, modifications, or amendments in scope, price or fees to this contract shall not be allowed without a prior formal contract amendment approved by the Mayor and the City Council **in advance** of the change in scope, cost or fees.

8.6. **Freedom of Information Act.** City of Fayetteville contracts and documents prepared while performing city contractual work are subject to the Arkansas Freedom of Information Act. If a Freedom of Information Act request is presented to the City of Fayetteville, Contractor will do everything possible to provide the documents in a prompt and timely manner as prescribed in the Arkansas Freedom of Information Act (A.C.A. §25-19-101 et. seq.). Only legally authorized photocopying costs pursuant to the FOIA may be assessed for this compliance.

8.7. This contract must be interpreted under Arkansas Law.

IN WITNESS WHEREOF, CITY OF FAYETTEVILLE and JL Bryson Inc. have signed this Agreement in triplicate. One counterpart each has been delivered to City of Fayetteville, Engineer, and JL Bryson Inc. All portions of the Contract Documents have been signed, initialed, or identified by City of Fayetteville and JL Bryson Inc. or identified by Engineer on their behalf.

OWNER

CITY OF FAYETTEVILLE

BY _____
Signature

Mayor Lioneld Jordan
Printed Name & Title

[CORPORATE SEAL]

ATTEST _____
Signature

_____
Printed Name & Title

Address for giving notices:

113 W. Mountain
Fayetteville, AR 72701

CONTRACTOR

JL BRYSON INC.

BY _____
Signature

JUSTIN BRYAN
Printed Name & Title

[CORPORATE SEAL]

ATTEST _____
Signature

Lori Bryan Sec./Treas.
Printed Name & Title

Address for giving notices:

P.O. Box 1479
HUNTSVILLE, AR 72740

License No. 0032810315

Agent for service of process: _____

_____

(If **JL BRYSON INC.** is a corporation, attach evidence of authority to sign.)

Form **W-9**
(Rev. August 2013)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Give Form to the requester. Do not send to the IRS.

Print or type
See Specific Instructions on page 2.

Name (as shown on your income tax return)

Business name/disregarded entity name, if different from above
JL Bryson, Inc.

Check appropriate box for federal tax classification:
☐ Individual/sole proprietor ☐ C Corporation ☑ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶

☐ Other (see instructions) ▶

Exemptions (see instructions):
Exempt payee code (if any)
Exemption from FATCA reporting code (if any)

Address (number, street, and apt. or suite no.)
PO Box 1479

Requester's name and address (optional)
City of Fayetteville
113 W. Mountain
Fayetteville, AR 72701

City, state, and ZIP code
Huntsville, AR 72740

List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on the "Name" line to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Social security number
☐☐☐ - ☐☐ - ☐☐☐☐

Employer identification number
2 0 - 2 4 3 7 1 3 5

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
3. I am a U.S. citizen or other U.S. person (defined below), and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

Sign Here Signature of U.S. person ▶ Lori Bryan Date ▶ 11/24/14

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. The IRS has created a page on IRS.gov for information about Form W-9, at *www.irs.gov/w9*. Information about any future developments affecting Form W-9 (such as legislation enacted after we release it) will be posted on that page.

Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, payments made to you in settlement of payment card and third party network transactions, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct.

Note. If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

SECTION 0310

BID FORM

LOCATION: **CITY OF FAYETTEVILLE, ROOM 306**
113 W. MOUNTAIN
FAYETTEVILLE, AR 72701

DATE: **November 21, 2014 at 2:00 p.m. LOCAL TIME**

Proposal of: J L BRYSON INC

Address: P.O. BOX 1479
HUNTSVILLE, AR 72740
LIC # 0032810315

Bid For: **PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES**

Bid Submitted to:

The City of Fayetteville
Andrea Foren, Purchasing Agent – Room 306
113 W. Mountain
Fayetteville, AR 72701

BIDDER will complete the **Work** for the lump sum and unit prices listed in the **Bid Form**.

The undersigned **BIDDER** proposes and agrees, if this Bid is accepted, to enter into an **Agreement** with **CITY OF FAYETTEVILLE** in the form included in these **Contract Documents** to complete all **Work** as specified or indicated in the **Contract Documents** for the **Contract Price** and within the **Contract Time** indicated in these **Contract Documents. BIDDER** accepts the provisions of the **Agreement** as to **Liquidated Damages** in the event of failure to complete the **Work** in the Contract Time specified.

BIDDER accepts all of the terms and conditions of the **Information for Bidders**, including without limitation those dealing with the disposition of **BID SECURITY**. This **Bid** will remain open for sixty (60) days after the day of **Bid Opening**. **BIDDER** will sign the **Agreement** required by these **Contract Documents** within ten (10) days after the date of **CITY OF FAYETTEVILLE'S Notice of Award**.

In submission of this **BID, BIDDER** represents, as more fully set forth in the **Agreement**, that **BIDDER HAS EXAMINED ALL CONTRACT DOCUMENTS** (including but not limited to **Invitation to Bid, Information for Bidders, and Supplemental Information for Bidders)** and the following **ADDENDA:** #1 #2

Failure to list all necessary Agenda issued by the **CITY OF FAYETTEVILLE** or the **ENGINEER** could mean the **BID** submitted by the **BIDDER** may be deemed unresponsive and not read publicly.
In submission of the **BID, BIDDER** represents, that they have examined the site and locality where the **Work** is to be performed, the legal requirements (Federal, State and Local Laws, Ordinances, Rules and Regulations) and the conditions affecting cost, progress or performance of the **Work** and has made such independent investigations as **BIDDER** deems necessary.

In submission of the **BID, BIDDER** represents, that this **BID** is genuine and not made in the interest of or on behalf of any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation. The **BIDDER** represents that they have not directly or indirectly induced or solicited any other **BIDDER** to submit a false or sham **BID**. The **BIDDER** represents that they have not solicited or induced any person, firm or corporation to refrain from bidding and have not sought by collusion to obtain for themselves any advantage over any other **BIDDER** or over the **CITY OF FAYETTEVILLE.**

All terms used in the **BID** are defined and have the meanings assigned to them in the **General Conditions** of these **Contract Documents.**

Attached to this **BID FORM** is the required Bid Security in the form of a Corporate Bid Bond or Cashier's Check in the amount of five (5) percent of the Total Bid Amount.
Contract Completion Time and Liquidated Damages are stated in Section 0500 - Agreement between City and Contractor

TAXES

The **BIDDER** agrees that all federal, state, and local sales and use taxes are included in the stated bid prices for the work.

Signature _____ Title PRESIDENT

INSURANCE AND BONDING REQUIREMENTS

The **BIDDER** hereby acknowledges that he/she has read and understands the performance bond, payment bond, and insurance requirements for this project as specified in the **General Conditions**. If awarded a construction contract, the **BIDDER** agrees to furnish the required bonds and insurance certificates within fifteen (15) days of the date the award is made.

Signature _____ Title PRESIDENT

MEASUREMENT AND PAYMENT

The Bidder hereby acknowledges that he/she has read and understands Section 0900 - Description of Unit Price Schedule Items completely prior to completing this Bid Form.

Signature _____ Title PRESIDENT

The **BIDDER** agrees to accept as full payment for the work proposed herein the amount computed under the provisions of the **Contract Documents** and based on the following unit price amounts, it being expressly understood that the unit prices are independent of the exact quantities involved. The **BIDDER** agrees that the unit prices represent a true measure of the labor and materials required to perform the work, including all allowances for overhead and profit for each type and unit of work called for in the **Contract Documents**.

BIDDER submitting this **BID** is:

[X] A Corporation, incorporated in the State of ARKANSAS

[ ] A Partnership, consisting of the following partners, whose full names are: _____

[ ] An Individual whose full name is: _____

J L BRYSON INC
General Contractor (Firm Name)

BY _____ Signature

JUSTIN BRYAN PRESIDENT
Printed Name & Title

ATTEST _____ Signature

Lori Bryan Sec/Treas.
Printed Name & Title

[CORPORATE SEAL]

11-20-2014
Date

P.O. Box 1479
Address

479-439-9171
Telephone Number

HUNTSVILLE AR
City State

479-802-4758
Fax Number

0032810315
Contractor's License Number

justin@jlbrysoninc.com
email address

SECTION 0310 – BID FORM
FAYETTEVILLE, ARKANSAS
PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES
PRICES BID AND APPROXIMATE QUANTITIES

Item	Description	Estimated Quantity	Unit	Total
1	General Construction	1	LS	$ 732,000
2	Concrete Surface Repair	2,700	SF (46.30)	$ 125,000
3	Performance and Payment Bond	1	LS	$ 10,000
			UNOFFICIAL BID TOTAL	$ 867,010

The BIDDER'S total above, inclusive of all labor, materials and equipment is his total bid based on his unit prices and the estimated quantities. This figure is for information only at the time of opening bids. The OWNER will prepare the bid tabulation from the unit prices bid. If there is an error in the total by the BIDDER, it shall be revised as only the unit prices shall govern.

Bid Item 1 – represents the full compensation for all construction work as described in the Contract Documents, including civil, structural, mechanical, electrical, instrumentation, heating and ventilation work associated with Ozone Disinfection Facilities, excluding Bid Items 2 and 3.

Bid Item 2 – represents the full compensation for concrete surface repair as shown and specified and as ordered by the Engineer and not specifically included under other items.

Bid Item 3 – represents the full Statutory Performance and Payment Bond amount for the project. Bidder's attention is directed to Section 0600 – Arkansas Statutory Performance and Payment Bond

SECTION 0311

BIDDER'S STATEMENT OF SUBCONTRACTORS

The undersigned **BIDDER** proposes and agrees, if this **BID** is accepted, to use the following proposed subcontractors on this **Work**:

NAME	BUSINESS ADDRESS	WORK TO BE PERFORMED
1. AKIS ELECTRIC	FAYETTEVILLE	ELECTRICAL
2. MULTICRAFT	SPRINGDALE	HVAC
3.		
4.		
5.		
6.		

The undersigned **BIDDER** agrees that the work will be supervised by the General Contractor Superintendent assigned to the project. The General Contractor Superintendent shall be onsite during the execution of the **Work**.

Date: 11-20-2014

Signature [illegible] Title PRESIDENT

(THIS PAGE INTENTIONALLY LEFT BLANK)

END OF SECTION 0311

THE AMERICAN INSTITUTE OF ARCHITECTS

AIA Document A310

Bid Bond

KNOW ALL MEN BY THESE PRESENTS, that we (Here insert full name and address or legal title of Contractor)

JL Bryson, Inc.
P.O. Box 1479, Huntsville, Arkansas 72740

as Principal, hereinafter called the Principal, and (Here insert full name and address or legal title of Surety)

Employers Mutual Casualty Company
P.O. Box 712, Des Moines, Iowa 50306-0712

a corporation duly organized under the laws of the State of Iowa
as Surety, hereinafter called the Surety, are held and firmly bound unto (Here insert full name and address or legal title of Owner)

City of Fayetteville, Arkansas
113 W. Mountain Street, Fayetteville, Arkansas 72701

as Obligee, hereinafter called the Obligee, in the sum of

Five Percent (5%) of the Amount Bid---------- Dollars (5%),

for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for (Here insert full name, address and description of project)

Noland Plant Ozone Disinfection System 1445

NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this 21st day of November, 2014

(Witness)

JL Bryson, Inc.
(Principal) (Seal)

President
(Title)

(Witness)

Employers Mutual Casualty Company
(Surety) (Seal)

Sylvia A. Young
Sylvia A. Young (Title) Attorney-In-Fact

THE FACE AND REVERSE OF THIS DOCUMENT HAVE A COLORED FLAG ON WHITE PAPER

EMC INSURANCE

P.O. Box 712 • Des Moines, IA 50306-0712

No. A93442

CERTIFICATE OF AUTHORITY INDIVIDUAL ATTORNEY-IN-FACT

KNOW ALL MEN BY THESE PRESENTS, that:

1. **Employers Mutual Casualty Company, an Iowa Corporation**
2. **EMCASCO Insurance Company, an Iowa Corporation**
3. **Union Insurance Company of Providence, an Iowa Corporation**
4. **Illinois EMCASCO Insurance Company, an Iowa Corporation**
5. **Dakota Fire Insurance Company, a North Dakota Corporation**
6. **EMC Property & Casualty Company, an Iowa Corporation**
7. **Hamilton Mutual Insurance Company, an Iowa Corporation**

hereinafter referred to severally as "Company" and collectively as "Companies", each does, by these presents, make, constitute and appoint:
SHERESE D. ESCOVEDO, CAROLYN HUNTER, MICHAEL D. HALTER, SYLVIA A. YOUNG, KEVIN BRUICK, BRIAN A BOYD, MICHAEL WEATHERFORD, JODY LENSING, MIKI J. ROGERS

its true and lawful attorney-in-fact, with full power and authority conferred to sign, seal, and execute its lawful bonds, undertakings, and other obligatory instruments of a similar nature as follows:

In an amount not exceeding Ten Million Dollars.....$10,000,000.00

and to bind each Company thereby as fully and to the same extent as if such instruments were signed by the duly authorized officers of each such Company, and all of the acts of said attorney pursuant to the authority hereby given are hereby ratified and confirmed.

The authority hereby granted shall expire APRIL 1, 2017 unless sooner revoked.

AUTHORITY FOR POWER OF ATTORNEY

This Power-of-Attorney is made and executed pursuant to and by the authority of the following resolution of the Boards of Directors of each of the Companies at a regularly scheduled meeting of each company duly called and held in 1999:

RESOLVED: The President and Chief Executive Officer, any Vice President, the Treasurer and the Secretary of Employers Mutual Casualty Company shall have power and authority to (1) appoint attorneys-in-fact and authorize them to execute on behalf of each Company and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof; and (2) to remove any such attorney-in-fact at any time and revoke the power and authority given to him or her. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power-of-attorney issued to them, to execute and deliver on behalf of the Company, and to attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and any such instrument executed by any such attorney-in-fact shall be fully and in all respects binding upon the Company. Certification as to the validity of any power-of-attorney authorized herein made by an officer of Employers Mutual Casualty Company shall be fully and in all respects binding upon this Company. The facsimile or mechanically reproduced signature of such officer, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power-of-attorney of the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS THEREOF, the Companies have caused these presents to be signed for each by their officers as shown, and the Corporate seals to be hereto affixed this 21st day of APRIL, 2014.

Seals

ILLINOIS EMCASCO INSURANCE COMPANY CORPORATE SEAL IOWA
UNION INSURANCE COMPANY OF PROVIDENCE INCORPORATED 1863 IOWA
EMC PROPERTY & CASUALTY CO. INCORPORATED 1953 IOWA
EMCASCO INSURANCE COMPANY CORPORATE SEAL IOWA
DAKOTA FIRE INSURANCE COMPANY CORPORATE SEAL NORTH DAKOTA
EMPLOYERS MUTUAL CASUALTY CO. CORPORATE SEAL DES MOINES, IOWA
HAMILTON MUTUAL INSURANCE CO. MUTUAL INSURANCE DES MOINES, IOWA

NOTARIAL SEAL IOWA
KATHY LYNN LOVERIDGE
Commission Number 780769
My Commission Expires
October 10, 2016

Bruce G. Kelley, Chairman of Companies 2, 3, 4, 5 & 6; President of Company 1; Vice Chairman and CEO of Company 7

Michael Freel
Assistant Vice President

On this 21st day of APRIL AD 2014 before me a Notary Public in and for the State of Iowa, personally appeared Bruce G. Kelley and Michael Freel, who, being by me duly sworn, did say that they are, and are known to me to be the Chairman, President, Vice Chairman and CEO, and/or Assistant Vice President/Assistant Secretary, respectively, of each of The Companies above; that the seals affixed to this instrument are the seals of said corporations; that said instrument was signed and sealed on behalf of each of the Companies by authority of their respective Boards of Directors; and that the said Bruce G. Kelley and Michael Freel, as such officers, acknowledged the execution of said instrument to be the voluntary act and deed of each of the Companies.
My Commission Expires October 10, 2016.

Kathy Lynn Loveridge
Notary Public in and for the State of Iowa

CERTIFICATE

I, James D. Clough, Vice President of the Companies, do hereby certify that the foregoing resolution of the Boards of Directors by each of the Companies, and this Power of Attorney issued pursuant thereto on APRIL 21, 2014 on behalf of:
SHERESE D. ESCOVEDO, CAROLYN HUNTER, MICHAEL D. HALTER, SYLVIA A. YOUNG, KEVIN BRUICK, BRIAN A BOYD, MICHAEL WEATHERFORD, JODY LENSING, MIKI J. ROGERS

are true and correct and are still in full force and effect.

In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 21st day of November, 2014.

Vice President

7832 (1-14)

"For verification of the authenticity of the Power of Attorney you may call (515) 345-2689."

SECTION 0660

CONTRACTOR'S ACT OF ASSURANCE FORM

As the authorized representative of the individual, incorporation, or corporation (hereinafter referred to as the company) bidding on or participating in the project, I certify that I have read and understand the requirements of the General and/or Supplemental Conditions and that the principles, agents and employees of the company will comply with these requirements including all relevant statutes and regulations issued pursuant thereto. I further certify as the authorized agent of the company that:

EQUAL OPPORTUNITY I will comply with all requirements of 41 CFR Chapter 60 and Executive Orders 11246 and 11375, including inclusion of all required equal opportunity clauses in each sub-contract awarded in excess of $10,000 and I will furnish a similar statement from each proposed subcontractor, when appropriate. I will also comply with all Equal Employment Opportunity requirements as defined by Section 504 of the Rehabilitation Act of 1973; the Age Discrimination Act of 1975; and Section 13 of the Federal Water Pollution Control Act Amendments of 1972 regarding sex discrimination.

NONSEGREGATED FACILITIES The company that I represent does not and will not maintain any facilities provided for its employees in a segregated manner, or permit its employees to perform their services at any location under company control where segregated facilities are maintained; and that the company will obtain a similar certification prior to the award of any subcontract exceeding $10,000 which is not exempt from the equal opportunity clause.

LABOR STANDARDS I will comply with the Labor Standards Provisions contained in the Contract Documents and furnish weekly payrolls and certifications as may be required by the City of Fayetteville to affirm compliance. I will also require that weekly payrolls be submitted to the City of Fayetteville for all subcontracts in excess of $2,000.

OSHA REQUIREMENTS I will comply with the Department of Labor Safety and Health Regulations promulgated under Section 107 of the Contract Work Hours and Safety Standard Act (40 U.S.C. 327-333) in the performance of the contract.

PROCUREMENT PROHIBITIONS As required by Executive Order 11738, Section 306 of the Clean Air Act and Section 508 of the Clean Water Act, I certify that I will not procure goods and services from persons who have been convicted of violations of either law if the goods or services are to be produced by the facility that gave rise to the violation.

DEBARMENT AND SUSPENSION I certify that to the best of my knowledge and belief that the company that I represent and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

(b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification regarding debarment and suspension may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine. I further certify that I will obtain a similar certification for each subcontract awarded in excess of $25,000.

AUTHORIZED REPRESENTATIVE

COMPANY NAME: JL BRYSON INC

SIGNATURE: _____ DATE: 11-21-14

PRINTED NAME: JUSTIN BRYAN TITLE: PRESIDENT

END OF SECTION 0660

Statement of Bidders Qualifications

1. Name of Bidder. J L Bryson Inc
2. Permanent main office address 20121 E. Hwy 412 Springdale, Arkansas 72764
3. When organized. Started August 1988, Incorporated March 2005
4. Where Incorporated. Arkansas
5. How many years in business 26 years total
6. Contracts on hand:

Huntsville Bio Fuel Plant
Huntsville, Arkansas
Contract Amount $1,950,000.00
Completion Date. Mid January 2015

Hwy 109 Bridge Crossing with 16" waterline
Scranton, Arkansas
Contract Amount $2,427,000.00
Completion Date. March 2015
Engineers: McGoodwin Williams and Yates. Chris Hall 479-443-3404

7. Type of work performed by our company. Industrial plant work, Water and wastewater plants , Pump stations
8. Have you failed to complete any work awarded to you. No
9. Have you ever defaulted on a contract? No
10. List similar projects.

Alma Water Treatment Plant
City of Alma Arkansas
An Ozone Process Water Treatment Plant.
Completed 12-2010
Contract amount $3,697,263.00
Contact. Mark Yardley
Contact Number 479-632-2254
Engineer: McClelland

Double Springs Road Lift Station
City of Fayetteville
Completed 2008
Contract Amount. $1,697,881.00
Engineers: RJN

Community Water System
Membrane Process Water Treatment Plant
Greers Ferry, Arkansas
Contract Amount $3,172,573.00
Engineer. Hanson Mclaughlin Eng. 1-501-716-2850
Completed 2005

11. Key Personnel.

    Ashton Adams. Seven years as construction superintendant on similar projects
    Lorin Bryan. Eight years as construction superintendant and project manager.

12. Principal Owner. Justin Bryan. Thirty five years in the construction industry. Twenty six years as a construction business owner.
13. We can provide a financial statement if required.

SECTION 0310

BID FORM

LOCATION: **CITY OF FAYETTEVILLE, ROOM 306**
113 W. MOUNTAIN
FAYETTEVILLE, AR 72701
DATE: **November 21, 2014 at 2:00 p.m. LOCAL TIME**

Proposal of: ARCHER WESTERN CONSTRUCTION, LLC

Address: 1411 GREENWAY DR
IRVING, TX 75038

Bid For: **PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES**

Bid Submitted to:

The City of Fayetteville
Andrea Foren, Purchasing Agent – Room 306
113 W. Mountain
Fayetteville, AR 72701

BIDDER will complete the **Work** for the lump sum and unit prices listed in the **Bid Form**.

The undersigned **BIDDER** proposes and agrees, if this Bid is accepted, to enter into an **Agreement** with **CITY OF FAYETTEVILLE** in the form included in these **Contract Documents** to complete all **Work** as specified or indicated in the **Contract Documents** for the **Contract Price** and within the **Contract Time** indicated in these **Contract Documents. BIDDER** accepts the provisions of the **Agreement** as to **Liquidated Damages** in the event of failure to complete the **Work** in the Contract Time specified.

BIDDER accepts all of the terms and conditions of the **Information for Bidders**, including without limitation those dealing with the disposition of **BID SECURITY**. This **Bid** will remain open for sixty (60) days after the day of **Bid Opening**. **BIDDER** will sign the **Agreement** required by these **Contract Documents** within ten (10) days after the date of **CITY OF FAYETTEVILLE'S Notice of Award**.

In submission of this **BID, BIDDER** represents, as more fully set forth in the **Agreement**, that **BIDDER HAS EXAMINED ALL CONTRACT DOCUMENTS** (including but not limited to **Invitation to Bid, Information for Bidders, and Supplemental Information for Bidders**) and the following **ADDENDA:** 1 - 11/12/14 ; 2 - 11-18-14

Failure to list all necessary Agenda issued by the **CITY OF FAYETTEVILLE** or the **ENGINEER** could mean the **BID** submitted by the **BIDDER** may be deemed unresponsive and not read publicly. In submission of the **BID, BIDDER** represents, that they have examined the site and locality where the **Work** is to be performed, the legal requirements (Federal, State and Local Laws, Ordinances, Rules and Regulations) and the conditions affecting cost, progress or performance of the **Work** and has made such independent investigations as **BIDDER** deems necessary.

In submission of the **BID, BIDDER** represents, that this **BID** is genuine and not made in the interest of or on behalf of any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation. The **BIDDER** represents that they have not directly or indirectly induced or solicited any other **BIDDER** to submit a false or sham **BID**. The **BIDDER** represents that they have not solicited or induced any person, firm or corporation to refrain from bidding and have not sought by collusion to obtain for themselves any advantage over any other **BIDDER** or over the **CITY OF FAYETTEVILLE.**

All terms used in the **BID** are defined and have the meanings assigned to them in the **General Conditions** of these **Contract Documents.**

Attached to this **BID FORM** is the required Bid Security in the form of a Corporate Bid Bond or Cashier's Check in the amount of five (5) percent of the Total Bid Amount.
Contract Completion Time and Liquidated Damages are stated in Section 0500 - Agreement between City and Contractor

TAXES

The **BIDDER** agrees that all federal, state, and local sales and use taxes are included in the stated bid prices for the work.

Signature _____ Title PRESIDENT
DANIEL P. WALSH

INSURANCE AND BONDING REQUIREMENTS

The **BIDDER** hereby acknowledges that he/she has read and understands the performance bond, payment bond, and insurance requirements for this project as specified in the **General Conditions**. If awarded a construction contract, the **BIDDER** agrees to furnish the required bonds and insurance certificates within fifteen (15) days of the date the award is made.

Signature _____ Title PRESIDENT
DANIEL P. WALSH

MEASUREMENT AND PAYMENT

The Bidder hereby acknowledges that he/she has read and understands Section 0900 - Description of Unit Price Schedule Items completely prior to completing this Bid Form.

Signature _____ Title PRESIDENT
DANIEL P. WALSH

The **BIDDER** agrees to accept as full payment for the work proposed herein the amount computed under the provisions of the **Contract Documents** and based on the following unit price amounts, it being expressly understood that the unit prices are independent of the exact quantities involved. The **BIDDER** agrees that the unit prices represent a true measure of the labor and materials required to perform the work, including all allowances for overhead and profit for each type and unit of work called for in the **Contract Documents**.

BIDDER submitting this **BID** is:

☐ A Corporation, incorporated in the State of _____

☑ A Partnership, consisting of the following partners, whose full names are: _____

WALSH CONSTRUCTION GROUP, LLC
ARCHER WESTERN CONSTRUCTION, LLC

☐ An Individual whose full name is: _____

ARCHER WESTERN CONSTRUCTION, LLC
General Contractor (Firm Name)

BY _____
Signature

ATTEST _____
Signature

DANIEL P. WALSH, PRESIDENT
Printed Name & Title

MATTHEW WALSH, CORP. SECRETARY
Printed Name & Title

[CORPORATE SEAL]

11/21/14
Date

1411 GREENWAY DR
Address

972-457-8500
Telephone Number

IRVING, TX
City State

972-457-8501
Fax Number

0222490515
Contractor's License Number

rlunkwitz@walshgroup.com
email address

BIDDER submitting this **BID** is:

☐ A Corporation, incorporated in the State of _____

☑ A Partnership, consisting of the following partners, whose full names are: _____
WALSH CONSTRUCTION GROUP, LLC
ARCHER WESTERN CONSTRUCTION, LLC

☐ An Individual whose full name is: _____

ARCHER WESTERN CONSTRUCTION, LLC
General Contractor (Firm Name)

BY _____ Signature

ATTEST _____ Signature

DANIEL P. WALSH, PRESIDENT
Printed Name & Title

MATTHEW WALSH, CORP. SECRETARY
Printed Name & Title

[CORPORATE SEAL]

11/21/14
Date

1411 GREENWAY DR
Address

972-457-8500
Telephone Number

IRVING, TX
City State

972-457-8501
Fax Number

0222490515
Contractor's License Number

rlunkwitz@walshgroup.com
email address

SECTION 0310 – BID FORM
FAYETTEVILLE, ARKANSAS
PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES
PRICES BID AND APPROXIMATE QUANTITIES

Item	Description	Estimated Quantity	Unit	Total
1	General Construction	1	LS	$ 1,044,000
2	Concrete Surface Repair	2,700	SF	$ 113,400
3	Performance and Payment Bond	1	LS	$ 7,700
			UNOFFICIAL BID TOTAL	$ 1,165,100

The BIDDER'S total above, inclusive of all labor, materials and equipment is his total bid based on his unit prices and the estimated quantities. This figure is for information only at the time of opening bids. The OWNER will prepare the bid tabulation from the unit prices bid. If there is an error in the total by the BIDDER, it shall be revised as only the unit prices shall govern.

Bid Item 1 – represents the full compensation for all construction work as described in the Contract Documents, including civil, structural, mechanical, electrical, instrumentation, heating and ventilation work associated with Ozone Disinfection Facilities, excluding Bid Items 2 and 3.

Bid Item 2 – represents the full compensation for concrete surface repair as shown and specified and as ordered by the Engineer and not specifically included under other items.

Bid Item 3 – represents the full Statutory Performance and Payment Bond amount for the project. Bidder's attention is directed to Section 0600 – Arkansas Statutory Performance and Payment Bond

SECTION 0311

BIDDER'S STATEMENT OF SUBCONTRACTORS

The undersigned **BIDDER** proposes and agrees, if this **BID** is accepted, to use the following proposed subcontractors on this **Work**:

	NAME	BUSINESS ADDRESS	WORK TO BE PERFORMED
1.	OIL CAPITAL	SPRINGDALE, AR	ELECTRIC / INSTRUMENTATION
2.	BLAND INSULATION	MABANK, TX	PIPE INSULATION
3.	MULTI-CRAFT	SPRINGDALE, AR	HVAC
4.			
5.			
6.			

The undersigned **BIDDER** agrees that the work will be supervised by the General Contractor Superintendent assigned to the project. The General Contractor Superintendent shall be onsite during the execution of the **Work**.

Date: 11/21/14

Signature DANIEL P. WALSH Title PRESIDENT

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END OF SECTION 0311

SECTION 0500

AGREEMENT BETWEEN
CITY OF FAYETTEVILLE AND CONTRACTOR

THIS AGREEMENT is dated as of the_____ day of _____ in the year 20____ by and between the **CITY OF FAYETTEVILLE** and **NAME OF CONTRACTOR**.

1. The **CONTRACTOR** shall commence and complete all Work as specified or indicated in the Contract Documents. The **WORK** is generally described as follows:

   PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES

2. The **CONTRACTOR** shall furnish all materials, supplies, tools, equipment (except equipment noted herein to be furnished by the Owner), labor and other service necessary for the completion of the **WORK** described herein.

3. The **CONTRACTOR** shall commence the **WORK** required by the **CONTRACT DOCUMENTS** on or before a date to be specified in the **NOTICE TO PROCEED** and completed and ready for final payment within **180** calendar days. The **CONTRACTOR** shall pay the **CITY OF FAYETTEVILLE**, as liquidated damages, the sum of **$750** for each calendar day thereafter that the **WORK** is not complete.

4. The **CONTRACTOR** agrees to perform all of the WORK described in the **CONTRACT DOCUMENTS** and comply with the terms therein as shown in the **BID PROPOSAL**.

5. The term **CONTRACT DOCUMENTS** shall mean and include the following:

   5.1 Invitation to Bid
   5.2 Information for Bidders
   5.3 Supplemental Information for Bidders
   5.4 Bid Form
   5.5 Bid Bond
   5.6 Agreement Between City of Fayetteville and Contractor
   5.7 Performance and Payment Bond
   5.8 General Conditions
   5.9 Prevailing Wage Rates
   5.10 Notice of Award
   5.11 Notice to Proceed
   5.12 Project Manual
   5.13 Addenda Numbers **XX** to **XX**.
   5.14 Change Orders

6. The **CITY OF FAYETTEVILLE** shall pay the **CONTRACTOR** in the manner and at such times as set forth in the General Conditions such amounts as required by the **CONTRACT DOCUMENTS**.

7. This Agreement shall be binding upon all parties hereto and their respective heirs, executors, administrators, successors, and assigns.

8. **MISCELLANEOUS**

8.1. Terms used in the Agreement which are defined in Article 1 of the General Conditions will have the meanings indicated in the General Conditions.

8.2. No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

8.3. City of Fayetteville and Contractor each binds itself, it partners, successors, assigns, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements and obligations contained in the Contract Documents.

8.4. Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken and all remaining provisions shall continue to be valid and binding upon stricken provision or part thereof with a valid and enforceable provision that comes as close as possible expressing the intention of the stricken provision.

8.5. Changes, modifications, or amendments in scope, price or fees to this contract shall not be allowed without a prior formal contract amendment approved by the Mayor and the City Council **in advance** of the change in scope, cost or fees.

8.6. **Freedom of Information Act.** City of Fayetteville contracts and documents prepared while performing city contractual work are subject to the Arkansas Freedom of Information Act. If a Freedom of Information Act request is presented to the City of Fayetteville, Contractor will do everything possible to provide the documents in a prompt and timely manner as prescribed in the Arkansas Freedom of Information Act (A.C.A. §25-19-101 et. seq.). Only legally authorized photocopying costs pursuant to the FOIA may be assessed for this compliance.

8.7. This contract must be interpreted under Arkansas Law.

IN WITNESS WHEREOF, CITY OF FAYETTEVILLE and CONTRACTOR have signed this Agreement in triplicate. One counterpart each has been delivered to City of Fayetteville,

Engineer, and Contractor. All portions of the Contract Documents have been signed, initialed, or identified by City of Fayetteville and Contractor or identified by Engineer on their behalf.

OWNER

CITY OF FAYETTEVILLE

BY _____
Signature

Mayor Lioneld Jordan
_____
Printed Name & Title

[CORPORATE SEAL]

ATTEST_____
Signature

_____
Printed Name & Title

Address for giving notices:

113 W. Mountain
Fayetteville, AR 72701

CONTRACTOR

_____

BY_____
Signature

_____
Printed Name & Title

[CORPORATE SEAL]

ATTEST_____
Signature

_____
Printed Name & Title

Address for giving notices:

_____

_____

License No._____

Agent for service of process:_____

_____

(If **CONTRACTOR** is a corporation, attach evidence of authority to sign.)

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END OF SECTION 0500

SECTION 0600

ARKANSAS STATUTORY PERFORMANCE AND PAYMENT BOND

WE,_____as Principal, hereinafter called Principal, and _____as Surety, hereinafter called the Surety, are held and firmly bound unto City of Fayetteville in the amount of _____Dollars ($_____) for the payment whereof Principal and Surety bind themselves, their heirs, personal representatives, and successors, and assigns, jointly and severally, and firmly by these presents.

Principal has by written agreement dated _____ entered into a contract with City of Fayetteville for _____ PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES_____ which contract is by reference made a part hereof, and is hereinafter referred to as the Contract.

The condition of this obligation is such that if the Principal shall faithfully perform the Contract on his part and shall fully indemnify and save harmless the City of Fayetteville from all cost and damage which he may suffer by reason of failure so to do and shall fully reimburse and repay the City of Fayetteville all outlay and expense which the City of Fayetteville may incur in making good any such default, and, further, that if the Principal shall pay all persons all indebtedness for labor or materials furnished or performed under said contract failing which such persons shall have a direct right of action against the Principal and Surety jointly and severally under this obligation, subject to the City of Fayetteville's priority, then this obligation shall be null and void; otherwise it shall remain in full force and effect.

No suit, action or proceeding shall be brought on this bond outside the State of Arkansas. No suit, action or proceeding shall be brought on this bond except by the City of Fayetteville after six months from the date final payment is made on the Contract, not shall any suit, action or proceeding be brought by the City of Fayetteville after two years from the date on which the final payment under the Contract falls due. Any Alterations which may be made in the terms of the contract or in the work to be done under it, or the giving by the City of Fayetteville of any extension of time for the performance of the Contract, or any other forbearance on the part either of the City of Fayetteville or Principal to the other shall not in any way release the Principal and the Surety or Sureties, or either or any of them, their heirs, personal representatives, successors, or assigns from their liability hereunder, notice to the Surety of Sureties of any such alteration, extension, or forbearance being hereby waived.

In no event shall the aggregate liability of the Surety exceed the sum set herein.

Executed on the _____ day of _____ 2014.

By _____

_____ (Seal)

Principal

Witness:)
)
Attest:)

_____

_____

_____ (Seal)

Surety

This Bond is given in Compliance with Act 351 of 1953, as amended.

END OF SECTION 0600

SECTION 0640

WARRANTY BOND

We,_____, as principal ("Principal"), and _____ as surety ("Surety"), are hereby jointly and severally held and firmly bound unto the City of Fayetteville for the payment of_____ _____Dollars ($_____), subject to the terms and conditions provided herein.

WHEREAS, Principal executed and entered into that certain Agreement with City of Fayetteville for
PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES
dated_____, 2014 (the "Contract"), the provisions of which are incorporated herein by reference, and unless otherwise defined herein all defined terms used or referred to herein shall have the meaning ascribed thereto in the Contract. In addition to other obligations and liabilities, the Contract required Principal to perform the Work for the Project and to furnish this Bond to City of Fayetteville in compliance with Article 22 of the General Conditions.

NOW THEREFORE, the obligations of Principal and Surety herein shall remain in full force and effect as provided herein, subject to becoming null and void upon the occurrence of either or both of the conditions that (a) Principal shall fully perform and satisfy all obligations and liabilities of Principal under the warranty and guarantee provisions of Article 29 of the General Conditions, as modified or supplemented by the Supplementary Conditions or any other applicable Contract Documents, at any time within two years after the date of Final Acceptance or such longer period of time as may be prescribed therein (the "Warranty Period"), all of which includes without limitation either correcting the defective Work, or removing and replacing it with nondefective Work, or paying all direct, indirect or consequential costs of such correction or removal and replacement, all as provided therein, or (b) City of Fayetteville shall fail to institute a lawsuit, action or other proceeding under this Bond before the expiration of three (3) months following the end of the Warranty Period.

FURTHER PROVIDED, that (a) any changes, modifications, amendments, alterations or supplementations in or to the Contract, and Contract Documents or the Work, or the giving by City of Fayetteville of any extension of time for the performance of the Contract, or any other forbearance on the part of either City of Fayetteville or Principal to the other, shall not in any way release the Principal or Surety, or either of them, from their liability hereunder, notice to the Surety of any of the foregoing being hereby waived, (b) in no event shall the aggregate liability of Surety exceed the amount set out herein, and (c) the rights and obligations hereof shall be binding upon and shall inure to the benefit of Principal, Surety, City of Fayetteville and their respective heirs, legal representatives, partners, privies, successors and assigns, provided that nothing herein shall authorize the assignment of any such rights and obligations.

Date of project final completion is _____. The bond shall be 50% of the final project value and shall effective for a period of two years.

Executed on the _____day of _____20 ____.

By _____

_____(Seal)

Witness:)
)
Attest:)

_____

_____

_____(Seal)
Surety

END OF SECTION 0640

SECTION 0660

CONTRACTOR'S ACT OF ASSURANCE FORM

As the authorized representative of the individual, incorporation, or corporation (hereinafter referred to as the company) bidding on or participating in the project, I certify that I have read and understand the requirements of the General and/or Supplemental Conditions and that the principles, agents and employees of the company will comply with these requirements including all relevant statutes and regulations issued pursuant thereto. I further certify as the authorized agent of the company that:

EQUAL OPPORTUNITY I will comply with all requirements of 41 CFR Chapter 60 and Executive Orders 11246 and 11375, including inclusion of all required equal opportunity clauses in each sub-contract awarded in excess of $10,000 and I will furnish a similar statement from each proposed subcontractor, when appropriate. I will also comply with all Equal Employment Opportunity requirements as defined by Section 504 of the Rehabilitation Act of 1973; the Age Discrimination Act of 1975; and Section 13 of the Federal Water Pollution Control Act Amendments of 1972 regarding sex discrimination.

NONSEGREGATED FACILITIES The company that I represent does not and will not maintain any facilities provided for its employees in a segregated manner, or permit its employees to perform their services at any location under company control where segregated facilities are maintained; and that the company will obtain a similar certification prior to the award of any subcontract exceeding $10,000 which is not exempt from the equal opportunity clause.

LABOR STANDARDS I will comply with the Labor Standards Provisions contained in the Contract Documents and furnish weekly payrolls and certifications as may be required by the City of Fayetteville to affirm compliance. I will also require that weekly payrolls be submitted to the City of Fayetteville for all subcontracts in excess of $2,000.

OSHA REQUIREMENTS I will comply with the Department of Labor Safety and Health Regulations promulgated under Section 107 of the Contract Work Hours and Safety Standard Act (40 U.S.C. 327-333) in the performance of the contract.

PROCUREMENT PROHIBITIONS As required by Executive Order 11738, Section 306 of the Clean Air Act and Section 508 of the Clean Water Act, I certify that I will not procure goods and services from persons who have been convicted of violations of either law if the goods or services are to be produced by the facility that gave rise to the violation.

DEBARMENT AND SUSPENSION I certify that to the best of my knowledge and belief that the company that I represent and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

(b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification regarding debarment and suspension may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine. I further certify that I will obtain a similar certification for each subcontract awarded in excess of $25,000.

AUTHORIZED REPRESENTATIVE

COMPANY NAME: ARCHER WESTERN CONSTRUCTION, LLC

SIGNATURE: [signature] DATE: 11-21-14

PRINTED NAME: DANIEL P. WALSH TITLE: PRESIDENT

END OF SECTION 0660

SECTION 0700

GENERAL CONDITIONS

1. Definitions
2. Additional Instructions and Detail Drawings
3. Schedules, Reports and Records
4. Drawings and Specifications
5. Shop Drawings
6. Materials, Services and Facilities
7. Inspection and Testing
8. Substitutions
9. Patents
10. Surveys, Permits, and Regulations
11. Protection of Work, Property, and Persons
12. Supervision by Contractor
13. Changes in the Work
14. Changes in Contract Price
15. Time for Completion and Liquidated Damages
16. Correction of Work
17. Subsurface Conditions
18. Suspension of Work, Termination and Delay
19. Payments to Contractor
20. Acceptance of Final Payment as Release
21. Insurance
22. Contract Security
23. Assignments
24. Indemnification
25. Separate Contracts
26. Subcontracting
27. Engineer's Authority
28. Land and Rights-of-Way
29. Guaranty
30. Taxes
31. Excess Engineering Costs
32. Documents to be Kept on the Job Site
33. Prosecution of the Work
34. Sanitary Facilities

1. DEFINITIONS

1.1 Wherever used in the Contract Documents, the following terms shall have the meanings indicated which shall be applicable to both the singular and plural thereof:

1.2 ADDENDA - Written or graphic instruments issued prior to the execution of the Agreement which modify or interpret the Contract Documents, Drawings and Specifications, by additions, deletions, clarifications or corrections.

1.3 BID - The offer or proposal of the Bidder submitted on the prescribed form setting forth the prices for the Work to be performed.

1.4 BIDDER - Any qualified person, firm or corporation submitting a Bid for the Work.

1.5 BONDS - Bid, Performance and Payment Bonds and other instruments of security, furnished by the Contractor and his surety in accordance with the Contract Documents.

1.6 CHANGE ORDER - A written order to the Contractor authorizing an addition, deletion or revision in the Work within the general scope of the Contract Documents, or authorizing an adjustment in the Contract Price or Contract Time.

1.7 CONTRACT DOCUMENTS - The contract, including Advertisement For Bids, Information For Bidders, Bid Form, Bid Bond, Agreement, Payment Bond, Performance Bond, Notice Of Award, Notice To Proceed, Change Order, Drawings, Specifications, and Addenda.

1.8 CONTRACT PRICE - The total monies payable to the Contractor under the terms and conditions of the Contract Documents.

1.9 CONTRACT TIME - The number of calendar days stated in the Contract Documents for the completion of the Work.

1.10 CONTRACTOR - The person, firm or corporation with whom the City of Fayetteville has executed the Agreement.

1.11 DRAWINGS - The part of the Contract Documents which show the characteristics and scope of the Work to be performed and which have been prepared or approved by the Engineer.

1.12 ENGINEER – The Engineering Department of the City of Fayetteville, or their authorized representative.

1.13 FIELD ORDER - A written order effecting a change in the Work not involving an adjustment in the Contract Price or an extension of the Contract Time, issued by the Engineer to the Contractor during construction.

1.14 NOTICE OF AWARD - The written notice of the acceptance of the Bid from the City of Fayetteville to the successful Bidder.

1.15 NOTICE TO PROCEED - Written communication issued by the City of Fayetteville to the Contractor authorizing the Contractor to proceed with the Work and establishing the date of commencement of the Work.

1.16 OWNER – The City of Fayetteville.

1.17 PROVIDE – Furnish and install, complete in place, operating, tested and approved.

1.18 PROJECT - The undertaking to be performed as provided in the Contract Documents.

1.19 PRODUCTS – The materials, systems, and equipment provided by the Contractor.

1.20 PROJECT REPRESENTATIVE - The authorized representative of the City of Fayetteville who is assigned to the Project site or any part thereof.

1.21 SHOP DRAWINGS - All drawings, diagrams, illustrations, brochures, schedules and other data which are prepared by the Contractor, a Subcontractor, Manufacturer, Supplier or Distributor, which illustrate how specific portions of the Work shall be fabricated or installed.

1.22 SPECIFICATIONS - A part of the Contract Documents consisting of written descriptions of a technical nature of materials, equipment, construction systems, standards and workmanship.

1.23 SUBCONTRACTOR - An individual, firm or corporation having a direct contract with the Contractor or with any other Subcontractor for the performance of a part of the Work at the site.

1.24 SUPPLEMENTAL GENERAL CONDITIONS - Modifications to General Conditions required by a Federal agency for participation in the Project and approved by the agency in writing prior to inclusion in the Contract Documents.

1.25 SUPPLIERS - Any person, supplier or organization who supplies materials or equipment for the Work, including that fabricated to a special design, but who does not perform labor at the site.

1.26 WORK - All labor necessary to produce the construction required by the Contract Documents, and all materials and equipment incorporated or to be incorporated in the Project.

1.27 WRITTEN NOTICE - Any notice to any party of the Agreement relative to any part of this Agreement in writing and considered delivered and the service thereof completed, when posted by certified or registered mail to the said party at his last given address, or delivered in person to said party or his authorized representative on the Work.

2. ADDITIONAL INSTRUCTIONS AND DETAIL DRAWINGS

2.1 The Contractor may be furnished additional instructions and detail drawings, by the Engineer, as necessary to carry out the Work required by the Contract Documents.

2.2 The additional drawings and instructions thus supplied will become a part of the Contract Documents. The Contractor shall carry out the Work in accordance with the additional detail drawings and instructions.

3. SCHEDULES, REPORTS AND RECORDS

3.1 The Contractor shall submit to the City of Fayetteville such schedule of quantities and costs, progress schedules, payrolls, reports, estimates, records and other data as the City of Fayetteville may request concerning Work performed or to be performed.

3.2 Prior to the first partial payment estimate the Contractor shall submit schedules showing the order in which the Contractor proposes to carry on the Work, including dates at which the Contractor will start the various parts of the Work, estimated date of completion of each part and, as applicable:

3.2.1 The dates at which special detail drawings will be required; and

3.2.2 Respective dates for submission of Shop Drawings, the beginning of manufacture, the testing and the installation of materials, supplies, and equipment.

3.3 The Contractor shall also submit a schedule of payments that the Contractor anticipates earning during the course of the Work.

4. DRAWINGS AND SPECIFICATIONS

4.1 The intent of the Drawings and Specifications is that the Contractor shall furnish all labor, materials, tools, equipment, and transportation necessary for the proper execution of the Work in accordance with the Contract Documents and all incidental work necessary to complete the Project in an acceptable manner, ready for use, occupancy or operation by the City of Fayetteville. The Drawings and Specifications are intended to supplement but not duplicate each other. An item of Work indicated in one and not the other shall be performed by the Contractor just as if it had been indicated in both.

4.2 It is understood and agreed that the Contractor has, by careful examination, satisfied himself as to the nature and location of the Work, the conformation of the ground, the character of the equipment and facilities needed preliminary to and during the prosecution of the Work, the character, quality and quantity of the materials to be encountered, the general and local conditions, and all other matters which can, in any way, affect the Work under this Contract.

4.3 Figure dimensions on Drawings shall govern over scale dimensions, and detailed Drawings shall govern over general Drawings. The Contractor shall not perform Work based on "scaled" measurements of Drawings, but shall obtain written instructions from the Engineer as to the dimensions to be used before proceeding with the Work.

4.4 Any discrepancies found between the Drawings and Specifications and site conditions or any inconsistencies or ambiguities in the Drawings or Specifications shall be immediately reported to the Engineer, in writing, who shall promptly correct such inconsistencies or ambiguities in writing. Work done by the Contractor after his discovery of such discrepancies, inconsistencies or ambiguities shall be done at the Contractor's risk.

4.5 The Specifications are written in imperative and abbreviated form. The imperative language is directed at the Contractor, unless specifically noted otherwise. Incomplete sentences shall be completed by inserting "shall," "the Contractor shall," "shall be:" and similar mandatory phrases by inference in the same manner as they are applied to notes on the Drawings. The words "shall be:" shall be supplied by inference where a colon (:) is used within sentences or phrases. Except as worded to the contrary, all indicated requirements shall be performed whether stated imperatively or otherwise.

4.6 Whenever the term "Work Included" is used as an article or paragraph heading in Part 1 of a Specification Section, it is merely a listing of the significant items described with the section and is not intended to "scope" the section or to imply a trade responsibility."

4.7 Whenever the words "approved," "satisfactory," "directed," "submitted," "inspected," or similar words or phrases are used in the Contract Documents, it shall be assumed that the term "Engineer or his representative" follows the verb as the object of the clause, such as "approved by the Engineer or his representative," or "submitted to the Engineer or his representative."

5. SHOP DRAWINGS

5.1 The Contractor shall provide Shop Drawings as may be necessary for the prosecution of the Work as required by the Contract Documents. The Engineer shall promptly review all Shop Drawings. The Engineer's approval of any Shop Drawing shall not release the Contractor from responsibility for deviations from the Contract Documents. The approval of any Shop Drawings which substantially deviates from the requirement of the Contract Documents shall be evidenced by a Change Order.

5.2 When submitted for the Engineer's review, Shop Drawings shall bear the Contractor's certification that the Contractor has reviewed, checked and approved the Shop Drawings and that they are in conformance with the requirements of the Contract Documents.

5.3 Portions of the Work requiring a Shop Drawing or sample submission shall not begin until the Shop Drawing or submission has been approved by the Engineer. A copy of each approved Shop Drawing and each approved sample shall be kept in good order by the Contractor at the site and shall be available to the Engineer.

6. MATERIALS, SERVICES AND FACILITIES

6.1 It is understood that, except as otherwise specifically stated in the Contract Documents, the Contractor shall provide and pay for all materials, labor, tools, equipment, water, light, power, transportation, supervision, temporary construction of any nature, and all other services and facilities of any nature whatsoever necessary to execute, complete, and deliver the Work within the specified time.

6.2 Materials and equipment shall be so stored as to insure the preservation of their quality and fitness for the Work. Stored materials and equipment to be incorporated in the Work shall be located so as to facilitate prompt inspection.

6.3 Manufactured articles, materials and equipment shall be applied, installed, connected, erected, used, cleaned and conditioned as directed by the manufacturer.

6.4 Materials, supplies and equipment shall be in accordance with samples submitted by the Contractor and approved by the Engineer.

6.5 Materials, supplies or equipment to be incorporated into the Work shall not be purchased by the Contractor subject to a chattel mortgage or under a conditional sale contract or other agreement by which an interest is retained by the seller.

7. INSPECTION AND TESTING

7.1 All materials and equipment used in the construction of the Project shall be subject to adequate inspection and testing in accordance with generally accepted standards.

7.2 The Contractor shall provide at his expense the necessary testing and inspection services required by the Contract Documents, unless otherwise provided.

7.3 The City of Fayetteville shall provide all other inspection and testing services not required by the Contract Documents.

7.4 If the Contract Documents, laws, ordinances, rules, regulations or orders of any public authority having jurisdiction require any Work to specifically be inspected, tested, or approved by someone other than the Contractor, the Contractor will give the Engineer timely notice of readiness. The Contractor will then furnish the Engineer the required certificates of inspection, testing or approval.

7.5 Neither observations by the Engineer nor inspections, tests or approvals by persons other than the Contractor shall relieve the Contractor from his obligations to perform the Work in accordance with the requirements of the Contract Documents.

7.6 The Engineer and his representatives will at all times have access to the Work. In addition, authorized representatives and agents of any participating Federal or State agency shall be permitted to inspect all work, materials, payrolls, records of personnel, invoices of materials, and other relevant data and records. The Contractor will provide proper facilities for such access and observation of the Work and also for any inspection, or testing thereof.

7.7 If any Work is covered contrary to the written request of the Engineer it must, if requested by the Engineer, be uncovered for his observation and replaced at the Contractor's expense.

7.8 If any Work has been covered which the Engineer has not specifically requested to observe prior to its being covered, or if the Engineer considers it necessary or advisable that covered Work be inspected or tested by others, the Contractor at the Engineer's request, will uncover, expose or otherwise make available for observation, inspection or testing as the Engineer may require, that portion of the Work in question, furnishing all necessary labor, materials, tools, and equipment. If it is found that such Work is defective, the Contractor will bear all expenses of such uncovering, exposure, observation, inspection and testing and of satisfactory reconstruction. If, however, such Work is not found to be defective, the Contractor will be allowed an increase in the Contract Price or an extension of the Contract Time, or both, directly attributable to such uncovering, exposure, observation, inspection, testing and reconstruction and an appropriate Change Order shall be issued.

8. SUBSTITUTIONS

8.1 Whenever a material, article or piece of equipment is identified on the Drawings or Specifications by reference to brand name or catalogue number, it shall be understood that this is referenced for the purpose of defining the performance or other salient requirements and that other products of equal capacities, quality and function shall be considered. The Contractor may recommend the substitution of a material, article, or piece of equipment of equal substance and function for those referred to in the Contract Documents by reference to brand name or catalogue number, and if, in the opinion of the Engineer, such material, article, or piece of equipment is of equal substance and function to that specified, the Engineer may approve its substitution and use by the Contractor. Any cost differential shall be deductible from the Contract Price and the Contract Documents shall be appropriately modified by Change Order. The Contractor warrants that if substitutes are approved, no major changes in the function or general design of the Project will result. Incidental changes or extra component parts required to accommodate the substitute will be made by the Contractor without a change in the Contract Price or Contract Time.

9. PATENTS

9.1 The Contractor shall pay all applicable royalties and license fees. The Contractor shall defend all suits or claims for infringement of any patent rights and save the City of Fayetteville harmless from loss on account thereof, except that the City of Fayetteville shall be responsible for any such loss when particular process, design, or the product of a particular manufacturer or manufacturers is specified, but if the Contractor has reason to believe that the design, process or product specified is an infringement of a patent, the Contractor shall be responsible for such loss unless the Contractor promptly gives such information to the Engineer.

10. SURVEYS, PERMITS, REGULATIONS

10.1 The Engineer shall furnish all land surveys and establish all base lines for locating the principal component parts of the Work together with a suitable number of bench marks adjacent to the Work as shown in the Contract Documents. From the information provided by the Engineer, unless otherwise specified in the Contract Documents, the Contractor shall develop and make all detail surveys needed for construction such as slope stakes, batter boards, stakes for pile locations and other working points, lines, elevations and cut sheets.

10.2 The Contractor shall carefully preserve bench marks, reference points and stakes and, in case of willful or careless destruction, the Contractor shall be charged with the resulting expense and shall be responsible for any mistakes that may be caused by their unnecessary loss or disturbance.

10.3 Permits and licenses of a temporary nature necessary for the prosecution of the Work shall be secured and paid for by the Contractor. Permits, licenses and easements for permanent structures or permanent changes in existing facilities shall be secured and paid for by the City of Fayetteville, unless otherwise specified. The Contractor shall give all notices and comply with all laws, ordinances, rules and regulations bearing on the conduct of the Work as drawn and specified. If the Contractor observes that the Contract Documents are at variance therewith, the Contractor shall promptly notify the Engineer in writing, and any necessary changes shall be adjusted as provided in Section 13, Changes In The Work. Fees will be waived for any permit obtained from the City of Fayetteville; however, securing any applicable permit shall remain the responsibility of the Contractor.

11. PROTECTION OF WORK, PROPERTY AND PERSONS

11.1 The Contractor will be responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the Work. The Contractor will take all necessary precautions for the safety of, and will provide the necessary protection to prevent damage, injury or loss to all employees on the Work and other persons who may be affected thereby, all the Work and all materials or equipment to be incorporated therein, whether in storage on or off the site, and other property at the site or adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures and utilities not designated for removal, relocation or replacement in the course of construction.

11.2 The Contractor will comply with all applicable laws, ordinances, rules, regulations and orders of any public body having jurisdiction. The Contractor will erect and maintain, as required by the conditions and progress of the Work, all necessary safeguards for safety and protection. The Contractor will notify owners of adjacent utilities when prosecution of the Work may affect them. The Contractor will remedy all damage, injury or loss to any property caused, directly or indirectly, in whole or in part, by the Contractor, any Subcontractor or anyone directly or indirectly employed by any of them or anyone for whose acts any of them be liable, except damages or loss attributable to the fault of the Contract Documents or to be acts or omissions of the City of Fayetteville or the Engineer or anyone employed by either of them or anyone for whose acts either of them may be liable, and not attributable, directly or indirectly, in whole or in part, to the fault or negligence of the Contractor.

11.3 In emergencies affecting the safety of persons or the Work or property at the site or adjacent thereto, the Contractor, without special instruction or authorization from the Engineer or City of Fayetteville, shall act to prevent threatened damage, injury or loss. The Contractor will give the Engineer prompt Written Notice of any significant changes in the Work or deviations from the Contract Documents caused thereby, and a Change Order shall thereupon be issued covering the changes and deviations involved.

12. SUPERVISION BY CONTRACTOR

12.1 The Contractor will supervise and direct the Work. The Contractor will be solely responsible for the means, methods, techniques, sequences and procedures of construction. The Contractor will employ and maintain on the Work a qualified supervisor or superintendent who shall have been designated in writing by the Contractor as the Contractor's representative at the site. The supervisor shall have full authority to act on behalf of the Contractor and all communications given to the supervisor shall be as binding as if given to the Contractor. The supervisor shall be present on the site at all times as required to perform adequate supervision and coordination of the Work.

12.2 The City of Fayetteville shall have the authority to require the Contractor to remove from the work any incompetent or insubordinate superintendent.

13. CHANGES IN THE WORK

13.1 The City of Fayetteville may at any time, as the need arises, order changes within the scope of the Work without invalidating the Agreement. If such changes increase or decrease the amount due under the Contract Documents, or in the time required for performance of the Work, an equitable adjustment shall be authorized by Change Order.

13.2 The Engineer, also, may at any time, by issuing a Field Order, make changes in the details of the Work. The Contractor shall proceed with the performance of any changes in the Work so ordered by the Engineer unless the Contractor believes that such Field Order entitles him to a change in Contract Price or Time, or both, in which event the Contractor shall give the Engineer Written Notice thereof within fifteen (15) days after the receipt of the ordered change, and the Contractor shall not execute such changes pending the receipt of an executed Change Order or further instruction from the City of Fayetteville.

14. CHANGES IN CONTRACT PRICE

14.1 The Contract Price may be changed only by a Change Order. The value of any Work covered by a Change Order or of any claim for increase or decrease in the Contract Price shall be determined by one or more of the following methods in the order of precedence listed below:

14.1.1 Unit prices previously approved.

14.1.2 An agreed lump sum.

14.1.3 The actual cost for labor, direct overhead, materials, supplies equipment, and other services necessary to complete the work. In addition there shall be added an amount to be agreed upon but not to exceed fifteen (15) percent of the actual cost of the Work to cover the cost of general overhead and profit.

14.2 The unit price of an item of Unit Price Work shall be subject to re-evaluation and adjustments under the following conditions:

14.2.1 If the total cost of a particular item of Unit Price Work amounts to five (5) percent or more of the Contract Price and the variation in the quantity of that particular item of Unit Price Work performed by Contractor differs by more than 25 percent from the estimated quantity of such item indicated in the Agreement; and

14.2.2 If there is no corresponding adjustment with respect to any other item of Work; and

14.2.3 If Contractor believes that it has incurred additional expense as a result thereof; or

14.2.4 If Engineer believes that the quantity variation entitle it to an adjustment in the Unit Price, either Engineer or Contractor may make a claim for an adjustment in the Contract Price in accordance with Article 13, if the parties are unable to agree as to the effect of any such variations in the quantity of Unit Price Work performed.

15. TIME FOR COMPLETION AND LIQUIDATED DAMAGES

15.1 The date of beginning and the time for completion of the Work are essential conditions of the Contract Documents and the Work embraced shall be commenced on a date specified in the Notice-To-Proceed.

15.2 The Contractor will proceed with the Work at such rate of progress to insure full completion within the Contract Time. It is expressly understood and agreed, by and between the Contractor and the City of Fayetteville, that the contract Time for the completion of the Work described herein is a reasonable time, taking into consideration the average climatic and economic conditions and other factors prevailing in the locality of the Work.

15.3 The following holidays will be observed by the City of Fayetteville and have been considered when calculating the contract time.

15.3.1 New Year's Day
15.3.2 Martin Luther King, Jr.
15.3.3 President's Day
15.3.4 Memorial Day
15.3.5 Independence Day

15.3.6 Labor Day
15.3.7 Veteran's Day
15.3.8 Thanksgiving (2 days)
15.3.9 Christmas (2 days)

15.4 The calendar contract time includes delays for normal weather related events such as rain, snow, and freezing temperatures that may affect the progress of the Work. An average delay of five (5) calendar days per month has been considered when calculating the contract time. A request for an extension of time shall not be granted until the specific number of documented weather delays within the contract time has been exceeded, inclusive of weekends.

15.5 If the Contractor shall fail to complete the Work within the Contract Time, or extension of time granted by the City of Fayetteville, then the Contractor will pay to the City of Fayetteville the amount for liquidated damages as specified in the Agreement Between City of Fayetteville And Contractor for each calendar day that the Contractor shall be in default after the time stipulated in the Contract Documents.

15.6 The Contractor shall not be charged with liquidated damages or any excess cost when the delay in completion of the Work is due to the following, and the Contractor has promptly gives Written Notice of such delay to the City of Fayetteville or Engineer:

15.6.1 To any acts of the Government, including controls or restrictions upon or requisitioning of materials, equipment, tools, or labor by reason of war, National Defense, or any other national emergency.

15.6.2 To any acts of the City of Fayetteville not contemplated by this Agreement.

15.6.3 To causes not reasonable foreseeable by the parties of this Contract which are beyond the control and withhold the fault or negligence of the Contractor, including but not restricted to, acts of nature or of the public enemy, acts of another Contractor in the performance of some other Contract with the City of Fayetteville, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and weather of unusual severity such as hurricanes, tornadoes, cyclones and other extreme weather conditions; and,

15.6.4 To any delay of any subcontractor occasioned by any of the causes specified in Subparagraphs 1, 2, and 3 of this Paragraph 15.6.

15.7 Provided, however, that the Contractor promptly notifies the City of Fayetteville in writing within ten (10) days of the cause of delay. Upon receipt of such notification, the City of Fayetteville shall ascertain the facts and the cause and extent of delay. If, upon the basis of the facts and terms of the Contract, the delay is properly excusable, the City of Fayetteville shall extend the time for completing the Work for a period of time commensurate with the period of excusable delay.

16. CORRECTION OF WORK

16.1 The Contractor shall promptly remove from the premises all Work rejected by the Engineer for failure to comply with the Contract Documents, whether incorporated in the construction or not, and the Contractor shall promptly replace and re-execute the Work in accordance with the Contract Documents and without expense to the City of Fayetteville and shall bear the expense of making good all Work of other Contractors destroyed or damaged by such removal or replacement.

16.2 All removal and replacement Work shall be done at the Contractor's expense. If the Contractor does not take action to remove such rejected Work within ten (10) days after receipt of Written Notice, the City of Fayetteville may remove such Work and store the materials at the expense of the Contractor.

17. SUBSURFACE CONDITIONS

17.1 In the preparation of Contract Documents, the Engineer has relied upon the report of soil and subsurface investigations listed in the Supplemental Information For Bidders (If Listed).

17.1.1 The above report is not part of the Contract Documents and is provided for information purposes only. Neither the City of Fayetteville nor the Engineer guarantees the accuracy of the report. The Contractor shall make further investigations and tests as deemed necessary.

17.2 The Work included in this Project may require excavation and related activities in close proximity to existing buried and aerial utility lines and facilities, such as water lines, sewer lines, storm drains, natural gas lines, electrical power lines, telephone cables, and TV cables. Where their presence is known, the approximate location of such utilities is shown on the Drawings, but all such utilities and individual service lines are not shown. The Contractor shall be aware of the potential for such utility lines to conflict with intended construction efforts, and the Contractor shall use appropriate precautionary measures to locate and protect such utility lines and services so as to avoid damage and interruptions to service.

17.3 The Contractor shall promptly, and before such conditions are disturbed, except in the event of an emergency, notify the City of Fayetteville by Written Notice of:

17.3.1 Subsurface or latent physical conditions at the site differing materially from those indicated in the Contract Documents; or

17.3.2 Unknown physical conditions at the site, of an unusual nature, differing materially from those ordinarily encountered and generally recognized as inherent in Work of the character provided for in the Contract Documents.

17.4 The City of Fayetteville shall promptly investigate the conditions, and if the City of Fayetteville finds that such conditions do so materially differ and cause an increase or decrease in the cost of, or in the time required for, performance of the Work, and equitable adjustment shall be made and the Contract Documents shall be modified by a Change Order. Any claim of the Contractor for adjustment hereunder shall not be allowed unless the Contractor has given the required Written Notice; provided that the City of Fayetteville may, if the City of Fayetteville determines the facts so justify, consider and adjust any such claims asserted before the date of final payment.

18. SUSPENSION OF WORK, TERMINATION AND DELAY

18.1 The City of Fayetteville may, at any time and without cause, suspend the Work or any portion thereof for a period of not more than ninety days or such further time as agreed upon by the Contractor, by Written Notice to the Contractor and the Engineer which notice shall fix the date on which Work shall be resumed. The Contractor will resume that Work on the date so fixed. The Contractor will be allowed an increase in the Contract Price or an extension of the Contract Time, or both, directly attributable to any suspension.

18.2 If the Contractor is adjudged as bankrupt or insolvent, or if the Contractor makes a general assignment for the benefit of his creditors, or if a trustee or receiver is appointed for the Contractor or for any of his property, or if the Contractor files a petition to take advantage of any debtor's act, or to reorganize under the bankruptcy or applicable laws, or if the Contractor repeatedly fails to supply sufficient skilled workmen or suitable materials or equipment, or if the Contractor repeatedly fails to make prompt payments to Subcontractors for labor, material or equipment or if the Contractor disregards laws, ordinances, rules, regulations or orders of any public body having jurisdiction of the Work or if the Contractor disregards the authority of the Engineer, or if the Contractor otherwise violates any provision of the Contract Documents, then the City of Fayetteville may, without prejudice to any other right or remedy and after giving the Contractor and his surety a minimum of ten (10) days from delivery of a Written Notice, terminate the services of the Contractor and take possession of the Project and of all materials, equipment, tools, construction equipment and machinery thereon owned by the Contractor, and finish the Work by whatever method the City of Fayetteville may deem expedient. In such case the Contractor shall not be entitled to receive any further payment until the Work is finished. If the unpaid balance of the Contract Price exceeds the direct and indirect costs of completing the Project, including compensation for additional professional services, such excess shall be paid to the Contractor. If such costs exceed such unpaid balance, the Contractor will pay the difference to the City of Fayetteville. Such costs incurred by the City of Fayetteville will be determined by the Engineer and incorporated in a Change Order.

18.3 Where the Contractor's services have been so terminated by the City of Fayetteville, said termination shall not affect any right of the City of Fayetteville against the Contractor then existing or which may thereafter accrue. Any retention or payment of monies by the City of Fayetteville due the Contractor will not release the Contractor from compliance with the Contract Documents.

18.4 After ten (10) days from delivery of a Written Notice to the Contractor and the Engineer, the City of Fayetteville may, without cause and without prejudice to any other right or remedy, elect to abandon the Project and terminate the Contract. In such case, the Contractor shall be paid for all Work executed and any expense sustained plus reasonable profit.

18.5 If, through no act or fault of the Contractor, the Work is suspended for a period of more than ninety (90) days by the City of Fayetteville or under an order of court or other public authority, or the Engineer fails to act on any request for payment within thirty (30) days after it is submitted, or the City of Fayetteville fails to pay the Contractor substantially the sum approved by the Engineer or awarded by arbitrators within thirty (30) days of its approval and presentation, then the Contractor may, after ten (10) days from delivery of a Written Notice to the City of Fayetteville and the Engineer, terminate the Contract and recover from the City of Fayetteville payment for all Work executed and all expenses sustained. In addition and in lieu of terminating the Contract, if the Engineer has failed to act on a request for payment or if the City of Fayetteville has failed to make any payment as aforesaid, the Contractor may upon ten (10) days notice to the City of Fayetteville and the Engineer stop the Work until the Contractor has been paid all amounts then due, in which event and upon resumption of the Work, Change Orders shall be issued for adjusting the Contract Price or extending the Contract Time or both to compensate for the costs and delays attributable to the stoppage of the Work.

18.6 If the performance of all or any portion of the Work is suspended, delayed, or interrupted as a result of a failure of the City of Fayetteville or Engineer to act within the time specified in the Contract Documents, or if no time is specified, within a reasonable time, an adjustment in the Contract Price or an extension of the Contract Time, or both, shall be made by Change Order to compensate the Contractor for the costs and delays necessarily caused by the failure of the City of Fayetteville or Engineer.

19. PAYMENTS TO CONTRACTOR

19.1 At least ten days before each progress payment falls due (but not more often than once a month), the Contractor will submit to the Engineer a partial payment estimate filled out and signed by the Contractor covering Work performed during the period covered by the partial payment estimate and supported by such data as the Engineer may reasonably require. If payment is requested on the basis of materials and equipment not incorporated in the Work but delivered and suitably stored at or near the site, the partial payment estimate shall also be accompanied by such supporting data, satisfactory to the City of Fayetteville, as will establish the City of Fayetteville's title to the material and equipment and protect his interest therein, including applicable insurance. The Engineer will, within ten days after receipt of each partial payment estimate, either indicate in writing his approval of payment and present the partial payment estimate to the City of Fayetteville, or return the partial payment estimate to the Contractor indicating in writing his reasons for refusing to approve payment. In the latter case, the Contractor may make the necessary corrections and resubmit the partial payment estimate. The City of Fayetteville will endeavor within thirty (30) days of presentation of an approved partial payment estimate, pay the Contractor a progress payment on the basis of the approved partial payment estimate. The City of Fayetteville shall retain five (5) percent of the amount of each payment. No application for partial payment shall be made when, in the judgement of the Engineer, the total value of the Work done and materials incorporated into the Work under this Contract since the last preceding estimate amount is less than $10,000 unless authorized by Engineer. On completion and acceptance of a part of the Work on which the price is stated separately in the Contract Documents, payment may be made in full, including retained percentages, less authorized deductions.

19.2 The request for payment may also include an allowance for the cost of such major materials and equipment which are securely stored either at or near the site.

19.3 All Work covered by partial payment made shall thereupon become the sole property of the City of Fayetteville, but this provision shall not be construed as relieving the Contractor of the sole responsibility for the care and protection of the Work upon which payments have been made or the restoration of any damaged Work, or as a waiver of the right of the City of Fayetteville to require the fulfillment of all terms of the Contract Documents.

19.4 The City of Fayetteville will have the right to enter the premises for the purpose of doing work not covered by the Contract Documents. This provision shall not be construed as relieving the Contractor of the sole responsibility for the care and protection of the Work, or the restoration of any damaged Work except such as may be caused by agents or employees of the City of Fayetteville.

19.5 Upon completion and acceptance of the Work, the Engineer shall issue a certificate attached to the final payment request that the Work has been accepted by him under the condition of the Contract Documents. The entire balance found to be due the Contractor, including the retained percentages, but except such sums as may be lawfully retained by the City of Fayetteville, shall be paid to the Contractor within thirty (30) days of completion and acceptance of the Work.

19.6 The Contractor will indemnify and save the City of Fayetteville or the City of Fayetteville's agents harmless from all claims growing out of the lawful demands of Subcontractors, laborers, workmen, mechanics, materialmen, and furnishers of machines and parts thereof, equipment, tools, and all supplies, incurred in the furtherance of the performance of the Work. The Contractor shall, at the City of Fayetteville's request, furnish satisfactory evidence that all obligations of the nature designated above have been paid, discharged, or waived. If the Contractor fails to do so the City of Fayetteville may, after having notified the Contractor, either pay unpaid bills or withhold from the Contractor's unpaid compensation a sum of money deemed reasonably sufficient to pay any and all such lawful claims until satisfactory evidence is furnished that all liabilities have been fully discharged whereupon payment to the Contractor shall be resumed, in accordance with the terms of the Contract Documents, but in no event shall the provisions of this sentence be construed to impose any obligations upon the City of Fayetteville to either the Contractor, his surety, or any third party. In paying any unpaid bills of the Contractor, any payment so made by the City of Fayetteville shall be considered as a payment made under the Contract Documents by the City of Fayetteville to the Contractor and the City of Fayetteville shall not be liable to the Contractor for any such payments made in good faith.

20. ACCEPTANCE OF FINAL PAYMENT AS RELEASE

20.1 The Acceptance by the Contractor of final payment shall be and shall operate as a release to the City of Fayetteville of all claims and all liability to the Contractor other than claims in stated amounts as may be specifically excepted by the Contractor for all things done or furnished in connection with this Work and for every act and neglect of the City of Fayetteville and others relating to or arising out of this Work. Any payment, however, final or otherwise, shall not release the Contractor or his sureties from any obligations under the Contract Documents or the Performance Bond and Payment Bonds.

21. INSURANCE

21.1 The Contractor shall purchase and maintain such insurance as will protect the Contractor from claims set forth below which may arise out of or result from the Contractor's execution of the Work, whether such execution be by the Contractor or by any Subcontractor or by anyone directly or indirectly employed by any of them, or by anyone for whose acts any of them may be liable.

21.1.1 Claim under worker's compensation, disability benefit and other similar employee benefit acts;

21.1.2 Claims for damages because of bodily injury, occupational sickness or disease, or death of Contractor's employees;

21.1.3 Claims for damages because of bodily injury, sickness or disease, or death of any person other than Contractor's employees;

21.1.4 Claims for damages insured by usual personal injury liability coverage which are sustained (1) by any person as a result of an offense directly or indirectly related to the employment of such person by the Contractor, or (2) by any other person;

21.1.5 Claims for damages because of injury to or destruction of tangible property, including loss of use resulting therefrom;

21.1.6 Claims arising out of operation of Laws or Regulations for damages because of bodily injury or death of any person or for damage to property; and

21.1.7 Claims for damages because of bodily injury or death of any person or property damage arising out of the ownership, maintenance or use of any motor vehicle.

21.2 The Contractor shall procure and maintain, at his own expense, during the Contract Time, liability insurance as specified in Paragraph 21.7.

21.3 The Contractor shall secure, if applicable, "All Risk" type Builder's Risk Insurance for Work to be Performed. Unless specifically authorized by the City of Fayetteville, the amount of such insurance shall not be less than the Contract Price totaled in the Bid. The policy shall cover not less than the losses due to fire, explosion, hail, lightning, vandalism, malicious mischief, wind, collapse, riot, aircraft, and smoke during the Contract Time, and until the Work is accepted by the City of Fayetteville. The policy shall name as the insured the Contractor, the Engineer, the City of Fayetteville and the Funding Agency.

21.4 The Contractor shall procure and maintain, at the Contractor's own expense, during the Contract Time, in accordance with the provisions of the laws of the state in which the work is performed, Workman's Compensation Insurance, including occupational disease provisions, for all of his employees at the site of the Project and in case any work is sublet, the Contractor shall require such Subcontractor similarly to provide Workmen's Compensation Insurance, including occupational disease provisions for all of the latter's employees unless such employees are covered by the protection afforded by the Contractor. In case any class of employees engaged in hazardous work under this contract at the site of the Project is not protected under Workmen's Compensation statute, the Contractor shall provide, and shall cause such Subcontractor to provide, adequate and suitable insurance for the protection of his employees not otherwise protected.

21.5 Certificates of Insurance acceptable to the City of Fayetteville shall be filed with the City of Fayetteville prior to commencement of the Work. These Certificates shall contain a provision that coverages afforded under the policies will not be cancelled unless at least fifteen (15) days prior Written Notice has been given to the City of Fayetteville.

21.6 The Contractor shall not commence Work under this Contract or allow any subcontractor or anyone directly or indirectly employed by anyone of them to commence Work until the Contractor has obtained all insurance required under this Article 21, and duly executed certificates of such insurance shall have been filed with the Engineer and the City of Fayetteville. Such certificates of insurance shall note that City of Fayetteville, Engineer, and Funding Agency have been endorsed as an additional insured on Contractor's comprehensive general liability policy.

21.7 The limits of liability for the insurance required under this Article 21 of the General Conditions shall provide coverage for not less than the following amounts or greater where required by Laws and Regulations:

21.7.1 Worker's Compensation

A.	State:	Statutory
B.	Applicable Federal:	Statutory
C.	Employer's Liability:	$500,000

21.7.2 Comprehensive General Liability Insurance, includes Completed Operations:

A. Bodily Injury Liability:
$1,000,000 Each Occurrence
$1,000,000 Annual Aggregate

B. Property Damage Liability:
$1,000,000 Each Occurrence
$1,000,000 Annual Aggregate

21.7.3 Contractual Liability Insurance:

A. Bodily Injury Liability:
$1,000,000 Each Occurrence
$1,000,000 Annual Aggregate

B. Property Damage Liability:
$1,000,000 Each Occurrence
$1,000,000 Annual Aggregate

21.7.4 City of Fayetteville's and Contractor's Protective Liability Insurance:

A. Bodily Injury Liability:
$1,000,000 Each Occurrence
$1,000,000 Annual Aggregate

B. Property Damage Liability:
$1,000,000 Each Occurrence
$1,000,000 Annual Aggregate

21.7.5 Automobile Liability:

A. Bodily Injury Liability:
$1,000,000 Each Person
$1,000,000 Annual Aggregate

B. Property Damage Liability:
$ 250,000 Each Occurrence

22. CONTRACT SECURITY

22.1 The Contractor shall within ten (10) days after the receipt of the Notice Of Award furnish the City of Fayetteville with a Performance and Payment Bond in penal sums equal to the amount of the Contract Price, conditioned upon the performance by the Contractor of all undertakings, covenants, terms, conditions and agreements of the Contract Documents, and upon the prompt payment by the Contractor to all persons supplying labor and materials in the prosecution of the Work provided by the Contract Documents. Such Bonds shall be executed by the Contractor and a corporate bonding company licensed to transact such business in the state in which the Work is to be performed and named on the current list of "Surety Companies Acceptable on Federal Bonds" as published in the Treasury Department Circular Number 570. The expense of these Bonds shall be borne by the Contractor. If at any time a surety on any such bond is declared a bankrupt or loses its right to do business in the state in which the Work is to be performed or is removed from the list of Surety Companies accepted on Federal Bonds, Contractor shall within ten (10) days after notice from the City of Fayetteville to do so, substitute an acceptable Bond (or Bonds) in such form and sum and signed by such other surety or sureties as may be satisfactory to the City of Fayetteville. The premiums on such Bond shall be paid by the Contractor. No further payments shall be deemed due nor shall be made until the new surety or sureties have furnished an acceptable Bond to the City of Fayetteville.

22.2 At the time of Final Acceptance of the Work by the City of Fayetteville, the Contractor shall furnish to the City of Fayetteville a Warranty Bond in the amount of fifty (50) percent of the amount of the final Contract Price. The Warranty Bond shall guarantee the Work in accordance with Article 29 of the General Conditions for the applicable warranty period of two (2) years from the date of Final Payment. It shall be on the form shown in Section 0640 - Warranty Bond.

23. ASSIGNMENTS

23.1 Neither the Contractor nor the City of Fayetteville shall sell, transfer, assign or otherwise dispose of the Contract or any portion thereof, or of his right, title or interest therein, or his obligations thereunder, without consent of the other party.

24. INDEMNIFICATION

24.1 The Contractor will indemnify and hold harmless the City of Fayetteville and the Engineer and their agents and employees from and against all claims, damages, losses and expenses including attorneys' fees arising out of or resulting from the performance of the Work, provided that any such claims, damage, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property, including the loss of use resulting therefrom; and is caused in whole or in part by any negligent or willful act or omission of the Contractor, any Subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder.

24.2 In any and all claims against the City of Fayetteville or the Engineer, or any of their agents or employees, by any employee of the Contractor, any Subcontractor, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, the indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable by or for the Contractor or any Subcontractor under workmen's compensation acts, disability benefit acts or other employee benefits acts.

24.3 The obligation of the Contractor under this paragraph shall not extend to the liability of the Engineer, his agents or employees arising out of the preparation or approval of maps, Drawings, opinions, reports, surveys, Change Orders, designs or Specifications, or the giving of or failure to give directions or instructions by the Engineer, or his agents, or employees, provided such giving or failure to give is the primary cause of injury or damage.

25. SEPARATE CONTRACTS

25.1 The City of Fayetteville reserves the right to let other contracts in connection with this Project. The Contractor shall afford other Contractors reasonable opportunity for the introduction and storage of their materials and the execution of their Work, and shall properly connect and coordinate his Work with theirs. If the proper execution or results of any part of the Contractor's Work depends upon the Work of any other Contractor, the Contractor shall inspect and promptly report to the Engineer any defects in such Work that render it unsuitable for such proper execution and results.

25.2 The City of Fayetteville may perform additional Work related to the Project, or the City of Fayetteville may let other contracts containing provisions similar to these. The Contractor will afford the other Contractors who are parties to such Contracts (or the City of Fayetteville, if the City of Fayetteville is performing the additional Work himself), reasonable opportunity for the introduction and storage of materials and equipment and the execution of Work, and shall properly connect and coordinate his Work with theirs.

25.3 If the performance of additional Work by other Contractors or the City of Fayetteville is not noted in the Contract Documents prior to the execution of the Contract, written notice thereof shall be given to the Contractor prior to starting any such additional Work. If the Contractor believes that the performance of such additional Work by the City of Fayetteville or others involves him in additional expense or entitles him to an extension of the Contract Time, the Contractor may make a claim therefore as provided in Sections 14 and 15.

26. SUBCONTRACTING

26.1 The Contractor may utilize the services of specialty Subcontractors on those parts of the Work which, under normal contracting practices, are performed by specialty Subcontractors.

26.2 The Contractor shall perform a minimum of seventy (70%) of the Work.

26.3 The Contractor shall be fully responsible to the City of Fayetteville for the acts and omissions of his Subcontractors, and of persons either directly or indirectly employed by them, as the Contractor is for the acts and omissions of persons directly employed by the Contractor.

26.4 The Contractor shall cause appropriate provisions to be inserted in all subcontracts relative to the Work to bind Subcontractors to the Contractor by the terms of the Contract Documents insofar as applicable to the Work of Subcontractors and to give the Contractor the same power as regards terminating any subcontract that the City of Fayetteville may exercise over the Contractor under any provision of the Contract Documents.

26.5 Nothing contained in this Contract shall create any contractual relation between any Subcontractor and the City of Fayetteville.

27. ENGINEERS AUTHORITY

27.1 The Engineer shall act as the City of Fayetteville's representative during the construction period. The Engineer shall decide questions which may arise as to quality and acceptability of materials furnished and Work performed. The Engineer shall interpret the intent of the Contract Documents in a fair and unbiased manner. The Engineer will make visits to the site and determine if the Work is proceeding in accordance with the Contract Documents.

27.2 The Contractor will be held strictly to the intent of the Contract Documents in regard to the quality of materials, workmanship and execution of the Work. Inspections may be made at the factory or fabrication plant of the source of material supply.

27.3 The Engineer will not be responsible for the construction means, controls, techniques, sequences, or construction safety.

27.4 The Engineer shall promptly make decisions relative to interpretation of the Contract Documents.

27.5 The Engineer will have authority to determine the actual quantities and classifications of items of Unit Price Work performed by Contractor, and the written decisions of Engineer on such matters will be final, binding on Engineer and Contractor and not subject to appeal (except as modified by Engineer to reflect changed factual conditions).

28. LAND AND RIGHTS-OF-WAY

28.1 Prior to issuance of Notice-To-Proceed, the City of Fayetteville shall obtain all land and rights-of-way necessary for carrying out and for the completion of the Work to be performed pursuant to the Contract Documents, unless otherwise mutually agreed.

28.2 The City of Fayetteville shall provide to the Contractor information which delineates and describes the lands owned and rights-of-way acquired.

28.3 The Contractor shall provide at his own expense and without liability to the City of Fayetteville any additional land and access thereto that the Contractor may desire for temporary construction facilities, or for storage of materials.

29. GUARANTY

29.1 If within two years after the date of Final Payment or such longer period of time as may be prescribed by Laws or Regulations or by the terms of any applicable special guarantee required by the Contract Documents or by any specific provision of the Contract Document, any Work is found to be defective, Contractor shall promptly, without cost to City of Fayetteville and in accordance with City of Fayetteville's written instructions, either correct such defective Work, or if it has been rejected by City of Fayetteville, remove it from the site and replace it with non-defective Work. If Contractor does not promptly comply with the terms of such instructions, or in an emergency where delay would cause serious risk of loss or damage, City of Fayetteville may have the defective Work corrected or the rejected Work removed and replace, and all direct, indirect and consequential costs of such correction, removal and replacement (including but not limited to fees and charges of engineers, architects, attorneys, surveyors, and other professionals) will be paid by Contractor. In special circumstances where a particular item of equipment is placed in continuous service before Final Acceptance of all the Work, the correction period for that item may start to run from an earlier date if so provided in the Specifications or by Written Agreement.

30. TAXES

30.1 The Contractor will pay all sales, consumer, use and other similar taxes required by the law of the place where the Work is performed.

31. EXCESS ENGINEERING COSTS

31.1 Excess engineering costs shall be applicable during the execution of the contract.

31.2 The City of Fayetteville shall charge the Contractor for all engineering and construction observation expenses incurred by City of Fayetteville in connection with any overtime work. For any such overtime during the regular specified Contract Time beyond the regular eight hour day (40 hours Monday through Friday) and for any time worked on Saturday, Sunday, or holidays, the charges for such personnel will be as provided in the Schedule of Charges below.

31.3 These charges for excess engineering will be deducted from the Contractor's monthly payment request.

31.4 Base Rate Schedule of Charges to be as follows for all engineering and construction observation expenses incurred by the City of Fayetteville in connection with any overtime work. Overtime, Saturday, and Sunday work shall be calculated as 1.5 times the base hourly rate. Holiday work shall be calculated as 2.0 times the base hourly rate.

Personnel	Base Hourly Rate
Project Engineer	$ 110.00
Construction Manager	80.00
Resident Project Representative	60.00

31.5 The Contractor shall not work over a 10-hour day without written permission from the City of Fayetteville.

31.6 The Engineer shall determine when observation of construction activities beyond the regular eight-hour day is required.

31.7 The City of Fayetteville shall charge the Contractor for all engineering and construction observation expenses incurred by City of Fayetteville in connection with any work that occurs after the original final completion date of the contract, unless the contract time has been extended by written change order. Expenses shall be at the rates identified in Paragraph 31.4.

32. DOCUMENTS TO BE KEPT ON THE JOB SITE

32.1 The Contractor shall keep one copy of the Contract Documents on the job site, in good order, available to the Engineer and to his representatives.

32.2 The Contractor shall maintain on a daily basis at the job site, and make available to the Engineer on request, one current record set of the Drawings which have been accurately marked up to indicate all modifications in the completed Work that differ from the design information shown on the Drawings. Upon substantial completion of the Work, the Contractor shall give the Engineer one complete set of marked up record Drawings.

32.3 Failure of the Contractor to submit accurate Record Drawings to the Engineer will be adequate justification for postponement of the Final Inspection and Final Payment.

33. PROSECUTION OF THE WORK

33.1 It is expressly understood and agreed that the time of beginning, rate of progress, and time of completion of the Work are the essence of this Contract. The Work shall be prosecuted at such time, and in or on such part or parts of the Project as may be required, to complete the Project as contemplated in the Contract Documents and the approved construction schedule.

33.2 Regular Work hours shall be from 7:00 a.m. to 6:00 p.m. Monday through Friday. No Work requiring the presence of the Engineer's representative will be performed outside of regular Work hours without prior written approval from the City of Fayetteville.

34. SANITARY FACILITIES

34.1 The Contractor shall furnish, install, and maintain ample sanitary facilities for the workers. As the needs arise, a sufficient number of enclosed temporary toilets shall be conveniently placed as required by the sanitary codes of the State and County. Drinking water shall be provided from an approved source, so piped or transported as to keep it safe and fresh and served from single service containers or satisfactory types of sanitary drinking stands or fountains. All such facilities and services shall be furnished in strict accordance with existing and governing health regulations.

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END OF SECTION 0700

SECTION 0830

PREVAILING WAGE RATES

(INSERT PREVAILING WAGE RATES HERE)

MIKE BEEBE
GOVERNOR

STATE OF ARKANSAS
ARKANSAS DEPARTMENT OF LABOR
PREVAILING WAGE DIVISION

RICKY BELK
DIRECTOR

10421 WEST MARKHAM • LITTLE ROCK, AR 72205-2190
Phone: 501-682-4536 Fax: 501-682-4508 TRS: 800-285-1131

Alan Smith
CH2MHILL
10123 Alliance Road, Suite 300
Cincinnati, OH 45242

September 11, 2014

RE: OZONE DISINFECTION FACILITIES
NOLAND WWTP
FAYETTEVILLE, ARKANSAS
WASHINGTON COUNTY

Dear Mr. Smith:

In response to your request, enclosed is Arkansas Prevailing Wage Determination Number **14-192** establishing the minimum wage rates to be paid on the above-referenced project. These rates were established pursuant to the Arkansas Prevailing Wage Law, Ark. Code Ann. §§ 22-9-301 to 22-9-315 and the administrative regulations promulgated thereunder.

If the work is subject to the Arkansas Prevailing Wage Law, every specification shall include minimum prevailing wage rates for each craft or type of worker as determined by the Arkansas Department of Labor Ark. Code Ann. § 22-9-308 (b) (2). Also, the public body awarding the contract shall cause to be inserted in the contract a stipulation to the effect that not less than the prevailing hourly rate of wages shall be paid to all workers performing work under the contract. Ark. Code Ann. § 22-9-308 (c). Additionally, the scale of wages shall be posted by the contractor in a prominent and easily accessible place at the work site. Ark. Code Ann. § 22-9-309 (a).

Since this determination contains both Building and Heavy construction classifications, please be advised that "Building construction" means generally the construction of sheltered enclosures with walk-in access for the purpose of housing persons, machinery, equipment or supplies. It includes all construction of such structures, the installation of utilities and the installation of equipment, both above and below grade level, as well as incidental grading, utilities and paving. Additionally, such structures need not be "habitable" to be building construction. The installation of heavy machinery and/or equipment does not generally change the project's character as a building. "Heavy construction" means those construction projects that are not properly classified as "building", "highway", or "residential".

I have enclosed a copy of the 2 sections of the Prevailing Wage Administrative Regulations which apply to a multiple determination (e.g., building and heavy rates). You can access a complete copy of the Arkansas Prevailing Wage Law and Regulations from our website at www.arkansas.gov/labor.

Also enclosed is a "**Statement of Intent to Pay Prevailing Wages**" form that should be put in your specifications along with the wage determination. The General/Prime Contractor is responsible for getting this form filled out and returned to this office within 30 days of the Notice to Proceed for this project. **When you issue the Notice to Proceed for this project, please send a copy of the notice to my office.**

If you have any questions, please call me at (501) 682-4536 or fax (501) 682-4508.

Sincerely,

Lorna Kay Smith

Lorna K. Smith
Prevailing Wage Division

Enclosures

Memorandum

To: All Architects and Engineers

From: Lorna Smith, Prevailing Wage Division

Re: Sections of the Prevailing Wage Administrative Regulations.

Enclosed are sections 1.101 (2), (8), & (9) and 2.100 (i) (1) & (2) of the Prevailing Wage Administrative Regulations. Please take a few moments to review the sections and share with your associates.

If you would like a complete copy of the Administrative Regulations and/or the Arkansas Prevailing Wage Law, Ark. Code Ann. §§ 22-9-301 through §§ 22-9-315, please use our web site at www.arkansas.gov/labor or call (501) 682-4536.

1.101 Definitions.

(2) "Building construction" means generally the construction of sheltered enclosures with walk-in access for the purpose of housing persons, machinery, equipment, or supplies. It includes all construction of such structures, the installation of utilities and the installation of equipment, both above and below grade level as well as incidental grading, utilities and paving, unless there is an established area practice to the contrary. Additionally, such structures need not be "habitable" to be building construction. The installation of heavy machinery and/or equipment may not change the project's character as a building. Examples of building construction follow:

- Alterations and additions to nonresidential buildings
- Apartment buildings (5 stories and above)
- Arenas (enclosed)
- Auditoriums
- Automobile parking garages or decks
- Banks and financial buildings
- Barracks
- Churches
- City halls
- Civic centers
- Commercial buildings
- Court houses
- Detention facilities
- Dormitories
- Farm buildings
- Fire stations
- Hospitals
- Industrial buildings
- Institutional buildings
- Libraries
- Mausoleums
- Motels
- Museums
- Nursing & Convalescent facilities
- Office buildings
- Out-patient clinics
- Passenger and freight terminal buildings
- Police stations
- Power plants
- Prefabricated buildings
- Remodeling buildings
- Renovating buildings
- Repairing buildings
- Restaurants
- Schools
- Service stations
- Shopping centers
- Stores
- Subway stations
- Theaters
- Warehouses
- Water & Sewage treatment plants (building only)

(8) "Heavy construction" means those construction projects that are not properly classified as either "building", "highway", or "residential". Unlike these classifications, heavy construction is not a homogenous classification. Because of its catch-all nature, projects within the heavy classification may sometimes be distinguished on the basis of their particular project characteristics, and separate wage determinations. Examples of heavy construction follow:

- Antenna towers
- Bridges (major bridges designed for Commercial navigation)
- Breakwaters
- Caissons (other than building or highway)
- Canals
- Channels
- Channel cut-offs

Chemical complexes or facilities (other than buildings)
Cofferdams
Coke ovens
Dams
Demolition (not incidental to construction)
Dikes
Docks
Drainage projects
Dredging projects
Electrification projects (out-door)
Flood control projects
Industrial incinerators (other than building)
Irrigation projects
Jetties
Kilns
Land drainage (not incidental to other construction)
Land leveling (not incidental to other construction)
Land reclamation
Levees
Locks, waterways
Oil refineries
Parking lots
Pipe lines
Ponds
Pumping stations (prefabricated drop-in units)
Railroad construction
Reservoirs Revetments
Runways
Sewage collection and disposal lines
Sewers (sanitary, storm, etc.)
Shoreline maintenance
Ski tows
Storage tanks
Swimming pools (out-door)
Subways (other than buildings)
Taxiways
Tipples
Tunnels
Unsheltered piers & wharves
Viaducts (other than highway)
Water mains
Waterway construction
Water supply lines (not incidental to building)
Water and sewage treatment plants (other than buildings)
Wells

(9) "Highway, road, street, or bridge construction" shall include the construction, alteration or repair of roads, streets, highways, alleys, trails, paths, and other similar projects not incidental to building or heavy construction. Examples of such construction may include:

Alleys
Excavation and embankment (for road construction)
Fencing (highway)
Grade crossing elimination (overpasses or underpasses)
Guard rails on highway
Highway signs
Highway bridges (overpasses; underpasses; grade separation)
Medians
Resurfacing streets and highways
Roadbeds
Roadways
Shoulders
Stabilizing courses
Storm sewers incidental to road construction
Street paving
Taxiway
Traffic signals

Such "highway" construction, which does not qualify for the exemption, contained in Ark. Code Ann. §§ 22-9-303 (b) and Regulation 1.100 (d) (5) shall be considered "heavy construction."

2.100 Obtaining and Compiling Wage Rate Information.

(1) In some cases a project includes construction items that in themselves encompass different categories of construction. Generally, a project is considered mixed and a "multiple determination" issued if the construction items are substantial in relation to project cost – more than 20 percent. Only one determination is issued if construction items are "incidental" in function to the overall character of a project (e.g., paving of parking lots or an access road on a building project), and if there is not a substantial amount of construction in the second category.

(2) In cases involving a mixed project on which a multiple determination (e.g., building and heavy rates) is issued, building rates shall be applicable for a distance extending five (5) feet from any building on the project.

Arkansas Department of Labor
Prevailing Wage Determination Building and Heavy

Date: 9/11/2014
Project: OZONE DISINFECTION FACILITIES
City: Fayetteville

Determination#: 14-192
Project County: Washington
Expiration Date: 3/11/2015
Survey #: 714-AM05R

CLASSIFICATION	Class	Basic Hourly Rate	Fringe Benefits
Asbestos Worker/Insulator	building	$15.00	$2.85
Bricklayer/Pointer, Cleaner, Caulker, Stone Mason	building	$20.50	$0.00
Bricklayer/Pointer, Cleaner, Caulker, Stone Mason	heavy	$11.45	$1.92
Carpenter	building	$16.40	$0.00
Carpenter	heavy	$16.80	$1.95
Concrete Finisher/Cement Mason	building	$14.85	$3.00
Concrete Finisher/Cement Mason	heavy	$15.20	$0.45
Electrician/Alarm Installer	heavy	$21.30	$7.81
Elevator Mechanic	building	$24.30	$12.18
Glazier	building	$14.30	$2.00
HVACR Mechanic (Excludes Duct Work)	building	$15.00	$0.00
Ironworker (Including Reinforcing Work)	building	$12.85	$0.38
Ironworker (Including Reinforcing Work)	heavy	$16.30	$0.00
Laborer	building	$12.30	$0.00
Laborer	heavy	$12.20	$0.60
Marble/Tile/Terrazzo	building	$12.69	$0.00
Metal Building Erector	building	$15.50	$0.00
Millwright	building	$10.85	$1.65
Painter/Sheet Rock Finisher	building	$14.25	$0.00
Pipelayer	heavy	$11.80	$2.61
Plasterer	building	$13.00	$0.00
Plumber/Pipefitter	building	$22.20	$0.00
Roofer	building	$13.30	$0.00
Sheet Metal (Includes Duct Work)	building	$16.65	$1.25
Sprinkler Fitter	building	$21.05	$6.35
Waterproofer	building	$16.30	$1.29
Group 1 - Operator	building	$15.10	$3.40

CLASSIFICATION	Class	Basic Hourly Rate	Fringe Benefits
Group 2 - Operator	building	$18.20	$0.00
Group 3 - Operator	building	$16.65	$1.65
Group 4 - Operator	building	$12.55	$1.65
Asphalt Paving Machine	heavy	$11.45	$1.92
Backhoe - Rubber Tired (1 yard or less)	heavy	$15.75	$1.05
Crane, Derrick, Dragline, Shovel & Backhoe, 1.5 yards or less	heavy	$14.90	$0.00
Crane, Derrick, Dragline, Shovel & Backhoe, over 1.5 yards	heavy	$14.90	$0.00
Distributor	heavy	$11.45	$1.92
End Dump (Dump Truck)	heavy	$13.85	$0.00
Front End Loader, finish	heavy	$13.70	$0.00
Front End Loader, rough	heavy	$14.35	$0.59
Mechanic	heavy	$14.70	$0.00
Roller	heavy	$11.45	$1.92
Scraper	heavy	$11.45	$1.92
Motor Patrol	heavy	$11.45	$1.92
Bulldozer	heavy	$14.60	$0.00
Laborer (Brick/Stone Tender)	building	$12.30	$0.00
Low Voltage/Alarm Installer	building	$15.85	$0.00
Excavator/Trackhoe	heavy	$14.85	$4.40
Truck Driver (Excludes Dump Truck)	building	$12.30	$0.00
Truck Driver (Excludes Dump Truck)	heavy	$12.85	$0.00
Electrician	building	$20.40	$4.80

Welders-receive rate prescribed for craft performing operation to which welding is incidental.

Certified 8/25/2014

Classifications that are required, but not listed above, must be requested in writing from the Arkansas Department of Labor, Prevailing Wage Division. Please call (501) 682-4536 for a request form.

Power Equipment Operators:

Group I

Operators engaged in operating the following equipment: Cranes, draglines, shovels and piledrivers with a lifting capacity of 50 tons or over, and operators of all tower climbing cranes and derricks required to work 25 feet or over from the ground, blacksmith and mechanics.

Group II

Operators engaged in operating the following equipment or performing work relative to the engineer's jurisdiction: Hydraulic cranes, cherry pickers, backhoes, and all derricks with a lifting capacity less than 50 tons, as specified by the manufacturer, all backhoes, tractor or truck type, all overhead & traveling cranes, or tractors with swinging boom attachments, gradealls all above equipment irrespective of motive power, leverman (engineer), hydraulic or bucket dredges, irrespective of size, trackhoes, excavators.

Group III

Heavy Equipment Operators. Operators engaged in operating the following equipment: all bulldozers, all front end loaders, all sidebooms, skytracks, forklifts, all push tractors, all pull scrapers, all motor graders, all trenching machines, regardless of size or motive power, all backfillers, all central mixing plants, 10S and larger, finishing machines, all boiler fireman high or low pressure, all asphalt spreaders, hydro truck crane, multiple drum hoist, irrespective of motive power, all rotary, cable tool, core drill or churn drill, water well and foundation drilling machines, regardless of size, regardless of motive power and dredge tender operator, asphalt paving machines.

Group IV

Light Equipment Operators. Operators engaged in operating the following equipment: Oilerdriver motor crane, single drum hoists, winches and air tuggers, irrespective of motive power, winch or A frame trucks, rollers of all types and pull tractors, regardless of size, elevator operators inside and outside when used for carrying workmen from floor to floor and handling building material, Lad-A-Vator Conveyor, batch plant, and mortar or concrete mixers, below 10S, end dump euclid, pumpcrete spray machine and pressure grout machine, air compressors, regardless of size. All light equipment, welding machines, light plants, pumps, all well point system dewatering and portable pumps, space heaters, irrespective of size, and motive power, equipment greaser, oiler, mechanic helper, drilling machine helper, asphalt distributor and like equipment, safety boat operator and deckhand.

STATEMENT OF INTENT TO PAY PREVAILING WAGES

PROJECT: **OZONE DISINFECTION FACILITIES**
NOLAND WWTP
FAYETTEVILLE, ARKANSAS
WASHINGTON COUNTY

This is to certify that we, the following listed contractors, are aware of the wage requirements of the Arkansas Prevailing Wage Law and by signature below indicate our intent to pay no less than the rates established by **Arkansas Prevailing Wage Determination Number 14-192** for work performed on the above noted public project. I understand that contractors who violate prevailing wage laws, i.e., incorrect classification/scope of work of workers, improper payments of prevailing wages, etc., are subject to fines and will be required to pay back wages due to workers.

	Business Name	Address	Phone#	Signature and Title of Business Official
General/Prime Contractor				
Electrical Subcontractor				
Mechanical Subcontractor				
Plumbing Subcontractor				
Roofing/ Sheet Metal Subcontractor				

THE GENERAL/PRIME CONTRACTOR IS RESPONSIBLE FOR GETTING THIS FORM FILLED OUT AND RETURNING IT TO THE ARKANSAS DEPARTMENT OF LABOR ***WITHIN 30 DAYS OF THE NOTICE TO PROCEED*** FOR THIS PROJECT. RETURN COMPLETED FORM TO THE ARKANSAS DEPARTMENT OF LABOR, PREVAILING WAGE DIVISION, 10421 W. MARKHAM, LITTLE ROCK, ARKANSAS, 72205.

SECTION 0840

NOTICE OF AWARD

Date ADD DATE

Contractor ADD CONTRACTOR NAME
Address ADD CONTRACTOR ADDRESS

Re: PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES (hereinafter "Project")

The City of Fayetteville has considered the bid submitted by **Contractor** for construction of the **Project** in response to its Advertisement for Bids and Instructions to Bidders.

Contractor is hereby notified that their bid has been accepted and awarded in the amount of **$Value**.

Contractor is required to deliver the required Performance and Payment bonds (filed with the Washington County Circuit Clerk), and certificates of insurance within 10 business days.

A preconstruction conference will be scheduled in Room 111 of the Fayetteville City Hall, 113 West Mountain once a date and time has been agreed upon. Representatives of **Contractor** and the City of Fayetteville shall attend. I ask that **Contractor** bring a preliminary construction progress schedule and a preliminary schedule of values to the preconstruction conference.

The intent is to issue the Notice to Proceed at the preconstruction conference.

Work should commence with a start date within two weeks of issuance of the Notice to Proceed.

Contractor is required to return an acknowledged copy of this Notice of Award to the City of Fayetteville.

We look forward to working with you on this project. Please email me at (add contact name, email and phone) if you have any questions.

Sincerely,

City of Fayetteville, Arkansas

Add Responsible Person Name
Title of Responsible Person

ACCEPTANCE OF NOTICE

Receipt of the above Notice of Award for the **Project** is hereby acknowledged.

By **Contractor**,

this _____ day of _____, 2014.

By _____

Title _____

END OF SECTION 0840

SECTION 0845

NOTICE TO PROCEED

Date ADD DATE

Contractor ADD CONTRACTOR NAME
Address ADD CONTRACTOR ADDRESS

Re: PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES (hereinafter "Project")

This is the official Notice to Proceed for the **Project**, in accordance with your bid and the agreement between your firm and the City of Fayetteville.

The Contract Time(s) will commence on **Date**. By that date, you are to start performing your obligations under the Contract Documents. In accordance with the Agreement between City of Fayetteville and **Contractor**, the date of Final Completion is **Date**.

Before you may start any work at the Site, you must submit the following:

- Preliminary construction progress schedule.
- Preliminary schedule of submittals.
- Preliminary schedule of values.

We look forward to working with you on this project.

Please email me at (add contact name, email and phone) if you have any questions.

Sincerely,

City of Fayetteville, Arkansas

Add name of responsible person
Title of responsible person

ACCEPTANCE OF NOTICE

Receipt of the above Notice to Proceed for the **Project** is hereby acknowledged

by **Contractor**,

this _____ day of _____, 2014.

By _____

Title _____

END OF SECTION 0845

SECTION 0900
DESCRIPTION OF UNIT PRICE SCHEDULE ITEMS

PART 1 – GENERAL

1.01 SCOPE OF WORK

A. The work shall consist of furnishing and installing all equipment comprising the ozone disinfection system where shown and as specified and including all piping, valves, instrumentation and control equipment and including all heating, ventilating and structural modifications within the existing Chlorination Building and inclusive of all piping, valves, equipment, instrumentation and control equipment and structural modifications at the existing Chlorine Contact Basin and including associated site work and electrical improvements as shown and specified as listed in **Section 0310 – Bid Form**.

B. All work shall be completed in strict accordance with the plans and specifications.

C. Furnish or construct all items required for this project even if they are not listed on the Unit Price Schedule.

1.02 PAYMENT

A. Partial payment requests shall be reviewed and approved by the construction inspector before payment will be made for any Work shown to be completed.

B. Final payment will not be made until all final product performance requirements have been completed in accordance with the Contract Documents.

PART 2 – PRICES

2.00 SCOPE OF PAYMENT

A. The Amount for Work listed in the Bid, whether lump sum or unit price, shall include all costs specified on the Bid Form, including all miscellaneous amounts (bonds, insurance, as built record drawings, traffic control, and any incidental items necessary to complete the Project in accordance with the Contract Documents.

B. The quantities, if any, listed in these documents are approximate, for information only, and should be verified by each bidder prior to bidding

C. Payments for lump sum items shall be made in proportion to the amount of Work accomplished, as determined by the Engineer, as of the period ending date of each Application for Payment.

D. Payment for unit price items, if any, shall be made as the work progresses. Said payments will be based upon the work performed and materials complete in place in accordance with the contract, plans, and specifications, approved by the Engineer, as of the period ending date of each Application for Payment.

E. It is understood and agreed that the Contractor shall not be entitled to partial payment based on quantities of work in excess of those provided in the proposal or covered by approved change orders or supplemental agreements, except when such excess quantities have been determined by the Engineer to be a part of the final quantity for the item of work in question.

F. No partial payments shall bind the City to the acceptance of any materials or work in place as to quality or quantity. All partial payments are subject to correction at the time of final payment.

G. The Contractor has sole responsibility for providing materials, equipment and work which meet the specifications. In the event inspection or testing reveals that materials/equipment furnished or work performed by the Contractor does not meet the specifications, payment for said materials/equipment/work will be withheld until compliance with the specifications is demonstrated by the Contractor.

2.01 ITEM 1 – GENERAL CONSTRUCTION

A. Measurement and Payment: The lump sum bid amount for Item 1 shall include full compensation for all work necessary to construct the Paul R. Noland Ozone Disinfection Facilities in its entirety as shown on the Drawings and specified under Divisions 1 through 49, except work specifically described and covered in Items 2 and 3.

B. The Ozone Disinfection System Equipment as specified in Section 44 42 56.18 shall be furnished by the City of Fayetteville (Owner). Contractor shall include in Item 1 his cost to accept shipment of the Ozone Disinfection System Equipment at the jobsite, obtain and submit approvable shop drawngs from the Ozone Disinfection System Supplier and install the Ozone Disinfection System Equipment in accordance with the Contract Drawings and Specifications. The cost of shipment shall be borne by the Ozone Disinfection System Supplier.

C. For equipment furnished and installed under this Item 1:

1. Electrical power supply conduit and wire; control conduit and wire; and all terminations shall be furnished and installed by the Contractor.
2. All field conduit and wire from the power source to the equipment, including field instrumentation and devices shall be furnished and installed by the Contractor.

2.02 ITEM 2 – CONCRETE SURFACE REPAIR

A. Measurement: The Concrete Surface Repair quantity included in Item 2 will be the actual square feet of Concrete Surface Repairs placed as shown and as specified and as ordered by the Engineer.

B. Payment: The unit price per square foot for Item 2 will be full compensation for providing Concrete Surface Repair complete as shown and as specified and as ordered by the Engineer and not specifically included under other items.

2.03 ITEM 3 – PERFORMANCE AND PAYMENT BOND

A. The lump sum bid amount for this Item 3 shall be full compensation for the Statutory Performance and Payment Bond associated with the General Construction of the Paul R. Noland WWTP – Ozone Disinfection Facilities as called for and as contained in Section 0600 - Arkansas Statutory Performance and Payment Bond.

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END OF SECTION 0900

Project Manual

CITY OF
Fayetteville
ARKANSAS

CITY OF FAYETTEVILLE
ARKANSAS

Paul R. Noland WWTP
Ozone Disinfection Facilities

BID # 14-45
Date: October, 2014
BID SET

Required seals appear on the following page

CITY OF Fayetteville ARKANSAS

City of Fayetteville, Arkansas
Purchasing Division – Room 306
113 W. Mountain
Fayetteville, AR 72701
Phone: 479.575.8220
TDD (Telecommunication Device for the Deaf): 479.521.1316

INVITATION TO BID

INVITATION TO BID: Bid 14-45, Construction – Noland Plant Ozone Disinfection System
DEADLINE: Friday, November 21, 2014 before 2:00 PM, Local Time, Room 306
PRE-BID MEETNG: Thursday, November 6, 2014 at 10:00 AM, Local Time, Room 111
DELIVERY LOCATION: Room 306 – 113 W. Mountain, Fayetteville, AR 72701
PURCHASING AGENT: Andrea Foren, CPPO, CPPB, aforen@fayetteville-ar.gov , 479.575.8220
DATE OF ISSUE AND ADVERTISEMENT: Thursday, October 30 & November 6, 2014

INVITATION TO BID

Bid 14-45, Construction – Noland Plant Ozone Disinfection System

No late bids shall be accepted. Bids shall be submitted in sealed envelopes. All bids shall be submitted in accordance with the attached City of Fayetteville specifications and bid documents attached hereto. Each bidder is required to fill in every blank and shall supply all information requested; failure to do so may be used as basis of rejection.

NOTICE TO ALL BIDDERS:

All vendors intending on bidding SHALL register as a plan holder by notifying Andrea Foren, Purchasing Agent, via e-mail at aforen@fayetteville-ar.gov. When registering as a plan holder, vendors shall submit primary contact information including name of contractor, primary contact, phone number, fax number, and physical address. FAILURE TO REGISTER AS A PLAN HOLDER CAN RESULT IN YOUR BID BEING REJECTED. Interested parties are responsible for printing. All bids will be distributed electronically from the City of Fayetteville Purchasing Division.

E-MAILED BID PACKAGE INCLUDES LINKS TO THE FOLLOWING FILES:

FILE #1: PROJECT SPECIFICATIONS: **888 total pages**
FILE #2: PROJECT DRAWINGS: **50 total pages**
*Additional files added as addendums are issued. Addendums will be directly e-mailed to all listed plan holders and posted on the City's website.

***PLAN HOLDER LISTINGS & ADDENDUMS WILL BE POSTED AT http://bids.accessfayetteville.org.**

Bidder shall assume all responsibility for receiving updates and any addenda issued to this project by monitoring http://bids.accessfayetteville.org. Failure to acknowledge addenda issued as instructed could result in bid rejection.

CERTIFICATE OF AUTHORIZATION
CH2M HILL ENGINEERS, INC.
NO. 268
ARKANSAS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.12790
BRIAN J. FUERST

THIS DOCUMENT WAS ORIGINALLY ISSUED AND SIGNED BY BRIAN J. FUERST PE NO. 12790 ON 09/30/2014 THIS COPY IS NOT A SIGNED AND SEALED DOCUMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11519
P.Y. KESKAR

THIS DOCUMENT WAS ORIGINALLY ISSUED AND SIGNED BY P.Y. KESKAR PE NO. 11519 ON 09/30/2014 THIS COPY IS NOT A SIGNED AND SEALED DOCUMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.11611
MICHAEL W. LOFTUS

THIS DOCUMENT WAS ORIGINALLY ISSUED AND SIGNED BY MICHAEL W. LOFTUS PE NO. 11611 ON 09/30/2014 THIS COPY IS NOT A SIGNED AND SEALED DOCUMENT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No.12841
MARK G. NANNINGA

THIS DOCUMENT WAS ORIGINALLY ISSUED AND SIGNED BY MARK G. NANNINGA PE NO. 12841 ON 09/30/2014 THIS COPY IS NOT A SIGNED AND SEALED DOCUMENT

CITY OF Fayetteville ARKANSAS

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CITY OF Fayetteville ARKANSAS

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PROJECT MANUAL

PAUL R. NOLAND WWTP
OZONE DISINFECTION FACILITIES

CITY OF
Fayetteville
ARKANSAS

FAYETTEVILLE, ARKANSAS

PROJECT NUMBER 10008

OCTOBER 2014

SECTION 0020

CITY OF FAYETTEVILLE, ARKANSAS
INVITATION TO BID
BID 14-45, Construction, Noland Plant Ozone Disinfection System

The City of Fayetteville, AR is accepting sealed bids for furnishing and installing equipment comprising the ozone disinfection system where shown and as specified. Work includes all piping, valves, instrumentation and control equipment and including all heating, ventilating and structural modifications within the existing Chlorination Building and inclusive of all piping, valves, equipment, instrumentation and control equipment and structural modifications at the existing Chlorine Contact Basin and including associated site work and electrical improvements as shown and specified. Any questions concerning the bidding process should be addressed to Andrea Foren, City Purchasing Agent, at aforen@fayetteville-ar.gov or by calling (479) 575-8220.

Bids shall be submitted in a sealed envelope or package labeled with the bid number and name. All bids shall be received **by Friday, November 21, 2014 before 2:00 PM, local time** to the City of Fayetteville, Purchasing Division – Room 306, 113 W Mountain, Fayetteville, Arkansas 72701.

A non-mandatory pre-bid meeting will be held on Thursday, November 06, 2014 at 10:00 AM, local time at Fayetteville City Hall, 113 W. Mountain, Fayetteville, AR, Room 111.

Bidding documents and plans shall be obtained from and by contacting the City Purchasing Division. Documents are available via e-mail. Plans can also be reviewed at the Fayetteville Purchasing Division, as listed below.

City of Fayetteville, Arkansas
Purchasing Division – Attention: Andrea Foren
113 W. Mountain, Suite 306
Fayetteville, AR 72701
Phone: 479.575.8220
E-Mail: aforen@fayetteville-ar.gov

All bidders are required to register as a plan holder with Andrea Foren via e-mail or phone. Failure to register as a plan holder can result in bid rejection.

For information concerning the proposed work, contact Lynn Hyke, lhyke@fayetteville-ar.gov, (479) 466-7589 or Billy Ammons, billy.ammons@ch2m.com, (479) 582-9055.

Each bid shall be accompanied by a cashier's check located from a bank located in the State of Arkansas or corporate bid bond, in an amount not less than five (5) percent of the amount bid. A one hundred percent (100%) performance and payment bond, file marked by the Washington County Circuit Clerk's Office, is required after a contract awarded in the amount of $20,000.00 or more. A current valid State of Arkansas Contractor's License is required, at the time of bid, for any bid exceeding $20,000.00.

"Pursuant to Arkansas Code Annotated §22-9-203 The City of Fayetteville encourages all *qualified* small, minority and women business enterprises to bid on and receive contracts for goods, services, and construction. Also, City of Fayetteville encourages all general contractors to subcontract portions of their contract to *qualified* small, minority and women business enterprises."

The City of Fayetteville reserves the right to waive irregularities, reject bids, and postpone the award of any Contract for a period of time which shall not exceed beyond sixty calendar days from the bid opening date.

CITY OF FAYETTEVILLE, ARKANSAS

By: Andrea Foren, CPPO, CPPB
City of Fayetteville, Purchasing Agent
Ad Dates: 10/30/14 and 11/06/14

END OF SECTION 0020

SECTION 0100

INFORMATION FOR BIDDERS

1. DEFINED TERMS

1.1 Terms used in these Information for Bidders which are defined in the Standard General Conditions of the Construction Contract have the meanings assigned to them in the General Conditions. The term "Bidder" means one who submits a Bid directly to City of Fayetteville, as distinct from Sub-Bidder, who submits a Bid to a Bidder. The term "Successful Bidder" means the lowest, qualified, responsible and responsive Bidder to whom City of Fayetteville (on the basis of City of Fayetteville's evaluation as hereinafter provided) makes an award. The term "Bidding Documents" included the Advertisement or Invitation to Bid, Information for Bidders, the Bid Form, and the proposed Contract Documents (including all Addenda issued prior to receipt of Bids).

2. COPIES OF BIDDING DOCUMENTS

2.1 Complete sets of Bidding Documents in the number and for the deposit sum, if any, stated in the Advertisement or Invitation to Bid may be obtained from the Engineer. Deposit for Bidding Documents are non refundable.

2.2 Complete sets of Bidding Documents shall be used in preparing Bids; the City of Fayetteville does not assume any responsibility for errors or misinterpretations resulting from the use of the incomplete sets of Bidding Documents.

2.3 The City of Fayetteville in making copies of Bidding Documents available on the above terms do so only for the purpose of obtaining Bids on the Work and do not confer a license or grant for any other use.

3. QUALIFICATIONS OF BIDDERS

3.1 Each Bid must contain evidence of Bidder's qualifications to do business in the state where the Project is located or covenant to obtain such qualification prior to award of the Contract.

3.2 Qualifications shall be submitted in a separate sealed envelope at the date and time listed on the Bid Proposal. Refer to Section 0420 – Statement of Bidder's Qualifications.

4. EXAMINATION OF CONTRACT DOCUMENTS AND SITE

4.1 It is the responsibility of each Bidder before submitting a Bid, to (a) examine the Contract Documents thoroughly, (b) visit the site to become familiar with local conditions that may affect cost, progress, performance or furnishing of the Work, (c) consider Federal, State and local Laws and Regulations that may affect cost, progress, performance or furnishing of the Work, (d) study and carefully correlate Bidder's observations with the Contract Documents, and (e) notify Engineer of all conflicts, errors or discrepancies in the Contract Documents.

4.2 Information and data reflected in the Contract Documents with respect to Underground Facilities at the site is based upon prior information and data. City of Fayetteville does not assume responsibility for the accuracy or completeness thereof, unless it is expressly provided otherwise in the Supplementary Conditions (if provided).

4.3 Provisions concerning responsibilities for the adequacy of data furnished to the prospective Bidders on subsurface conditions, Underground Facilities and other physical conditions, and possible changes in the Contract Documents due to differing conditions appear in Paragraph 4.2 and 4.3 of the General Conditions.

4.4 Before submitting a Bid, each Bidder will be responsible to make or obtain such explorations, tests and data concerning physical conditions (surface, subsurface and Underground Facilities) at the site which may affect cost, progress, performance or furnishing the Work in accordance with the time, price and other terms and conditions of the Contract Documents.

4.5 On request in advance, City of Fayetteville will provide each Bidder access to the site to conduct such explorations and tests as each Bidder deems necessary for submission of a Bid. Bidder shall fill all holes, clean up and restore the site to its former condition upon completion of such explorations. A representative of the City of Fayetteville shall be present during all tests.

5. INTERPRETATIONS AND ADDENDA

5.1 All questions about the meaning or intent of the Contract Documents are to be directed in writing to Engineer. Interpretations or clarifications considered necessary by Engineer in response to such questions will be issued by Addenda mailed or delivered to all parties recorded by Engineer as having received the Bidding Documents. Questions received less than ten (10) days prior to the date for opening of Bids may not be answered. Only questions answered by formal, written Addenda will be binding. Oral and other interpretations or clarifications will be without legal effect.

5.2 Prior to the deadline for receiving Bids, Addenda may also be issued to modify the Bidding Documents as deemed advisable by City of Fayetteville or Engineer.

6. BID SECURITY

6.1 Each Bid shall be accompanied by Bid security made payable to City of Fayetteville in an amount of five (5) percent of the Bidder's maximum Bid price and in the form of a cashier's or check from a bank located in the State of Arkansas or a Bid Bond (on form attached, if a form is prescribed), issued by a surety.

6.2 The Bid security of the Successful Bidder will be retained until Bidder has executed the Agreement and furnished the required Contract security, whereupon the Bid security will be returned. If the successful Bidder fails to execute and deliver the Agreement and furnish the required Contract security within ten (10) days after the Notice of Award, City of Fayetteville may annul the Notice of Award, and the Bid security of that Bidder will be forfeited. The Bid security of other Bidders whom City of Fayetteville believes to have a reasonable chance of receiving the award may be retained by City of Fayetteville until the earlier of the seventh (7th) day after the Effective Date of the Agreement or the sixty-first (61st) day after the Bid opening, whereupon Bid security furnished by such Bidders will be returned. Bid security with Bids which are not competitive will be returned within seven (7) days after the Bid opening.

7. CONTRACT TIME

7.1 The number of days within which the Work is to be substantially completed and also completed and ready for final payment (the Contract Time) are set forth in the Agreement and these Contract Documents.

8. LIQUIDATED DAMAGES

8.1 Provisions for liquidated damages, if any, are set forth in the Agreement.

9. SUBSTITUTE OR "OR EQUAL" ITEMS

9.1 The Bid shall be based on the specified products or their approved equal described on the Drawings or written in the Specifications. For products which are specified by naming one or more manufacturers preceded by "equal to" or followed by "or approved equal," a written request for substitution shall be submitted for approval by the Engineer. Such written requests will be considered up to ten (10) days prior to the scheduled Bid opening.

10. SUBCONTRACTORS, SUPPLIERS AND OTHERS

10.1 Subcontractors and suppliers shall be listed, if required, on the Bid Form.

11. BID FORM

11.1 The Bid Form is included with the Bidding Documents; additional copies may be obtained from Engineer.

11.2 All blanks on the Bid Form must be completed in blue ink or by typewriter.

11.3 Unit prices and lump sum amounts shall be shown in figures. In case of discrepancy, the unit price will govern over the extended amount.

11.4 Bids by corporations must be executed in the corporate name by the president or a vice president (or other corporate officer accompanied by evidence of authority to sign) and the corporate seal must be affixed and attested by the secretary or an assistant secretary. The corporate address and state of incorporation must be shown on the Bid Form.

11.5 Bids by partnerships must be executed in the partnership name and signed by a partner, whose title must appear under the signature and the official address of the partnership must be shown below the signature.

11.6 All names and titles must be typed or printed below the signature.

11.7 The Bid shall contain an acknowledgment of receipt of all Addenda (the numbers of which must be filled in on the Bid Form).

11.8 The address, telephone number, fax number, and email address for communications regarding the Bid must be shown.

12. SUBMISSION OF BIDS

12.1 Bids shall be submitted at the time and place indicated in the Advertisement or Invitation to Bid. **Bids shall include all documents requiring signatures within the project manual, including but not limited to:**

Section 0310 – Bid Form
Section 0311 – Bidder's Statement of Subcontractors
Section 0312 – Bid Bond
Section 0420 – Statement of Bidder's Qualifications
Section 0660 – Contractor's Act of Assurance Form
Any additional forms listed in Section 0212 – Supplemental Information for Bidders

The Bid shall be enclosed in an opaque sealed envelope, marked with the Project Title (and, if applicable, the designated position of the Project for which the Bid is submitted) and name, address, and contractor's license number of the Bidder, and accompanied by the Bid security and other required documents. If the Bid is sent through the mail or other delivery system, the sealed envelope shall be enclosed in a separate envelope with the notation "BID ENCLOSED" on the face of it.

13. MODIFICATION AND WITHDRAWAL OF BIDS

13.1 Bids may be modified or withdrawn by an appropriate document duly executed (in the manner that a Bid must be executed) and delivered to the place where Bids are to be submitted at any time prior to the opening of Bids.

13.2 If, within twenty-four (24) hours after Bids are opened, any Bidder files a duly-signed, written notice with the City of Fayetteville and promptly thereafter demonstrates to the reasonable satisfaction of City of Fayetteville that there was a material and substantial mistake in the preparation of its Bids, that Bidder may withdraw its Bid and the Bid security will be returned. Thereafter, that Bidder will be disqualified from further bidding on the Work to be provided under the Contract Documents.

14. OPENING OF BIDS

14.1 Bids will be opened and (unless obviously non-responsible) read aloud publicly. An abstract of the amounts of the base Bids and major alternates (if any) will be made available to the Bidders after the opening of Bids. Bids will be returned without being read aloud if all applicable portions of the Contract Documents are not met by the Bidder.

15. BIDS TO REMAIN SUBJECT TO ACCEPTANCE

15.1 All Bids will remain subject to acceptance for sixty (60) days after the day of the Bid opening, but City of Fayetteville may, in its sole discretion, release any Bid and return the Bid security prior to that date.

16. AWARD OF CONTRACT

16.1 City of Fayetteville reserves the right to reject any and all Bids, to waive any and all informalities and to negotiate Contract terms with the Successful Bidder, and the right to disregard all nonconforming, nonresponsive, unbalanced or conditional Bids. Also, City of Fayetteville reserves the right to reject the Bid of any Bidder if City of Fayetteville believes that it would not be in the best interest of the Project to make an award to that Bidder, whether because the Bid is not responsive or the Bidder is unqualified or of doubtful financial ability or fails to meet any other pertinent standard or criteria established by City of Fayetteville. Discrepancies in the multiplication of units of Work and unit prices will be resolved in favor of the unit prices. Discrepancies between the indicated sum of any column of figures and the correct sum thereof will be resolved in favor of the correct sum.

16.2 In evaluating Bids, City of Fayetteville will consider the qualifications of the Bidders, whether or not the Bids comply with the prescribed requirements, and such alternates, unit prices and other data, as may be requested in the Bid Form or prior to the Notice of Award. City of Fayetteville may accept any such alternatives in any order or combination, whether in the order in which they are listed in the Bid Form or not.

16.3 City of Fayetteville may consider the qualifications and experience of Subcontractors, Suppliers, and other persons and organizations proposed for those portions of the Work as to which the identity of Subcontractors, Suppliers, and other persons and organizations must be submitted as provided in the Supplementary Conditions. City of Fayetteville also may consider the operating costs, maintenance requirements, performance data and guarantees of major items of materials and equipment proposed for incorporation in the Work when such data is required to be submitted prior to the Notice of Award.

16.4 City of Fayetteville may conduct such investigations as City of Fayetteville deems necessary to assist in the evaluation of any Bid and to establish the responsibility, qualifications and financial ability of Bidders, proposed Subcontractors, Suppliers and other persons and organizations to perform and furnish the Work in accordance with the Contract Documents to City of Fayetteville's satisfaction within the prescribed time.

16.5 If the Contract is to be awarded, it will be awarded to the lowest Bidder whose evaluation by City of Fayetteville indicates to City of Fayetteville that the award will be in the best interest of the Project.

16.6 If the Contract is to be awarded, City of Fayetteville will give the successful Bidder a Notice of Award within sixty (60) days after the day of the Bid opening.

17. CONTRACT SECURITY

17.1 The General Conditions and the Supplementary Conditions set forth City of Fayetteville's requirements as to Performance and Payment Bond and a Warranty Bond. When the successful Bidder delivers the executed Agreement to City of Fayetteville, it must be accompanied by the required Performance and Payment Bond, a copy of which has been filed with the Washington County Circuit Clerk. At the time of Final Acceptance, the Contractor shall provide the City of Fayetteville the Warranty Bond.

18. SIGNING OF AGREEMENT

18.1 When City of Fayetteville gives a Notice of Award to the successful Bidder, it will be accompanied by the required number of unsigned counterparts of the Agreement and all other written Contract Documents attached. Within ten (10) days thereafter Contractor shall sign and deliver the required number of counterparts of the Agreement and attached documents to City of Fayetteville with the required Bonds. Within ten (10) days thereafter, City of Fayetteville shall deliver one fully-signed counterpart to Contractor. Each counterpart is to be accompanied by a complete set of the Drawings with appropriate identification.

19. PRE-BID CONFERENCE

19.1 As noted in the Advertisement for Bids.

20. RETAINAGE

20.1 Provisions concerning retainage are set forth in the General Conditions.

21. SPECIAL LEGAL REQUIREMENTS

21.1 Attention of Bidders is called to Act 150, Acts of Arkansas 1965, concerning the licensing of contractors to do business in Arkansas.

21.2 It is conclusively presumed that Bidders have familiarized themselves with Arkansas laws which may be applied to a Contract for the Work proposed herein as the aforementioned Acts are not exclusive. It is further conclusively presumed that Bidders have familiarized themselves with Federal and local laws, ordinances and regulations pertaining to the Work proposed herein.

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END OF SECTION 0100

SECTION 0212

SUPPLEMENTAL INFORMATION FOR BIDDERS

1. BIDDER'S FORMS

The BIDDER'S attention is called to the following additional forms which shall be filled out and submitted with the BID:

- Section 0310 – Bid Form (signatures required on Page 3 and Page 4)
- Section 0311 – Bidder's Statement of Subcontractors
- Section 0312 – Bid Bond
- Section 0420 – Statement of Bidder's Qualifications
- Section 0660 – Contractor's Act of Assurance Form

END OF SECTION 0212

SECTION 0312

BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned, **Archer Western Construction, LLC** as Principal, and **Travelers Casualty and Surety Company of America** as Surety, are hereby held and firmly bound unto the City of Fayetteville in the penal sum of **Five Percent of Amount Bid (5%)** for payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, successors and assigns.

The Condition of the above obligation is such that whereas the Principal has submitted to the City of Fayetteville a certain BID, attached hereto and hereby made a part hereof to enter into a contract in writing, for Project **PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES Bid # 14-45**

NOW, THEREFORE,

(a) If said BID shall be rejected, or

(b) If said BID shall be accepted and the Principal shall execute and deliver a contract in the Form of Contract attached hereto (properly completed in accordance with said BID) and shall furnish a BOND for his faithful performance of said contract, and for the payment of all persons performing labor or furnishing materials in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said BID, then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the penal amount of this obligation as herein stated.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers, the day and year first set forth above.

Signed, this **21** day of **November**, 2014.

Archer Western Construction, LLC

(Principal)
By:
Daniel P. Walsh, President

Travelers Casualty and Surety Company of America

(Surety)

By:
Jodi Wallace, Attorney-in-Fact

END OF SECTION 0312

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

TRAVELERS

POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company
St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 225482 **Certificate No.** 006095531

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Brian R. Walsh, J. William Ernstrom, Jodi Wallace, and Kerry Pecora

of the City of Chicago, State of Illinois, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 15th day of October, 2014.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company
St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

State of Illinois
County of DuPage

On this 21 day of November, 2014, before me personally appeared Jodi Wallace, known to me to be the Attorney-in-Fact of **TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA,** the corporation that executed the within instrument and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first written above.

KERRY PECORA
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
July 30, 2016

Kerry Pecora

58440-8-12 Printed in U.S.A.

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 21 day of November, 20 14.

Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

Bid Proposal

BID 14-45, Construction, Noland Plant Ozone Disinfection System

Bid Date: 21 November 2014

Bid Time: 2:00 p.m.

QUALIFICATION PACKET

To: City of Fayetteville, AR

Purchasing Division – Room 306
113 W. Mountain
Fayetteville, Arkansas 72701

Quals not opened or scanned AB 11/21/14

From: Archer Western Construction, LLC.
1411 Greenway Drive
Irving, TX 75038

Acknowledgement of Receipt of Addenda: __1,2, _____

ARKANSAS LICENSE NUMBER 0222490515

SECTION 0310

BID FORM

LOCATION: **CITY OF FAYETTEVILLE, ROOM 306**
113 W. MOUNTAIN
FAYETTEVILLE, AR 72701
DATE: **November 21, 2014 at 2:00 p.m. LOCAL TIME**

Proposal of: Crossland Heavy Contractors

Address: 501 S. East Ave, PO Box 350

Columbus, KS 66725

Bid For: **PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES**

Bid Submitted to:

The City of Fayetteville
Andrea Foren, Purchasing Agent – Room 306
113 W. Mountain
Fayetteville, AR 72701

BIDDER will complete the **Work** for the lump sum and unit prices listed in the **Bid Form**.

The undersigned **BIDDER** proposes and agrees, if this Bid is accepted, to enter into an **Agreement** with **CITY OF FAYETTEVILLE** in the form included in these **Contract Documents** to complete all **Work** as specified or indicated in the **Contract Documents** for the **Contract Price** and within the **Contract Time** indicated in these **Contract Documents. BIDDER** accepts the provisions of the **Agreement** as to **Liquidated Damages** in the event of failure to complete the **Work** in the Contract Time specified.

BIDDER accepts all of the terms and conditions of the **Information for Bidders**, including without limitation those dealing with the disposition of **BID SECURITY**. This **Bid** will remain open for sixty (60) days after the day of **Bid Opening**. **BIDDER** will sign the **Agreement** required by these **Contract Documents** within ten (10) days after the date of **CITY OF FAYETTEVILLE'S Notice of Award**.

In submission of this **BID, BIDDER** represents, as more fully set forth in the **Agreement**, that **BIDDER HAS EXAMINED ALL CONTRACT DOCUMENTS** (including but not limited to **Invitation to Bid, Information for Bidders, and Supplemental Information for Bidders**) and the following **ADDENDA:** NO 1 11-12-14, NO 2 11-18-14

Failure to list all necessary Agenda issued by the **CITY OF FAYETTEVILLE** or the **ENGINEER** could mean the **BID** submitted by the **BIDDER** may be deemed unresponsive and not read publicly. In submission of the **BID, BIDDER** represents, that they have examined the site and locality where the **Work** is to be performed, the legal requirements (Federal, State and Local Laws, Ordinances, Rules and Regulations) and the conditions affecting cost, progress or performance of the **Work** and has made such independent investigations as **BIDDER** deems necessary.

In submission of the **BID, BIDDER** represents, that this **BID** is genuine and not made in the interest of or on behalf of any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation. The **BIDDER** represents that they have not directly or indirectly induced or solicited any other **BIDDER** to submit a false or sham **BID**. The **BIDDER** represents that they have not solicited or induced any person, firm or corporation to refrain from bidding and have not sought by collusion to obtain for themselves any advantage over any other **BIDDER** or over the **CITY OF FAYETTEVILLE**.

All terms used in the **BID** are defined and have the meanings assigned to them in the **General Conditions** of these **Contract Documents.**

Attached to this **BID FORM** is the required Bid Security in the form of a Corporate Bid Bond or Cashier's Check in the amount of five (5) percent of the Total Bid Amount.
Contract Completion Time and Liquidated Damages are stated in Section 0500 - Agreement between City and Contractor

TAXES

The **BIDDER** agrees that all federal, state, and local sales and use taxes are included in the stated bid prices for the work.

Signature Mark Sell Title President

INSURANCE AND BONDING REQUIREMENTS

The **BIDDER** hereby acknowledges that he/she has read and understands the performance bond, payment bond, and insurance requirements for this project as specified in the **General Conditions**. If awarded a construction contract, the **BIDDER** agrees to furnish the required bonds and insurance certificates within fifteen (15) days of the date the award is made.

Signature Mark Sell Title President

MEASUREMENT AND PAYMENT

The Bidder hereby acknowledges that he/she has read and understands Section 0900 - Description of Unit Price Schedule Items completely prior to completing this Bid Form.

Signature Mark Sell Title President

The **BIDDER** agrees to accept as full payment for the work proposed herein the amount computed under the provisions of the **Contract Documents** and based on the following unit price amounts, it being expressly understood that the unit prices are independent of the exact quantities involved. The **BIDDER** agrees that the unit prices represent a true measure of the labor and materials required to perform the work, including all allowances for overhead and profit for each type and unit of work called for in the **Contract Documents**.

BIDDER submitting this **BID** is:

[X] A Corporation, incorporated in the State of Kansas

[ ] A Partnership, consisting of the following partners, whose full names are: _____

[ ] An Individual whose full name is: _____

_____
General Contractor (Firm Name)

BY _____
Signature

ATTEST _____
Signature

Mark Sell President
Printed Name & Title

Misty Harris Corporate Secretary
Printed Name & Title

[CORPORATE SEAL]

11-21-14
Date

501 S. EAST AVE
Address

PO Box 350

620-429-1410
Telephone Number

Columbus, KS
City State

620-429-2977
Fax Number

0061301114
Contractor's License Number

dhill@heavycontractors.com
email address

SECTION 0310 – BID FORM
FAYETTEVILLE, ARKANSAS
PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES
PRICES BID AND APPROXIMATE QUANTITIES

Item	Description	Estimated Quantity	Unit	Total
1	General Construction	1	LS	$ 800,000.00
2	Concrete Surface Repair	2,700	SF	$ 162,000.00
3	Performance and Payment Bond	1	LS	$ 10,000.00
			UNOFFICIAL BID TOTAL	$ 972,000.00

The BIDDER'S total above, inclusive of all labor, materials and equipment is his total bid based on his unit prices and the estimated quantities. This figure is for information only at the time of opening bids. The OWNER will prepare the bid tabulation from the unit prices bid. If there is an error in the total by the BIDDER, it shall be revised as only the unit prices shall govern.

Bid Item 1 – represents the full compensation for all construction work as described in the Contract Documents, including civil, structural, mechanical, electrical, instrumentation, heating and ventilation work associated with Ozone Disinfection Facilities, excluding Bid Items 2 and 3.

Bid Item 2 – represents the full compensation for concrete surface repair as shown and specified and as ordered by the Engineer and not specifically included under other items.

Bid Item 3 – represents the full Statutory Performance and Payment Bond amount for the project. Bidder's attention is directed to Section 0600 – Arkansas Statutory Performance and Payment Bond

SECTION 0311

BIDDER'S STATEMENT OF SUBCONTRACTORS

The undersigned **BIDDER** proposes and agrees, if this **BID** is accepted, to use the following proposed subcontractors on this **Work**:

NAME	BUSINESS ADDRESS	WORK TO BE PERFORMED
1. Oil Capitol Electric	Tontitown, AR	Electrician
2. Delta Structural	Conroe, TX	Concrete Repair
3. American Air	Springdale, AR	HVAC
4.		
5.		
6.		

The undersigned **BIDDER** agrees that the work will be supervised by the General Contractor Superintendent assigned to the project. The General Contractor Superintendent shall be onsite during the execution of the **Work**.

Date: 11-21-14

Signature: Mark Sell

Title: President

SECTION 0212

SUPPLEMENTAL INFORMATION FOR BIDDERS

1. BIDDER'S FORMS

The BIDDER'S attention is called to the following additional forms which shall be filled out and submitted with the BID:

- Section 0310 – Bid Form (signatures required on Page 3 and Page 4)
- Section 0311 – Bidder's Statement of Subcontractors
- Section 0312 – Bid Bond
- Section 0420 – Statement of Bidder's Qualifications
- Section 0660 – Contractor's Act of Assurance Form

END OF SECTION 0212

SECTION 0660

CONTRACTOR'S ACT OF ASSURANCE FORM

As the authorized representative of the individual, incorporation, or corporation (hereinafter referred to as the company) bidding on or participating in the project, I certify that I have read and understand the requirements of the General and/or Supplemental Conditions and that the principles, agents and employees of the company will comply with these requirements including all relevant statutes and regulations issued pursuant thereto. I further certify as the authorized agent of the company that:

EQUAL OPPORTUNITY I will comply with all requirements of 41 CFR Chapter 60 and Executive Orders 11246 and 11375, including inclusion of all required equal opportunity clauses in each sub-contract awarded in excess of $10,000 and I will furnish a similar statement from each proposed subcontractor, when appropriate. I will also comply with all Equal Employment Opportunity requirements as defined by Section 504 of the Rehabilitation Act of 1973; the Age Discrimination Act of 1975; and Section 13 of the Federal Water Pollution Control Act Amendments of 1972 regarding sex discrimination.

NONSEGREGATED FACILITIES The company that I represent does not and will not maintain any facilities provided for its employees in a segregated manner, or permit its employees to perform their services at any location under company control where segregated facilities are maintained; and that the company will obtain a similar certification prior to the award of any subcontract exceeding $10,000 which is not exempt from the equal opportunity clause.

LABOR STANDARDS I will comply with the Labor Standards Provisions contained in the Contract Documents and furnish weekly payrolls and certifications as may be required by the City of Fayetteville to affirm compliance. I will also require that weekly payrolls be submitted to the City of Fayetteville for all subcontracts in excess of $2,000.

OSHA REQUIREMENTS I will comply with the Department of Labor Safety and Health Regulations promulgated under Section 107 of the Contract Work Hours and Safety Standard Act (40 U.S.C. 327-333) in the performance of the contract.

PROCUREMENT PROHIBITIONS As required by Executive Order 11738, Section 306 of the Clean Air Act and Section 508 of the Clean Water Act, I certify that I will not procure goods and services from persons who have been convicted of violations of either law if the goods or services are to be produced by the facility that gave rise to the violation.

DEBARMENT AND SUSPENSION I certify that to the best of my knowledge and belief that the company that I represent and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

(b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification regarding debarment and suspension may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine. I further certify that I will obtain a similar certification for each subcontract awarded in excess of $25,000.

AUTHORIZED REPRESENTATIVE

COMPANY NAME: Crossland Heavy Contractors

SIGNATURE: _____ DATE: 11-21-14

PRINTED NAME: Mark Sell TITLE: President

END OF SECTION 0660

SECTION 0420

STATEMENT OF BIDDER'S QUALIFICATIONS

All requests must be addressed in writing and the data given must be clear and comprehensive. This statement must be notarized. If necessary, questions may be answered on separate attached sheets. The BIDDER may submit any additional information he/she desires.

For a Contractor to be considered as Commercially Proven, the Contractor must satisfy all insurance, financial, and bonding requirements of the City of Fayetteville, and must have had at least **5 (five) years active experience under the current Contractor name** in the installation of the product bid, including experience with construction and installation of equipment at municipal wastewater treatment plants. The Contractor shall have executed work for municipalities operating water/sewer facilities with a **minimum of three (3) projects exceeding three hundred thousand dollars ($300,000)**. Work for developers will not be considered as permissible work experience. Acceptable documentation of these minimum installations must be submitted to the City of Fayetteville at the time of bid.

A. REQUESTS REGARDING BIDDER -see attached

1. Name of Bidder.
2. Permanent main office address.
3. When organized.
4. If a corporation, where incorporated.
5. How many years have you been engaged in the contracting business under your present firm or trade name?
6. Contracts on hand: (Schedule these, showing amount of each contract and the anticipated dates of completion.)
7. General character of work performed by your company.
8. Have you ever failed to complete any work awarded to you. (If so, where and why?)
9. Have you ever defaulted on a contract ? (If so, where and why?)
10. List similar projects of the size and magnitude of this Project which were completed by your company, stating the cost for each and the month and year completed. Include the entity for which the work was performed with names, titles, and phone numbers.
11. Background and experience of field personnel currently employed by your organization who will perform the work.
12. Background and experience of the principal members (officers) of your organization. Include president, vice president, secretary, treasurer, etc.
13. Will you, upon request, fill out a detailed financial statement and furnish any other information that may be required by the City of Fayetteville.

STATEMENT OF BIDDER'S QUALIFICATIONS

1. Name of Bidder:
   Crossland Heavy Contractors, Inc.

2. Permanent main office address:
   PO Box 350, 501 S. East Avenue, Columbus, KS 66725

3. When organized:
   April 1993

4. If a corporation, where incorporated:
   Kansas

5. How many years have you been engaged in the contracting business under your present trade name?
   21 years

6. Contracts on hand: (Schedule these, showing amount of each contract and the appropriate anticipated dates of completion.)
   See attached Listing

7. General character of work performed by your company:
   Water & Wastewater Treatment Plants, Lift & Pump Stations, Water & Sewer Lines, Storm Drainage, Earthwork, Concrete, Bridge, Roads

8. Have you ever failed to complete any work awarded to you?
   No

9. Have you ever defaulted on a contract?
   No

10. List similar projects recently completed by your company.
    See attached listing

11. Background and experience of field personnell currently employed by your organization who will perform the work
    See attached listing

12. Background and experience of the principal members (officers) of your organization. Include president, vice president, secretary, treasurer, etc.
    See attached listing

13. Will you, upon request, fill out a detailed financila statement and furnish any other information that may be required by the City of Fayetteville.
    Yes

PROJECT	CONTRACT AMOUNT	EXPECTED COMPLETION
Broken Arrow Water Treatment Plant	$57,792,270.45	12/14
Five Mile Creek Wastewater Treatment Plant	$5,355,200.00	12/14
Hedge Lane Pump Station	$21,280,000.00	02/16
Monett Water Treatment Plant	$11,365,000.00	02/15
Grove WTP Improvements	$7,881,000.00	12/14
Joe Creek 61st Street	$4,264,287.00	12/14
AB Jewell Pump Replacement	$2,249,350.00	12/14
Willowood Channel Improvement	$3,132,600.00	12/14
Locust Grove WWTP	$2,635,200.00	01/15
Tyson Data Center	$14,324,555.75	07/15
56th ST Waterline	$2,097,790.00	8/15
Cherryvale Pump Station Modification	$502,350.00	06/15
City of Olathe Membrane	$1,883,998.00	6/15
DL Smith WWTP Final Clarifier	$793,062.00	4/16
Bonner Springs Back Wash	$499,900.00	3/15
Perkins Road Booster Pump Station	$1,228,000.00	12/14
AB Jewell Chlorine Gas Feed	$526,300.00	02/15
Maxwell Park	$321,070.00	02/15
Non Arterial Street Rehab Zone 2065C	$5,464,000.00	06/15
WPC 14-3 Southslope WPC Equipment Replacement	$948,900.00	05/15
Precast Modular Wall @ South Yale	$334,504.00	01/15
Rehab & Reconstruct Mingo Road, 31st to 41st	$2,949,000.00	06/15
8" Waterline Installation & 6" Replacement	$875,507.58	02/15
Grimes Heights & Unsewered Area Phase II	$444,266.70	02/15
St Francis Spline Wall	$84,782.00	09/15
Ochelata WWTP Improvements	$1,672,000.00	08/15
Fox Lake Trail	$522,254.80	12/14
Stillwater WWTP Headworks Improvements	$1,374,000.00	06/15
Southside WWTP Anaerobic Digester Odor Control Improvements	$3,051,756.00	07/15
AB Jewel HSPS Contract 7	$2,006,647.00	9/15
SSWWTP Gas Digester Imp	$2,324,000.00	11/15

10. Similar projects recently completed

Owner	Project Description	Location	Contract Amount	Completion Date	Engineer
City of Broken Arrow 1700 W Detroit Broken Arrow, OK 74013 918-259-8429	Broken Arrow Water Treatment Plant addition to replace existing plant - new membrane building, pretreatment basin, presedimentation basin, high service pump building	Broken Arrow, OK	$57,792,270.45	06/14	HDR 17111 Preston Road, Ste 200 Dallas, TX 75248 972-960-4400
City of Fort Smith 3900 Kelley Highway Fort Smith, AR 72904 479-784-2231	Lake Fort Smith Water Treatment Plant: Contract No. 3 40 MGD water treatment plant improvements	Mountainburg, AR	$31,804,043.00	03/12	Burns & McDonnell 9400 Ward Parkway Kansas City, MO 64114 816-822-3218
Cedarville Public Schools 9530 Pirates Point Cedarville, AR 72932 479-474-7220	Cedarville Wastewater Treatment Plant Cedarville Schools sewer plant and sewer line, sanitary collection system and treatment plant	Cedarville, AR	$1,515,736.00	04/13	McClelland Consulting Engineers 1810 N College, PO Box 1229 Fayetteville, AR 72702 479-443-2377

Ryan Adler

Project Manager

Name of Firm:	**Crossland Heavy Contractors, Inc.**
Project Assignment:	**Project Manager**
Years of Experience:	**5 Years**
Education:	**Bachelor of Science in Technology Construction Management, Pittsburg State University**
Certifications:	**Associate Constructor (AC), Trenching & Excavation, Rigging, Signaling, Forklift, OSHA 30 Hour, Concrete Field Testing Technician Grade 1**

Description of Duties

As Project Manager, Ryan is responsible for delivery of a construction job from its conception until the job is complete. He works with the owner to provide and ensure performance and delivery criteria are to the owner's satisfaction. He is responsible for securing all necessary documentation before, during, and after a job. He works with the superintendent to ensure that planning, scheduling, job operations, quality control, safety, and professionalism are maintained on the job-site.

Work History

Broken Arrow Water Supply Improvements $57M
City of Broken Arrow

Lake Ft. Smith Water Treatment Plant 10 MGD Upgrade $31M
City of Fort Smith

Daniel Becker

Superintendent

Name of Firm:	**Crossland Heavy Contractors, Inc.**
Project Assignment:	**Superintendent**
Years of Experience:	**22 Years**
Certifications:	**Rigging, Signaling, Confined Space, Trench Excavation Safety, Heart Saver CPR, & Forklift Certified**

Description of Duties

As Project Superintendent, Daniel is ultimately responsible for all project site operations, material deliveries, subcontractor coordination and project schedule maintenance. He works closely with the Project Manager on tracking project costs and maintaining the project budget.

Work History

Cedarville Public Schools Wastewater collection and treatment system. 1.2 MGD $1.5m
Cedarville Public Schools

Springdale Head works Improvements..... $4.9m
Springdale Water Utilities

Stillwater Chemical Feed Building..... $232,454
City of Stillwater

City of Tulsa Non-Arterial 6100 ..... $2.7m
City of Tulsa

Lake Ft. Smith Water Treatment Plant..... $31m
City of Fort Smith

12. KEY PERSONNEL EXPERIENCE HISTORY

Mark Sell
President
Bachelor of Science in Construction Science, Kansas State University

Peter Kiewit Sons, Inc. Omaha, NE (1982 – 1993)

Work history included numerous road & bridge projects throughout the Midwest. River intake pump station, sheet pile river weir across the Kansas River. Subway renovation and light commuter rail projects in Chicago. Lock & Dam #16 renovation in Muscatine Iowa.

Crossland Heavy Contractors, Columbus, KS (1993 – Present)

Started Crossland Heavy Contractors to pursue civil oriented projects including bridge work, water & wastewater treatment facilities, site utilities and pipe work.

Mike Kirk
Vice President
Crossland Heavy Contractors, Columbus, KS (1993 – Present)

Started working in the construction industry in 1977. Began with Crossland Heavy as a superintendent, was promoted to project manager, and was most recently promoted to vice president and division manager. Strength and knowledge of the industry have allowed multiple job completions on time and on budget.

Chris Walters
Corporate Treasurer
Bachelor of Science in Construction Management Technology, Oklahoma State University

Crossland Heavy Contractors, Columbus, KS (2005 – Present)

Worked as a project engineer for one year and then promoted to project manager, managing large projects and helping estimate projects. Promoted to Division Manager in 2014 to oversee the Tulsa/Oklahoma City operations

Misty Harris
Corporate Secretary
Bachelor of Science in Business Administration, Finance, Pittsburg State University

Exchange State Bank, Columbus, KS (1999 – 2001)

Work experience included acting as teller, financial services representative, and loan administrator

American Building Centers, Columbus, KS (2001 – 2004)

Work Experience included all accounting and serving customers at front counter

Crossland Heavy Contractors, Columbus, KS (2005 – Present)

Work experience includes accounting aspects including accounts payable and accounts receivable

14. If subcontractor is to be used for this contract, state the percentage of work anticipated to be completed by subcontractor. If subcontractor is to perform work, a separate Statement of Bidder's Qualifications regarding subcontractor and the method used by the subcontractor. Refer to Section 0100 & Section 0311.

Submit this Statement of Bidders Qualifications to the Engineer. Qualifications shall be submitted in a separate sealed envelope at the date and time listed on the Bid Proposal.

Crossland Heavy Contractors
(Name of Bidder)

By: Mark Sell

Title: President

END OF SECTION 0420

SECTION 0312

BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned, Crossland Heavy Contractors, Inc. as Principal, and Fidelity and Deposit Company of Maryland as Surety, are hereby held and firmly bound unto the City of Fayetteville in the penal sum of Five Percent of Amount Bid (5%) for payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, successors and assigns.

The Condition of the above obligation is such that whereas the Principal has submitted to the City of Fayetteville a certain BID, attached hereto and hereby made a part hereof to enter into a contract in writing, for Project **PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES**

NOW, THEREFORE,

(a) If said BID shall be rejected, or

(b) If said BID shall be accepted and the Principal shall execute and deliver a contract in the Form of Contract attached hereto (properly completed in accordance with said BID) and shall furnish a BOND for his faithful performance of said contract, and for the payment of all persons performing labor or furnishing materials in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said BID, then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the penal amount of this obligation as herein stated.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers, the day and year first set forth above.

Signed, this 21st day of November, 2014.

Crossland Heavy Contractors, Inc.
PO Box 350, Columbus, KS 66725

Mark Setl President

(Principal)

Fidelity and Deposit Company of Maryland
1400 American Lane, Tower I, 18th Floor
Schaumburg, IL 60196

(Surety)

By:
Kelly E. Wixson, Attorney-in-Fact

END OF SECTION 0312

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by **JAMES M. CARROLL, Vice President,** in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **S. Mark WILKERSON, Morgan DEWEY, Monica F. DONATELLI, Debra L. WALZ, Carolyn J. JOHNSON, Michael D. WHIPPS and Kelly E. WIXSON, all of Overland Park, Kansas, EACH** its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings,** and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 4th day of April, A.D. 2014.

ATTEST:

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: _____
Assistant Secretary
Eric D. Barnes

_____
Vice President
James M. Carroll

State of Maryland
City of Baltimore

On this 4th day of April, A.D. 2014, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **JAMES M. CARROLL, Vice President, and ERIC D. BARNES, Assistant Secretary,** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

_____
Maria D. Adamski, Notary Public
My Commission Expires: July 8, 2015

POA-F 076-0008C

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify of revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 21st day of November, 2014.

Thomas O. McClellan, Vice President

SECTION 0310

BID FORM

LOCATION: **CITY OF FAYETTEVILLE, ROOM 306**
113 W. MOUNTAIN
FAYETTEVILLE, AR 72701
DATE: **November 21, 2014 at 2:00 p.m. LOCAL TIME**

Proposal of: VEI General Contractors, Inc.

Address: 202 East 39th Street

Russellville, AR 72802

Bid For: **PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES**

Bid Submitted to:

The City of Fayetteville
Andrea Foren, Purchasing Agent – Room 306
113 W. Mountain
Fayetteville, AR 72701

BIDDER will complete the **Work** for the lump sum and unit prices listed in the **Bid Form**.

The undersigned **BIDDER** proposes and agrees, if this Bid is accepted, to enter into an **Agreement** with **CITY OF FAYETTEVILLE** in the form included in these **Contract Documents** to complete all **Work** as specified or indicated in the **Contract Documents** for the **Contract Price** and within the **Contract Time** indicated in these **Contract Documents. BIDDER** accepts the provisions of the **Agreement** as to **Liquidated Damages** in the event of failure to complete the **Work** in the Contract Time specified.

BIDDER accepts all of the terms and conditions of the **Information for Bidders**, including without limitation those dealing with the disposition of **BID SECURITY**. This **Bid** will remain open for sixty (60) days after the day of **Bid Opening**. **BIDDER** will sign the **Agreement** required by these **Contract Documents** within ten (10) days after the date of **CITY OF FAYETTEVILLE'S Notice of Award**.

In submission of this **BID, BIDDER** represents, as more fully set forth in the **Agreement**, that **BIDDER HAS EXAMINED ALL CONTRACT DOCUMENTS** (including but not limited to **Invitation to Bid, Information for Bidders, and Supplemental Information for Bidders**) and the following **ADDENDA:** #1 dated 11/12/14
#2 dated 11/18/14

Failure to list all necessary Agenda issued by the **CITY OF FAYETTEVILLE** or the **ENGINEER** could mean the **BID** submitted by the **BIDDER** may be deemed unresponsive and not read publicly. In submission of the **BID, BIDDER** represents, that they have examined the site and locality where the **Work** is to be performed, the legal requirements (Federal, State and Local Laws, Ordinances, Rules and Regulations) and the conditions affecting cost, progress or performance of the **Work** and has made such independent investigations as **BIDDER** deems necessary.

In submission of the **BID, BIDDER** represents, that this **BID** is genuine and not made in the interest of or on behalf of any undisclosed person, firm or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation. The **BIDDER** represents that they have not directly or indirectly induced or solicited any other **BIDDER** to submit a false or sham **BID**. The **BIDDER** represents that they have not solicited or induced any person, firm or corporation to refrain from bidding and have not sought by collusion to obtain for themselves any advantage over any other **BIDDER** or over the **CITY OF FAYETTEVILLE**.

All terms used in the **BID** are defined and have the meanings assigned to them in the **General Conditions** of these **Contract Documents.**

Attached to this **BID FORM** is the required Bid Security in the form of a Corporate Bid Bond or Cashier's Check in the amount of five (5) percent of the Total Bid Amount.
Contract Completion Time and Liquidated Damages are stated in Section 0500 - Agreement between City and Contractor

TAXES

The **BIDDER** agrees that all federal, state, and local sales and use taxes are included in the stated bid prices for the work.

Signature _____ Title Vice President

INSURANCE AND BONDING REQUIREMENTS

The **BIDDER** hereby acknowledges that he/she has read and understands the performance bond, payment bond, and insurance requirements for this project as specified in the **General Conditions**. If awarded a construction contract, the **BIDDER** agrees to furnish the required bonds and insurance certificates within fifteen (15) days of the date the award is made.

Signature _____ Title Vice President

MEASUREMENT AND PAYMENT

The Bidder hereby acknowledges that he/she has read and understands Section 0900 - Description of Unit Price Schedule Items completely prior to completing this Bid Form.

Signature _____ Title Vice President

The **BIDDER** agrees to accept as full payment for the work proposed herein the amount computed under the provisions of the **Contract Documents** and based on the following unit price amounts, it being expressly understood that the unit prices are independent of the exact quantities involved. The **BIDDER** agrees that the unit prices represent a true measure of the labor and materials required to perform the work, including all allowances for overhead and profit for each type and unit of work called for in the **Contract Documents**.

BIDDER submitting this **BID** is:

[X] A Corporation, incorporated in the State of Arkansas

[ ] A Partnership, consisting of the following partners, whose full names are: _____

_____

_____

[ ] An Individual whose full name is: _____

VEI General Contractors, Inc.
General Contractor (Firm Name)

BY _____
Signature

ATTEST _____
Signature

Kelly Freeman / Vice President
Printed Name & Title

Teresa McEntyre / Project Coordinator
Printed Name & Title

[CORPORATE SEAL]

November 21, 2014
Date

202 East 39th Street
Address

(479) 968-5060
Telephone Number

Russellville Arkansas
City State

(479) 968-4575
Fax Number

0007810415
Contractor's License Number

krf@veigc.com
email address

SECTION 0310 – BID FORM
FAYETTEVILLE, ARKANSAS
PAUL R. NOLAND WWTP – OZONE DISINFECTION FACILITIES
PRICES BID AND APPROXIMATE QUANTITIES

Item	Description	Estimated Quantity	Unit	Total
1	General Construction	1	LS	$ 895,000.00
2	Concrete Surface Repair	2,700	SF	$ 132,000.00
3	Performance and Payment Bond	1	LS	$ 12,000.00
			UNOFFICIAL BID TOTAL	$ 1,039,000.00

The BIDDER'S total above, inclusive of all labor, materials and equipment is his total bid based on his unit prices and the estimated quantities. This figure is for information only at the time of opening bids. The OWNER will prepare the bid tabulation from the unit prices bid. If there is an error in the total by the BIDDER, it shall be revised as only the unit prices shall govern.

Bid Item 1 – represents the full compensation for all construction work as described in the Contract Documents, including civil, structural, mechanical, electrical, instrumentation, heating and ventilation work associated with Ozone Disinfection Facilities, excluding Bid Items 2 and 3.

Bid Item 2 – represents the full compensation for concrete surface repair as shown and specified and as ordered by the Engineer and not specifically included under other items.

Bid Item 3 – represents the full Statutory Performance and Payment Bond amount for the project. Bidder's attention is directed to Section 0600 – Arkansas Statutory Performance and Payment Bond

SECTION 0311

BIDDER'S STATEMENT OF SUBCONTRACTORS

The undersigned **BIDDER** proposes and agrees, if this **BID** is accepted, to use the following proposed subcontractors on this **Work**:

NAME	BUSINESS ADDRESS	WORK TO BE PERFORMED
1. Multicraft Contractors	Springdale, AR	HVAC
2. AMP Control, INC.	Fortsmith AR	ELECTRICAL
3.		
4.		
5.		
6.		

The undersigned **BIDDER** agrees that the work will be supervised by the General Contractor Superintendent assigned to the project. The General Contractor Superintendent shall be onsite during the execution of the **Work**.

Date: November 21, 2014

Signature _____ Title Vice President

SECTION 0660

CONTRACTOR'S ACT OF ASSURANCE FORM

As the authorized representative of the individual, incorporation, or corporation (hereinafter referred to as the company) bidding on or participating in the project, I certify that I have read and understand the requirements of the General and/or Supplemental Conditions and that the principles, agents and employees of the company will comply with these requirements including all relevant statutes and regulations issued pursuant thereto. I further certify as the authorized agent of the company that:

EQUAL OPPORTUNITY I will comply with all requirements of 41 CFR Chapter 60 and Executive Orders 11246 and 11375, including inclusion of all required equal opportunity clauses in each sub-contract awarded in excess of $10,000 and I will furnish a similar statement from each proposed subcontractor, when appropriate. I will also comply with all Equal Employment Opportunity requirements as defined by Section 504 of the Rehabilitation Act of 1973; the Age Discrimination Act of 1975; and Section 13 of the Federal Water Pollution Control Act Amendments of 1972 regarding sex discrimination.

NONSEGREGATED FACILITIES The company that I represent does not and will not maintain any facilities provided for its employees in a segregated manner, or permit its employees to perform their services at any location under company control where segregated facilities are maintained; and that the company will obtain a similar certification prior to the award of any subcontract exceeding $10,000 which is not exempt from the equal opportunity clause.

LABOR STANDARDS I will comply with the Labor Standards Provisions contained in the Contract Documents and furnish weekly payrolls and certifications as may be required by the City of Fayetteville to affirm compliance. I will also require that weekly payrolls be submitted to the City of Fayetteville for all subcontracts in excess of $2,000.

OSHA REQUIREMENTS I will comply with the Department of Labor Safety and Health Regulations promulgated under Section 107 of the Contract Work Hours and Safety Standard Act (40 U.S.C. 327-333) in the performance of the contract.

PROCUREMENT PROHIBITIONS As required by Executive Order 11738, Section 306 of the Clean Air Act and Section 508 of the Clean Water Act, I certify that I will not procure goods and services from persons who have been convicted of violations of either law if the goods or services are to be produced by the facility that gave rise to the violation.

DEBARMENT AND SUSPENSION I certify that to the best of my knowledge and belief that the company that I represent and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

(b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification regarding debarment and suspension may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine. I further certify that I will obtain a similar certification for each subcontract awarded in excess of $25,000.

AUTHORIZED REPRESENTATIVE

COMPANY NAME: V/E1 GENERAL Contractors, INC

SIGNATURE: _____ DATE: 11/21/2014

PRINTED NAME: DANIEL FREEMAN TITLE: VICE-PRESIDENT

END OF SECTION 0660

THE AMERICAN INSTITUTE OF ARCHITECTS

AIA Document A310

Bid Bond

KNOW ALL MEN BY THESE PRESENTS, that we (Here insert full name and address or legal title of Contractor)

VEI General Contractors Inc.
P.O. Box 1032, Russellville, Arkansas 72811

as Principal, hereinafter called the Principal, and
Travelers Casualty and Surety Company of America (Here insert full name and address or legal title of Surety)
One Tower Square, Hartford, Connecticut 06183

a corporation duly organized under the laws of the State of Connecticut
as Surety, hereinafter called the Surety, are held and firmly bound unto
City of Fayetteville, Arkansas (Here insert full name and address or legal title of Owner)
113 W. Mountain Street, Fayetteville, Arkansas 72701

as Obligee, hereinafter called the Obligee, in the sum of

Five Percent (5%) of the Amount Bid---------- Dollars (5%),

for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for (Here insert full name, address and description of project)

Noland Plant Ozone Disinfection System 1445

NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this 21st day of November, 2014

Teresa A. McEntyre
(Witness)

TERESA A MCENTYRE
Notary Public
YELL COUNTY, ARKANSAS
My Commission Expires 3-13-2018
Commission # 12364937

Sylvia A. Young
(Witness)

VEI General Contractors Inc.
(Principal) (Seal)
vice president
(Title)

Travelers Casualty and Surety Company of America
(Surety) (Seal)
Sherese D. Escovedo
Sherese D. Escovedo (Title) Attorney-In-Fact

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

TRAVELERS

POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company
St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 227883

Certificate No. 005872646

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Michael Halter, Sylvia A. Young, Carolyn Hunter, Sherese D. Escovedo, Jean L. Gramling, Michael Weatherford, Jeremy M. Cox, Jody Lensing, Brian A. Boyd, Miki J. Rogers, and J. Alan Rogers

of the City of Little Rock, State of Arkansas, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 16th day of April, 2014.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company
St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

State of Connecticut
City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the 16th day of April, 2014, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2016.

Marie C. Tetreault, Notary Public

58440-8-12 Printed in U.S.A.

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 21st day of November, 20 14

Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

VEI General Contractors

P.O. Box 1032 (72811)
202 East 39th Street
Russellville, Arkansas 72802

Statement of Bidders Qualifications

@ actual envelope not scanned or opened 11/21/14 HB

City of Fayetteville, Arkansas - Budget Adjustment Form (Legistar)

Budget Year	Division:	Wastewater Treatment Plant	Adjustment Number
2014	Dept.:	Utilities	
	Requestor:	Cheryl Partain	

BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:

A BA is needed in the UV Disinfection System Replacement Project to construct the ozone disinfection system at the Noland Wasterwater Plant. The budgeted monies that is being moved into the UV Disinfection System Replacement Project from the different projects are cost saving within those projects that have been completed.

COUNCIL DATE: 12/16/2014

LEGISTAR FILE ID#: **2014-0545**

Barbara Fell
12/1/2014 7:35 AM

Budget Director Date

TYPE:

DESCRIPTION:

GLDATE:

POSTED: /

RESOLUTION/ORDINANCE

v.20140829

	Increase / (Decrease)		Project.Sub#			
Account Number	Expense	Revenue	Project	Sub	AT	Account Name
TOTAL	-	-				
5400.5800.5801.00	953,711	-	10008	1	EX	Fixed Assets
5400.5800.5301.00	(730)	-	10008	1	EX	Public Notification
5400.5800.5818.00	(377,175)	-	10008	1	EX	Wastewater Treatment Plant Improveme
5400.5600.5314.04	(3,576)	-	04020	1	EX	Engineering Contra Servs
5400.5600.5808.00	(63,198)	-	04020	1	EX	Water Line Improvements
5400.5600.5314.00	(38,857)	-	04036	1	EX	Professional Services
5400.5600.5315.00	(51,830)	-	04036	1	EX	Contract Services
5400.5600.5314.00	(25,895)	-	08072	1101	EX	Professional Services
5400.5600.5314.00	(54,502)	-	08072	1102	EX	Professional Services
5400.5600.5808.00	(128,181)	-	08072	1102	EX	Water Line Improvements
5400.5700.5315.00	(165)	-	10020	1001	EX	Contract Services
5400.5700.5315.00	(88,214)	-	10020	1002	EX	Contract Services
5400.5800.5818.00	(121,388)	-	13018	1	EX	Wastewater Treatment Plant Improveme
	-	-				
	-	-				

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0551

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: A. 5

A RESOLUTION TO AWARD BID #14-64 TO EVANS ENTERPRISES, INC. TO REBUILD FOUR (4) MOTORS AND TO PURCHASE FOUR (4) VARIABLE FREQUENCY DRIVES AND LOAD REACTORS FOR THE NOLAND WASTEWATER TREATMENT PLANT IN THE AMOUNT OF $42,341.74 PLUS APPLICABLE TAXES

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby awards Bid #14-64 to Evans Enterprises, Inc. to rebuild four (4) motors and to purchase four (4) variable frequency drives and load reactors for the Noland Wastewater Treatment Plant in the amount of $42,341.74 plus applicable taxes.

City of Fayetteville Staff Review Form

2014-0551

Legistar File ID

12/16/2014

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

Billy Ammons	11/24/2014	Wastewater Treatment Plant / Utilities Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff recommends approval of Bid 14-64 with Evans Enterprises, Inc. to rebuild four (4) motors and to purchase four (4) variable frequency drives and load reactors for the Noland WWTP for $42,341.74 plus $4,128.32 tax, totaling $46,470.06.

Budget Impact:

5400.5800.5801.00, 5400.5800.5414.00	Water/Sewer
Account Number	Fund
02069.1	Plants Pumps and Equipment - WWTP
Project Number	Project Title

Budgeted Item?	Yes	Current Budget	$	267,206.00
		Funds Obligated	$	81,042.00
		Current Balance	$	186,164.00
Does item have a cost?	Yes	Item Cost	$	46,470.06
Budget Adjustment Attached?	No	Budget Adjustment	$	-
		Remaining Budget	$	139,693.94

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF Fayetteville ARKANSAS

STAFF MEMO

MEETING OF DECEMBER 16, 2014

TO: Mayor and Fayetteville City Council

THRU: Don Marr, Chief of Staff
Water & Sewer Committee
Tim Nyander, Interim Utility Director

FROM: Billy Ammons, Wastewater Treatment

DATE: November 24, 2014

SUBJECT: Approval of Bid 14-64 with Evans Enterprises, Inc. to rebuild four (4) motors and to purchase four (4) variable frequency drives (VFDs) and load reactors for the Noland Wastewater Treatment Plant (WWTP) for $46,470.06.

RECOMMENDATION:
Fayetteville Staff recommends approval of Bid 14-64 with Evans Enterprises, Inc. to rebuild four (4) motors and to purchase four (4) VFDs and load reactors for the Noland WWTP for $42,341.74 plus $4,128.32 tax, totaling $46,470.06.

BACKGROUND:
The Noland WWTP uses a biological nutrient removal system to treat the City's wastewater. Each of the two basins uses a series of six mixers and eight large mechanical aerators to provide the mixing and necessary oxygen for the microorganisms to treat the wastewater. The existing motors and control centers (circa 1988) are worn out, frequently in need of repair, and have exceeded their life expectancy. Rebuilding these motors is significantly more cost effective than replacing them with new units. Installing VFDs to replace the outdated electrical contactors enhances the biological treatment process and is more sustainable. As they adapt to the constantly changing influent loading, VFDs increase or decrease motor speeds to supply the appropriate level of oxygen thus minimizing excess electrical use.

DISCUSSION:
The City received one bid on November 19, 2014 to rebuild four (4) aerator motors, purchase four (4) VFDs and load reactors. Evans Enterprises, Inc. submitted the only bid and it meets specifications.

Bidder	Bid
Evans Enterprises, Inc.	$42,341.74

BUDGET/STAFF IMPACT:
Funds are available in the Wastewater Treatment Plant CIP – Plant Pumps and Equipment.

ATTACHMENTS:
Staff Review Form
Purchase Order
Bid 14-64 Tabulation
Bid Submittals

City of Fayetteville - Purchase Order Request (PO)

(Not a Purchase Order)

All PO Requests shall be scanned to the Purchasing e-mail: Purchasing@fayetteville-ar.gov.
Purchase shall not be made until an actual PO has been issued.

Requisition No.:

Date: **11/24/2014**

P.O Number:

Vendor #: **4090**

Vendor Name: **Evans Enterprises, Inc.**

Mail ☐ Yes ☐ No

Legistar#: 2014-0551

Address: **2001 N 13th St**

FOB Point: **Noland WWTP**

Taxable ☑ Yes ☐ No

Expected Delivery Date:

City: **Rogers**

State: **AR**

Zip Code: **72756**

Ship to code: **72701**

Quotes Attached ☑ Yes ☐ No

Requester: Billy Ammons

Requester's Employee #: **OMI**

Extension: **479-443-3292**

Item	Description	Quantity	Unit of Issue	Unit Cost	Extended Cost	Account Number	Project.Sub#	Inventory #	Fixed Asset #
1	**Per Bid#14-64 Rebuild and rewind Baldor Reliance 100 HP, 1200 RPM, 480 V, 3 Phase, 124 Amp, 445T Frame, TEFC, F1 mounting motor.**	**2**	**EA**	**6,731.55**	**$13,463.10**	**5400.5800.5414.00**	**02069.1**		
2	**Rebuild and rewind Baldor Reliance, 50 HP, 1200 RPM, 480 volt, 3 phase, 66 Amp, 405T frame, TEFC, F2 mounting motor.**	**2**	**EA**	**4,461.70**	**$8,923.40**	**5400.5800.5414.00**	**02069.1**		
3	**Variable Frequency Drive, make ABB model ACS550-U1-157A-4 Asset #6298**	**1**	**EA**	**6,216.00**	**$6,216.00**	**5400.5800.5801.00**	**02069.1**		**#6298**
4	**Variable Frequency Drive, make ABB model ACS550-U1-097A-4**	**3**	**EA**	**3,433.08**	**$10,299.24**	**5400.5800.5414.00**	**02069.1**		
5	**Load bank reactor, make Baldor model LRAC130ACB2**	**2**	**EA**	**860.00**	**$1,720.00**	**5400.5800.5414.00**	**02069.1**		
6	**Load bank reactor, make Baldor model LRAC08002**	**2**	**EA**	**860.00**	**$1,720.00**	**5400.5800.5414.00**	**02069.1**		
7					**$0.00**				
8					**$0.00**				
9					**$0.00**				
10					**$0.00**				
*	Shipping/Handling		Lot		**$0.00**				

Special Instructions:

Subtotal:	**$42,341.74**
Tax:	**$4,128.32**
Total:	**$46,470.06**

Approvals:

Mayor: _____ Department Director:_____ Purchasing Manager: _____

Chief Financial Officer: _____	Budget Director: _____	IT Director:_____
Dispatch Manager:_____	Utilities Manager:_____	Other:_____

Revised 6/18/2014

CITY OF Fayetteville ARKANSAS

City of Fayetteville, Arkansas
Purchasing Division
OFFICIAL BID TABULATION
Bid 14-64, WWTP Motor Rebuilds & New Equipment
Wednesday, November 19, 2014 at 2:00 PM

							Evans Enterprises, Inc.
SECTION A: Motor Rebuild							
Item	DESCRIPTION	QTY		PRICE EACH			EXTENDED PRICE
1	Rebuild and Rewind Baldor Reliance 100 HP, 1200 RPM, 480 V, 3 Phase, 124 Amp, 445T Frame, TEFC, F1 mounting motor.	2	x	$ 6,731.55	=	$	13,463.10
2	Rebuild and rewind Baldor Reliance, 50 HP, 1200 RPM, 480 volt, 3 phase, 66 Amp, 405T frame, TEFC, F2 mounting Motor	2	x	$ 4,461.70	=	$	8,923.40
					TOTAL BID SECTION A	**$**	**22,386.50**
SECTION B: New Equipment							
3	ABB Model ACS550-U1-157A-4 or Equal Variable Frequency Drive	1	x	$ 6,216.00	=	$	6,216.00
4	ABB Model ACS550-U1-097A-4 or Equal Variable Frequency Drive	3	x	$ 3,433.08	=	$	10,299.24
5	Model LRAC130ACB2 or Equal Load Reactor	2	x	$ 860.00	=	$	1,720.00
6	Model LRAC08002 or Equal Load Reactor	2	x	$ 860.00	=	$	1,720.00
					TOTAL BID SECTION B	**$**	**19,955.24**
					TOTAL BASE BID (SECTION A + B)	**$**	**42,341.74**

P Vice
P. Vice, Purchasing Manager

Witness

11/19/14
Date

CITY OF Fayetteville ARKANSAS

City of Fayetteville, Arkansas
Purchasing Division – Room 306
113 W. Mountain St.
Fayetteville, AR 72701
Phone: 479.575.8220
TDD (Telecommunication Device for the Deaf): 479.521.1316

INVITATION TO BID

INVITATION TO BID: Bid 14-64, WWTP Motor Rebuilds & New Equipment
DEADLINE: Wednesday, November 19, 2014 before 2:00 PM, Local Time
DELIVERY LOCATION: Room 306 – 113 W. Mountain, Fayetteville, AR 72701
PURCHASING AGENT: Andrea Foren, CPPO, CPPB, aforen@fayetteville-ar.gov
DATE OF ISSUE AND ADVERTISEMENT: Monday, October 27, 2014

INVITATION TO BID
Bid 14-64, WWTP Motor Rebuilds & New Equipment

No late bids will be accepted. Bids shall be submitted in sealed envelopes labeled with the name and address of the bidder.

All bids shall be submitted in accordance with the attached City of Fayetteville specifications and bid documents attached hereto. Each bidder is required to fill in every blank and shall supply all information requested; failure to do so may be used as basis of rejection.

The undersigned hereby offers to furnish & deliver the articles or services as specified, at the prices & terms stated herein, and in strict accordance with the specifications and general conditions of bidding, all of which are made a part of this offer. This offer is not subject to withdrawal unless upon mutual written agreement by the Proposer/Bidder and City Purchasing Manager.

Name of Firm: Evans Enterprises, Inc.

Contact Person: David Stewart Title: Plant Manager.

E-Mail: dKS@goevans.com Phone: 479-636-0721

Business Address: 2001 North 13th Street.

City: Rogers State: AR Zip: 72756

Signature: [signature] Date: 11-18-14

City of Fayetteville
Bid 14-64, WWTP Motor Rebuilds & New Equipment
Bid Form

DATE REQUIRED: Rebuild shall be completed within 90 days of purchase order being issued and new parts shall be delivered within 90 days of purchase order being issued

F.O.B. Noland Wastewater Treatment Plant, 1400 N. Fox Hunter Rd., Fayetteville, AR 72701

City of Fayetteville, Arkansas

Bid 14-64, WWTP Motor Rebuild & New Equipment

Bid #	Date Issued:	Date and Time Of Bid Opening:
14-64	Monday, October 27, 2014	Tuesday, November 18, 2014 before 2:00 PM, local time - Room 306

SECTION A: Motor Rebuild

Item	DESCRIPTION	QTY		PRICE EACH		EXTENDED PRICE
1	Rebuild and Rewind Baldor Reliance 100 HP, 1200 RPM, 480 V, 3 Phase, 124 Amp, 445T Frame, TEFC, F1 mounting motor.	1	x	$ 6731.55	=	$ 6731.55
2	Rebuild and rewind Baldor Reliance, 50 HP, 1200 RPM, 480 volt, 3 phase, 66 Amp, 405T frame, TEFC, F2 mounting Motor	2	x	$ 4461.70	=	$ 8923.40
					TOTAL BID SECTION A	$ 15,654.95

SECTION B: New Equipment

3	ABB Model ACS550-U1-157A-4 or Equal Variable Frequency Drive	3	x	$ 6216.00	=	$ 18,648.00
4	ABB Model ACS550-U1-097A-4 or Equal Variable Frequency Drive	3	x	$ 3433.08	=	$ 10,299.24
5	Model LRAC130ACB2 or Equal Load Reactor	2	x	$ 860.00	=	$ 1720.00
6	Model LRAC08002 or Equal Load Reactor	2	x	$ 860.00	=	$ 1720.00
					TOTAL BID SECTION B	$ 32,387.24
					TOTAL BASE BID (SECTION A + B)	$ 48,042.19

Bids shall be submitted on this bid form *in its entirety* AND *accompanied by descriptive literature* on the products being bid. The City intends on awarding this bid to a single vendor.

The City of Fayetteville shall be responsible for the removal of the old motors, the installation of motors after rebuild and rewind, and the installation of the variable frequency drives and load reactors. Bidder shall be responsible for motor pickup prior to rebuild services and the delivery of motors after rebuild services are complete.

BID FORM CONTINUES ON NEXT PAGE

EXECUTION OF BID -

Actual specification of any deficient item shall be noted on the bid sheet or separate attachment. If specifications of item bid differ from provided literature, deviation shall be documented and certified by the manufacturer as a regular production option.

Upon signing this Bid, the bidder certifies that:

1. He/she has read and agrees to the requirements set forth in this proposal, including specifications, terms, standard conditions, and any pertinent information regarding the articles being bid on.

2. Unless otherwise noted and explained, the unit bid and listed meets or exceeds all of these requirements as specified by The City of Fayetteville.

3. The Bidder can and will comply with all specifications and requirements for delivery, documentation and support as specified herein.

4. I, as an officer of this organization, or per the attached letter of authorization, am duly authorized to certify the information provided herein is accurate and true.

5. Bidder shall comply with all State and Federal Equal Opportunity and Non-Discrimination requirements and conditions of employment in addition to all federal, state, and local laws.

6. Bidder shall disclose any possible conflict of interest with the City of Fayetteville, including, but not limited to, any relationship with any City of Fayetteville employee. Response shall disclose if a known relationship exists between any principal or employee of your firm and any City of Fayetteville employee or elected City of Fayetteville official. If no relationship exists, this should also be stated in your response. Failure to disclose such a relationship may result in cancellation of a purchase and/or contract as a result of your response.

   ✓ 1.) NO KNOWN RELATIONSHIP EXISTS

   _____ 2.) RELATIONSHIP EXISTS (Please explain): _____

7. Bidder will perform the Work in compliance with all applicable trench safety standards set forth in Occupational Safety and Health Administration (OSHA) Part 1926 – Subpart P – Excavations.

8. As A bidder on this project, you are required to provide debarment/suspension certification indicating that you are in compliance with the below Federal Executive Order. Certification can be done by completing and signing this form.

   a. Federal Executive Order (E.O.) 12549 "Debarment and Suspension" requires that all contractors receiving individual awards, using federal funds, and all sub-recipients certify that the organization and its principals are not debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency from doing business with the Federal Government.

   b. Your signature below certifies that neither you nor your principal is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

Unsigned bids will be rejected. Items marked * are mandatory for consideration.

*NAME OF FIRM: Evans Enterprises, Inc.
Purchase Order/Payments shall be issued to this name

*D/B/A or Corporation Name _____

*BUSINESS ADDRESS: 2001 North 13th Street.

*CITY: Rogers *STATE: AR *ZIP: 72756

*PHONE: 479-636-0721 FAX: 479-636-8198

*E-MAIL: dKSTOG@goevans.com.

*BY: (PRINTED NAME) David Stewart

*AUTHORIZED SIGNATURE: David Stewart

*TITLE: Plant Manager

*DUNS NUMBER: 00-720-7517. CAGE NUMBER: _____

*TAX ID NUMBER: 73-0928881

Acknowledge Addendums:

Addendum No. 1 Dated: 10/28/14 Acknowledged by: Tuta Macdonell

Addendum No. 2 Dated: 11/4/14 Acknowledged by: Tuta Macdonell

Addendum No. 3 Dated: 11/4/14 Acknowledged by: Tuta Macdonell

4 11/17/14 Tuta Macdonell

inverter duty with the following specifications and requirements:

a. ✓ Disassemble motor and stem clean all parts
b. ✓ Rewind stator with Class H winding insulation and inverter duty spike resistant wire
c. ✓ Vacuum pressure impregnation to assist resin (Dolph's CC-1105 or equal) penetration and bake windings. If bidding resin other than Dolph's CC-1105, please indicate resin type here: _____
d. ✓ Over dip with Dolph's BC-352 resin or equal and bake the windings. If bidding resin other than Dolph's BC-352, please indicate resin type here: _____
e. ✓ Modify and properly set the internal rotor shaft tolerance to accommodate new AEGIS shaft grounding ring
f. ✓ Dynamic balancing of rotor
g. ✓ Install new bearings and bearing housings
h. ✓ Install new AEGIS shaft grounding ring and two new v-rings
i. ✓ Assemble and test motor, including vibration testing.
j. ✓ Motor shall be painted the same color as existing unit.

3.3 LINE ITEM A2: Rebuild and Rewind two Baldor Reliance, 50 Horsepower, 1200 RPM, 480 Volt, 3 Phase, 66 Amp, 405T Frame, TEFC, F2 mounting motors

3.4 The rebuild and rewind service shall convert the existing two speed motor to a single speed inverter duty with the following specifications and requirements:

a. ✓ Disassemble motor and steam clean all parts
b. ✓ Rewind stator with Class H winding insulation and inverter duty spike resistant wire
c. ✓ Vacuum pressure impregnation to assist resin (Dolph's CC-1105 or equal) penetration and bake windings. If bidding resin other than Dolph's CC-1105, please indicate resin type here: _____
d. ✓ Over dip with Dolph's BC-352 resin or equal and bake the windings. If bidding resin other than Dolph's BC-352, please indicate resin type here: _____
e. ✓ Modify and properly set the internal rotor shaft tolerance to accommodate new AEGIS shaft grounding ring
f. ✓ Dynamic balancing of rotor
g. ✓ Install new bearings and bearing housings
h. ✓ Install new AEGIS shaft grounding ring and two new v-rings
i. ✓ Assemble and test motor, including vibration testing.
j. ✓ Motors shall be painted with industrial strength enamel and shall match the existing Machine Dark Grey color with an eggshell finish. Paint color and finish shall be field verified.

4. TECHNICAL SPECIFICATIONS – SECTION B

4.1 LINE ITEM B3: Variable Frequency Drive – Quantity: 1 (one)

a. ✓ ABB Model ACS550-U1-157A-4 or approved equal. If bidding model different than specified, please notate manufacturer/model here: _____
b. ✓ 480 VAC Input Voltage

c. ✓ 3-Phase
d. ✓ Wall mount construction
e. ✓ NEMA 1 UL Type 1 Enclosure
f. ✓ Power Rating:
- Normal Duty: 75 horsepower
- Heavy Duty: 60 horsepower

g. ✓ Amperage Rating:
- Normal Duty: 97 amps
- Heavy Duty: 77 amps

h. ✓ R4 Frame size
i. ✓ Modbus RTU communication

4.2 LINE ITEM B4: Variable Frequency Drives – Quantity: 3 (three)

a. ✓ ABB Model ACS550-U1-097A-4 or approved equal. If bidding model different than specified, please notate manufacturer/model here: _____
b. ✓ 480 VAC Input Voltage
c. ✓ 3-Phase
d. ✓ Wall mount construction
e. ✓ NEMA 1 UL Type 1 enclosure
f. ✓ Power Rating:
- Normal Duty: 75 horsepower
- Heavy Duty: 60 horsepower

g. ✓ Amperage Rating:
- Normal Duty: 97 amps
- Heavy Duty: 77 amps

h. ✓ R4 Frame size
i. ✓ Modbus RTU communication

4.3 LINE ITEM B5: Load Reactor – Quantity: 2 (two)

a. ✓ Baldor load reactor model LRAC130ACB2 or approved equal. If bidding model different than specified, please notate manufacturer/model here: _____
b. ✓ 480 volt input
c. ✓ 130A input current
d. ✓ Frequency: 60 Hertz
e. ✓ Impedance: 3%
f. ✓ Inductance: 0.17mH
g. ✓ Bus Bar Terminal
h. ✓ Baldor Enclosure model LRENC-15 or approved equal. If bidding different than specified, please notate manufacturer/model here: _____

4.4 LINE ITEM B6: Load Reactor – Quantity: 2 (Two)

a. ✓ Baldor load reactor model LRAC08002 or approved equal. . If bidding model different than specified, please notate manufacturer/model here: _____
b. ✓ 480 volt input

c. ✓ 80A input current
d. ✓ Frequency: 60 Hertz
e. ✓ Impedance: 3%
f. ✓ Inductance: 0.4mH
g. ✓ Screw Terminal
h. ✓ Baldor Enclosure model LRENC-13 or approved equal. If bidding different than specified, please notate manufacturer/model here: _____

5. WARRANTY –

5.1 Warranty shall include the following at minimum. Bidder shall serve as the warranty administrator.

a. ✓ All new equipment bid shall be warranted for a minimum of one year from the date of acceptance by the City or the manufacturer's standard warranty, whichever is **greater**.
b. ✓ Warranty for the rebuilt motors shall be for a minimum of one year from the date of acceptance by the City or the manufacturer's standard warranty, whichever is **greater.**
c. ✓ Warranty for both shall include all parts, labor, and transportation to and from the location of the warranty administrator.

6. STANDARDS –

6.1 Each unit shall meet or exceed the following applicable standards.

a. ✓ Occupational Safety and Health Administration Standards (OSHA).

7. DELIVERY/DOCUMENTATION -

7.1 Equipment supplied under this specification shall remain the property of the Supplier until delivery to and acceptance by the City of Fayetteville. Deliveries for the equipment will only be accepted during normal business hours between 7:30 AM and 3:30 PM, local time, Monday through Friday, Federal holidays excluded.

7.2 All units shall be delivered FOB to the Noland Waste Water Treatment Plant located at 1400 North Fox Hunter Road, Fayetteville, AR 72701.

7.3 Delivery shall include the following documents as a minimum:

a. ✓ Manufacturer's Certificate of Origin, if available
b. ____ Dealer invoice

7.4 Unit shall be fully assembled, serviced, and ready for operation as delivered.

7.5 Physical installation of the motors, variable frequency drives and load reactors shall be the responsibility of the City of Fayetteville.

7.6 All bids shall include the following submittal information:

a. ✓ A certification of the warranty and statement of extended warranty, if any

b. ✓ A detailed list of items to be supplied under the bid
c. ✓ A detailed set of installation instructions include a contact name and phone number for technical support during the installation

8. MANUALS -

8.1 The successful bidder agrees to furnish the following list of manuals:

a. ✓ Variable Frequency Drive Manual: One (1) file copy PLUS one (1) copy for each unit purchased.
b. ✓ Load Reactor Manual: One (1) file copy PLUS one (1) copy for each unit purchased.

8.2 Payment(s) may be held until all manuals and certifications are delivered to the City of Fayetteville.

9. TRAINING:

9.1 Training described herein shall be arranged through Wastewater Operations for both operators and mechanics by a qualified instructor at a location designated and provided by the City.

a. ✓ Operator Training (Required): Shall include proper operating techniques and daily maintenance including lubrication, inspection of fluid checks and adjustments. This training shall be designed to instruct qualified machinery operators.
b. ✓ Limited Maintenance Training (Required): Shall be designed to instruct qualified mechanics in techniques and procedures that are new and unique to the new unit model supplied. Training shall consist of the following: basic servicing and lubrication procedures, diagnostics, disassembly, repair and assembly of components. Training shall consist of a classroom situation utilizing audiovisual aids where possible.

10. SUPPORT SERVICES –

10.1 Repair Parts Inventory – stock of standard repair parts for units bid must be available to the City within 24 hours of part(s) request. Parts inventory availability *shall be considered* in the purchasing decision.

10.2 Maintenance Service – Fully trained maintenance personnel shall be available for service within 24 hours of repair requests. This shall include warranty service. Availability of maintenance personnel shall be considered in the purchasing decision.

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0550

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: A. 6

A RESOLUTION TO AWARD BID #14-61 TO ROGERS IRON AND METAL FOR THE REMOVAL AND RECYCLING OF SCRAP METAL ITEMS FOR AN AMOUNT ESTABLISHED IN THE SEVENTH EFFECTIVE ISSUE OF THE AMERICAN METAL MARKET AUTOMOBILE SCRAP INDEX EACH MONTH FOR THE ARKANSAS/TENNESSEE MARKET LESS ROGERS IRON AND METAL's OPERATING COSTS IN THE AMOUNT OF $96.00 PER TON

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby awards Bid #14-61 to Rogers Iron and Metal for the removal and recycling of scrap metal items for an amount established in the seventh effective issue of the American Metal Market automobile scrap index each month for the Arkansas/Tennessee market less Rogers Iron and Metal's operating costs in the amount of $96.00 per ton.

City of Fayetteville Staff Review Form

2014-0550

Legistar File ID

12/16/2014

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

Brian Pugh	11/24/2014	Recycling & Trash Collection / Transportation Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

A Resolution to award bid # 14-61 to Rogers Iron and Metal for the removal and recycling of scrap metal items from the City of Fayetteville's Recycling and Trash Collection Division.

Budget Impact:

n/a	n/a
Account Number	Fund
n/a	n/a
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	NA	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF DECEMBER 16TH, 2014

TO: Mayor and City Council

THRU: Jeff Coles, Recycling and Trash Collections Director

FROM: Brian Pugh, Waste Reduction Coordinator

DATE: November 24, 2014

SUBJECT: Approve a resolution to award bid #14-61 to Rogers Iron and Metal for the removal and recycling of scrap metal items from the City of Fayetteville Recycling and Trash Collection Division.

RECOMMENDATION:
Approve a resolution to award bid #14-61 to Rogers Iron and Metal (RIMCO) for the removal and recycling of scrap metal items from the City of Fayetteville Recycling and Trash Collection Division.

BACKGROUND:
Bid 14-61 was released on October 20th and closed on November 6th, 2014. The bid requests services for the removal and recycling of scrap metal items that are recovered from operations related to the Recycling and Trash Collection Division. The bid was requested in order to receive the best pricing possible for the recycling service and to develop a system based upon a national index.

DISCUSSION:
The national index chosen for this bid will be the seventh effective issue each month of the American Metal Market publication and will utilize the Ark/Tenn market for auto scrap. By tying the pricing to a national index the City will receive better and more reliable pricing for the amounts of scrap metal sold.

There were three bids that were received and Rogers Iron and Metal had the lowest operating cost which allows the City to receive more revenue than using the two others whose bids were received. The operational cost for RIMCO was $96 per pull.

BUDGET/STAFF IMPACT:
None

Attachments:
#14-61 Bid from Rogers Iron and Metal (RIMCO), and #14-61 Bid tabulation.

CITY OF Fayetteville ARKANSAS

City of Fayetteville, Arkansas
Purchasing Division
OFFICIAL BID TABULATION
Bid 14-61, Scrap Metal Removal & Recycling
Thursday, November 6, 2014

Bidder	Price per Gross Ton for removal of scrap metal including all fees, materials, transportation costs, insurance, etc.				
	Est. Qty		Price Per Unit		Total Price
Rogers Iron & Metal Corp	104	x	$ 96.00	=	$ 9,984.00
TRG Rogers LLC	104	x	$ 135.00	=	$ 14,040.00
USA Metal Recycling	104	x	$ 160.00	=	$ 16,640.00

*NOTICE: Bid award is contingent upon vendor meeting minimum specifications and formal authorization by City officials.

CERTIFIED:

P Vice — Carolyn Pek — 11-6-14

P. Vice, Purchasing Manager — **Witness** — **Date**

CITY OF Fayetteville ARKANSAS

City of Fayetteville, Arkansas
Purchasing Division – Room 306
113 W. Mountain St.
Fayetteville, AR 72701
Phone: 479.575.8220
TDD (Telecommunication Device for the Deaf): 479.521.1316

INVITATION TO BID

INVITATION TO BID: Bid 14-61, Scrap Metal Removal & Recycling
DEADLINE: Thursday, November 6, 2014 before 2:00 PM, Local Time
DELIVERY LOCATION: Room 306 – 113 W. Mountain, Fayetteville, AR 72701
PURCHASING AGENT: Andrea Foren, CPPO, CPPB, aforen@fayetteville-ar.gov
DATE OF ISSUE AND ADVERTISEMENT: Monday, October 20, 2014

INVITATION TO BID
Bid 14-61, Scrap Metal Removal & Recycling

No late bids will be accepted. Bids shall be submitted in sealed envelopes labeled with the name and address of the bidder.

All bids shall be submitted in accordance with the attached City of Fayetteville specifications and bid documents attached hereto. Each bidder is required to fill in every blank and shall supply all information requested; failure to do so may be used as basis of rejection.

The undersigned hereby offers to furnish & deliver the articles or services as specified, at the prices & terms stated herein, and in strict accordance with the specifications and general conditions of bidding, all of which are made a part of this offer. This offer is not subject to withdrawal unless upon mutual written agreement by the Proposer/Bidder and City Purchasing Manager.

Name of Firm: Rogers Iron & Metal Corp.
Contact Person: Steven McAfee Title: General Manager
E-Mail: srmcafee@yaffeco.net Phone: 479-636-2666
Business Address: 721 N. Arkansas St
City: Rogers State: AR Zip: 72756
Signature: [illegible] Date: 11-3-14

City of Fayetteville
Bid 14-61, Scrap Metal Removal & Recycling
Bid Form

Bid pricing shall be based on the prices listed in the 7th effective issue of the month of the *American Metal Market* under shredded auto scrap using the Arkansas-Tennessee Border consumer buying price LESS cost for collecting and processing of material.

Item #	DESCRIPTION	Estimated Annual Gross Tons		Price Per Gross Ton to Subtract from Index for City Payment		TOTAL ANNUAL EXPENSE BASED ON ESTIMATED TONNAGE
1	Price Per Gross Ton for removal of scrap metal including all fees, materials, transportation costs, insurance, etc.	104	x	$ 96	=	$ 9,984

This project includes removal, recycling and payment for scrap metal items collected through multiple city collection and operations facilities.

Bids shall be submitted on this bid form *in its entirety* AND *accompanied by descriptive literature* on the products being bid. The City intends on awarding this bid to a single vendor.

BID FORM CONTINUES ON NEXT PAGE....

EXECUTION OF BID -

Actual specification of any deficient item shall be noted on the bid sheet or separate attachment. If specifications of item bid differ from provided literature, deviation shall be documented and certified by the manufacturer as a regular production option.

Upon signing this Bid, the bidder certifies that:

1. He/she has read and agrees to the requirements set forth in this proposal, including specifications, terms, standard conditions, and any pertinent information regarding the articles being bid on.

2. Unless otherwise noted and explained, the unit bid and listed meets or exceeds all of these requirements as specified by The City of Fayetteville.

3. The Bidder can and will comply with all specifications and requirements for delivery, documentation and support as specified herein.

4. I, as an officer of this organization, or per the attached letter of authorization, am duly authorized to certify the information provided herein is accurate and true.

5. Bidder shall comply with all State and Federal Equal Opportunity and Non-Discrimination requirements and conditions of employment in addition to all federal, state, and local laws.

6. Bidder shall disclose any possible conflict of interest with the City of Fayetteville, including, but not limited to, any relationship with any City of Fayetteville employee. Response shall disclose if a known relationship exists between any principal or employee of your firm and any City of Fayetteville employee or elected City of Fayetteville official. If no relationship exists, this should also be stated in your response. Failure to disclose such a relationship may result in cancellation of a purchase and/or contract as a result of your response.

   __X__ 1.) NO KNOWN RELATIONSHIP EXISTS

   _____ 2.) RELATIONSHIP EXISTS (Please explain): _____

7. Bidder will perform the Work in compliance with all applicable trench safety standards set forth in Occupational Safety and Health Administration (OSHA) Part 1926 – Subpart P – Excavations.

8. As A bidder on this project, you are required to provide debarment/suspension certification indicating that you are in compliance with the below Federal Executive Order. Certification can be done by completing and signing this form.

   a. Federal Executive Order (E.O.) 12549 "Debarment and Suspension" requires that all contractors receiving individual awards, using federal funds, and all sub-recipients certify that the organization and its principals are not debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency from doing business with the Federal Government.

   b. Your signature below certifies that neither you nor your principal is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

Unsigned bids will be rejected. Items marked * are mandatory for consideration.

*NAME OF FIRM: Rogers Iron & Metal Corp.

Purchase Order/Payments shall be issued to this name

*D/B/A or Corporation Name Rogers Iron & Metal Corp.

*BUSINESS ADDRESS: 721 N. Arkansas St

*CITY: Rogers *STATE: AR *ZIP: 72756

*PHONE: 479-636-2666 FAX: 479-631-8413

*E-MAIL: srmcafee@yaffeco.net

*BY: (PRINTED NAME) Steven McAfee

*AUTHORIZED SIGNATURE: [signature]

*TITLE: General Manager / President

*DUNS NUMBER: N/A CAGE NUMBER: N/A

*TAX ID NUMBER: 71-0304948

Acknowledge Addendums:

Addendum No. _____ Dated: _____ Acknowledged by: _____

Addendum No. _____ Dated: _____ Acknowledged by: _____

Addendum No. _____ Dated: _____ Acknowledged by: _____

City of Fayetteville
Bid 14-61, Scrap Metal Removal
General Terms and Conditions

1. **SUBMISSION OF BID & BID EVALUATION:**

   a. Bids shall be reviewed following the stated deadline, as shown on the cover sheet of this document.

   b. Bidders shall submit bids based on documentation published by the Fayetteville Purchasing Division.

   c. **Bids shall be enclosed in sealed envelopes or packages** addressed to the City of Fayetteville, Purchasing Division, Room 306, 113 W. Mountain, Fayetteville, AR 72701. **The name, address of the firm and Bid, RFP, or RFQ number shall be on the outside of the packaging as well as on any packages enclosed in shipping containers or boxes.**

   d. The City will not be responsible for misdirected bids. Vendor should call the Purchasing Office at 479.575.8220 to ensure correct receipt of bidding documents prior to opening time and date listed on the bid form.

   e. Bidders must have experience in providing products and/or services of the same or similar nature.

   f. Bidder is advised that exceptions to any of the terms contained in this bid must be identified in its response to the bid. Failure to do so may lead the City to declare any such term non-negotiable. Proposer's desire to take exception to a non-negotiable term will not disqualify it from consideration for award.

   g. Local time is defined as the time in Fayetteville, Arkansas on the due date of the deadline. Bids shall be received before the time as shown by the atomic clock located in the Purchasing Division Office.

   h. Bids will be evaluated and awarded based on the best interest of the City of Fayetteville. The City reserves the right to award bids in their entirety, none, or by line item.

2. **WRITTEN REQUESTS FOR INTERPRETATIONS OR CLARIFICATION:**

   No oral interpretations will be made to any firms as to the meaning of specifications or any other contract documents. All questions pertaining to the terms and conditions or scope of work of this bid must be sent in writing via e-mail to the Purchasing Agent. Responses to questions may be handled as an addendum if the response would provide clarification to the requirements of the bid. All such addenda shall become part of the contract documents. The City will not be responsible for any other explanation or interpretation of the proposed bid made or given prior to the award of the contract.

3. **DESCRIPTION OF SUPPLIES AND SERVICES:**

   Any reference to a particular brand or manufacturer is done in an effort to establish an acceptable level of quality for this project. Brands or manufacturers that are included in bid that are of at least equal quality, size, design, and specification as to what has been specified, will be acceptable for consideration only if approved by the City of Fayetteville Purchasing Division. The City of Fayetteville reserves the right to accept or reject any requested equal.

4. **RIGHTS OF CITY OF FAYETTEVILLE BID PROCESS:**
   In addition to all other rights of the City of Fayetteville, under state law, the City specifically reserves the following:

a. The City of Fayetteville reserves the right to select the bid that it believes will serve the best interest of the City.
b. The City of Fayetteville reserves the right to accept or reject any or all bids.
c. The City of Fayetteville reserves the right to cancel the entire bid.
d. The City of Fayetteville reserves the right to remedy or waive technical or immaterial errors in the invitation to bid or in bids submitted.
e. The City of Fayetteville reserves the right to request any necessary clarifications, additional information, or data without changing the terms of the bid.

5. **COSTS INCURRED BY BIDDERS:**

All expenses involved with the preparation and submission of bids to the City, or any work performed in connection therewith, shall be borne solely by the bidder(s). No payment will be made for any responses received, or for any other effort required of, or made by, the bidder(s) prior to contract commencement.

6. **CONFLICT OF INTEREST:**

a. The bidder represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance or services required hereunder, as provided in City of Fayetteville Code Section 34.26 titled "Authority of City Employee to Contract With The City".

b. All bidders shall promptly notify Andrea Foren, City Purchasing Agent, in writing, of all potential conflicts of interest for any prospective business association, interest, or other circumstance which may influence or appear to influence the bidder's judgment or quality of services being provided. Such written notification shall identify the prospective business association, interest or circumstance, the nature of which the bidder may undertake and request an opinion to the City as to whether the association, interest or circumstance would, in the opinion of the City, constitute a conflict of interest if entered into by the bidder. The City agrees to communicate with the bidder its opinion via e-mail or first-class mail within thirty days of receipt of notification.

7. **WITHDRAWL OF PROPOSAL:**

A bid may be withdrawn prior to the time set for the bid submittal, based on a written request from an authorized representative of the firm; however, a bid shall not be withdrawn after the time set for the bid unless approved by the Purchasing Division.

8. **LATE PROPOSAL OR MODIFICATIONS:**

Bid modifications received after the time set for the bid submittal shall not be considered. Modifications in writing received prior to the deadline will be accepted. The City will not be responsible for misdirected bids. Bidders should call the Purchasing Division at (479) 575-8220 to insure receipt of their submittal documents prior to opening time and date listed.

9. **LOCAL, STATE, AND FEDERAL COMPLIANCE REQUIREMENTS:**

a. The laws of the State of Arkansas apply to any purchase made under this bid. Bidders shall comply with all local, state, and federal directives, orders and laws as applicable to this proposal and subsequent contract(s) including but not limited to Equal Employment Opportunity (EEO), Disadvantaged Business Enterprises (DBE), & OSHA as applicable to this contract.

b. Pursuant to Arkansas Code Annotated §22-9-203 The City of Fayetteville encourages all *qualified* small, minority and women business enterprises to bid on and receive contracts for goods, services, and construction. Also, City of Fayetteville encourages all general contractors to subcontract portions of their contract to *qualified* small, minority and women business enterprises.

10. **PROVISION FOR OTHER AGENCIES:**

Unless otherwise stipulated by the bidder, the bidder agrees to make available to all Government agencies, departments, municipalities, and counties, the proposal prices submitted in accordance with said proposal terms and conditions therein, should any said governmental entity desire to buy under this proposal. Eligible Users shall mean all state of Arkansas agencies, the legislative and judicial branches, political subdivisions (counties, local district school boards, community colleges, municipalities, counties, or other public agencies or authorities), which may desire to purchase under the terms and conditions of the contract.

11. **COLLUSION:**

The Proposer, by affixing his or her signature to this proposal, agrees to the following: "bidder certifies that his or her bid is made without previous understanding, agreement, or connection with any person, firm or corporation making a proposal for the same item(s) and/or services and is in all respects fair, without outside control, collusion, fraud, or otherwise illegal action."

12. **RIGHT TO AUDIT, FOIA, AND JURISDICITON:**

a. The City of Fayetteville reserves the privilege of auditing a vendor's records as such records relate to purchases between the City and said vendor.

b. Freedom of Information Act: City contracts and documents prepared while performing City contractual work are subject to the Arkansas Freedom of Information Act. If a Freedom of Information Act request is presented to the City of Fayetteville, the (Contractor) will do everything possible to provide the documents in a prompt and timely manner as prescribed in the Arkansas Freedom of Information Act (A.C.A. §25-19-101 et. seq.). Only legally authorized photocopying costs pursuant to the FOIA may be assessed for this compliance.

c. Legal jurisdiction to resolve any disputes shall be in Washington County, Arkansas with Arkansas law applying to the case.

13. **CITY INDEMNIFICATION:**

The successful bidder(s) agrees to indemnify the City and hold it harmless from and against all claims, liability, loss, damage or expense, including but not limited to counsel fees, arising from or by reason of any actual or claimed trademark, patent or copyright infringement or litigation based thereon, with respect to the goods or any part thereof covered by this order, and such obligation shall survive acceptance of the goods and payment thereof by the City.

14. **VARIANCE FROM STANDARD TERMS & CONDITIONS:**

All standard terms and conditions stated in this request for bid apply to this contract except as specifically stated in the subsequent sections of this document, which take precedence, and should be fully understood by bidders prior

to submitting a proposal on this requirement.

15. **ADA REQUIREMENT FOR PUBLIC NOTICES & TRANSLATION:**

Persons with disabilities requiring reasonable accommodation to participate in this proceeding/event, should call 479.521.1316 (telecommunications device for the deaf), not later than seven days prior to the deadline. Persons needing translation of this document shall contact the City of Fayetteville, Purchasing Division, immediately.

16. **PROCUREMENT POLICY FOR RECYCLED MATERIALS:**

The City of Fayetteville wishes to encourage its bidders to use recycled products in fulfilling contractual obligations to the City and that such practices will serve as a model for other public entities and private sector companies.

17. **PAYMENTS AND INVOICING:**

The bidder must specify in their bid the exact company name and address which must be the same as invoices submitted for payment as a result of award of this bid. Further, the successful bidder is responsible for immediately notifying the Purchasing Division of any company name change, which would cause invoicing to change from the name used at the time of the original bid. Payment will be made within thirty days of invoice received. The City of Fayetteville is very credit worthy and will not pay any interest, fees, or penalty for untimely payments. **Payments can be processed through bidder's acceptance of Visa at no additional costs to the City for expedited payment processing.** The City will not agree to any nonrefundable deposit or retainer that would remain property of the bidder even if the hourly work actually performed by the bidder would not justify such fee.

The City will pay the awarded bidder based on unit prices provided on invoicing. Progress payments will be made after approval and acceptance of work and submission of invoice. Payments will be made within 30 days of accepted invoice.

18. **CANCELLATION:**

a. The City reserves the right to cancel this contract without cause by giving thirty (30) days prior notice to the Contractor in writing of the intention to cancel or with cause if at any time the Contractor fails to fulfill or abide by any of the terms or conditions specified.

b. Failure of the contractor to comply with any of the provisions of the contract shall be considered a material breach of contract and shall be cause for immediate termination of the contract at the discretion of the City of Fayetteville.

c. In addition to all other legal remedies available to the City of Fayetteville, the City reserves the right to cancel and obtain from another source, any items and/or services which have not been delivered within the period of time from the date of order as determined by the City of Fayetteville.

d. In the event sufficient budgeted funds are not available for a new fiscal period, the City shall notify the vendor of such occurrence and contract shall terminate of the last day of the current fiscal period without penalty or expense to the City

19. **ASSIGNMENT, SUBCONTRACTING, CORPORATE ACQUISITIONS AND/OR MERGERS:**

a. The Contractor shall perform this contract. No assignment of subcontracting shall be allowed without prior written consent of the City. If a bidder intends to subcontract a portion of this work, the bidder shall disclose such intent in the bid submitted as a result of this bid.

b. In the event of a corporate acquisition and/or merger, the Contractor shall provide written notice to the City within thirty (30) calendar days of Contractor's notice of such action or upon the occurrence of said action, whichever occurs first. The right to terminate this contract, which shall not be unreasonably exercised by the City, shall include, but not be limited to, instances in which a corporate acquisition and/or merger represent a conflict of interest or are contrary to any local, state, or federal laws. Action by the City awarding a proposal to a firm that has disclosed its intent to assign or subcontract in its response to the bid, without exception shall constitute approval for purpose of this Agreement.

20. **NON-EXCLUSIVE CONTRACT:**

Award of this bid shall impose no obligation on the City to utilize the vendor for all work of this type, which may develop during the contract period. This is not an exclusive contract. The City specifically reserves the right to concurrently contract with other companies for similar work if it deems such an action to be in the City's best interest. In the case of multiple-term contracts, this provision shall apply separately to each item.

21. **LOBBYING:**

Lobbying of selection committee members, City of Fayetteville employees, or elected officials regarding request for proposals, request for qualifications, bids or contracts, during the pendency of bid protest, by the bidder/proposer/protestor or any member of the bidder's/proposer's/protestor's staff, and agent of the bidder/proposer/protestor, or any person employed by any legal entity affiliated with or representing an organization that is responding to the request for proposal, request for qualification, bid or contract, or has a pending bid protest is strictly prohibited either upon advertisement or on a date established by the City of Fayetteville and shall be prohibited until either an award is final or the protest is finally resolved by the City of Fayetteville; provided, however, nothing herein shall prohibit a prospective/bidder/proposer from contacting the Purchasing Division to address situations such as clarification and/or questions related to the procurement process. For purposes of this provision lobbying activities shall include but not be limited to, influencing or attempting to influence action or non-action in connection with any request for proposal, request for qualification, bid or contract through direct or indirect oral or written communication or an attempt to obtain goodwill of persons and/or entities specified in this provision. Such actions may cause any request for proposal, request for qualification, bid or contract to be rejected.

22. **ADDITIONAL REQUIREMENTS:**

The City reserves the right to request additional services relating to this bid from the bidder. When approved by the City as an amendment to the contract and authorized in writing prior to work, the Contractor shall provide such additional requirements as may become necessary.

23. **ADD OR DELETE LOCATIONS OR SERVICES:**

The City reserves the right to unilaterally add or delete locations and/or services, either collectively or individually, at the City's sole option, at any time after award has been made as may be deemed necessary or in the best interests of the City. In such case, the Contractor(s) will be required to provide services to this contract in accordance with the terms, conditions, and specifications.

24. **INTEGRITY OF BID DOCUMENTS:**

Bidders shall use the original bid form(s) provided by the Purchasing Division and enter information only in the spaces where a response is requested. Bidders may use an attachment as an addendum to the bid form(s) if sufficient space is not available on the original form for the bidder to enter a complete response. **Any modifications or alterations to the original documents by the bidder, whether intentional or otherwise, will constitute grounds for rejection of such response.** Any such modifications or alterations a bidder wishes to propose shall be clearly stated in the bidder's response and presented in the form of an addendum to the original bid documents.

25. **OTHER GENERAL CONDITIONS:**

a) Bidder is presumed to be familiar with all federal, state, and city laws, ordinances, and regulations which in any manner affect those engaged or employed in the Work, or the materials or equipment used, or that in any way affect the Work and shall in all respects comply with said laws, ordinances, and regulations. No claim of misunderstanding or ignorance on the part of Bidder or Proposer will in any way serve to modify the provisions of the contract. No representations shall be binding unless embodied in the contract.

b) Prices shall include all labor, materials, overhead, profit, insurance, shipping, freight, etc., to cover the products and services presented. ***Sales tax is not to be included in the bid price***. Applicable Arkansas sales tax laws will apply when necessary but will not be considered in award of this project.

c) Bidders must provide the City with their bids signed by an employee having legal authority to submit bids on behalf of the bidder. The entire cost of preparing and providing responses shall be borne by the bidder.

d) The City reserves the right to request any additional information it deems necessary from any or all bidders after the submission deadline.

e) The request for bid is not to be construed as an offer, a contract, or a commitment of any kind; nor does it commit the city to pay for any costs incurred by bidder in preparation. It shall be clearly understood that any costs incurred by the Proposer in responding to this request for proposal is at the bidder's own risk and expense as a cost of doing business. The City of Fayetteville shall not be liable for reimbursement to the Proposer for any expense so incurred, regardless of whether or not the proposal is accepted.

f) If products, components, or services other than those described in this bid document are proposed, the bidder must include complete descriptive literature for each. All requests for additional information must be received within five working days following the request.

g) **NOTE: Any uncertainties shall be brought to the attention to Andrea Foren immediately via telephone (479.575.8220) or e-mail (aforen@fayetteville-ar.gov). It is the intent and goal of the City of Fayetteville Purchasing Division to provide documents providing a clear and accurate understanding of the scope of work to be completed and/or goods to be provided. We encourage all interested parties to ask questions to enable all bidders to be on equal bidding terms.**

h) Any inquiries or requests for explanation in regard to the City's requirements should be made promptly to Andrea Foren, City of Fayetteville, Purchasing Agent via e-mail (aforen@fayetteville-ar.gov) or telephone (479.575.8220). No oral interpretation or clarifications will be given as to the meaning of any part of this request for proposal. All questions, clarifications, and requests, together with answers, if any, will be provided to all firms via written addendum. Names of firms submitting any questions, clarifications, or requests will not be disclosed until after a contract is in place.

i) Any information provided herein is intended to assist the bidder in the preparation of proposals necessary to properly respond to this bid. The bid is designed to provide qualified Proposers with sufficient basic information to submit proposals meeting minimum specifications and/or test requirements, but is not intended to limit a bid's content or to exclude any relevant or essential data.

j) Bidders irrevocably consent that any legal action or proceeding against it under, arising out of or in any manner relating to this Contract shall be prevailed by Arkansas law. Proposer hereby expressly and irrevocably waives any claim or defense in any said action or proceeding based on any alleged lack of jurisdiction or improper venue or any similar basis.

k) The successful bidder shall not assign the whole or any part of this Contract or any monies due or to become due hereunder without written consent of City of Fayetteville. In case the successful bidder assigns all or any part of any monies due or to become due under this Contract, the Instrument of assignment shall contain a clause substantially to the effect that is agreed that the right of the assignee in and to any monies due or to become due to the successful bidder shall be subject to prior liens of all persons, firms, and corporations for services rendered or materials supplied for the performance of the services called for in this contract.

l) The successful bidder's attention is directed to the fact that all applicable Federal and State laws, municipal ordinances, and the rules and regulations of all authorities having jurisdiction over the services shall apply to the contract throughout, and they will be deemed to be included in the contract as though written out in full herein. The successful bidder shall keep himself/herself fully informed of all laws, ordinances and regulations of the Federal, State, and municipal governments or authorities in any manner affecting those engaged or employed in providing these services or in any way affecting the conduct of the services and of all orders and decrees of bodies or tribunals having any jurisdiction or authority over same. If any discrepancy or inconsistency should be discovered in these Contract Documents or in the specifications herein referred to, in relation to any such law, ordinance, regulation, order or decree, s/he shall herewith report the same in writing to City of Fayetteville.

26. **ATTACHMENTS TO BID DOCUMENTS:** N/A

City of Fayetteville
Bid 14-61, Scrap Metal Removal and Recycling
Technical Specifications:

1. GENERAL:

1.1 All unit(s) bid shall meet or exceed the minimum requirements or they will be deemed incomplete and will not be considered for bid award.

1.2 All specifications written are to *minimums* unless otherwise noted.

1.3 Bidder shall provide proof of insurance as required by the City of Fayetteville. Insurance shall include Worker's Compensation, $1,000,000 minimum General Liability, and automobile insurance. Certificate of Insurance shall list the City as an additional insured.

1.4 Bidder shall pay the City within 30 calendar days from the date of pickup.

1.5 Pickup of scrap materials shall be based on an on-call basis upon City observation of container approaching maximum capacity. Awarded bidder shall pick up container, replacing existing container with empty container within five (5) business days of City requested pick up.

2. REMOVAL & RECYCLING SPECIFICATIONS:

2.1 The bid shall include the removal, recycling, and payment to the City for scrap metal items collected through numerous city collections and city operations. Peak pick up load tonnage in the past has totaled 25.87 tons.

2.2 Removal of materials shall be made at the following locations:

a.____ Fayetteville Compost Facility, 1708 Armstrong Ave, Fayetteville, AR
b.____ Lot adjacent to the Recycling and Trash Collection Division located at 1560 S. Happy Hollow Rd, Fayetteville, AR.

2.3 The agreement shall be in effect for a period of one (1) year beginning on date of approval from the Fayetteville City Council or Mayor's Signature.

2.4 Price for the month of pick up will be based on the monthly published price listed in the seventh effective issue of the month of the *American Metal Market*, under shredded auto scrap using the Arkansas-Tennessee Border Consumer Buying Price. The pick-up date shall govern as it directly relates to the published index for the same day.

2.5 All prices are based FOB from the Recycling and Trash Collection Facility.

2.6 Bid pricing shall include but is not limited to the inclusive cost of all expenses of collecting the material, overhead, insurance, and any expense incurred from collection and processing of the material.

a.____ Price paid to the City shall be calculated by taking the index as described above and subtracting the cost per ton presented in this bid.

2.7 All necessary equipment shall be furnished and spotted at the two locations listed previously and pulled and replaced with empty equipment as loaded.

2.8 All materials shall be weighed on certified truck scales and bidder shall provide two (2) copies of each scale ticket or provide a scanned copy of each scale to the City upon payment.

2.9 Pursuant to the City of Fayetteville Resolution # 19-11, bidder shall provide final destination information and use of material in final products to the City upon payment to the City.

2.10 The City agrees to maintain a diligent effort to keep all trash and or hazardous substances out of scrap containers.

3. PICK UP OF MATERIAL AND PAYMENT

3.1 Pick up of materials and payments to the City shall adhere to the following guidelines:

a.____ Payment shall be made within 30 calendar days from the date material was picked up from the City of Fayetteville

b.____ Index price per ton shall be governed by the price as most recently published based off of the date material is picked up from the City.

c.____ Payment to the City shall be accompanied by the following information:

- Date of requested pick up from City
- Date material was picked up by the City
- Price per ton bid amount, as bid from the response to this document
- Printed/electronic document showing the price for the index based on the date material was picked up
- Total tonnage of load which was picked up
- Total amount paid to the City showing breakdown of figures showing the calculated volume from the load less the calculated expense (bid price) totaling the amount due to the City.
- Final destination information and use of material in final products for all materials.

SAMPLE CALCULATION FORM:

	Index Price		Tonnage		Total Tonnage Revenue
A	$ 365	x	104	=	$ 37,960
	Expense Price per Ton (amount bid)		**Tonnage**		**Total Tonnage Expense based on Bid**
B	$ 96	x	104	=	$ 9,984

Total Tonnage Revenue (A) - Total Tonnage Expense (B) = Total Payment to the City 27,976

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0552

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: A. 7

A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT IN THE TOTAL AMOUNT OF $44,018.00 RECOGNIZING FEDERAL AND STATE LAW ENFORCEMENT FORFEITURE REVENUE RECEIVED THROUGH NOVEMBER 2014

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment, a copy of which is attached to this Resolution, in the total amount of $44,018.00 recognizing federal and state law enforcement forfeiture revenue received through November 2014.

City of Fayetteville Staff Review Form

2014-0552

Legistar File ID

12/16/2014

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

Greg Tabor	11/25/2014	Police / Police Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Aproval of a budget adjustment in the amount of $44,018 to recognize federal/state law enforcement forfeiture revenue and increase corresponding expense budgets.

Budget Impact:

1010-2920-5802.00	General
Account Number	Fund
33045-1/33046-1	Law Enforcement Forfeitures
Project Number	Project Title

Budgeted Item?	Yes	Current Budget	$	304,448.00
		Funds Obligated	$	132,064.47
		Current Balance	$	**172,383.53**
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	Yes	Budget Adjustment	$	44,018.00
		Remaining Budget	$	**216,401.53**

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF DECEMBER 16, 2014

TO: Mayor and City Council

FROM: Greg Tabor, Chief of Police

DATE: November25, 2014

SUBJECT: **Federal and State Law Enforcement Forfeitures for Fayetteville Police Department**

RECOMMENDATION:

Staff recommends approval of a budget adjustment in the amount of $44,018 to recognize federal/state law enforcement forfeiture revenue and increase corresponding expense budgets.

BACKGROUND:

The Fayetteville Police Department receives forfeitures as a result of civil proceedings concerning cash or property seized during a criminal investigation. Most of the forfeitures we have received in the past are a direct result from the efforts of the officers we assign to the 4th Judicial District Drug Task Force (4th DTF), the local office of the Federal Drug Enforcement Agency (DEA), and the Internal Revenue Service (IRS) Financial Crimes Task Force. By statute, federal and state forfeitures are to be spent for law enforcement purposes only. All purchases utilizing these funds must follow the City of Fayetteville Purchasing Policy.

DISCUSSION:

Funds within this budget adjustment consist of Department of Justice funds which are drug related federal forfeitures and State Asset Forfeiture funds which are drug related state forfeitures. The requested budget adjustment will recognize the following forfeitures and proceeds through November 2014: $22,875 from the Department of Justice and $21,143 from State Asset Forfeitures.

BUDGET/STAFF IMPACT:

Our expense budget will increase equal to the revenue received through November 2014. There is no staffing impact related to this budget adjustment.

Attachments:

Budget Adjustment

City of Fayetteville, Arkansas - Budget Adjustment Form (Legistar)

Budget Year	Division:	Police	Adjustment Number
2014	Dept.:	Police	
	Requestor:	W Newman	

BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:

Recognize federal/state law enforcement forfeiture revenue and increase corresponding expense budgets.

COUNCIL DATE: 12/16/2014

LEGISTAR FILE ID#: **2014-0552**

Barbara Fell
11/24/2014 2:48 PM

Budget Director Date

TYPE:

DESCRIPTION:

GLDATE:

POSTED: /

RESOLUTION/ORDINANCE

v.20141113

	Increase / (Decrease)		Project.Sub#			
Account Number	Expense	Revenue	Project	Sub	AT	Account Name
TOTAL	44,018	44,018				
1010.0001.4504.00	-	22,875	33046	1	RE	Federal Forfeitures
1010.2920.5802.00	22,875	-	33046	1	EX	Vehicles And Equipment
1010.0001.4308.02	-	21,143	33045	1	RE	Police Law Enforcement Trust
1010.2920.5802.00	21,143	-	33045	1	EX	Vehicles And Equipment
	-	-				
	-	-				
	-	-				
	-	-				
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City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0548

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: A. 8

A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT IN THE TOTAL AMOUNT OF $7,900.00 RECOGNIZING DONATION REVENUE TO THE FAYETTEVILLE POLICE DEPARTMENT IN SUPPORT OF OFFICER SERVICE AWARDS, GENERAL RECOGNITION AND REPAIR OF THE VANDALIZED POLICE MEMORIAL MONUMENT

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment, a copy of which is attached to this Resolution in the total amount of $7,900.00 recognizing donation revenue to the Fayetteville Police Department in support of officer service awards, general recognition and repair of the vandalized police memorial monument.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby expresses its sincere appreciation for the donations.

City of Fayetteville Staff Review Form

2014-0548

Legistar File ID

12/16/2014

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

Greg Tabor	11/24/2014	Police / Police Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Approval of a budget adjustment in the amount of $7,900 for the recognition of various donations received by the Fayetteville Police Department during 2014 in support of officer service awards, employee recognition, and repair of police memorial.

Budget Impact:

1010-2920-5210.00/5329.00	General
Account Number	Fund
33044-1/6	Police Donations
Project Number	Project Title

Budgeted Item?	No	Current Budget	$	20,113.00
		Funds Obligated	$	8,126.33
		Current Balance	$	**11,986.67**
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	Yes	Budget Adjustment	$	7,900.00
		Remaining Budget	$	**19,886.67**

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF [MONTH, DAY YEAR]

TO: Mayor and City Council

FROM: Greg Tabor, Chief of Police

DATE: November 24, 2014

SUBJECT: **Recognize Various Donations to Fayetteville Police Department**

RECOMMENDATION:

Staff recommend acceptance of these donations to the Fayetteville Police Department and approval of the attached budget adjustment in the amount of $7,900.00. If you should have any comments or questions regarding these donations, please contact me at extension 500.

BACKGROUND:

Periodically, businesses, organizations, and/or citizens of Fayetteville will make monetary donations to the Police Department to enhance our services or to recognize our personnel.

DISCUSSION:

In 2014, the Police Department received donations totaling $7,900.00. The donations were deposited into the City's General Fund and are tracked through the City's Project Accounting System to insure that the donors intended purpose is met. All purchases utilizing these funds must follow the City of Fayetteville Purchasing Policy.

BUDGET/STAFF IMPACT:

The budget impact will consist of an increase in expense budgets equal to the Police Department donations received during 2014. There is no impact on staffing related to this agenda item.

Attachments:
Budget Adjustment
Copies of FPD Donations

Fayetteville F.O.P. Lodge #10
P.O. Box 225
Fayetteville, AR 72702

1857

81-7475/2829

11/4/14
Date

Pay to the Order of FAYETTEVILLE POLICE DEPT $ 1500 00

ONE THOUSAND FIVE HUNDRED 00/100 Dollars

Security Features Details on Back

TWO SIGNATURES REQUIRED

uark FEDERAL CREDIT UNION
P.O. BOX 1643
FAYETTEVILLE, ARKANSAS 72702

MP

For MEMORIAL REPLACEMENT

⑆282971750⑆ 2020720030⑈ 1857

Harland Clarke

Kenneth R. Mourton
PO Box 17
Fayetteville, AR 72702
479-587-0360

Chambers Bank
PO Box 609
Fayetteville, AR 72703

81-0506 / 8029

CHECK 3441

Date: 12/11/2013

PAY Three Hundred and No/100 Dollars

DATE

AMOUNT
$300.00

TO THE ORDER OF

Fayetteville Police Department

AUTHORIZED SIGNATURE

Memo: Attn: Awards Committee

⑆082907008⑆ 6011888888⑈ 3441

THE FACE OF THIS DOCUMENT HAS A COLORED BACKGROUND - NOT A WHITE BACKGROUND

E-Z Mart Stores, Inc.
602 Falvey Ave.
P.O. Box 1426
Texarkana, TX 75504-1426

Wells Fargo Bank Ohio, N.A.
, OH

56-382
412

12/30/13 — DATE

1237559 — CHECK NUMBER

PAY EXACTLY THIS AMOUNT	AMOUNT
Two Hundred Fifty Dollars	****250.00

VOID IF NOT CASHED IN 90 DAYS

E-Z MART STORES, INC.

TO THE ORDER OF
FAYETTEVILLE POLICE DEPARTMENT
AWARDS COMMITTEE
100 W ROCK STREET SUITE A
FAYETTEVILLE, AR 72701-6191

⑈1237559⑈ ⑆041203824⑆ 9600064065⑈

4419

DATE
12/11/2013

Pierce Properties Mgmt, Inc
630 N. Leverett Ave #11
Fayetteville, AR 72701

Bank of Arkansas
3500 N College
Fayetteville, AR 72703

NET AMOUNT

PAY ——— FIVE HUNDRED ——— DOLLARS $500.00

TO THE ORDER OF

Fayettville Police Department

Signature

Cash Promptly, Not Valid After 120 Days

⑈004419⑈ ⑆082901392⑆8090212487⑈

THE REVERSE SIDE OF THIS DOCUMENT INCLUDES MICROPRINTED ENDORSEMENT LINES AND ARTIFICIAL WATERMARK - HOLD AT AN ANGLE TO VIEW

FIRST SECURITY BANK
81-153/829

ST. PAUL'S EPISCOPAL CHURCH
P.O. BOX 1190 • PH. (479) 442-7373
FAYETTEVILLE, AR 72702-1190

1393

CHECK NO.

DATE	AMOUNT
12/13/2013	$150.00

*** One Hundred Fifty and 00/100

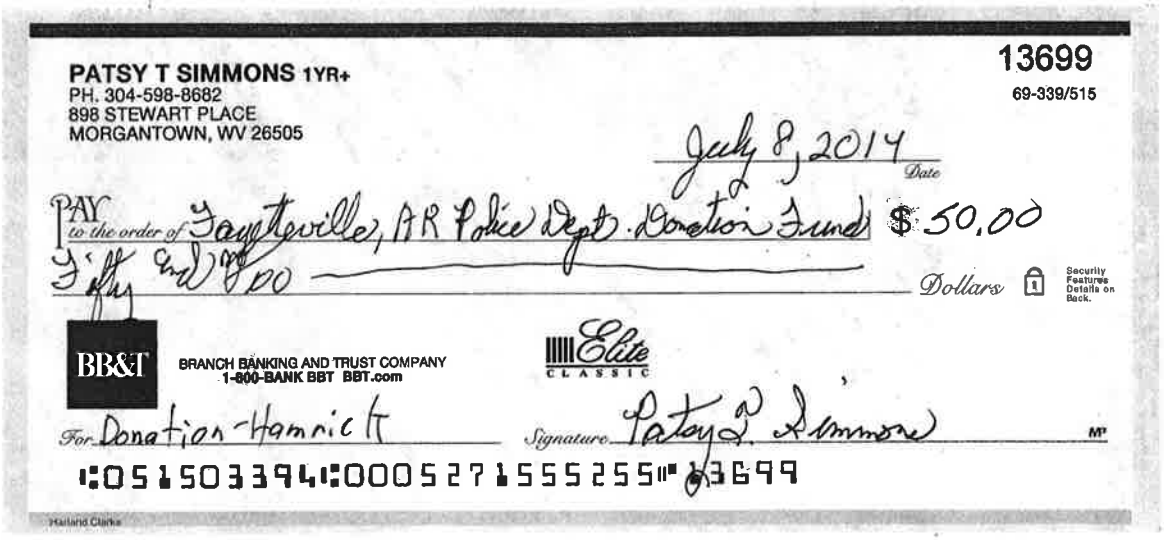
PAY TO THE ORDER OF

Fayetteville Police Department
100 West Rock Street
Sgt Craig Stout
Fayetteville AR 72701

AUTHORIZED SIGNATURE

HEAT SENSITIVE COLOR FADES WITH HEAT

⑈001393⑈ ⑆082901538⑆ 0070⑈206⑈4⑈



PATSY T SIMMONS 1YR+
PH. 304-598-8682
898 STEWART PLACE
MORGANTOWN, WV 26505

13699
69-339/515

July 8, 2014
Date

PAY to the order of Fayetteville, AR Police Dept. Donation Fund $ 50.00

Fifty and 00/100 Dollars

Security Features Details on Back.

BB&T BRANCH BANKING AND TRUST COMPANY
1-800-BANK BBT BBT.com

Elite CLASSIC

For Donation-Hamric II

Signature Patsy T. Simmons

⑆051503394⑆0005271555255⑈13699

Hallmark Clarke

RESERVE NOTE
THE UNITED STATES OF AMERICA
20
10
5
FEDERAL
MH 09064078 A
H8
THIS NOTE IS LEGAL TENDER FOR ALL DEBTS, PUBLIC AND PRIVATE
LINCOLN
DOLLARS

Fayetteville Police Dept.
Attn. Willie Newman
100 W. Rock St.

UNIVERSITY OF
ARKANSAS.

Office of Research and Economic Development

Fayetteville Police Dept.
Attn. Willie Newman
100 W. Rock St.

In Memory of Amy B. Hamrick
From the office of the
Vice Provost for Research
and Economic Development,
Research and Sponsored
Programs and Research
Compliance. Thank you!

STANLEY J. KANDZARI 1 YR. +
ELAINE KANDZARI
PAMELA KANDZARI
665 VILLA PLACE
MORGANTOWN, WV 26505-2414

69-376/519 No. 4060

DATE 7-17-14

Pay to the order of Fayetteville, AR Police Dept. Donation Fund $ 25.00/100

Twenty-five dollars DOLLARS

Huntington
huntington.com

Memo In Memory of Amy Hamrick S.J. Kandzari

⑆051903761⑆ 0⑈1 20295 70⑈04060

NORA B STEVENS
NORMAN D STEVENS
143 HANKS HILL RD
STORRS, CT 06268-2315
PH 860-429-7051

2499
51-7028/2111
17

7/12/14 Date

Pay to the Order of Fayetteville Police Dept Donation Fund $ 100.—

One hundred Dollars

LIBERTY BANK

For Donation Nora B. Stevens

⑆211170282⑆ 414 04182 8 ⑈02499

2723

GINGSUMRONG VENTURES, INC.
THEP THAI RESTAURANT
1525 S SCHOOL AVE.
FAYETTEVILLE, AR 72701
PH. (479) 443-0029

81-87-829

DATE 10/8/14

PAY TO THE ORDER OF Fayetteville Police Department $ 200.00

Two Hundrend DOLLARS

ARVEST BANK arvest.com

FOR Support

Suphan G

⑈002723⑈ ⑆082900872⑆ 0021427549⑈

27405

Signature BANK OF ARKANSAS

P.O. Box 8550
Fayetteville, AR 72703

DATE 10/09/2014

DOLLARS $100.00

PAY ********** ONE HUNDRED AND 00/100

TO THE ORDER OF

FAYETTEVILLE POLICE DEPARTMENT
ATTN: AWARDS COMMITTEE
100-A WEST ROCK STREET
FAYETTEVILLE, AR 72701

SIGNATURE HAS A COLORED BACKGROUND - BORDER CONTAINS MICROPRINTING

⑈27405⑈ ⑆082908832⑆ 7000103⑈

THE FACE OF THIS DOCUMENT HAS A COLORED BACKGROUND ON WHITE PAPER.

064331

81-161
829

THE BANK OF FAYETTEVILLE
MEMBER FDIC

DATE 10/10/14

EXPENSE CHECK

ACCOUNT NUMBER 389

One thousand & 00/100 dollars

AMOUNT ****1,000.00

PAY TO THE ORDER OF

FAYETTEVILLE POLICE DEPARTMENT
100 WEST ROCK STREET
FAYETTEVILLE AR 72701

AUTHORIZED SIGNATURE

THE BACK OF THIS DOCUMENT CONTAINS A WATERMARK - HOLD AT AN ANGLE TO VIEW.

⑈064331⑈ ⑆082901619⑆ 7000034⑈

20363

CROWNE GROUP LLC
519 W DICKSON ST.
FAYETTEVILLE, AR 72701

DATE 10/9/14 81-161-829

PAY TO THE ORDER OF Fayetteville Police Dept $ 150.00

One Hundred Fifty And 00/100 DOLLARS

ONE SOUTH BLOCK STREET
FAYETTEVILLE, ARKANSAS 72701
THE BANK OF FAYETTEVILLE
479-444-4444 MEMBER FDIC

FOR PC

⑈020363⑈ ⑆082901619⑆ 7005378 2⑈

21244

NELSON-BERNA FUNERAL HOME
P.O. BOX 8982
FAYETTEVILLE, AR 72703

ONE SOUTH BLOCK STREET
FAYETTEVILLE, ARKANSAS 72701
THE BANK OF FAYETTEVILLE
479-444-4444 MEMBER FDIC
81-161-829

EZShield™ Check Fraud Protection for Business

10/6/2014

PAY TO THE ORDER OF Fayetteville Police Department $ **100.00

One Hundred and 00/100********** DOLLARS

Fayetteville Police Department
Attention: Awards Committee
100-A West Rock Street
Fayetteville, AR 72701

MEMO
Awards Committee

AUTHORIZED SIGNATURE

Security features. Details on back.

⑈021244⑈ ⑆082901619⑆ 8004 5898⑈

16197

DOE'S
316 W DICKSON ST.
FAYETTEVILLE, AR 72701

DATE 10-3-14 81-161-829

Pay to the order of Fayetteville Police Dept Awards $ 100.00

No Awards ng

DOLLARS

ONE SOUTH BLOCK STREET
FAYETTEVILLE, ARKANSAS 72701
THE BANK OF FAYETTEVILLE
479-444-4444 MEMBER FDIC

FOR Awards Committee

⑈016197⑈ ⑆082901619⑆ 70011575⑈

4342

BEARD'S FUNERAL CHAPEL & CREMATORY
855 S. HAPPY HOLLOW RD.
FAYETTEVILLE, AR 72701-7244

DATE 10-7-14 81-43-829

PAY TO THE ORDER OF Fayetteville Police Department Awards Committee $ 50 no/100

fifty and no/100 DOLLARS

Simmons Bank

FOR Awards and Appreciation Banquet

⑈004342⑈ ⑆082900432⑆ 05 318 335⑈

FAYETTEVILLE SELF SRV STORAGE LLC
1790 BIRCH AVE.
FAYETTEVILLE, AR 72703-2405

1365
84-7041/2652

DATE October 7, 2014

PAY TO THE ORDER OF Fayetteville Police Department $ 100.00

---One hundred and no/100---------- DOLLARS

IBERIABANK

FOR Awards & Appreciation Banquet

Janet L Heckathorn

⑈001365⑈ ⑆265270413⑆ 20000234370⑈

LARRY BITTLE INSURANCE AGENCY, INC.
2786 N. COLLEGE AVE, SUITE A
FAYETTEVILLE, AR 72703
(479) 521-6505

SIGNATURE BANK OF ARKANSAS
81-883/829

10/13/2014

PAY TO THE ORDER OF Fayetteville Police Department $ **100.00

One Hundred and 00/100********** DOLLARS

TAMPER RESISTANT TONER AREA

Fayetteville Police Department
Awards Committee
100 West Rock Street
Fayetteville, AR 72701

MEMO

Larry Bittle

⑈013773⑈ ⑆082908832⑆ 7036094⑈

TRUE WATERMARK PAPER · HOLD TO LIGHT TO VIEW · HEAT SENSITIVE RED IMAGE DISAPPEARS WITH HEAT

ALLRED PROPERTIES
BUSINESS ACCOUNT
25 E. ROCK ST
FAYETTEVILLE, AR 72701
479-521-5700 FAX 479-521-2364

10040

DATE 10/17/14 81-87-829

PAY TO THE ORDER OF Fayetteville Police Dept $ 150.00

One hundred fifty + 00/100 DOLLARS

ARVEST BANK arvest.com

FOR Awards Comm

⑈010040⑈ ⑆082900872⑆ 0048389973⑈

WEST END BAR LLC
PH. 479-799-6434
237 S LOCUST AVE
FAYETTEVILLE, AR 72701-5939

81-87/829

1883

DATE 10/15/14

PAY TO THE ORDER OF FPD AWARDS COMMITTEE $ 100 -

ONE HUNDRED + 00/100 DOLLARS

Security Features Included. Details on Back.

ARVEST BANK arvest.com

MEMO DONATION

⑆082900872⑆ 1883 0048379159⑈

© DELUXE deluxe.com/checks

SPECIALTY BLUE

Neal R. Pendergraft
P. O. Box 4245
Fayetteville, AR 72702
479-443-3301

Signature Bank of Arkansas
81-883
829

6999

10/06/2014

**250.00

PAY TWO-HUNDRED-FIFTY AND 00/100********** DOLLARS

TO THE ORDER OF Fayetteville Police Department
100 West Rock Street
Fayetteville, AR 72701

MEMO Contribution - Awards Committee Thank you!

⑈006999⑈ ⑆082908832⑆ 6104096⑈

CASH ONLY IF ALL CheckLock™ SECURITY FEATURES LISTED ON BACK INDICATE NO TAMPERING OR COPYING

SMITH TWO-WAY RADIO, INC.
520 NORTH COLLEGE AVE.
FAYETTEVILLE, AR 72701-3401
(479) 443-2222 (479) 443-5677 FAX

CHAMBERS BANK
FAYETTEVILLE, AR 72703
81-700/829

43289

10/16/2014

PAY TO THE ORDER OF FAYETTEVILLE POLICE DEPARTMENT $ $100.00

********** One Hundred Dollars and 00/100 DOLLARS

PROTECTED AGAINST FRAUD

FAYETTEVILLE POLICE DEPARTMENT
ATTN: AWARDS COMMITTEE
100 WEST ROCK STREET
FAYETTEVILLE, AR 72701

MEMO

⑈043289⑈ ⑆082907008⑆ ⑈8161336⑈

GREENLAND AUTO SALVAGE INC.
& WRECKER SERVICE
P O BOX 107
GREENLAND, AR 72737
479-521-3137

THE BANK OF FAYETTEVILLE, N.A.
81-181/829

036612

10/10/2014

Pay to the Order of Fayetteville Police Dept $**50.00

Fifty and 00/100********** Dollars

Fayetteville Police Dept
ATTN: Awards Committee
100 A W Rock St
Fayetteville, AR 72701

For

⑈036612⑈ ⑆082901619⑆ 8003995 2⑈

016355

MEDICAL ARTS
Pharmacy & Medical Supply SINCE 1959
PH 479-443-3411
2515 E. HUNTSVILLE RD.
FAYETTEVILLE, AR 72701

THE BANK OF FAYETTEVILLE, N.A.
ONE SOUTH BLOCK STREET
FAYETTEVILLE, ARKANSAS 72701

81-161/829

10/23/2014

PAY TO THE ORDER OF Fayetteville Police Department $ **100.00

One Hundred and 00/100********** DOLLARS

Fayetteville Police Department
Attn. Awards Committee
100 West Rock Street
Fayetteville, AR 72701

MEMO 2015 Awards Banquet

AUTHORIZED SIGNATURE

HEAT SENSITIVE COLOR FADES WITH HEAT

⑈016355⑈ ⑆082901619⑆ 7002809 5⑈

THE REVERSE SIDE OF THIS DOCUMENT INCLUDES AN ARTIFICIAL WATERMARK - HOLD AT AN ANGLE TO VIEW

SECURITY FEATURES INCLUDED. DETAILS ON BACK.

ARVEST

ACCOUNTS PAYABLE
PO BOX 799
LOWELL, AR 72745
1-479-750-6139

Arvest Bank
81-87/829

Check Date	Number
10/15/2014	328556

PAY Two Hundred and 00/100 Dollars

Amount
$ *******200.00

PAY TO THE ORDER OF
FAYETTEVILLE POLICE DEPT
100 WEST ROCK ST
FAYETTEVILLE AR 72701

Authorized Signature

SECURITY FEATURES INCLUDED. DETAILS ON BACK.

⑈00328556⑈ ⑆082900872⑆ 50159516⑈

VERIFY THE AUTHENTICITY OF THIS MULTI-TONE SECURITY DOCUMENT. THERMOCHROMIC INK SECURE MARK ON BACK, CHANGES COLOR WITH HEAT.

Tyson

P.O. BOX 2020
SPRINGDALE, ARKANSAS 72765-2020

Void after 90 Days

CHECK NO. 1005327881

DATE 10/14/2014

JP Morgan Chase Bank NA
Syracuse, NY 13206
Controlled Disb. Acct.
50-937 / 213

CHECK AMOUNT $**1,000.00*

PAY *** ONE THOUSAND USD and 00/100***

TO THE ORDER OF
FAYETTEVILLE POLICE DEPT
P.O. Box 1988
FAYETTEVILLE AR 72702

Treasurer

⑈1005327881⑈ ⑆021309379⑆ 6018739 61⑈

17462

LEGACY National Bank

Legacy National Bank
P O Box 6490
Springdale, AR 72766
USA

81-885/829

DATE
11/14/2014

AMOUNT
$500.00**

TO THE ORDER OF Fayetteville Police Department

PAY Five Hundred and 00/100 DOLLARS

Fayetteville Police Dept
100 West Rock Street
Fayetteville, AR 72701

AUTHORIZED SIGNATURE

HEAT SENSITIVE COLOR FADES WITH HEAT

⑈017462⑈ ⑆082908858⑆ 900000019⑈

Legacy National Bank

Fayetteville Police Department

				17462	11/14/2014
Document Date	Document Number	Description		Base Amount	Net Amount
11/6/2014	11132014	11132014		$500.00	$500.00
			Total	$500.00	$500.00

Kenneth R. Mourton
PO Box 17
Fayetteville, AR 72702
479-587-0360

Chambers Bank
PO Box 609
Fayetteville, AR 72703

81-0506 / 8029

CHECK 4377

PAY Three Hundred and No/100 Dollars

TO THE ORDER OF

Fayetteville Police Department
Attn: Awards Committee
100 W Rock St
Fayetteville, AR 72701

DATE 11/6/2014

AMOUNT $300.00

AUTHORIZED SIGNATURE

⑆082907008⑆ 601188888⑈ 4377

THE FACE OF THIS DOCUMENT HAS A COLORED BACKGROUND AND MICROPRINTING IN THE SIGNATURE LINE.

FirstSecurity Bank

P.O. BOX 1009
SEARCY, ARKANSAS 72145

81-153
829

No. 170609

CHECK NO.	DATE	CHECK AMOUNT
170609	11/06/2014	$250.00

EXPENSE CHECK

PAY ********** TWO HUNDRED FIFTY AND 00/100

TO THE ORDER OF

Fayetteville Police Dept
Awards Committee
100-A West Rock Street
Fayetteville, AR 72701

AUTHORIZED SIGNATURE

⑈170609⑈ ⑆082901538⑆ 0100⑉075⑉6⑈

City of Fayetteville, Arkansas - Budget Adjustment Form (Legistar)

Budget Year	Division:	Police	Adjustment Number
2014	Dept.:	Police	
	Requestor:	W. Newman	

BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:

Establish expense and revnue budgets for dontions received by the Fayetteville Police Department in 2014.

COUNCIL DATE: 12/16/2014

LEGISTAR FILE ID#: **2014-0548**

Barbara Fell
11/24/2014 10:28 AM

Budget Director Date

TYPE:

DESCRIPTION:

GLDATE:

POSTED: /

RESOLUTION/ORDINANCE

v.20141113

	Increase / (Decrease)		Project.Sub#			
Account Number	Expense	Revenue	Project	Sub	AT	Account Name
TOTAL	7,900	7,900				
1010.0001.4808.02	-	1,500	33044	1	RE	Donations - Police Department
1010.2920.5210.00	1,500	-	33044	1	EX	Minor Equipment
1010.0001.4808.02	-	6,400	33044	6	RE	Donations - Police Department
1010.2920.5329.00	6,400	-	33044	6	EX	Employee Recognition
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0559

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: A. 9

A RESOLUTION TO APPROVE AMENDMENT NO. 2 TO THE MEMORANDUM OF UNDERSTANDING WITH THE WATERSHED CONSERVATION RESOURCE CENTER IN AN AMOUNT NOT TO EXCEED $6,020.00 FOR ENHANCEMENT OF THE EXISTING FLOODPLAIN OF THE NIOKASKA CREEK IN SWEETBRIAR PARK, MONITORING OF BANK EROSION AND REPAIRS TO ROCK STRUCTURES CONSTRUCTED AS PART OF THE ORIGINAL STREAM RESTORATION PROJECT

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

Section 1. That the City Council of the City of Fayetteville, Arkansas hereby approves Amendment No. 2 to the Memorandum of Understanding with the Watershed Conservation Resource Center in an amount not to exceed $6,020.00, a copy of which is attached to this Resolution, to for enhancement of the Niokaska Creek in Sweetbriar Park, monitoring of bank erosion, and repairs to rock structures constructed as part of the original stream restoration project.

City of Fayetteville Staff Review Form

2014-0559

Legistar File ID

12/16/2014

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

Carole Jones	11/26/2014	Parks & Recreation / Parks & Recreation Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Approval of Amendment No. 2 to Ordinance No. 5268 with the Watershed Conservation Resource Center in the amount of $6,020 for ongoing establishment efforts for the Niokaska Stream Restoration Project in Sweetbriar Park

Budget Impact:

4470.9470.5314.00	Sales Tax Capital Improvements
Account Number	Fund
02045.0925	Niokaska Creek Stream Restoration Demonstration
Project Number	Project Title

Budgeted Item?	Yes	Current Budget	$	17,914.00
		Funds Obligated	$	7,707.00
		Current Balance	$	10,207.00
Does item have a cost?	Yes	Item Cost	$	6,020.00
Budget Adjustment Attached?	No	Budget Adjustment		
		Remaining Budget	$	4,187.00

V20140710

Previous Ordinance or Resolution # 5268

Original Contract Number: 2099

Approval Date:

Comments:

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF DECEMBER 16, 2014

TO: Mayor and City Council

THRU: Don Marr, Chief of Staff
Connie Edmonston, Parks and Recreation Director
Alison Jumper, Park Planning Superintendent

FROM: Carole Jones, Park Planner II

DATE: November 26, 2014

SUBJECT: Approval of Amendment No. 2 to Ordinance No. 5268 with the Watershed Conservation Resource Center in the amount of $6,020 for ongoing establishment efforts for the Niokaska Stream Restoration Project in Sweetbriar Park

---

RECOMMENDATION:
Parks and Recreation staff recommends approval of Amendment No. 2 to Ordinance No. 5268 with the Watershed Conservation Resource Center resulting in an increase of $6,020.

BACKGROUND:
Sweetbriar Park contains 4.05 acres and is located at 2636 E. Sweetbriar Drive. The park is situated in the northeast quadrant of town east of Old Missouri Road and south of Joyce Boulevard. Niokaska Creek, a tributary to Mud Creek, flows through Sweetbriar Park. The creek is located within the Illinois River Watershed.

On September 1, 2009, the City Council passed Ordinance Number 5268 approving a Memorandum of Understanding (MOU) with the Watershed Conservation Resource Center to restore an approximately 1,600-foot section of Niokaska Creek that was incised and had several banks eroding into the park land and surrounding residential yards using natural channel design principles (see attached ordinance). A portion of the project was funded by an EPA Region 6 Wetlands Program Development Grant in the amount of $234,000. The grant is utilized for projects promoting research, training, demonstrations, and surveys relating to the causes, effects, extent, prevention, reduction, and elimination of water pollution.

DISCUSSION:

Staff is requesting approval of Amendment No. 2 pursuant to the Memorandum of Understanding (MOU) as described in Ordinance No. 5268 with the Watershed Conservation Resource Center. This amendment includes establishing native vegetation, removal of invasive species and planting additional native plants on an existing floodplain within Sweetbriar Park. Also included are monitoring of bank erosion and hand repairs and enhancements to rock structures constructed as part of the original project.

After the catostrophic flooding in 2011, WCRC and city staff determined there was a need to enhance existing floodplain along the project to provide additional roughness to help dissipate energy during larger flood events. An approximately 5,000 square foot area located within Sweetbriar Park provided the perfect setting. One of the challenges in designing natural channel stream restoration projects is the ability to tie into the existing landscape. The stream restoration project is improved by enhancing the existing floodplain within the park. Additional benefits include demonstrating the use of additional riparian area along streams on city property as encouraged by the city's streamside protection ordinance, as well as, reducing the amount of park land requiring mowing and maintenance.

Ongoing erosion monitoring is required to demonstrate the effectiveness of the project in preventing streambank erosion. The need to make immediate hand repairs and enhancements to rock structures was revealed during inspections of the project after recent storm events. These repairs and enhancements help to facilitate the long-term effectiveness of the restoration project.

An additional cost of $6,020 is incurred for the additional work.

BUDGET/STAFF IMPACT:
This project is funded with Sales Tax funds in project 02045.9025 - Niokaska Creek Stream Restoration Demonstration. Adequate funds are available in the project for Amendment No. 2.

Attachments:
Ordinance No. 5268
WCRC Signed Amendment No. 2
PO Request

ORDINANCE NO. 5268

AN ORDINANCE WAIVING THE REQUIREMENTS OF FORMAL COMPETITIVE BIDDING AND APPROVING A MEMORANDUM OF UNDERSTANDING WITH THE WATERSHED CONSERVATION RESOURCE CENTER (WCRC) IN THE AMOUNT OF $188,000.00 FOR A STREAM RESTORATION DEMONSTRATION PROJECT ON NIOKASKA CREEK THROUGH SWEETBRIAR PARK.

WHEREAS, the Watershed Conservation Resource Center possesses unique expertise and resources ideally suited to meet the City of Fayetteville's need for stream restoration as part of the Stormwater Phase II permit requirements; and

WHEREAS, the Watershed Conservation Resource Center can perform this work at a significant savings to the citizens of Fayetteville.

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 determines an exceptional situation exists in which competitive bidding is deemed not feasible or practical and therefore waives the requirements of formal competitive bidding and approves a Memorandum of Understanding (marked as Exhibit "A" attached hereto and made a part hereof) between the City of Fayetteville, Arkansas and the Watershed Conservation Resource Center (WCRC) in the amount of $188,000.00 for a Stream Restoration Demonstration Project on Niokaska Creek through Sweetbriar Park.

PASSED and **APPROVED** this 1st day of September, 2009.

APPROVED:

By: _____
LIONELD JORDAN, Mayor

ATTEST:

By: _____
SONDRA E. SMITH, City Clerk/Treasurer

CITY OF Fayetteville ARKANSAS

AMENDMENT NO. 2

ONGOING ESTABLISHMENT OF NIOKASKA STREAM RESTORATION PROJECT IN SWEETBRIAR PARK

STATE OF ARKANSAS

COUNTY OF WASHINGTON

This Amendment is written pursuant to the Memorandum of Understanding (MOU) as described in Ordinance No. 5268 executed on September 1, 2009. The referenced MOU pertains to a stream restoration project and associated services with the Watershed Conservation Resource Center (WCRC) for the Niokaska Stream Restoration in Sweetbriar Park. This Amendment entered into and executed on the date indicated below the signature block by and between the City of Fayetteville and the Watershed Conservation Resource Center sets forth the project description, project schedule and associated fees for these services related to the ongoing establishment of the Niokaska Stream Restoration Project located in Sweetbriar Park.

Section I - Project Description

This project consists of continued ongoing efforts to establish the stream restoration project along a section of Niokaska Creek in Sweetbriar Park and surrounding properties. WCRC originally designed the project and performed the construction observation working closely with the contractors. Since implementation, the WCRC has continued to work towards establishing a restoration project that will be better able to withstand future flood events. The project currently is effective in protecting city park property, however, as with any stream restoration project, establishment of a vigorous stand of native vegetation is essential to creating a long-lasting and effective project. This amendment will help to facilitate continuation of the establishment efforts that are needed for this project.

Section II - Project Timeframe

Establishing native vegetation, removal of invasive species and planting additional native plants on an approxiamtely 5,000 square foot existing floodplain within Sweetbriar Park has been completed. The ongoing erosion monitoring and hand repairs and enhancements to rock structures will be completed within 60 days following City Council approval and receipt of the Notice to Proceed.

Section III - Scope of Services

The work conducted under this amendment includes the following activities up to the NTE amount shown in Section IV.

- Establishing native vegetation in existing floodplain on park property
- Invasive species removal including coordination of volunteers
- Planting of additional native plants including coordination of volunteers
- Monitoring of bank erosion
- Hand repairs and enhancements to structures

Section IV - Fees and Payments

WCRC will perform the above-referenced activities shown in the Scope of Services at the following rates for a total cost NTE $6,020. See Attachment 1.

Project Manager: $125/hr
Watershed Specialist: $60r/hr
Staff Engineer: $60/hr
Field Staff: $45/hr

Section V - Memorandum of Understanding in Effect

Except as amended specifically herein, the original Memorandum of Understanding shall remain in full force as originally approved.

IN WITNESS WHEREOF, the parties hereto have caused this AMENDMENT to be duly executed as of the date and year first herein written.

FOR THE CITY OF FAYETTEVILLE

By: _____ Attest: _____
Mayor Lioneld Jordan Sondra Smith, City Clerk

Date: _____

FOR WATERSHED CONSERVATION RESOURCE CENTER

By: Sandi Formica Attest:
Sandi Formica

Date: Nov 26, 2014

Attachment 1

Project Budget for Ongoing Establishment Efforts for Niokaska Stream Restoration Project

Task	Item	Units	Qty	Unit Cost ($)	Estimated Cost ($)
Completed Tasks					
Establish native vegetation in floodplain on Park Property	Field Staff	hr.	24	45	$1,080.00
	Watershed Specialist	hr.	8	60	$480.00
	Project Manager	hr.	4	125	$500.00
Invasive Species Removal	Field Staff	hr.	16	45	$720.00
	Watershed Specialist	hr.	4	60	$240.00
Hand repairs and enhancement to structures	Field Staff	hr.	8	45	$360.00
	Watershed Specialist	hr.	4	60	$240.00
				Completed task Subtotal	$3,620.00
Tasks to be Performed					
Planting additional native plants	Field Staff	hr.	16	45	$720.00
Monitoring of Bank Erosion	Staff Engineer	hr.	16	60	$960.00
	Field Staff	hr.	16	45	$720.00
				Subtotal	$2,400.00
				Total	$6,020.00

City of Fayetteville - Purchase Order Request (PO)

(Not a Purchase Order)

All PO Requests shall be scanned to the Purchasing e-mail: Purchasing@fayetteville-ar.gov.
Purchase shall not be made until an actual PO has been issued.

Requisition No.:

Date: **11/26/2014**

P.O Number:

Vendor #: **16441**

Vendor Name: **Watershed Conservation Resource Center**

Mail ☑ Yes ☐ No

Legistar#: 2014-0559

Address: **380 W. Rock St.**

FOB Point:

Taxable ☑ Yes ☐ No

Expected Delivery Date:

City: **Fayetteville**

State: **AR**

Zip Code: **72701**

Ship to code:

Quotes Attached ☐ Yes ☑ No

Requester: Carole Jones

Requester's Employee #: **3003**

Extension: **3472**

Item	Description	Quantity	Unit of Issue	Unit Cost	Extended Cost	Account Number	Project.Sub#	Inventory #	Fixed Asset #
1	**Amendment No. 2 to Ordinance No. 5268 for ongoing establishment efforts for the Niokaska Stream Restoration Project in Sweetbriar Park**	**1**	**1**	**6,020.00**	**$6,020.00**	**4470.9470.5314.00**	**02045.0925**		
2					**$0.00**				
3					**$0.00**				
4					**$0.00**				
5					**$0.00**				
6					**$0.00**				
7					**$0.00**				
8					**$0.00**				
9					**$0.00**				
10					**$0.00**				
*	Shipping/Handling		Lot		**$0.00**				

Special Instructions:
Sales tax is included.

Subtotal: **$6,020.00**
Tax: **$0.00**
Total: **$6,020.00**

Approvals:

Mayor: _____

Department Director: _____

Purchasing Manager: _____

Chief Financial Officer: _____

Budget Director: _____

IT Director: _____

Dispatch Manager: _____

Utilities Manager: _____

Other: _____

Revised 6/18/2014

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0447

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Tabled

In Control: City Council **File Type:** Ordinance

Agenda Number: B. 1

AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4850, FOR APPROXIMATELY 4.96 ACRES, LOCATED ALONG THE NORTH SIDE OF MARTIN LUTHER KING BOULEVARD BETWEEN GOVERNMENT AND HILL AVENUES, FROM I-1, HEAVY COMMERCIAL/LIGHT INDUSTRIAL, TO C-2, THOROUGHFARE COMMERCIAL

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the following described property from I-1, HEAVY COMMERCIAL/LIGHT INDUSTRIAL, to C-2, THOROUGHFARE COMMERCIAL, as shown on Exhibits "A" and "B" attached hereto and made a part hereof.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

2700 S. Armstrong Avenue
Fayetteville, Arkansas 72701
Tel. (479) 718-7700
Fax (479) 443-5473
http://www.hannascandles.com

October 14, 2014

Mayor Lioneld Jordan
Members of the Fayetteville City Council
City of Fayetteville, Arkansas

Attn: Sondra Smith, City Clerk **Via Email and Hand Delivery**
City of Fayetteville
113 West Mountain
Fayetteville, AR 72701

Re: RZN 14-4850
Planning Commission Agenda Item No. 12
NE Corner of MLK Blvd. and S. Hill Ave./Hanna's Landing

Dear Mayor Jordan and Members of the Council:

This letter is being sent by the owners of the above property to respectfully appeal the action of the Fayetteville Planning Commission at its meeting on October 13, 2014 in regard to the above-referenced application. Our application was to rezone the property from its current zoning designation, I-1 Heavy Commercial/Light Industrial to C-2 Thoroughfare Commercial pursuant to the Unified Development Code ("UDC") of the City of Fayetteville. The Planning Commission voted to recommend denial of the rezoning to the City Council.

We believe the Planning Commission erred in its decision to deny in that the decision was not based on legitimate land use-based considerations and the applicable UDC C-2 zoning code provisions.

We request that this appeal be placed on the next available City Council agenda for consideration. Please notify us, and our authorized representative, Mr. Stephen R. Giles, of the date that this item will be on the Council's agenda and also of any notices that need to be sent or published by the applicant prior to the hearing date.

If you have any questions or need additional information, please do not hesitate to let us and our representative know.

Respectfully submitted,

Burl Hanna, Owner

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF NOVEMBER 6, 2014

TO: Fayetteville City Council

THRU: Andrew Garner, Planning Director

FROM: Jesse Fulcher, Senior Planner

DATE: October 14, 2014

SUBJECT: **RZN 14-4850: Rezone (NORTHEAST CORNER OF MLK BLVD. AND S. HILL AVE./HANNA'S LANDING, 522):** Submitted by CEI ENGINEERING for property located ON THE NORTH SIDE OF MLK BLVD. BETWEEN GOVERNMENT AVE. AND HILL AVE. The property is zoned I-1, HEAVY COMMERCIAL/LIGHT INDUSTRIAL and contains approximately 4.96 acres. The request is to rezone the property to C-2, THOROUGHFARE COMMERCIAL.

RECOMMENDATION:

The Planning Commission and City Planning Staff recommend denial of an ordinance to rezone the property to C-2, Thoroughfare Commercial.

BACKGROUND:

The subject property is located at the northwest corner of Martin Luther King, Jr. Boulevard and Government Avenue and contains 12 separate lots that are all zoned I-1, Heavy Commercial/Light Industrial. The property owner also owns two adjacent lots along Hill Avenue that are already zoned C-2, Thoroughfare Commercial. The industrial properties are developed with several existing businesses, including warehousing, car repair and U-Haul rentals. Surrounding land uses vary widely and include residential, office, repair, and retail.

There are many legally tested factors to consider with a rezoning proposal. Consistency with a City's General Land Use Plan (City Plan 2030) and compatibility with adjacent properties are two of the primary considerations, among others such as logical public opposition, traffic safety and congestion, good civic design and efficiency, property value considerations, and so forth. Because the City Plan incorporates many of the zoning considerations within its comprehensive policy recommendations, this plan is often cited in staff's reports to the Planning Commission and City Council. However, City Plan 2030 remains a policy guide and is clearly not written nor intended to be a requirement for any specific type of zoning. Rather, each rezoning application that comes before the City Council is unique and reviewed by staff and the Council on its own merit.

As noted above, compatibility is often a major factor in a zoning application. Land use compatibility cannot be determined by the color shades of a zoning map. It often is determined by civic design, including building scale, mass, orientation and traffic, and importantly considers the context of surrounding parcels of land, both in present and potential character. "Compatibility does not mean 'the same as.' Rather, compatibility refers to the sensitivity of development proposals in maintaining the character of existing development." (Hudson, Ohio: Land Development Code)

Directly adjacent to this property and in the immediate surroundings are small scale residences and businesses, many constructed from 1900-1950. It is expected that rezoning almost 5-acres of property to C-2, Thoroughfare Commercial will promote a highway-style development pattern that is incompatible with the small-scale, historic fabric of the surrounding neighborhood. There is not another zoning of this nature and size along Martin Luther King, Jr. Boulevard until closer to the intersection of Razorback Road. The land uses there include strip commercial centers, fast-food restaurants and gasoline service stations, so the overall character of the C-2 zone is clearly apparent in our city. Accordingly, the subsequent development pattern on this 5-acre parcel will likely include a large, single-use building located at the back of the property and a parking lot containing several acres located along Martin Luther King, Jr. Boulevard and Government Street. Ultimately, the question for the Council seems to be "is this rezoning and the development pattern that it creates appropriate and compatible for this particular property, given all the factors that may be considered in a rezoning application?" In staff's view, the C-2 zone and subsequent development pattern does not reflect, complement, or consider the surrounding building scale, building mass, or building orientation and therefore is not compatible. And because this development style is primarily oriented to automobile traffic, automobile usage will be intensified on the surrounding small-scale streets that serve the existing neighborhoods.

City Plan 2030 Future Land Use Plan designates this site as ***City Neighborhood Area. City Neighborhood Areas*** are more densely developed than residential neighborhood areas and provide a varying mix of nonresidential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single-family to multi-family. Non-residential uses range in size, variety and intensity from grocery stores and offices to churches, and are typically located at corners and along connecting corridors. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

City Neighborhood Areas encourage complete, compact, and connected neighborhoods and are intended to serve the residents of Fayetteville, rather than a regional population. While they encourage dense development patterns, they do recognize existing conventional strip commercial developments and their potential for future redevelopment in a more efficient urban layout. In addition, the subject property is directly adjacent to the Downtown Master Plan boundary, and an area known as the Mill District. Excerpts further describing these areas have been included in the staff report.

Goal 1 of City Plan 2030 makes appropriate infill and revitalization our highest priorities. This goal promotes redevelopment that reflects the existing community character of neighborhoods. The C-2 zoning district is a conventional commercial zoning district, modeled for the auto-oriented development patterns popularized by highway expansions over the last 60 years. This designation is not consistent with the traditional town components that still exist around this site.

All of this area was once a traditional residential neighborhood. Over time it has been split by Martin Luther King Boulevard, once a two-lane residential street, and many of the original homes were demolished to make way for new commercial developments. Because of these changes the area now simultaneously reflects two very different development scenarios. The first is a traditional neighborhood with homes lining the street and low traffic speeds. This is the development pattern to the north, south and east and reflects new development patterns under construction currently in the immediate vicinity. The second is a highway corridor lined with strip centers and fast food restaurants. This is the development pattern further to the west. Rezoning 4.96 acres to C-2, in staff's opinion, will promote new suburban commercial development and further fragment a historic neighborhood.

Goal 2 of City Plan 2030 discourages suburban sprawl. The location of this property is quite urban in nature - part of a neighborhood that developed in the first quarter of the 20th century, which retains a mixture of residential and small-scale commercial uses. However, the land use pattern commonly developed in the C-2 zoning district is low density, automobile dependent, energy and land consumptive, and requires a high ratio of paved surface to development served. In staff's opinion the land use pattern proposed and expected within a C-2 zoning district is much more aligned with suburban forms of development than urban infill.

Goal 3 of City Plan 2030 encourages traditional town form to be the standard development pattern. However, the C-2 zoning district tends to promote a suburban development pattern with sites designed around parking lots and highway access instead of the neighborhoods which they border. A C-2 rezoning in this location would run counter to the City's vision for redevelopment adjacent to downtown into a more urban and walkable environment. This vision adopted by the City Council with hundreds of citizens' input is feasible in this area because of the close proximity to downtown, Frisco Trail, the University of Arkansas and Fayetteville High School, and several medium to high density residential neighborhoods.

DISCUSSION:
On October 13, 2014 the Planning Commission voted on this item with a recommendation for approval. The recommendation failed with a vote of 0-8-0.

BUDGET/STAFF IMPACT:
N/A

Attachments:
CC Ordinance
Exhibit A
Exhibit B
Planning Commission Staff Report

ORDINANCE NO.

AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4850, FOR APPROXIMATELY 4.96 ACRES, LOCATED ALONG THE NORTH SIDE OF MARTIN LUTHER KING BOULEVARD BETWEEN GOVERNMENT AND HILL AVENUES, FROM I-1, HEAVY COMMERCIAL/LIGHT INDUSTRIAL, TO C-2, THOROUGHFARE COMMERCIAL.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the following described property from I-1, HEAVY COMMERCIAL/LIGHT INDUSTRIAL, to C-2, THOROUGHFARE COMMERCIAL, as shown on Exhibits "A" and "B" attached hereto and made a part hereof.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

PASSED and APPROVED this day of , 2014.

APPROVED: ATTEST:

By: _____ By:_____

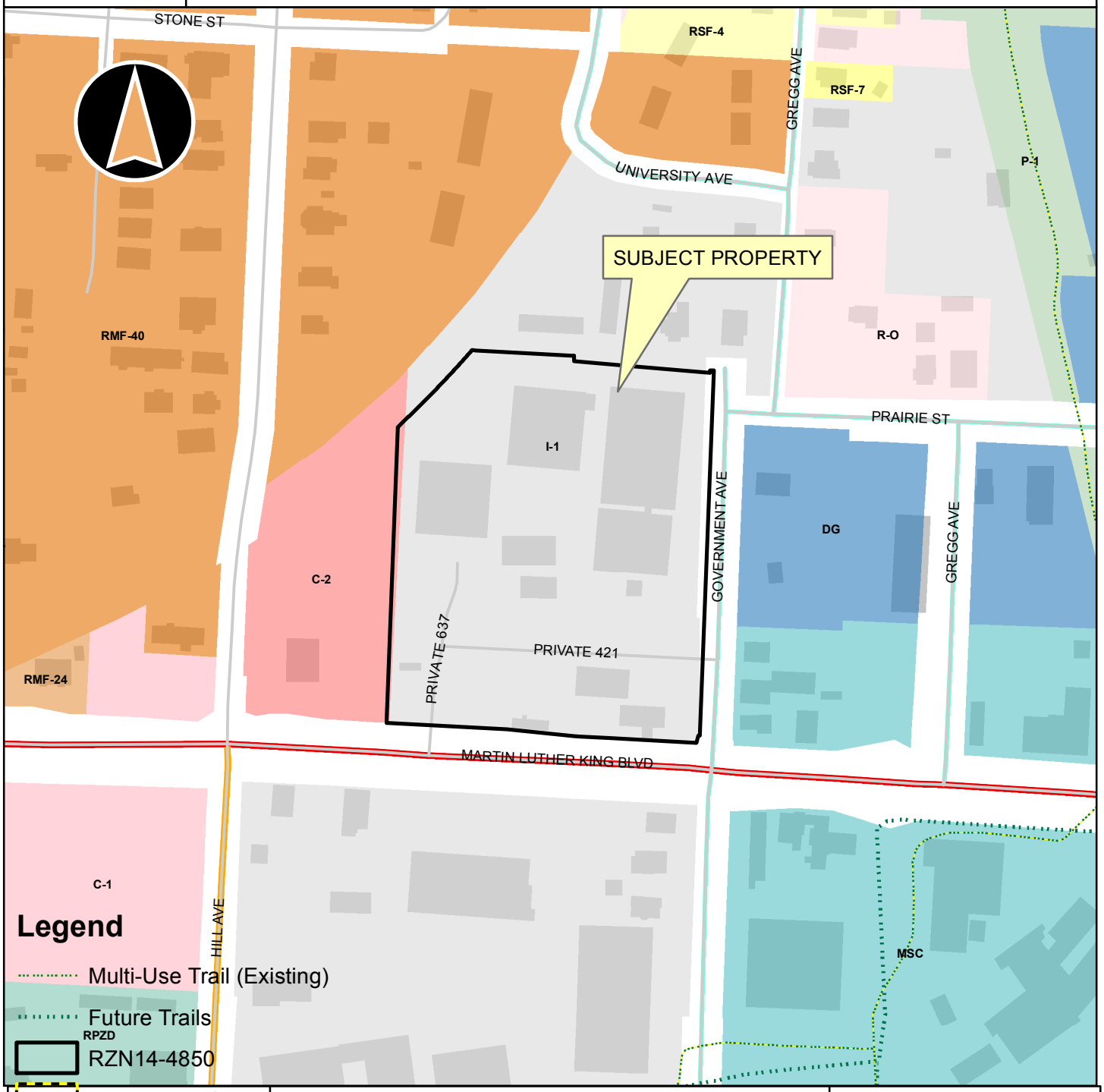
LIONELD JORDAN, Mayor **SONDRA E. SMITH**, City Clerk/Treasurer

EXHIBIT "A"

RZN14-4850

Close Up View

HANNA'S LANDING



Overview

Fayetteville City Limits

Footprints 2010

Hillside-Hilltop Overlay District

Design Overlay District

Design Overlay District

Planning Area

0 75 150 300 450 600 Feet

EXHIBIT "B"

Industrial Zoning Description:

A tract of land being a part of the Southeast Quarter (SE1/4) of the Southwest Quarter (SW1/4) of Section 16, Township 16 North, Range 30 West, Washington County, Arkansas, more particularly described by metes and bounds as follows:

COMMENCING at a found 3/4" steelbar at the Northeast corner of said Quarter, Quarter according to Plat Book 4, Page 97, dated 21, February 1923; Thence along East line of said Quarter, Quarter South 02° 39' 57" West, a distance of 424.27 feet; Thence leaving said East line North 86° 28' 38" West, a distance of 227.07 feet to the West Right-of-Way of S. Government Ave., A.K.A. National Cemetery Road, according to Deed Book Y, Page 315-315 dated 3, February 1875; Thence along said West Right-of-Way South 02° 39' 57" West a distance of 10.09 feet for the **POINT of BEGINNING**;

Thence along said West Right-of-Way South 02° 39' 57" West, a distance of 501.67 feet to the North Right-of-Way of W. Martin Luther King Blvd. according to Arkansas Highway Commission Document No. 93-16505;

Thence along said North Right-of-Way the following seven (7) courses:

(1) North 86° 17' 47" West a distance of 1.87 feet;
(2) South 17° 23' 19" West a distance of 10.30 feet;
(3) North 86° 34' 45" West a distance of 160.00 feet;
(4) North 83° 43' 00" West a distance of 8.55 feet;
(5) North 83° 43' 00" West a distance of 91.58 feet;
(6) North 86° 35' 01" West a distance of 164.18 feet;
(7) North 86° 35' 01" West a distance of 1.99 feet;

Thence leaving said North Right-of-Way North 02° 39' 57" East a distance of 406.58 feet to the East Right-of-Way of Arkansas and Missouri Railroad Company and along a non-tangent curve to the left, with a length 146.98 feet, having a radius of 1482.69 feet, through a central angle of 05°40'47", and having a chord which bears North 44° 29' 37" East a distance of 146.92 feet to a non-tangent line; Thence along said line, South 86° 28' 38" East a distance of 140.24 feet; Thence leaving said line, South 03° 34' 11" West a distance of 7.93 feet; Thence South 84° 46'12" East a distance of 69.03 feet; Thence South 84° 39'10" East a distance of 118.31 feet; Thence North 03° 34' 11" East a distance of 3.67 feet; Thence South 86° 25' 49" East a distance of 5.28 feet to the POINT of BEGINNING and containing 216,008 square feet or 4.96 acres, more or less.

Government Ave.

Government Ave.

Martin Luther King Blvd.

Hill Ave.

Prairie St.

South St.

5th St.

Mill District

Martin Luther King Blvd.

West Ave.

CITY OF Fayetteville ARKANSAS

PLANNING COMMISSION MEMO

TO: City of Fayetteville Planning Commission

THRU: Andrew Garner, Planning Director

FROM: Jesse Fulcher, Senior Planner

MEETING DATE: ~~October 6, 2014~~ Updated October 15, 2014

SUBJECT: **RZN 14-4850: Rezone (NORTHEAST CORNER OF MLK BLVD. AND S. HILL AVE./HANNA'S LANDING, 522):** Submitted by CEI ENGINEERING for property located at ON THE NORTH SIDE OF MLK BLVD. BETWEEN GOVERNMENT AVE. AND HILL AVE. The property is zoned I-1, HEAVY COMMERCIAL/LIGHT INDUSTRIAL and contains approximately 4.96 acres. The request is to rezone the property to C-2, THOROUGHFARE COMMERCIAL.

RECOMMENDATION:
Staff recommends denial of **RZN 14-4850**.

BACKGROUND:
The subject property is located at the northwest corner of Martin Luther King Boulevard and Government Avenue and contains 12 separate lots that are all zoned I-1, Heavy Commercial/Light Industrial. The property owner also owns two adjacent lots along Hill Avenue that are already zoned C-2, Thoroughfare Commercial. The industrial properties are developed with several existing businesses, including warehousing, car repair and U-Haul rentals. Surrounding land uses vary widely and include residential, office, repair, and retail. The surrounding zoning and land uses are depicted in *Table 1.*

Table 1 - Surrounding Zoning and Land Use

Direction from Site	Land Use	Zoning
North	Commercial/single-family residential	I-1, Heavy Commercial/Light Industrial
South	Commercial	I-1, Heavy Commercial/Light Industrial
East	Commercial/single-family residential	DG, Downtown General/MSC, Main Street Center
West	Undeveloped/Commercial/Railroad	C-2, Thoroughfare Commercial

Request: The request is to rezone the property from I-1, Heavy Commercial/Light Industrial to C-2, Thoroughfare Commercial.

Public Comment: Staff has received comments from several members of the public who are opposed to the rezoning.

INFRASTRUCTURE:

Streets: The site has two access points to Hill Avenue and Government Avenue, which are both local streets, and Martin Luther King Boulevard, a principal arterial. Any improvements to these streets will be determined at the time of development.

Water: Public water is accessible to the site. There is a 12-inch water main along Martin Luther King Boulevard and a 4-inch water main along Government Avenue.

Sewer: Sanitary sewer is available to the site. There is an 8-inch sewer main along Martin Luther King Boulevard and a 10-inch sewer main along Government Avenue.

Drainage: Any additional improvements or requirements for drainage will be determined at time of development. This property is not affected by the 100-year floodplain or the Streamside Protection Ordinance.

Fire: This development will be protected by Engine 1 located at 303 W. Center Street. It is 1 mile from the station with an anticipated response time of 2 minutes to the beginning of the development. The Fayetteville Fire Department does not feel this development will affect our calls for service or our response times.

Police: The Police Department did not express any concerns with this request.

CITY PLAN 2030 FUTURE LAND USE PLAN:

City Plan 2030 Future Land Use Plan designates this site as ***City Neighborhood Area. City Neighborhood Areas*** are more densely developed than residential neighborhood areas and provide a varying mix of nonresidential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single-family to multi-family. Non-residential uses range in size, variety and intensity from grocery stores and offices to churches, and are typically located at corners and along connecting corridors. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

City Neighborhood Areas encourage complete, compact, and connected neighborhoods and are intended to serve the residents of Fayetteville, rather than a regional population. While they encourage dense development patterns, they do recognize existing conventional strip commercial developments and their potential for future redevelopment in a more efficient urban layout.

Guiding Policies:

a. Protect adjoining properties from the potential adverse impacts associated with non-residential uses adjacent to and within residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, drainage, and effects on property values.

b. Provide non-residential uses that are accessible for the convenience of individuals living in residential districts and where compatibility with existing desirable development patterns occurs.

c. Reduce the length and number of vehicle trips generated by residential development by enhancing the accessibility to these areas; encourage walkability as part of the street function. Neighborhood shopping should be within walking distance of residential use, or approximately one-quarter mile.

d. Encourage developers to designate and plan for mixed-use corners at the time of approval to properly plan for accessibility to these areas.

e. Encourage pedestrian-friendly, mixed-use buildings through the use of transparent glass for commercial uses at street level and building entrances that address the street.

f. Encourage a block-and-street layout that promotes walkable, cyclist-friendly road designs with slow design speeds.

g. Encourage mixed-use development that is sensitive to surrounding residential uses and allows for day and night utilization of available parking.

h. Utilize principles of traditional residential urban design to create compatible, livable and accessible neighborhoods.

i. Encourage properties to redevelop in an urban form.

j. Protect and restore Fayetteville's outstanding residential architecture of all periods and styles.

k. Utilize the Master Street Plan and incorporate bike lanes, parkways and landscaped medians to preserve the character of the City and enhance the utilization of alternative modes of transportation.

l. Manage non-residential development within and adjoining residential neighborhoods to minimize nuisances.

m. Minimize through traffic on minor residential streets, while providing connections between neighborhoods to encourage openness and neighborliness.

Finding: **Based upon a number of guiding policies above, staff finds the C-2 zoning district in this particular location to be inconsistent with the City Neighborhood Area designation and the context of the site adjacent to the Downtown Master Plan neighborhood boundary. Commercial use of the property could be appropriate, since the property is along a connecting corridor. However, the most appropriate zoning district is one that requires a development form consistent with a traditional city neighborhood, which is the historical context of this area.**

DISCUSSION:

FINDINGS OF THE STAFF

RECOMMENDATION: Staff recommends denial of **RZN 14-4850**.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: October 13, 2014	**☐ Tabled**	**☐ Forwarded**	**√ Denied**
Motion: Winston (Motion to approve)	**Second: Cook**		**Vote: 0-8-0(Motion Failed)**
CITY COUNCIL ACTION:	**Required**	**YES**	
Date: November 6, 2014		**☐ Approved**	**☐ Denied**

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: **The subject properties are underutilized and contain a variety of industrial building types that do not fit in well with the residential and small scale commercial uses along Martin Luther King Boulevard, Government Avenue, Gregg Avenue and Prairie Street. Rezoning the property will allow infill and revitalization, which staff and the Council supports as a general policy. However, the character and design of the new project will be heavily influenced by the new zoning designation and associated development requirements.**

Goal 1 of City Plan 2030 promotes redevelopment that reflects the existing community character of neighborhoods. The C-2 zoning district is a conventional commercial zoning district, modeled for the auto-oriented development patterns popularized by highway expansions over the last 60 years. This designation is not consistent with the traditional town components that still exist around this site.

All of this area was once a traditional residential neighborhood. Over time it has been split by Martin Luther King Boulevard, once a two-lane residential street, and many of the original homes were demolished to make way for new commercial developments. Because of these changes the area now simultaneously reflects two very different development scenarios. The first is a traditional neighborhood with homes lining the street and low traffic speeds. This is the development pattern to the north, south and east. The second is a highway corridor lined with strip centers and fast food restaurants. This is the development pattern to the west. Rezoning 4.8 acres to C-2 will promote new suburban commercial development and further fragment a historic neighborhood.

Goal 2 of City Plan 2030 discourages suburban sprawl. The location of this property is quite urban in nature - part of a neighborhood that developed in the first quarter of the 20th century. However, the land use pattern commonly developed in the C-2 zoning district is low density, automobile dependent, energy and land consumptive, and requires a high ratio of paved surface to development served. The applicant notes in their submittal letter that the intent is to develop a Neighborhood Market, fueling station and parking lot. The most recent Neighborhood Market in Fayetteville contained 40,000 square feet and 189 parking spaces. Assuming a similar development scenario, the current site (total development site is 5.91 acres) will have a building coverage of only 15%. Put another way, a downtown property with over 257,000 square feet and 1,100 linear feet of public street, water and sewer frontage will be developed with a 40,000 square foot building. In staff's opinion the land use pattern proposed and expected within a C-2 zoning district is an inefficient use of land and public infrastructure, and much more aligned with suburban forms of development than urban infill.

Goal 3 of City Plan 2030 encourages traditional town form to be the standard development pattern. However, the C-2 zoning district tends to promote a suburban development pattern with sites designed around parking lots and highway access instead of the neighborhoods which they border. A C-2 rezoning in this location would oppose the City's vision for redevelopment adjacent to downtown into a more urban and walkable environment. This vision adopted by the City Council with hundreds of citizens' input is feasible in this area because of the close proximity to downtown, Frisco Trail, the University of Arkansas and Fayetteville High School, and several medium to high density residential neighborhoods.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **Rezoning the property to allow for redevelopment and efficient use of existing infrastructure is appropriate. However, the zoning should be consistent with land use planning objectives and policies. In staff's opinion the C-2 zoning district is inappropriate for the subject property, because it is not consistent with the surrounding community character. The subject properties are part of the County Court Plat, which dates to the first quarter of the 20th Century. There are still a number of original homes on Government Street dating back to 1926. Property on the east side of Government Street is zoned Main Street Center and is part of the Downtown Master Plan. The character of this area is original Fayetteville, urban core, and a traditional development pattern. In staff's opinion the rezoning proposal is not justified at this time.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **The properties are currently mostly used as industrial warehouse space, so there is little traffic generated from the overall property. Rezoning the property to C-2 and redeveloping the site in accordance with the allowable zoning regulations will likely increase traffic on the surrounding street**

system, including Gregg Avenue, which is a very narrow street. In addition, rezoning the property to C-2 will likely increase vehicle turning movements on Martin Luther King Boulevard, a congested principal arterial.

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **Rezoning the property from I-1 to C-2 will allow some residential uses, which could have some impact on population density. However, it is unlikely that any residential development allowed under the C-2 zoning standards would have a negative impact on services. The Police and Fire Departments have expressed no objections to the proposal.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

   a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

   b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: **N/A**

BUDGET/STAFF IMPACT:
None

Attachments:
- Unified Development Code sections 161.20 & 161.27
- Request Letter
- Site Plan
- Fire response letter
- Public Comment
- City Plan 2030 – City Neighborhood Areas
- Downtown Master Plan boundary map
- Sanborn Map
- Photographs
- One Mile Map
- Close Up Map
- Current Land Use Map
- Future Land Use Map

161.20 District C-2, Thoroughfare Commercial

(A) *Purpose.* The Thoroughfare Commercial District is designed especially to encourage the functional grouping of these commercial enterprises catering primarily to highway travelers.

(B) *Uses.*

(1) *Permitted uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government Facilities
Unit 13	Eating places
Unit 14	Hotel, motel, and amusement facilities
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 18	Gasoline service stations and drive-in/drive through restaurants
Unit 19	Commercial recreation, small sites
Unit 20	Commercial recreation, large sites
Unit 25	Offices, studios, and related services
Unit 33	Adult live entertainment club or bar
Unit 34	Liquor store
Unit 44	Cottage Housing Development

(2) *Conditional uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 21	Warehousing and wholesale
Unit 28	Center for collecting recyclable materials
Unit 29	Dance Halls
Unit 32	Sexually oriented business
Unit 35	Outdoor music establishments
Unit 36	Wireless communications facilities
Unit 38	Mini-storage units
Unit 40	Sidewalk Cafes
Unit 42	Clean technologies
Unit 43	Animal boarding and training

(C) *Density.* None.

(D) *Bulk and area regulations.* None.

(E) *Setback regulations.*

Front	15 ft.
Front, if parking is allowed between the right-of-way and the building	50 ft.
Side	None
Side, when contiguous to a residential district	15 ft.
Rear	20 ft.

(F) *Building height regulations.*

Building Height Maximum	75 ft.*

*Any building which exceeds the height of 20 feet shall be set back from a boundary line of any residential district a distance of one foot for each foot of height in excess of 20 feet.

(G) *Building area.* On any lot, the area occupied by all buildings shall not exceed 60% of the total area of such lot.

(Code 1965, App. A., Art. 5(VI); Ord. No. 1833, 11-1-71; Ord. No. 2351, 6-2-77; Ord. No. 2603, 2-19-80; Ord. No. 1747, 6-29-70; Code 1991, §160.036; Ord. No. 4034, §3, 4, 4-15-97; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. 4727, 7-19-05; Ord. 4992, 3-06-07; Ord. 5028, 6-19-07; Ord. 5195, 11-6-08; Ord. 5312, 4-20-10; Ord. 5339, 8-3-10; 5353, 9-7-10; Ord. 5462, 12-6-11; Ord. 5592, 6-18-13; Ord. 5664, 2-18-14)

161.27 District I-1, Heavy Commercial And Light Industrial

(A) *Purpose.* The Heavy Commercial District is designed primarily to accommodate certain commercial and light industrial uses which are compatible with one another but are inappropriate in other commercial or industrial districts. The Light Industrial District is designed to group together a wide range of industrial uses, which do not produce objectionable environmental influences in their operation and appearance. The regulations of this district are intended to provide a degree of compatibility between uses permitted in this district and those in nearby residential districts.

(B) *Uses.*

(1) *Permitted uses.*

Unit 1	City-wide uses by right
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government Facilities
Unit 6	Agriculture
Unit 13	Eating places
Unit 17	Transportation trades and services
Unit 18	Gasoline service stations and drive-in/drive through restaurants
Unit 21	Warehousing and wholesale
Unit 22	Manufacturing
Unit 25	Offices, studios and related services
Unit 27	Wholesale bulk petroleum storage facilities with underground storage tanks
Unit 42	Clean technologies

(2) *Conditional uses.*

Unit 2	City-wide uses by conditional use permit
Unit 19	Commercial recreation, small sites
Unit 20	Commercial recreation, large sites
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communications facilities
Unit 38	Mini-storage units
Unit 43	Animal boarding and training

(C) *Density.* None.

(D) *Bulk and area regulations.* None.

(E) *Setback regulations.*

Front, when adjoining A or R districts	50 ft.
Front, when adjoining C, I, or P districts	25 ft.
Side, when adjoining A or R districts	50 ft.
Side, when adjoining C, I, or P districts	10 ft.
Rear	25 ft.

(F) *Height regulations.* There shall be no maximum height limits in I-1 District, provided, however, that any building which exceeds the height of 25 feet shall be set back from any boundary line of any residential district a distance of one foot for each foot of height in excess of 25 feet.

(G) *Building area.* None.

(Code 1965, App. A., Art. 5(VIII); Ord. No. 2351, 6-2-77; Ord. No. 2430, 3-21-78; Ord. No. 2516, 4-3-79; Ord. No. 1747, 6-29-70; Code 1991, §160.039; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. 4992, 3-06-07; Ord. 5028, 6-19-07; Ord. 5195, 11-6-08; Ord. 5312, 4-20-10; Ord. 5339, 8-3-10; Ord. 5353, 9-7-10; Ord. 5472; 12-20-11)

The Law Firm of
Stephen R. Giles
A Professional Association

Telephone
(501) 687-0836

425 West Capitol Avenue
Suite 3200
Little Rock, Arkansas 72201-3469

Facsimile
(501) 374-5092

E-mail: sgiles@gileslaw.net

September 2, 2014

Via E-Mail and Hand Delivery
jpate@fayetteville-ar.gov

Mr. Jeremy Pate
Director of Development Services
City of Fayetteville
113 West Mountain Street
Fayetteville, AR 72701

Re: Rezoning Request on Martin Luther King Boulevard

Dear Mr. Pate:

I have been designated by the owners of land in Fayetteville, Messrs. Thad and Burt Hanna, to present this petition for rezoning of his approximately 5.91 acres of land. The request is to rezone the property from C-2 and I-1 to C-2 Thoroughfare Commercial. This property is located on the north side of Martin Luther King, Jr. Boulevard ("MLK") between Hill Avenue and Government Avenue. This property is under contract by Mr. Hanna with Walmart for a proposed retail grocery store and fueling station at this location. The site currently contains industrial buildings and activity.

Requesting a change from industrial to commercial is necessary to accommodate the permitted zoning designation for a grocery store and fueling station under the Fayetteville UDC Code. A grocery store at this location will conveniently serve the large number of area residents, many of whom live in University of Arkansas student housing and rental homes, in addition to the homeowners of the area. A number of retail commercial businesses currently operate along this MLK corridor which is adequately served by the connecting street system.

The proposed grocery store will not adversely affect the surrounding properties. Traffic to and from the property will be primarily directed to the MLK arterial street, and shoppers from the area residential neighborhoods will have convenient and safe access to the store. Building and signage design and appearance will be attractive. Water and sewer currently is available to the site.

The proposed rezoning and development does not conflict with the City's Comprehensive 2013 Plan. We believe that this well-designed development will promote the 2013 Plan's objectives to (a) make appropriate infill and revitalization of this mostly industrial corridor, (b)

does not constitute suburban sprawl, (c) promotes a livable transportation network, (d) will incorporate the preservation, to the extent possible, of the existing trees on the west side and will add new landscape and green space to the overall site, (e) population density and public services will not be adversely affected and the project will serve and promote the nearby schools, neighborhoods and businesses.

We look forward to working with City Staff, the Planning Commission and City Council in presenting this new development to the City of Fayetteville. If you have any questions or need additional information, please do not hesitate to contact me or Mr. Tom Burry, the project engineer with CEI Engineers in Bentonville.

Kindest regards,

Stephen R. Giles

Enclosure

The Law Firm of
Stephen R. Giles
A Professional Association

Telephone
(501) 687-0836

425 West Capitol Avenue
Suite 3200
Little Rock, Arkansas 72201-3469

E-mail: sgiles@gileslaw.net

Facsimile
(501) 374-5092

September 17, 2014

Via E-Mail
jpate@fayetteville-ar.gov

Mr. Jeremy Pate
Director of Development Services
City of Fayetteville
113 West Mountain Street
Fayetteville, AR 72701

Re: Rezoning Request on Martin Luther King Boulevard

Dear Mr. Pate:

This letter is intended to supplement the original information submitted with the Hanna's rezoning request of September 2, 2014. Since the filing of the original rezoning, the Walmart development team has studied the Urban Transportation's ("UT") district regulations and have come up with a project design that, provided the rezoning request is approved, we believe will compliment and incorporate significant UT criteria. The proposed project fits within the City's stated goals and objectives in the 2030 Plan. Significantly, the proposed project meets the Number One goal of the 2030 Plan - to make appropriate infill and revitalization the city's highest priority. In support of this contention, we highlight the following points of the project that fit within other 2030 Plan goals.

A. The proposed Walmart Neighborhood Market will fill a need near downtown Fayetteville for access to fresh food at low prices, and will do so while improving the land use of the property on MLK. This type of infill development will make central Fayetteville more livable. The market will incorporate offerings and design elements that align with the City's desire to create a more livable urban area and help revitalize a major thoroughfare. The result will be a quality infill development, as described by the first goal of the 2030 plan "We will make appropriate infill and revitalization our highest priorties."
B. The 2030 City Plan recognizes that slope is a critical factor in suitable development, with sixteen percent (16%) of the City planning area having a grade of fifteen percent (15%) or greater, which is a factor why some areas are undeveloped. The topography of the land for the proposed Market has a gradient of nearly twenty percent (20%) in some areas, making it very costly and difficult for most developers to work with.

C. Transit is a key portion of the 2030 Plan, and improved transit requires jobs along transit corridors. A new Walmart Neighborhood Market will create up to ninety (90) new jobs along the current transit stop at Government Avenue. Creating an environment that allows for associates and customers to use transit to access the Walmart Neighborhood Market aligns with Fayetteville's goal of reducing a carbon footprint and allowing the community to be more active.
D. Having a Market that provides fresh food and good products close to the residential area creates a sense of Neighborhood more than just a single-family subdivision without a nearby grocery store. This has the added benefit of reducing the distance of vehicle trips for residents of the area who may otherwise be driving across town to shop, further reducing the city's carbon footprint and meeting goals four and five of the 2030 plan.

We look forward to working with City Staff, the Planning Commission and City Council in presenting this new development to the City of Fayetteville. If you have any questions or need additional information, please do not hesitate to contact me or Mr. Tom Burry, the project engineer with CEI Engineers in Bentonville.

Kindest regards,

Stephen R. Giles

cc: Don Marr, Chief of Staff

GRAPHIC SCALE

80 0 30 60

(IN FEET)
1 inch = 60 ft.

Convergence -175°43.07573"
Combined Scale Factor: 0.999913246
Being a found 1 1/2" AHTD Brass Cap on the North side on W. Martin Luther King Blvd. on the East side of asphalt road by metal building.

Northing 634349.84' US Ft.
Easting 671336.17' US Ft.
Elevation = 1275.42'

Arkansas and Missouri Railroad Company Memorandum of Purchase and Sale Agreement Liber 1206 Pages 317- 318

Original Source of Title - Circa 17 July 1881 Deed Book G2 Pages 351 - 352

The North Line of SE SW 16-16-30 as Evidenced by the Plat of Hall and Gallehar according to Plat Book 4 Page 97, Dated 21 Feb. 1923

P.O.C.
NEC SE SW 16-16-30
Found ½" Iron Rod Matches Other Evidence of the Plat of Hall and Gallehar according to Plat Book 4 Page 97, Dated 21 Feb. 1923

17 - Foot Wide Driveway Reservation according to Warranty Deed recorded in Deed Book 138 at Page 68 Dated 17 Jan. 1911

Original Source of Title - Circa 9 Jan. 1902 a Remnant of Deed Book 101 Page 440

North Line Lot 8 County Court Plat as evidenced by South Lines of Deeds per Book G2, Page 257 and Book 81, Page 57

South Line of Lot 8 County Court Plat as evidenced by North Lines of Deeds per Book S, Page 93 and Book 53, Page 242

Total Area
268,409 Sq. Ft.
or 6.16 Ac.±

Arkansas & Missouri Railroad

S. Hill Ave.

S. Government Ave.

W. Martin Luther King Blvd.

Calculated NEC NE NW 21-16-30 Northing per Monumented Section Line Easting per Record Distance according to Deed Book 12 Page 337, Dated 26 Nov. 1883

NWC NE NW 21-16-30 per Plat 23A-000132 former location of existing Iron Pipe

County Recording Information

LEGEND (Applies to all Sheets)

- Boundary Line
- Deed/Lot Line
- Adjoining Boundary Line
- Easement Line
- Right-of-Way Line
- Existing Gas Line
- Existing Overhead Electric Lines
- Existing Sanitary Sewer Lines
- Existing Storm Drain Pipes
- Existing Underground Telephone Lines
- Existing Water Lines
- Fence (Chainlink)
- Fence (Wood)
- Found Rebar (As Noted)
- Set Rebar (LS#1304)
- Found Aluminum Monument
- Found Pipe (As Noted)
- Found Right-of-Way
- Clean Out
- Sewer Manhole
- Drainage Manhole
- Roof Drain
- Fire Hydrant
- Water Well
- Water Meter
- Water Valve
- Gas Meter
- Gas Valve
- Electric Meter
- Guy Wire
- Pad Mount AC Unit
- Light on Utility Pole
- Electrical Riser
- Utility Pole
- Telephone Riser
- Telephone Vault
- Traffic Signal 2 Lamp
- Traffic Signal 3 Lamp
- Mailbox
- Sign
- Wheel Stop
- Deciduous Tree
- Portion of First Tract possessed and claimed by Lloyd D. Rash
- Lloyd D. Rash Quit Claim Deed Liber 1385, Page 243

Sheet 2 Property Line Adjustment

State Plat Filing Code: 500-16N-30W-0-16-320-72-1304

Scale: 1" = 60'	8/6/14	MAM	TLP	KCD	KMH
	DATE	PLS	DRW	FLD	CHK'R

Hanna's Landing

CEI Engineering Associates, Inc.
ENGINEERS • PLANNERS • SURVEYORS
LANDSCAPE ARCHITECTS • ENVIRONMENTAL SCIENTISTS
3108 SW Regency Parkway, Suite 2
Bentonville, AR 72712
PH: (479)273-9472
FAX: (479)273-0844

CERTIFICATE OF AUTH. ARKANSAS SURVEY

For Review

REGISTERED JERRY A. MEADORS PROFESSIONAL LAND SURVEYOR

Property Line Adjustment	DATE	SHEET NO.
W. Martin Luther King Blvd. & S. Government Ave. Fayetteville, Arkansas	9/3/14 7:52 AM Rev-1	2 OF 5

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The City of Fayetteville Fire Department
303 W. Center St. Fayetteville, AR. 72701
Phone (479) 575-8365 Fax (479) 575-0471

To: **CEI Engineering, and Jesse Fulcher**

From: **Captain Will Beeks, Assistant Fire Marshal**

Date: **October 7, 2014**

Re: **Hanna's Landing**

This development will be protected by Engine 1 located at 303 W. Center St.
It is 1 mile from the station with an anticipated response time of 2 minutes to the beginning of the development.

The Fayetteville Fire Department does not feel this development will affect our calls for service or our response times.

If you have any questions please feel free to contact me.

Captain Will Beeks
Fayetteville Fire Department

From: Jared Delaney <jareddelaney@collectivebias.com>
Sent: Wednesday, September 10, 2014 4:37 PM
To: Marsh, Sarah
Subject: Jared Delaney, per new proposed Walmart on MLK

Sarah, my neighbor Dave said he spoke with Mark Kinion earlier concerning this matter and he referred us to someone in Ward 1. I, along with all my neighbors, are not pleased with this rumor announcement. I am at 309 South Gregg Ave, and you can see how this potential new Walmart will affect the traffic on our road. I have lived on this road for 10 years, and care a lot for the neighborhood. Our road is already used as a crossroad for people getting to Dickson, and I can't imagine the troubles this will cause us. The road is too narrow for the amount of traffic it gets anyway.

Please let me know what I can do or what I have to voice my concerns about this. The neighborhood is ready to rally, and we have a lot of people on our road that work in media ready to help out, including myself. Thank you for your time, and please feel free to call me if needed (number below).

Jared Delaney.
Proud Lifetime Fayetteville Resident

--

Jared Delaney | Account Executive
(479) 236-4006 | @JaredSDelaney

From: mollymcarman@yahoo.com [mailto:mollymcarman@yahoo.com]
Sent: Thursday, September 18, 2014 12:23 PM
To: CityClerk
Subject: Regarding the proposed Neighborhood Market

Would you please forward my comments regarding the proposed Neighborhood Market on MLK to the planning commission?
Thank you,
Molly Carman

Dear Planning Commission,

My husband and I own our home at 440 S Locust Avenue, just a few blocks away from the proposed Neighborhood Market. One of the biggest factors in our decision to live here was the walkability of the neighborhood, and in the past few years, we have seen that walkability improve. The Mill District is beginning to feel like a real neighborhood, with new restaurants, improved pedestrian access to Walker Park, a tunnel and crosswalk for the bike trail, and lots of new modern-urban housing. We love how this area is cultivating a more urban, "downtown" feel, and we hope that things continue in this direction.

While I would welcome a grocery store in the neighborhood, I fear that a Neighborhood Market will disrupt the progress that this area has made. These stores typically have massive parking lots and a generic brown and green building. Fayetteville ought to hold Walmart to a higher building standard in this up-and-coming area of town.

I have seen designs for urban Neighborhood Markets that are built right on the street, with a parking deck behind. The design is more modern, and uses materials that match the new construction in the Mill District. This kind of design is more expensive, but it is also more pedestrian-friendly, more attractive, and more in keeping with the direction that Fayetteville is taking.

Please, let's do everything we can to keep Fayetteville distinctive, charming, and walkable. This new store, if well-designed, could be part of a unique and modern Mill District!

Sincerely,

Molly M. Carman

Fulcher, Jesse

From: CityClerk
Sent: Thursday, September 25, 2014 1:50 PM
To: Harrison, Andy
Cc: Garner, Andrew; Pate, Jeremy
Subject: FW: proposed Walmart store on Hill and MLK

Andy,

Will you please forward to the Planning Commissioners.

Thanks,
Lisa

Office of the City Clerk Treasurer
113 W. Mountain Street, Suite 308
Fayetteville, AR 72701
479.575.8323
cityclerk@fayetteville-ar.gov
Website | Facebook | Twitter | YouTube

CITY OF
Fayetteville
ARKANSAS
www.fayetteville-ar.gov

From: Amelia Cox [mailto:ameliablaircox@gmail.com]
Sent: Thursday, September 25, 2014 9:20 AM
To: CityClerk
Subject: proposed Walmart store on Hill and MLK

Dear Ms. Smith,

I am writing to urge the city to not allow another WalMart store to be developed on MLK. The proposed location is near downtown, and would cause traffic congestion. I am sure that a Walmart location this near to already existing IGA supermarkets would drive both locations out of business, leaving scars on our existing cityscape. We have enough empty and deserted big box scars to be dealt with in Fayetteville. Please consider the future of Fayetteville and help to secure our cities' beauty by not allowing this type of development to over run MLK. I fear we are doing to MLK what we did to College Avenue and are now concerned with cleaning up that thoroughfare. Please have the foresight to not allow the development to occur in our neighborhood.

Thank you,

Amelia Cox
533 S. Church

Fulcher, Jesse

From: Garner, Andrew
Sent: Thursday, September 25, 2014 9:01 AM
To: Harrison, Andy
Subject: RE: Proposed Walmart on MLK

Andy,

Please save this email to a PDF in the public comments folder under the RZN, and also email it to all of the Planning Commissioners when you get a chance.

Thanks,
Andrew

From: CityClerk
Sent: Wednesday, September 24, 2014 6:28 PM
To: Harrison, Andy
Cc: Garner, Andrew
Subject: FW: Proposed Walmart on MLK

Andy,

Please forward to the Planning Commissioners.

Thanks,
Lisa

From: Adams Collins [mailto:breamguts@gmail.com]
Sent: Wednesday, September 24, 2014 5:41 PM
To: CityClerk
Subject: Proposed walmart on MLK

Hello Sandra Smith. Please forward this email to the planning commissioners in charge of the zoning of the lots on MLK where the new Walmart is proposed. Thank you.

My name is Adams Collins. I am a home owner at 514 S Willow and a native Fayettevillan. I was upset to recently find out of the new Walmart proposed for the Location near 641 MLK Boulevard (I do not know the exact location, but understand that it is near here on the opposite side of the street). I bought my home last October and am proud to live in a part of Fayetteville that is growing and developing into a progressive neighborly community of local businesses and eco-friendly homes. Walmart's big box design doesn't fit the vernacular of South Fayetteville. There is already a big box Walmart just 2 miles away. Please support rezoning the lots under discussion to have code that prevents big box development.

Please contact me if there is anything I can do to help prevent Walmart from taking over this space.

Thank you for your work in creating the community that Fayetteville has become.

Adams Collins
479 409 2481
Sent from my iPad

City Neighborhood Areas:

City Neighborhood Areas are more densely developed than residential neighborhood areas and provide a varying mix of nonresidential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single family to multifamily. Non residential uses range in size, variety and intensity from grocery stores and offices to churches, and are typically located at corners and along connecting corridors. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

City Neighborhood Areas encourage complete, compact and connected neighborhoods and are intended to serve the residents of Fayetteville, rather than a regional population. While they encourage dense development patterns, they do recognize existing conventional strip commercial developments and their potential for future redevelopment in a more efficient urban layout.

Guiding Policies:

a. Protect adjoining properties from the potential adverse impacts associated with non-residential uses adjacent to and within residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, drainage, and effects on property values.
b. Provide non-residential uses that are accessible for the convenience of individuals living in residential districts and where compatibility with existing desirable development patterns occurs.
c. Reduce the length and number of vehicle trips generated by residential development by enhancing the accessibility to these areas; encourage walkability as part of the street function.

Three Sisters Building

Chestnut Lofts

CITY PLAN 2030

Neighborhood shopping should be within walking distance of residential use, or approximately one-quarter mile.

d. Encourage developers to designate and plan for mixed-use corners at the time of approval to properly plan for accessibility to these areas.
e. Encourage pedestrian-friendly, mixed-use buildings through the use of transparent glass for commercial uses at street level and building entrances that address the street.
f. Encourage a block-and-street layout that promotes walkable, cyclist-friendly road designs with slow design speeds.
g. Encourage mixed-use development that is sensitive to surrounding residential uses and allows for day and night utilization of available parking.
h. Utilize principles of traditional residential urban design to create compatible, livable and accessible neighborhoods.
i. Encourage properties to redevelop in an urban form.
j. Protect and restore Fayetteville's outstanding residential architecture of all periods and styles.
k. Utilize the Master Street Plan and incorporate bike lanes, parkways and landscaped medians to preserve the character of the City and enhance the utilization of alternative modes of transportation.
l. Manage non-residential development within and adjoining residential neighborhoods to minimize nuisances.
m. Minimize through traffic on minor residential streets, while providing connections between neighborhoods to encourage openness and neighborliness.

Girl Scouts Building

Sycamore Lofts

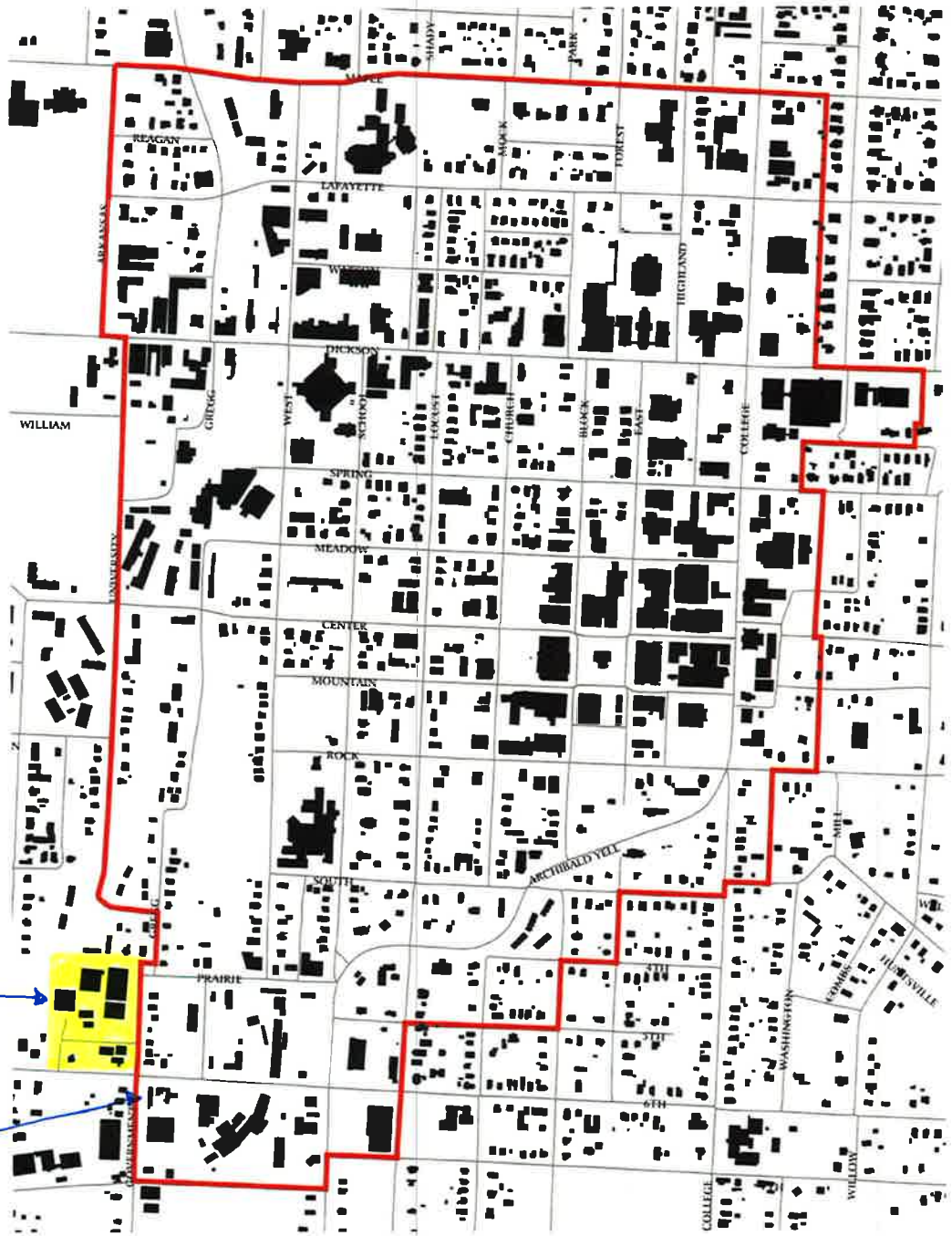
Summerhill Townhouses

Hill Place Apartments

CITY PLAN 2030

ANALYSIS DIAGRAMS

The analysis diagrams are based on 2003 information provided by the City's GIS Department.



Building Footprints

Downtown Master Plan Boundary

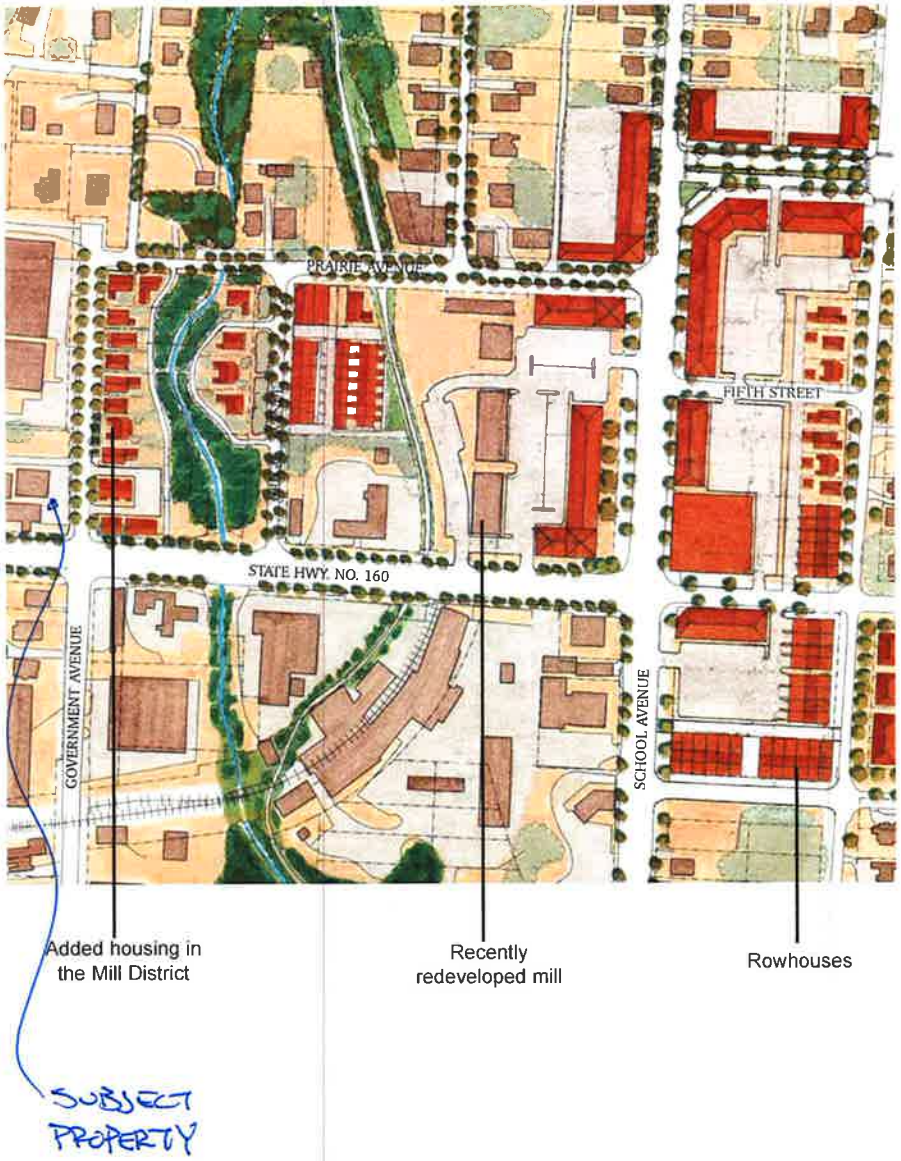
Existing Buildings

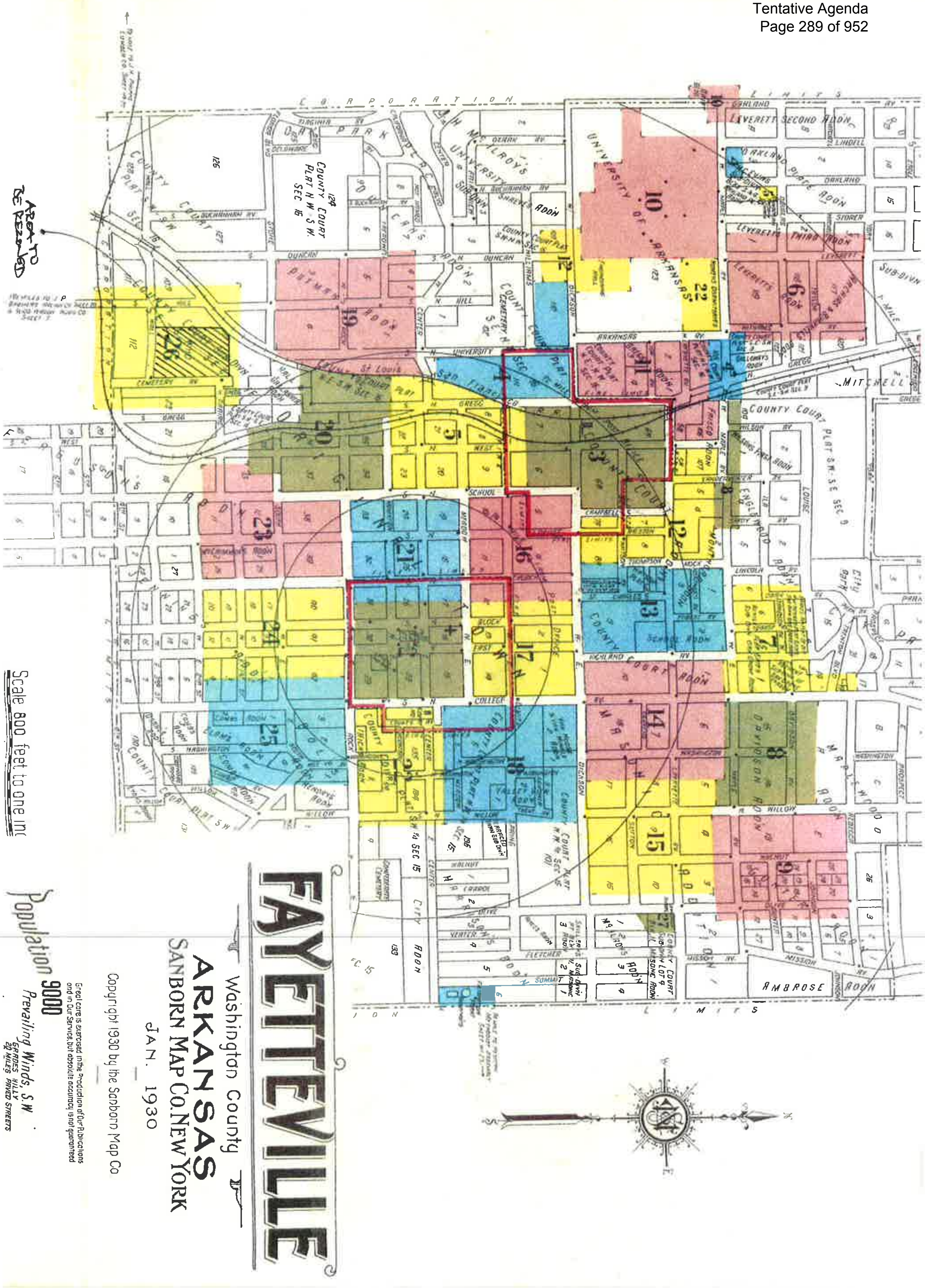
Reinvestment in the Mill District

The Mill District is different in character and appearance from the other parts of Downtown, due to its industrial building history. All reinvestment for this area should enhance that character, much like the mixed-use building recently renovated on 6th Street (SR 160). The industrial look is formed by buildings with concrete and metal facades, metal roof overhangs and architectural projections, and large metal framed windows and doors. The future installation of public art should also be reflective of this industrial appearance. Existing industrial businesses should be encouraged to remain in the neighborhood. These businesses provide different types of jobs than those in the core area of the downtown for nearby residents. As the demand for land uses changes, existing structures should be retrofitted for those new uses, wherever possible.

The southwestern entry into Downtown on School Avenue passes through the Mill District. A revitalized district will create a gateway experience to the Downtown.

The Downtown Master Plan shows infill development with new buildings located closer to the street. As described throughout this plan, parking should be located mid-block and shielded from view from the street. Buildings are intended to house a mix of uses that should include neighborhood-serving retail, residential, and light industrial uses. These characteristics are in stark contrast with the single-use, drive-to format of the new drugstore recently constructed on School Avenue.

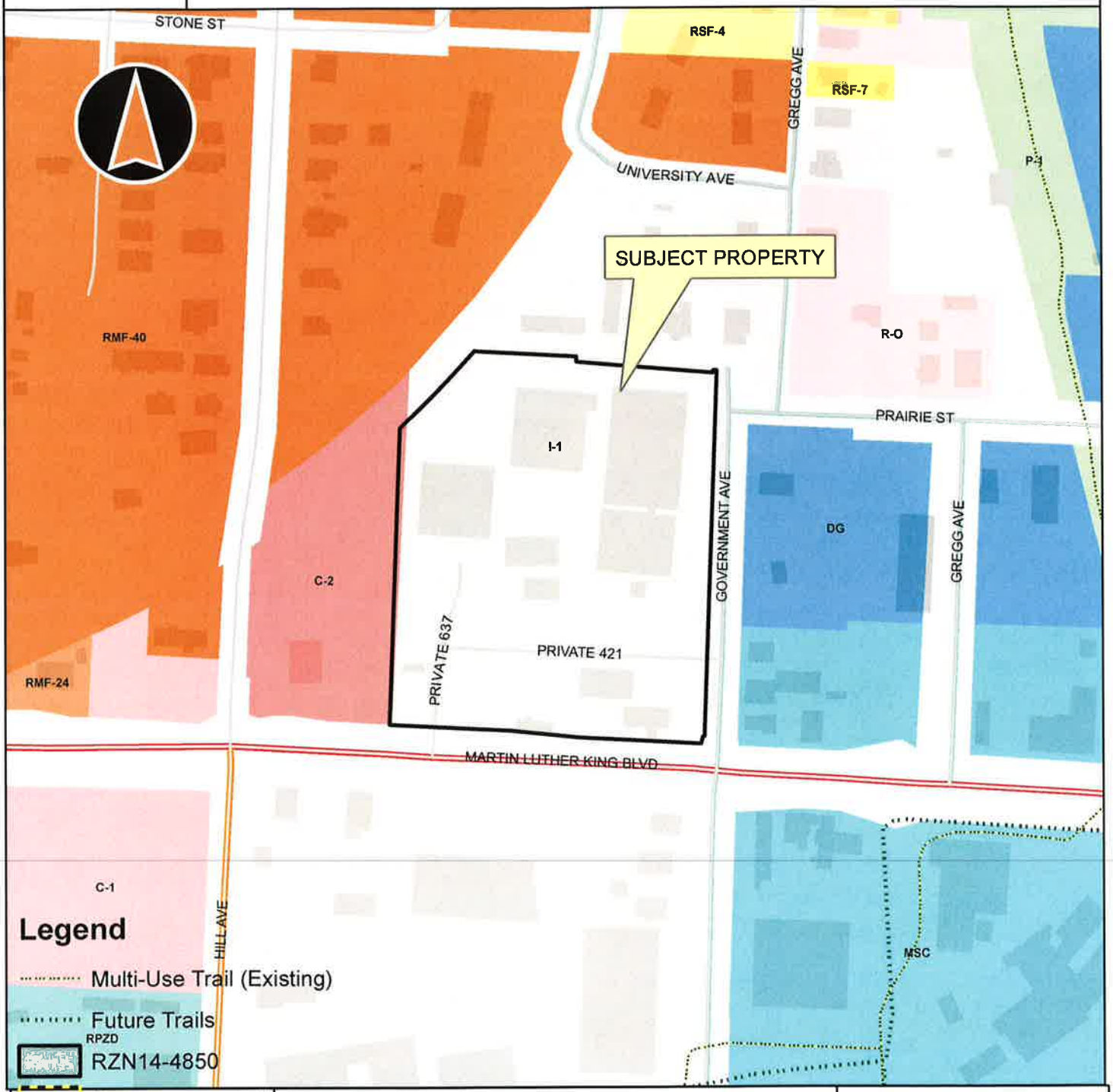



FAYETTEVILLE
Washington County
ARKANSAS
SANBORN MAP CO. NEW YORK
JAN. 1930
Copyright 1930 by the Sanborn Map Co
Population 9000
Prevailing Winds, S.W.
Scale 800 feet to one inc
AREA TO BE REZONED
CORPORATION LIMITS
UNIVERSITY OF ARKANSAS

RZN14-4850

Close Up View

HANNA'S LANDING



Legend

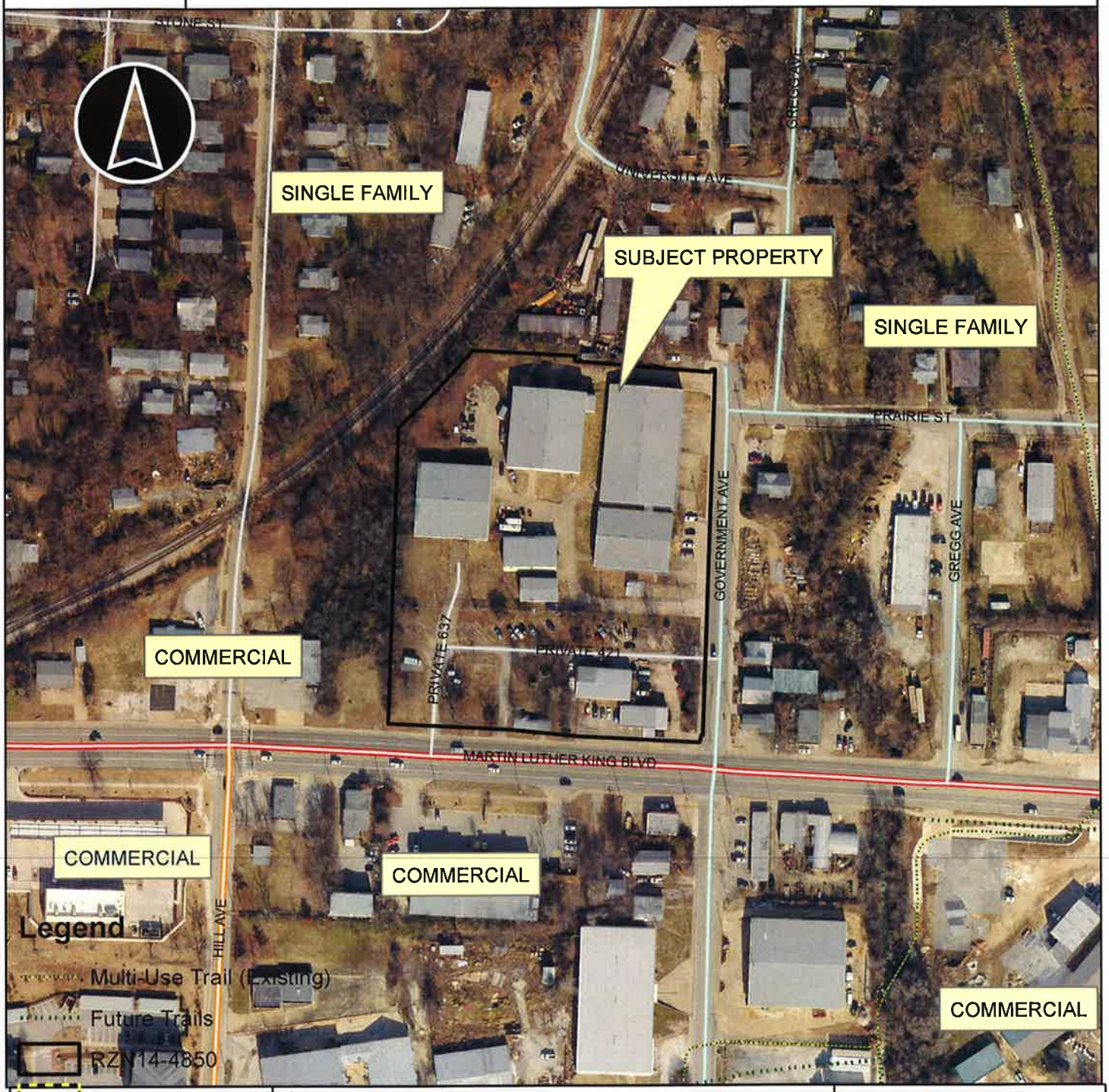
- Multi-Use Trail (Existing)
- Future Trails
- RPZD RZN14-4850
- Overview Fayetteville City Limits
- Footprints 2010
- Hillside-Hilltop Overlay District
- Design Overlay District
- Design Overlay District
- Planning Area

0 75 150 300 450 600 Feet

RZN14-4850

Current Land Use

HANNA'S LANDING



Overview

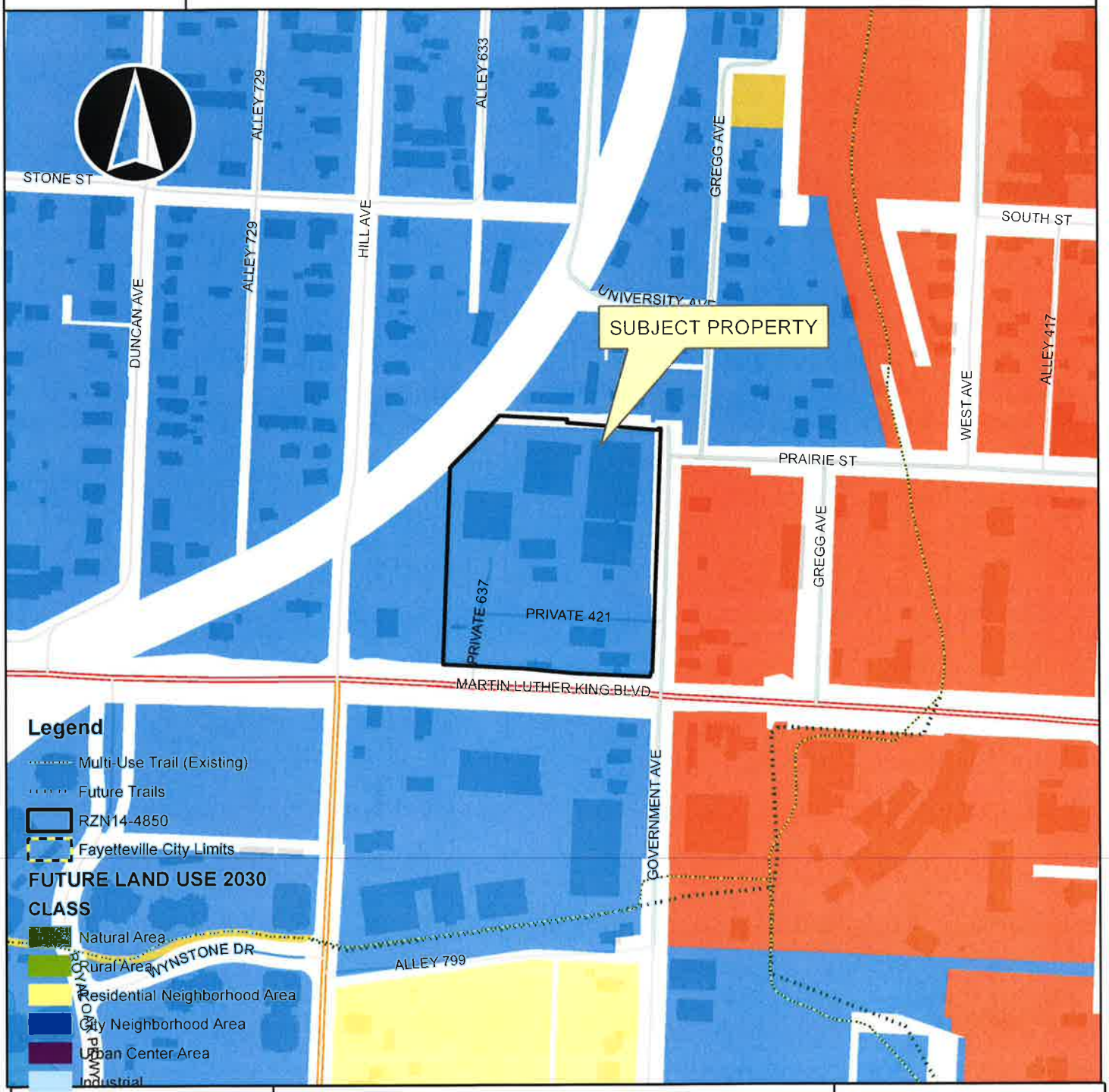
- Fayetteville City Limits
- Footprints 2010
- Hillside-Hilltop Overlay District
- Design Overlay District
- Design Overlay District
- Planning Area

0 75 150 300 450 600 Feet

RZN14-4850

Future Land Use

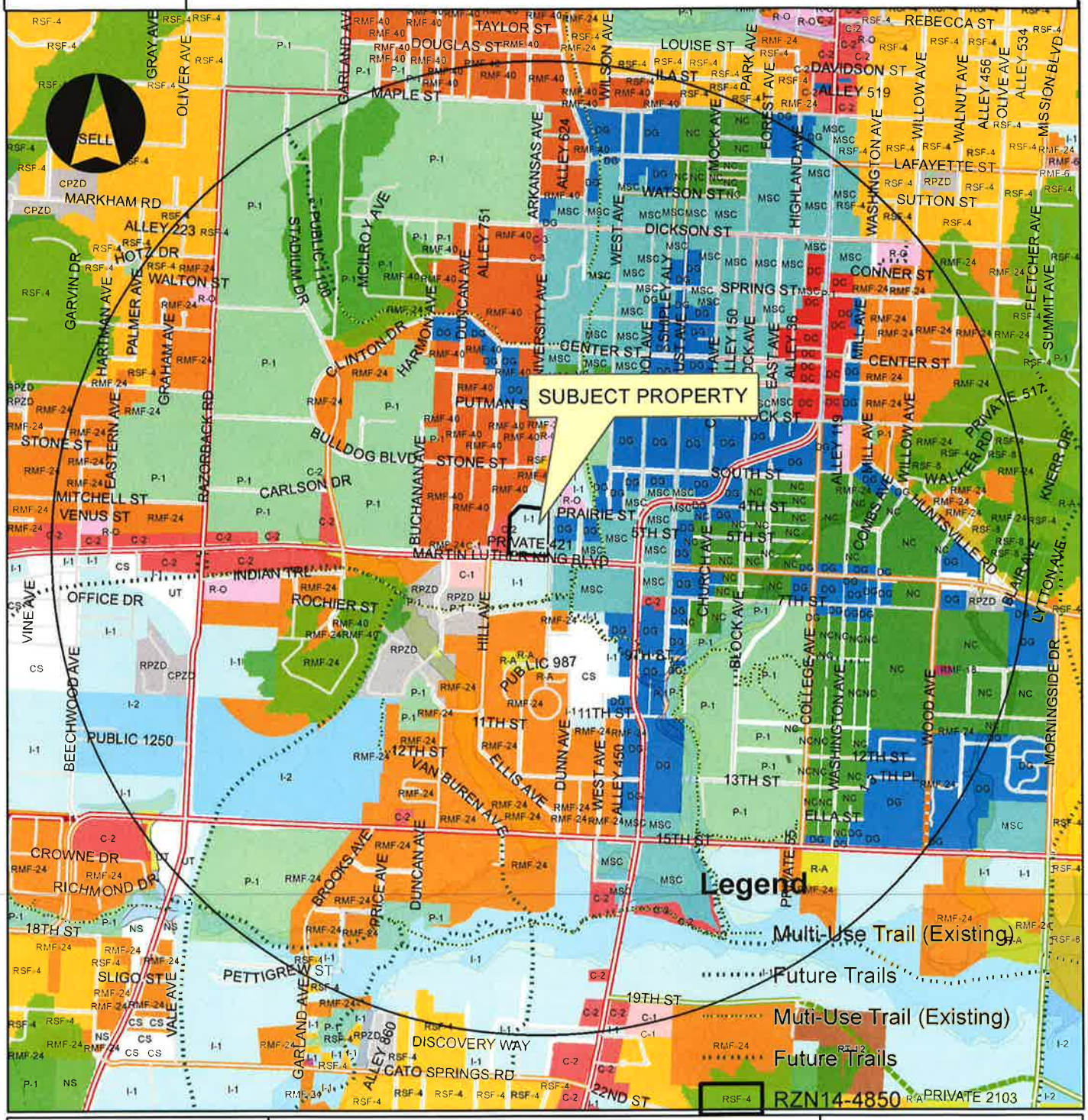
HANNA'S LANDING



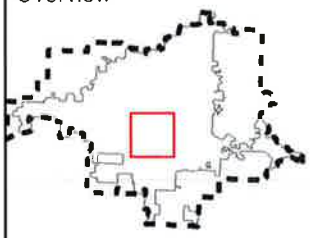
RZN14-4850

One Mile View

HANNA'S LANDING



Overview



Legend

Subject Property

Boundary

Hillside-Hilltop Overlay District

Design Overlay District

Planning Area

Fayetteville

0 0.25 0.5 1 Miles

McCoy, Dee

From: Smith, Sondra
Sent: Wednesday, November 05, 2014 4:06 PM
To: Pate, Jeremy; Garner, Andrew; Gray, Adella; Alan Long; McCoy, Dee; Marr, Don; Eads, Gail; Roberts, Gina; Tennant, Justin; Johnson, Kimberly; Williams, Kit; Broyles, Lana; Smith, Lindsley; Jordan, Lioneld; Branson, Lisa; Kinion, Mark; Schoppmeyer, Martin; Matthew Petty (citycouncil@matthewpetty.org); Mulford, Patti; Pennington, Blake; Adams, Rhonda; Marsh, Sarah; Smith, Sondra
Cc: sgiles@gileslaw.net
Subject: FW: Council Agenda Item #C. 2 2014-0447 Hanna's Landing Rezone

Importance: High

Please read the email below regarding tabling to December 2, 2014 the following item that is on the November 6 City Council agenda:

C.2 - 2014-0447
AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4850, FOR APPROXIMATELY 4.96 ACRES, LOCATED ALONG THE NORTH SIDE OF MARTIN LUTHER KING BOULEVARD BETWEEN GOVERNMENT AND HILL AVENUES, FROM I-1, HEAVY COMMERCIAL/LIGHT INDUSTRIAL, TO C-2, THOROUGHFARE COMMERCIAL

Have a wonderful day!
Sondra

Office of the City Clerk Treasurer
Sondra E. Smith CAMC, CMC
City Clerk Treasurer
113 W. Mountain Street, Suite 308
Fayetteville, AR 72701
479.575.8323
ssmith@fayetteville-ar.gov
Website | Facebook | Twitter | YouTube

CITY OF
Fayetteville
ARKANSAS
www.fayetteville-ar.gov

From: Stephen Giles [mailto:sgiles@gileslaw.net]
Sent: Wednesday, November 05, 2014 2:49 PM
To: Smith, Sondra; Pate, Jeremy; Marr, Don
Cc: Thad Hanna (Thad.Hanna@hannascandles.com); Michael.Lindsey@walmart.com; Bryant Adams
Subject: Council Agenda Item #C. 2 2014-0447 Hanna's Landing Rezone
Importance: High

Sondra –

The applicant requests that the City Council table the above agenda item from tomorrow's meeting and move the hearing to the Tuesday, December 2, 2014 agenda. Please notify the City Council of this request and let me know if you need any additional information. Thanks you,

Stephen Giles

Stephen R. Giles, P.A.
Attorney at Law
425 West Capitol Ave.
Suite 3200
Little Rock, Arkansas 72201-3469
Telephone (501) 687-0836
Facsimile (501) 374-5092
E-Mail sgiles@gileslaw.net
Website www.gileslawoffice.net

NOTICE: This message, including attachments if any, contains confidential information that may be legally privileged, attorney work product, an inadmissible offer or discussion concerning compromise or settlement, or otherwise strictly confidential. If you are not the intended recipient you should not review, retransmit, convert to hard copy, use, copy or disseminate this message or any attachments. If you have received this message in error, please immediately notify the sender by return email, fax or telephone and delete or destroy this message. Thank you.

Handed out at the December 2, 2014 City Council mtg.

McCoy, Dee

From:	Williams, Kit
Sent:	Tuesday, December 02, 2014 4:38 PM
To:	CityClerk; Gray, Adella; Alan Long; McCoy, Dee; Marr, Don; Eads, Gail; Roberts, Gina; John LaTour; Tennant, Justin; Johnson, Kimberly; Broyles, Lana; Smith, Lindsley; Jordan, Lioneld; Branson, Lisa; Kinion, Mark; Schoppmeyer, Martin; Matthew Petty (citycouncil@matthewpetty.org); Mulford, Patti; Pennington, Blake; Adams, Rhonda; Marsh, Sarah; Smith, Sondra
Cc:	Dwight
Subject:	RE: Mayor Lioneld Jordan and City Council Members RZN 14-4850 Hanna's Landing Development

Dear Mr. Rash

Rezoning decisions by the City Council do not resolve or even consider potential land boundary issues which must be resolved by the private property owners and not by the City.

Kit Williams
Fayetteville City Attorney
479.575.8313

-----Original Message-----
From: CityClerk
Sent: Tuesday, December 02, 2014 4:06 PM
To: Gray, Adella; Alan Long; McCoy, Dee; Marr, Don; Eads, Gail; Roberts, Gina; John LaTour; Tennant, Justin; Johnson, Kimberly; Williams, Kit; Broyles, Lana; Smith, Lindsley; Jordan, Lioneld; Branson, Lisa; Kinion, Mark; Schoppmeyer, Martin; Matthew Petty (citycouncil@matthewpetty.org); Mulford, Patti; Pennington, Blake; Adams, Rhonda; Marsh, Sarah; Smith, Sondra
Cc: Dwight
Subject: FW: Mayor Lioneld Jordan and City Council Members RZN 14-4850 Hanna's Landing Development

----Original Message-----
From: Dwight [mailto:via.dwight@gmail.com]
Sent: Tuesday, December 02, 2014 3:32 PM
To: CityClerk
Subject: Mayor Lioneld Jordan and City Council Members RZN 14-4850 Hanna's Landing Development

I am the landowner north of and adjacent to the Hanna's Landing rezoning. I am not opposed to the rezoning of the property, however I would like the record show that their North property boundary and my South property boundary lines were agreed upon and accepted nearly 25 years ago subsequent to their survey and my survey from about the time Mayor Fred Hanna was in office until now. I request the documentation show the correct location of the agreed upon property line which is currently marked on the ground,

adjacent to the south side of the existing fence and north side of their concrete driveway from
Government Avenue to the railroad. When the documentation is
completed to the satisfaction of the Hannas and myself, I welcome and wish them well with the enjoyment of their property. Respectfully, Lloyd Dwight Rash, 449 S. University Ave., 72701, (479) 442-0787.

Hand out at the December 2, 2014 City Council meeting

A Petition Against C-2 Zoning at MLK and Government

We the undersigned would like to voice our concerns about the land at the NW corner of MLK and Government Ave, known as Hannah's Landing. We are against rezoning the land to C-2. We would like to see a more neighborhood-friendly zoning district instead. We would like a zoning that promotes walkability and is more consistent with the surrounding community character.

Name	Preferred contact- phone or email	Address
Alan Ostner Alan Ostner	alan.ostner@yahoo.com	312 S. Block, Fay. AR
Robert Ludwig-Miller	johannesmiller@comcast.net	316 S Block Ave Fayetteville AR 72701
Keith Berner	445-6944	574 S Block Ave Fay 72701
CARA COWH	445 6944	" "
Erin Burton	512·964·0508	588 S. Block Ave., Fayetteville, AR 72701
Anthony Kilgore	811-0849	527 S. Block Ave Fayetteville 72701
ROGER BURTON Roger Burton	rogerngburton@att.net	671 S. Block Ave Fayetteville 72701
Pam Burton	pamelartburton@att.net	671 S. Block Ave, Fay 72701
Adam Cox	Adamhowardcox@Gmail	533. S Church Av 01
Coralie Koonce	coralierite@gmail.com	101 W. 5th St.
Cindy King	479-582-4947	105 W Fifth Street Fayetteville, AR 72701
Jared Pebworth	479-582-4947	105 W Fifth Street Fayetteville AR 72701

A Petition Against C-2 Zoning at MLK and Government

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Name	Preferred contact- phone or email	Address
Steve Russell	westforkhandyman@gmail	114 W. 5th St. Fay.
Shannon D. Mitchell	479-871-7214 (c)	506 W. Hawthorn. Fay 72701
Rob Karas	479 422-8314	1666 W Halsell
Ru Karas	422-8847	1666 W Halsell
Jimmy Galloway	323 481 4606	307 S Block Ave #12 72701
Jessie Golden	479 879 5283	314 S Block 72701
Lisa Sharp	479 466 3613	3 E 4th St 72701
Owen Buffington	479 981 6065	22 E 4th St. 72701
Janee Blain	479 381 0793	19 E 4th st 72701
Bayard Blain	479 200 5074	19 E 4th st 72701
Craig Cracker	479 287-8256	88 E. 4th 72701
Richard Russell	479.263.7821	401 South College

A Petition Against C-2 Zoning at MLK and Government

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Name	Preferred contact- phone or email	Address
Mary Trulock Mary Trulock	479-301-5724	541 Assembly, Fayetteville, AR 72701
Lisa Riley	lisahriley@hotmail.com	2798 Sheryl Ave. Fay 72703
Mary J Gocio	migocio@gmail.com	485 N. Vinson Ave Fay 72701
Danielle V. Montes	danielevanessa1980@hotmail.com	3077 N. Dorchester Dr. Fay 72703
Tony Wappel	twappel@gmail.com	11 E South St. Fay 72701
Darlene Graf	grafhouse1@gmail.com	7 E. South St., Fay 72701
Michael P. Deb	479 521 2453	25 E South St.
Rebecca S. Call	rsklingt7@yahoo.com	12 E. South St.
Amy Kessler	479-463-0224	2604 Ravenswood Fay 72703
Roselyn Cicerone Roselyn Cicerone	479 521-2453	25 E. South St Fay 72701
Donna Yeatman	donnayeatman@aol.com 479.301.2833	324 S. EAST Ave Fay 72701

A Petition Against C-2 Zoning at MLK and Government

We the undersigned would like to voice our concerns about the land at the NW corner of MLK and Government Ave, known as Hannah's Landing. We are against rezoning the land to C-2. We would like to see a more neighborhood-friendly zoning district instead. We would like a zoning that promotes walkability and is more consistent with the surrounding community character.

Name	Preferred contact- phone or email	Address
MARIAN KUNETKA Marian Kunetka	847-644-6510 KUNETKA@UARK.edu	706 So. College Ave 72701
JoAnn Kaminsky	479-283-2449 KJO_9nn@hotmail.com	Art Experience 641 W MLK
HANK KAMINSKY	479-283-4842 HANKKAMINSKY@GMAIL.COM	543 ASSEMBLY RD FAY OL
Zac Pride Rachel Tebbetts (Ease Arts)	easearts@gmail.com 479-871-2348	426 S Government 572 MLK BLVD
AUBREY Shepherd	aubreyshepherd@hotmail.com 444-6072	1101 S. Duncan Ave
Jared Delaney	479-236-4006 Jroddelaney@yahoo.com	309 S. Gregg Ave
LAURA WILKINS	L4WILKINS@sbcglobal.net	230 N. Summit

A Petition Against C-2 Zoning at MLK and Government

We the undersigned would like to voice our concerns about the land at the NW corner of MLK and Government Ave, known as Hannah's Landing. We are against rezoning the land to C-2. We would like to see a more neighborhood-friendly zoning district instead. We would like a zoning that promotes walkability and is more consistent with the surrounding community character.

Name	Preferred contact- phone or email	Address
Larry Horn	479 521-5145 LHORN0098@aol.com	1234 Cato Spgs. Rd.
SARAH K. MOORE	479-236-3467	15 E. 5th St.

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

City of Fayetteville, Arkansas

Text File

File Number: 2014-0554

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Ordinance

Agenda Number: C. 1

AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4875, FOR APPROXIMATELY 20.54 ACRES, LOCATED AT THE WEST END OF TRUCKERS DRIVE FROM R-PZD, RESIDENTIAL PLANNED ZONING DISTRICT, PARK WEST 05-1796, TO RMF-12, RESIDENTIAL MULTI FAMILY, 12 UNITS PER ACRE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the following described property from R-PZD, Residential Planned Zoning District, Park West 05-1796, to RMF-12, Residential Multi Family, 12 units per acre, as shown on Exhibits "A" and "B" attached hereto and made a part hereof.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

City of Fayetteville Staff Review Form

2014-0554

Legistar File ID

12/16/2014

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

Jeremy Pate	11/24/2014	City Planning / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

RZN 14-4875: Rezone (WEST END OF TRUCKERS DR./LEGACY BANK, 208/209): Submitted by ENGINEERING SERVICES, INC. for property located at WEST END OF TRUCKERS DR. The property is zoned RPZD-RESIDENTIAL PLANNED ZONING DISTRICT and contains approximately 20.54 acres. The request is to rezone the property to RMF-12, RESIDENTIAL MULTI FAMILY, 12 UNITS PER ACRE.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	NA	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF DECEMBER 16, 2014

TO: Fayetteville City Council

THRU: Andrew Garner, Planning Director

FROM: Quin Thompson, Current Planner

DATE: November 24, 2014

SUBJECT: **RZN 14-4875: Rezone (WEST END OF TRUCKERS DR./LEGACY BANK, 208/209):** Submitted by ENGINEERING SERVICES, INC. for property located at WEST END OF TRUCKERS DR. The property is zoned RPZD-RESIDENTIAL PLANNED ZONING DISTRICT and contains approximately 20.54 acres. The request is to rezone the property to RMF-12, RESIDENTIAL MULTI FAMILY, 12 UNITS PER ACRE.

RECOMMENDATION:
The Planning Commission and City Planning Staff recommend approval of an ordinance to rezone the property to RMF-12, Residential Multi-family, 12 units per acre.

BACKGROUND:
The subject property is zoned R-PZD, Residential Planned Zoning District /Park West (05-1796) and contains 20.54 acres west of Arkansas HWY 112 at the north end of Truckers Drive.

On January 17, 2006 the City Council rezoned the Park West property from R-A Residential Agricultural to R-PZD, Residential Planned Zoning District/Park West. The Park West project was a master plan development for 856,000 square feet of commercial space and 1,712 dwelling units. The R-PZD zoning expired in 2011 and the property is effectively without a zoning designation at this time.

Surrounding Land Use Compatibility:
In staff's opinion, this property is compatible with surrounding uses to the north and south. The property to the north has recently been rezoned and a large church facility has received approval (LSIP 14-4821). The property to the south contains an institutional memory care facility. RMF-12 allows residential uses and densities that will be compatible with these existing and planned facilities.

Land Use Plan Analysis:
City Plan 2030 Future Land Use Plan designates this site as City Neighborhood Area. This designation supports the widest spectrum of uses and encourages density in all housing types. Development patterns allowed under the proposed RMF-12 zoning district are generally compatible with this designation. Property to the west is currently undeveloped and the Future Land Use Map designates this area as Residential Neighborhood Area, which may be developed with housing ranging from single-family to multi-family developments in the future. Property to the east is undeveloped and designated as City Neighborhood Area, and likely to be developed with

a higher intensity commercial use based upon its location along Arkansas Highway 112. Property to the north has recently been re-zoned to CS, Community Services, and is in the process of being developed with a large church facility.

In staff's opinion, the proposed RMF-12 zoning is well suited to act as an appropriate transitional buffer between higher intensity future developments to the east and lower density residential developments to the west, and is an appropriate zoning between the existing CS to the north and C-PZD to the south.

DISCUSSION:
On November 24, 2014 the Planning Commission forwarded this item to the City Council with a recommendation for approval with a vote of 9-0-0. Discussion at the Planning Commission included concerns with a single point of access to this site from Truckers Drive, and potential for a second fire access road that may be required at the time of development.

BUDGET/STAFF IMPACT:
N/A

Attachments:
CC Ordinance
Exhibit A
Exhibit B
Planning Commission Staff Report

EXHIBIT 'A'
14-4875

RZN14-4875

Close Up View

LEGACY BANK

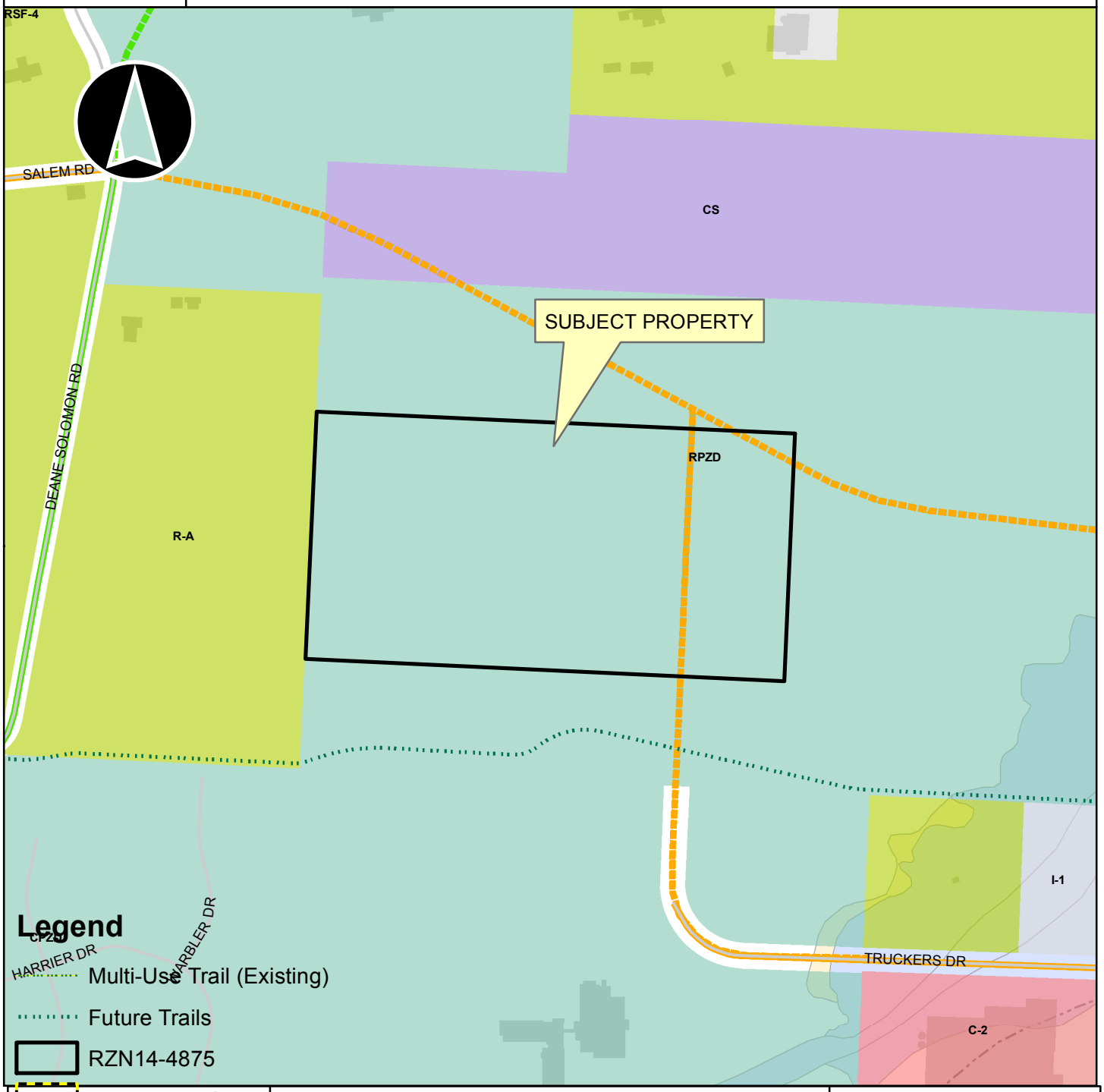


EXHIBIT 'B'
14-4875

REZONING LEGAL DESCRIPTION:

A PART OF THE SOUTHEAST QUARTER (SE ¼) OF THE SOUTHWEST QUARTER (SW ¼), IN SECTION TWENTY-EIGHT (28), TOWNSHIP SEVENTEEN (17) NORTH, RANGE THIRTY (30) WEST OF THE FIFTH PRINCIPAL MERIDIAN, WASHINGTON COUNTY ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER (NE ¼) OF THE SOUTHWEST QUARTER (SW ¼) OF SAID SECTION 28 BEING A FOUND MAGNAIL IN ASPHALT ROADWAY; THENCE S02°34'52”W A DISTANCE OF 1654.44 FEET TO THE POINT OF BEGINNING; THENCE S87°26'22”E A DISTANCE OF 1315.59 FEET TO A POINT; THENCE S02°32'22”W A DISTANCE OF 680.63 FEET TO A POINT; THENCE N87°21'49”W A DISTANCE OF 1316.08 FEET TO A POINT; THENCE N02°34'52”E A DISTANCE OF 678.89 FEET TO THE POINT OF BEGINNING.

SAID TRACT OR PARCEL OF LAND CONTAINING 20.54 ACRES (894,590 SQUARE FEET), MORE OR LESS.

CITY OF Fayetteville ARKANSAS

PLANNING COMMISSION MEMO

TO: City of Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Quin Thompson, Current Planner

MEETING DATE: ~~November 24, 2014~~ UPDATED NOVEMBER 25, 2014

SUBJECT: **RZN 14-4875: Rezone (WEST END OF TRUCKERS DR./LEGACY BANK, 208/209):** Submitted by ENGINEERING SERVICES, INC. for property located at WEST END OF TRUCKERS DR. The property is zoned RPZD-RESIDENTIAL PLANNED ZONING DISTRICT and contains approximately 20.54 acres. The request is to rezone the property to RMF-12, RESIDENTIAL MULTI FAMILY, 12 UNITS PER ACRE.

RECOMMENDATION:
Staff recommends approval of **RZN 14-4875**.

BACKGROUND:

The subject property is zoned R-PZD, Residential Planned Zoning District /Park West (05-1796) and contains 20.54 acres west of Arkansas HWY 112 at the north end of Truckers Drive.

On January 17, 2006 the City Council rezoned the Park West property from R-A Residential Agricultural to R-PZD, Residential Planned Zoning District/Park West. The Park West project was a master plan development for 856,000 square feet of commercial spaces and 1,712 dwelling units. The R-PZD zoning expired in 2011 and the property is effectively without a zoning designation at this time. Surrounding land use and zoning is depicted on *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction from Site	Land Use	Zoning
North	Undeveloped	RPZD, Residential Planned Zoning District
South	Institutional/Clarity Pointe Memory Care	CPZD, Commercial Planned Zoning District
East	Undeveloped/Agricultural	RPZD, Residential Planned Zoning District
West	Undeveloped/Agricultural	R-A, Residential Agricultural

Request: The request is to rezone the property from RPZD, Residential Planned Zoning District to RMF-12, Residential Multi-Family /12 units per acre. The applicant plans to develop the property with a retirement community.

Public Comment: Staff has not received any public comment.

INFRASTRUCTURE:

Streets: The subject parcel has access to Truckers Drive. Truckers Drive is a newly constructed collector street. This road would have to be extended into the property for the frontage of any proposed development. Any required improvements for this street will be determined at time of development.

Water: Public water is accessible to the subject parcel. An 8" public water main exists in Truckers Drive and stubs out at the south property line of the subject parcel.

Sewer: Sanitary sewer is available to the site. A 48" trunk line exists parallel to the southern property line of the subject parcel in a public easement. Additionally, a 12" sewer main runs along the western edge of this parcel.

Drainage: Any additional improvements or requirements for drainage will be determined at time of development. This property is not affected by the 100-year floodplain. This parcel contains a protected stream per the Streamside Protection map.

Fire: This development will be protected by Engine 2 located at 708 N Garland. It is 2 miles from the station with an anticipated response time of 4 minutes to the beginning of the development. The Fire Department anticipates 45 calls for service each year after the development is completed and maximum build-out has occurred. Typically, this type of development usually takes 12 – 18 months, after the development is started, before maximum build-out and the service impact to occur. The Fayetteville Fire Department feels this development could affect our calls for service or our response times.

Police: The Police Department did not express any concerns with this request.

CITY PLAN 2030 FUTURE LAND USE PLAN:

City Plan 2030 Future Land Use Plan designates this site as ***City Neighborhood Area.*** *City Neighborhood Areas* are more densely developed than residential neighborhood areas and provide a varying mix of nonresidential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single-family to multi-family.

City Neighborhood Areas encourage complete, compact, and connected neighborhoods and are intended to serve the residents of Fayetteville, rather than a regional population. While they encourage dense development patterns, they do recognize existing conventional strip commercial developments and their potential for future redevelopment in a more efficient urban layout.

DISCUSSION:

FINDINGS OF THE STAFF

RECOMMENDATION: Staff recommends approval of **RZN 14-4875** based on the findings discussed herein, that the rezoning is compatible with existing and anticipated uses in the surrounding area and is consistent with the Future Land Use Plan.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: November 24, 2014	☐ **Tabled**	☒ **Forwarded**	☐ **Denied**
Motion: CHESSER	**Second:** HONCHELL	**Vote:** 9-0-0	
CITY COUNCIL ACTION:	**Required**	**YES**	
Date: December 16, 2014	☐ **Approved**	☐ **Denied**	

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Surrounding Land Use Compatibility:*** **In staff's opinion, this property is compatible with surrounding uses to the north and south. The property to the north has recently been rezoned and a large church facility has received approval (LSIP 14-4821). The property to the south contains an institutional memory care facility. RMF-12 allows residential uses and densities that will be compatible with these existing and planned facilities.**

Land Use Plan Analysis: ***City Plan 2030 Future Land Use Plan designates this site as City Neighborhood Area.*** **This designation supports the widest spectrum of uses and encourages density in all housing types. Development patterns allowed under the proposed RMF-12 zoning district are generally compatible with this designation. Property to the west is currently undeveloped and the Future Land Use Map designates this area as Residential Neighborhood Area, which may be developed with housing ranging from single-family to multi-family developments in the future. Property to the east is undeveloped and designated as City Neighborhood Area, and likely to be developed with a higher intensity commercial use based upon its location along Arkansas Highway 112. Property to the north has recently been re-zoned to CS, Community Services, and is in the process of being developed with a large church facility.**

In staff's opinion, the proposed RMF-12 zoning is well suited to act as an appropriate transitional buffer between higher intensity future developments to the east and lower density residential developments to the west, and is an appropriate zoning between the existing CS to the north and C-PZD to the south.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **In staff's opinion, the requested RMF-12 zoning district is justified as this time, as the property is currently within an expired Planned Zoning Development (PZD) and effectively has neither zoning nor development rights attached to it.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **Rezoning the property RMF-12 will not likely increase traffic danger or congestion. The site has access to Trucker's Drive, a new "Collector" street with access to Highway 112 and Interstate 49.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **Rezoning the property from PZD to RMF-12 will increase the potential population density, but is unlikely to undesirably increase the load on public services. The Police Department expressed no objections to the proposal. The Fire Department has said that the zoning may negatively affect service times to area.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

    a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

    b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: **N/A**

BUDGET/STAFF IMPACT:
None

Attachments:
- Unified Development Code section 161.12
- Park West R-PZD Master Plan
- Fayetteville Fire Department comments
- Request Letter
- City Plan 2030 – Future Land Use Plan map
- Current Land Use Map
- Close Up Map
- One Mile Map

161.12 District RMF-12, Residential Multi-Family – Twelve Units Per Acre

(A) *Purpose.* The RMF-12 Multi-family Residential District is designed to permit and encourage the development of multi-family residences at a moderate density that is appropriate to the area.

(B) *Uses.*

(1) *Permitted uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three-family dwellings
Unit 26	Multi-family dwellings
Unit 44	Cottage Housing Development

(2) *Conditional uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 11	Manufactured home park
Unit 12	Limited business
Unit 24	Home occupations
Unit 25	Professional offices
Unit 36	Wireless communications facilities

(C) *Density.*

Units per acre	12 or less

(D) *Bulk and area regulations.*

(1) *Lot width minimum.*

Manufactured home park	100 ft.
Lot within a manufactured home park	50 ft.
Single family	60 ft.
Two-family	60 ft.
Three and more	90 ft.
Professional offices	100 ft.

(2) *Lot area minimum.*

Manufactured home park	3 acres
Lot within a manufactured home park	4,200 sq. ft.
Townhouse: Development Individual lot	 10,000 sq. ft. 2,500 sq. ft.
Single-family	6,000 sq. ft.
Two-family	7,000 sq. ft.
Three or more	9,000 sq. ft.
Fraternity or Sorority	2 acres
Professional offices	1 acre

(3) *Land area per dwelling unit.*

Manufactured home	3,000 sq. ft.
Apartments: No bedrooms One bedroom Two or more bedrooms	 1,700 sq. ft. 1,700 sq. ft. 2,000 sq. ft.
Fraternity or Sorority	1,000 sq. ft. per resident

(E) *Setback requirements.*

Front	Side	Rear
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 ft.	25 ft.

Cross reference(s)--Variances, Ch. 156

(F) *Building height regulations.*

Building Height Maximum	30/45 ft.*

*A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of 30 feet. Buildings or portions of the building set back greater than 10 feet from the master street plan right-of-way shall have a maximum height of 45 feet.

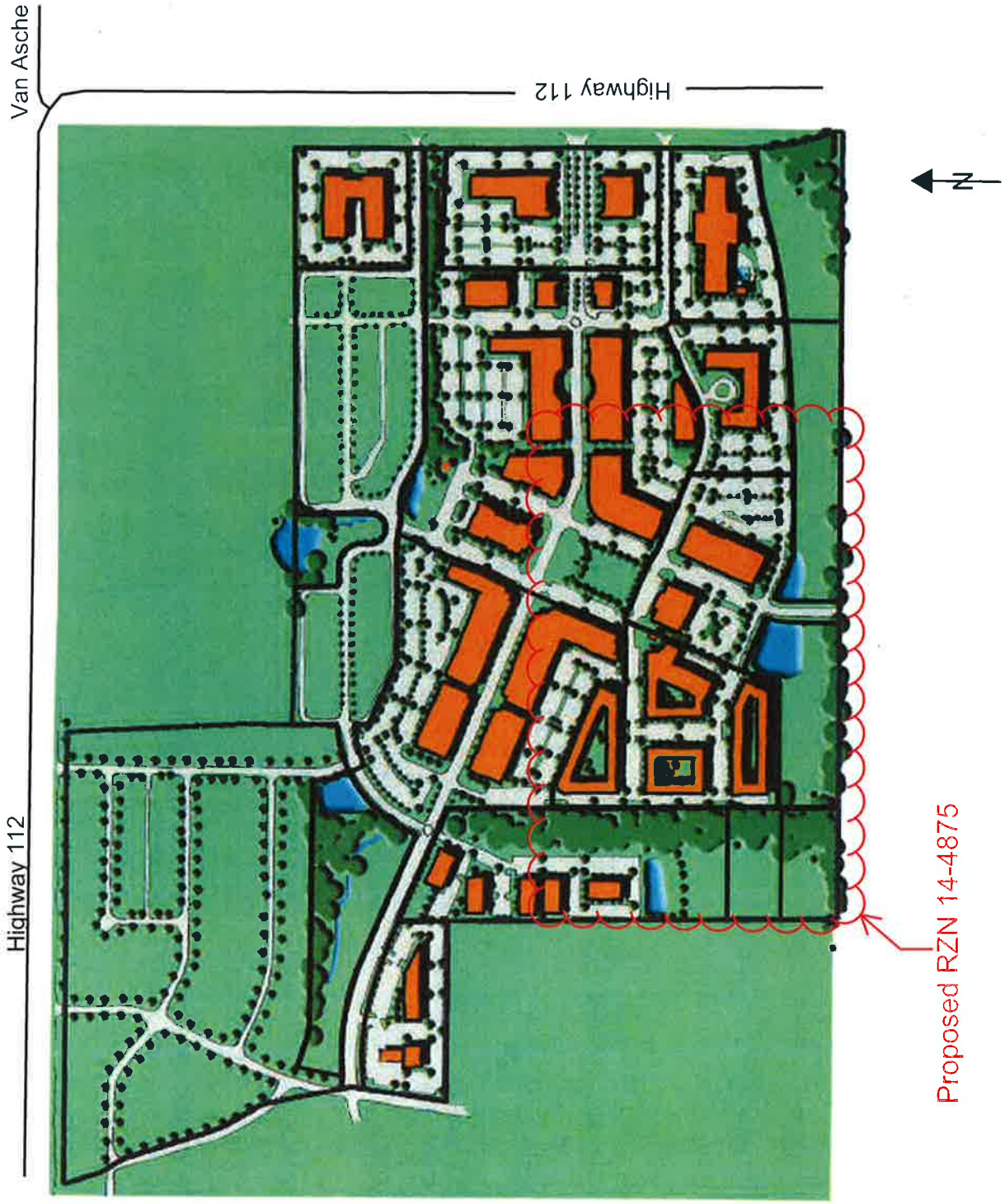
Any building which exceeds the height of 20 feet shall be set back from any side boundary line of an adjacent single family district, an additional distance of one foot for each foot of height in excess of 20 feet.

(G) *Building area.* None.

(H) *Minimum buildable street frontage.* 50% of the lot width.

(Ord. No. 4325, 7-3-01; Ord. 5028, 6-19-07; Ord. 5224, 3-3-09; Ord. 5262, 8-4-09; Ord. 5312, 4-20-10; Ord. 5462, 12-6-11; Ord. 5592, 6-18-13; Ord. 5664, 2-18-14)

Park West MDP – All Phases



The City of Fayetteville Fire Department
303 W. Center St. Fayetteville, AR. 72701
Phone (479) 575-8365 Fax (479) 575-0471

To: **Engineering Services, Quin Thompson**

From: **Will Beeks Assistant Fire Marshal**

Date: **October 27, 2014**

Re: **14-4875**

This development will be protected by Engine 2 located at 708 N Garland.
It is 2 miles from the station with an anticipated response time of 4 minutes to the beginning of the development.
The Fire Department anticipates 45 calls for service each year after the development is completed and maximum build-out has occurred. Typically, this type of development usually takes 12 - 18 months, after the development is started, before maximum build-out and the service impact to occur.
The Fayetteville Fire Department feels this development could affect our calls for service or our response times.

If you have any questions please feel free to contact me.

Captain Will Beeks
Assistant Fire Marshal
Fayetteville Fire Department

Honor, Commitment, Courage;
Our people make the difference!

ENGINEERING SERVICES INC.
1207 S. Old Missouri Rd. • P.O. Box 282 • Springdale, Arkansas 72765-0282 Ph: 479-751-8733 • Fax: 479-751-8746

October 14, 2014

Development Services Department
City of Fayetteville, Arkansas
125 West Mountain
Fayetteville, AR 72701

RE: Rezoning Petition - RPZD to RMF-12
Parcel Number 765-15830-000

Dear Mr. Sir or Ma'am,

This letter is intended to serve as a narrative to accompany the rezoning petition for a parcel located in the City of Fayetteville. The property is currently zoned RPZD (Residential Planned Zoning District), and the request is to change the zoning of the property to RMF-12 to allow a retirement community to be built on the subject property. Enclosed, please find the following required materials:

- Completed, Signed Application for Rezoning
- Check to City of Fayetteville for $330 ($325.00 Application Fee + $5.00 Sign Fee)
- Legal Description of the Property to be Rezoned
- Exhibit Showing County Parcel Map and Adjacent Property Owner information
- CD with Legal Description, application, exhibit and adjacent property owner information of Property to be Rezoned.

The following paragraphs address the items required by the rezoning application instructions:

A) The property is currently owned by Legacy National Bank. The mailing address for the property owner is P.O. Box 6490, Springdale, AR 72766. The property is under contract to be sold pending rezoning.

B) The property was rezoned to RPZD in 2007 by a former owner during an attempt to develop the property. The RPZD zoning had a time restriction which has since lapsed, and the approved development plan and RPZD zoning have expired. Any proposed development of the property would therefore require rezoning of the property prior to development.

C) The proposed rezoning will be consistent with the uses of neighboring properties. The property being rezoned is a portion of an approximately 80 acre tract of land, as shown in the enclosed exhibit. The 80 acre parent tract is vacant pasture land. If the portion of the parent tract not currently being rezoned is developed in the future, it would most likely be developed for commercial use.

The adjacent properties across Highway 112 to the east are zoned C-2 (Thoroughfare Commercial), and include the 112 Drive-In movie theater and a car dealership. These properties are commercial uses.

The properties south of the tract to be rezoned are within a commercial subdivision along Truckers Drive, and are within a CPZD (Commercial Planned Zoning District). These include vacant commercial lots and a recently completed commercial Large Scale Development.

Properties to the west are within the R-A (Residential-Agricultural) zoning district.

The property to the north is zoned CS (Community Services), and will be the site of a church which is currently under development.

The majority of properties along Highway 112 near the west end of the parent tract are commercial uses. The property north of the parent tract will be a church, and the property south of the tract to be rezoned is within a commercial PZD. The remainder of the parent tract is vacant, but if it is developed in the future, it would most likely be developed for commercial use. Given the commercial nature of these adjacent properties, no conflict with adjacent properties regarding land use is anticipated.

The property will be accessed by extending Truckers Drive, which connects to Arkansas State Highway 112, a major north-south transportation route. The proposed rezoning is not anticipated to adversely impact traffic conditions. The proposed rezoning will not change the appearance of the subject property or adjacent property, and will also not alter signage on the subject property or adjacent properties, although signage in line with City of Fayetteville ordinances may be included as part of a later site plan for development of the property.

D) There are existing water and sewer lines in the area which can serve the property. A 10" gravity sewer main running north to south crosses the west end of the property, and a 48" gravity sewer main is located along the south line of the property. There is an 8" water line along the east side of Truckers Lane with a fire hydrant located near the end of Truckers Lane which can be extended to serve the property being rezoned.

E) The Future Land Use 2030 information on the City of Fayetteville's GIS site which indicates the property is intended to be used for a "City Neighborhood Area", which is intended to provide a mix of residential and low-intensity uses. The intended use for the property following development is as a retirement community, with mixed housing types for seniors, including single family residential units, duplexes, and multi-unit residential structures. The proposed use of the property is consistent with the intent of the City Neighborhood Area designation.

F) Any proposed development of the property will require the rezoning of the property. The rezoning is justified now in order to facilitate future development or sale of this property.

G) The parent tract property is located along State Highway 112, a major north-south route through northwest Arkansas providing an alternative to Highway 71B and Interstate 49. There are several commercial uses already located along this section of the Hwy. 112, and the proposed rezoning is not anticipated to appreciably increase traffic danger or congestion on Highway 112. The property is access via Truckers Drive, which is a commercial subdivision with several existing

commercial developments within it. The proposed rezoning is not anticipated to adversely impact traffic danger or congestion on Truckers Drive.

H) The proposed rezoning is not anticipated to undesirable increase the load on public services such as schools, water, or sewer. Information regarding the availability of water and sewer infrastructure in the area is included above. The rezoning will not result in high-density residential development which would potentially affect schools because the primary occupants of the development will be retirees.

I) The property is currently zoned RPZD, but the time limit on development under the approved zoning/development plan has expired. Therefore, any potential development of the property would require the property to be rezoned.

Please do not hesitate to contact me if you have any questions regarding this application or need anything further.

Thank you,

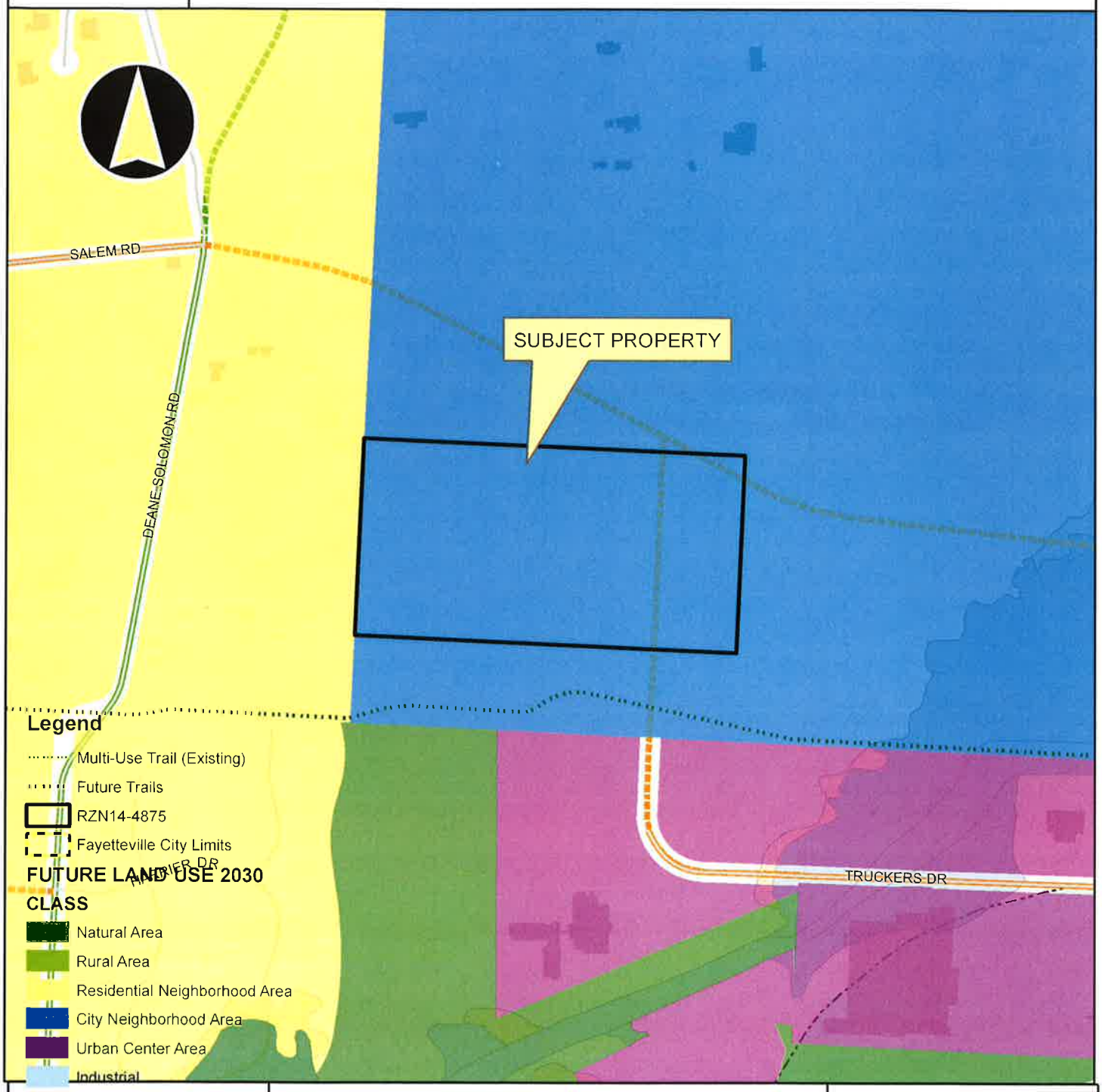
Brian Moore, P.E.
Vice President

Enclosures

RZN14-4875

Future Land Use

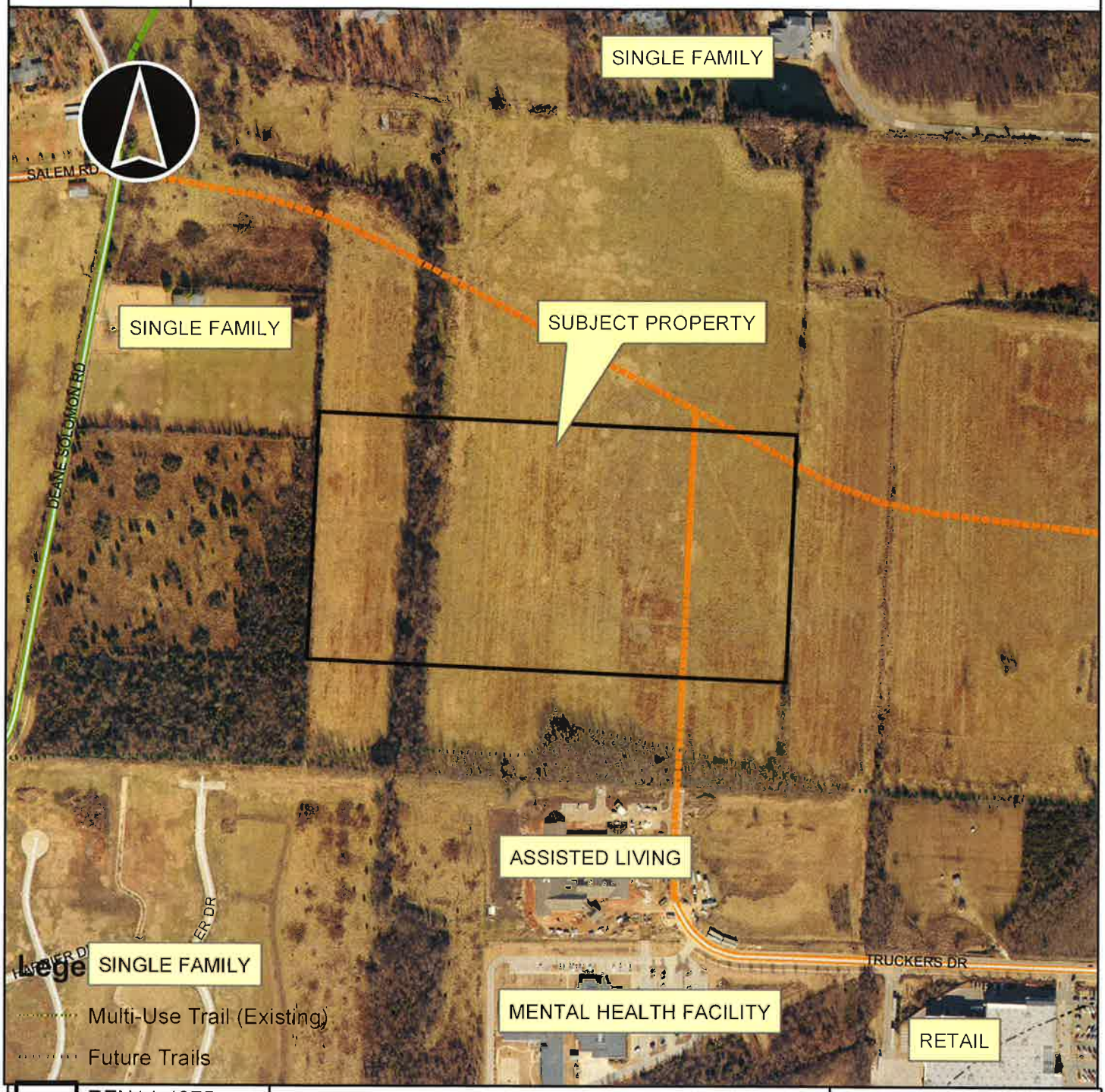
LEGACY BANK



RZN14-4875

Current Land Use

LEGACY BANK



Lege
Multi-Use Trail (Existing)
Future Trails

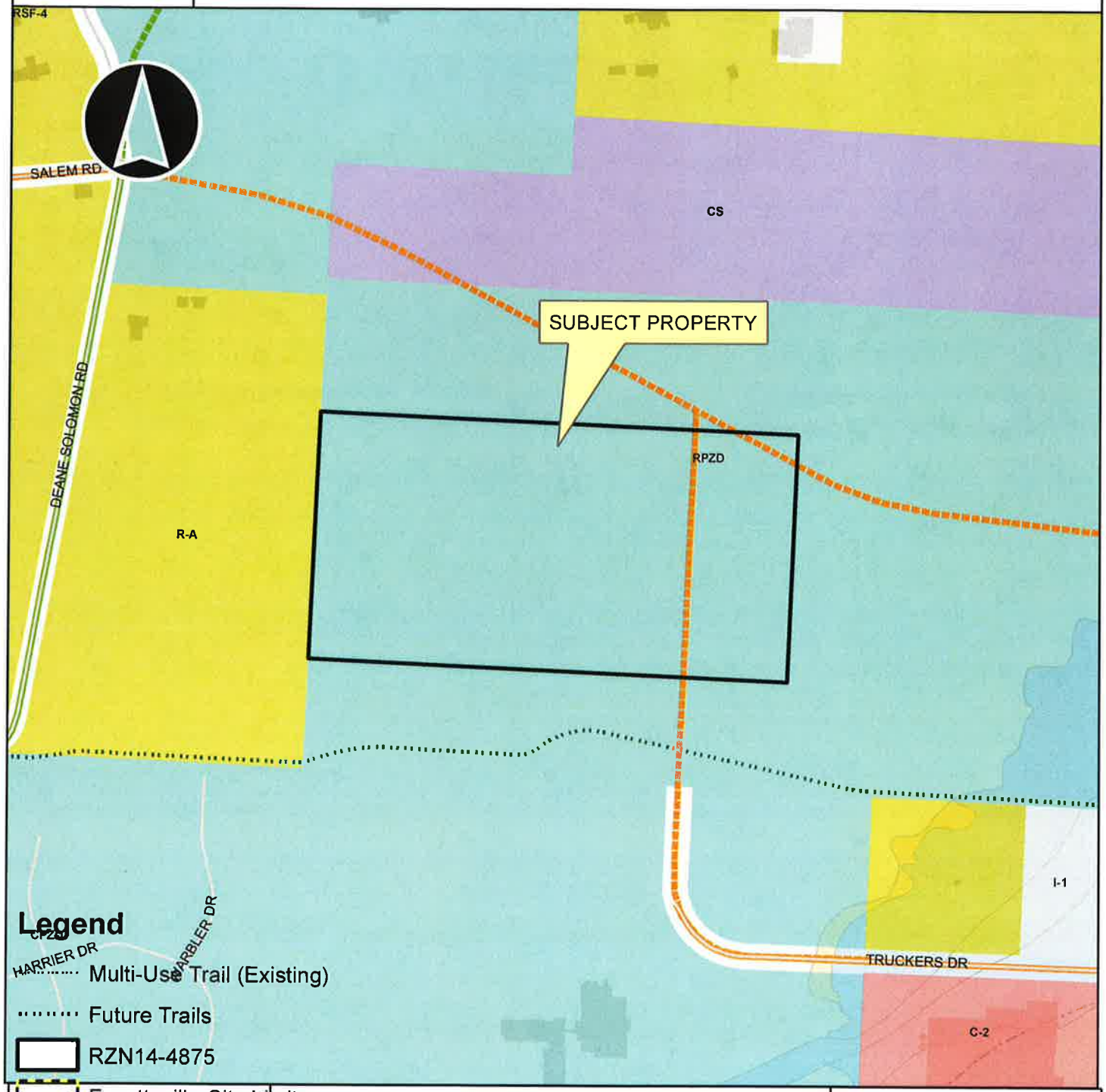
Overview
RZN14-4875
Fayetteville City Limits
Footprints 2010
Hillside-Hilltop Overlay District
Design Overlay District
Planning Area

0 175 350 700 1,050 1,400 Feet

RZN14-4875

Close Up View

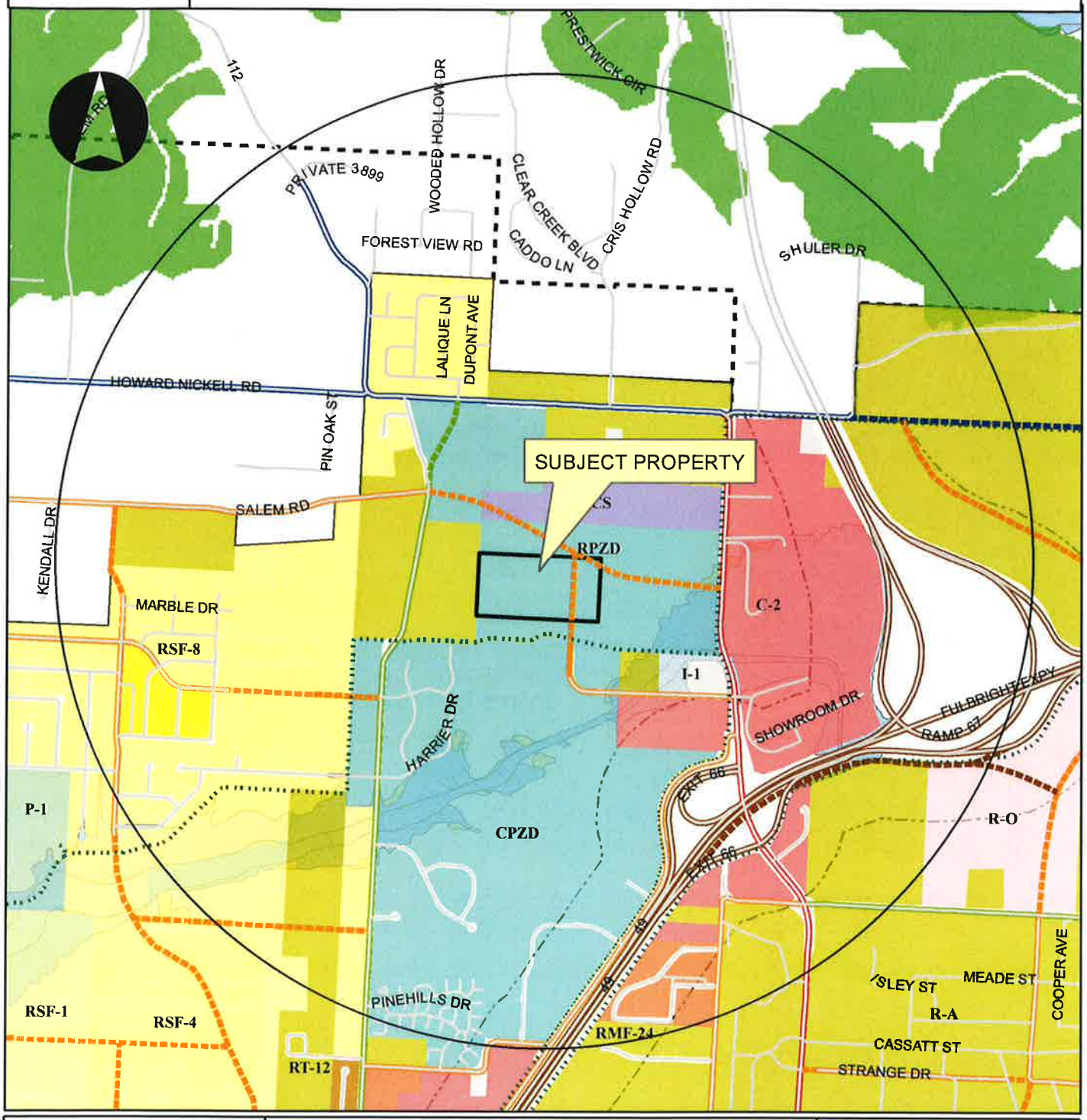
LEGACY BANK



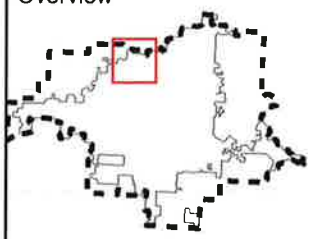
RZN14-4875

One Mile View

LEGACY BANK



Overview



Legend

Subject Property

Boundary

0 0.25 0.5 1 Miles

ORDINANCE NO.

AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4875, FOR APPROXIMATELY 20.54 ACRES, LOCATED AT THE WEST END OF TRUCKERS DRIVE FROM R-PZD, RESIDENTIAL PLANNED ZONING DISTRICT, PARK WEST 05-1796, TO RMF-12, RESIDENTIAL MULTI FAMILY, 12 UNITS PER ACRE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby changes the zone classification of the following described property from R-PZD, Residential Planned Zoning District, Park West 05-1796, to RMF-12, Residential Multi Family, 12 units per acre, as shown on Exhibits "A" and "B" attached hereto and made a part hereof.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby amends the official zoning map of the City of Fayetteville to reflect the zoning change provided in Section 1.

PASSED and APPROVED this day of , 2014.

APPROVED: ATTEST:

By: _____ By:_____

LIONELD JORDAN, Mayor **SONDRA E. SMITH**, City Clerk/Treasurer

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0538

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: C. 2

A RESOLUTION TO ENDORSE THE NORTHWEST ARKANSAS BICYCLE AND PEDESTRIAN MASTER PLAN CREATED BY THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION AND ALTA PLANNING AND DESIGN

WHEREAS, the Northwest Arkansas Regional Planning Commission and Alta Planning and Design have developed the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan after consulting with more than 800 Northwest Arkansas residents, business leaders and local government staff; and

WHEREAS, the Master Plan is built upon a balanced approach to engineering, education, encouragement, enforcement and evaluation; and

WHEREAS, the Master Plan provides a regional framework for policies, projects and programs and includes conceptual action plans for 25 local towns and cities with populations over 1,000, including the City of Fayetteville; and

WHEREAS, the Fayetteville Alternative Transportation and Trails Master Plan was last updated in 2009 and City staff will present an update that will implement these conceptual recommendations after the Northwest Arkansas Bicycle and Pedestrian Master Plan is endorsed by the City Council.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby endorses the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan created by the Northwest Arkansas Regional Planning Commission and Alta Planning and Design.

City of Fayetteville Staff Review Form

2014-0538

Legistar File ID

December 16th, 2014

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

Matt Mihalevich	11/24/2014	Engineering / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Endorsement of the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan and continued focus on a balanced approach to bicycle and pedestrian infrastructure based on the regional framework for polices, projects and programs that can be implemented at the local level and as described in the master plan.

Budget Impact:

Account Number	Fund
Project Number	Project Title

Budgeted Item?	NA	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	No	Budget Adjustment		
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF DECEMBER 16TH 2014

TO: Mayor and City Council

THRU: Don Marr, Chief of Staff
Jeremy Pate, Development Services Director
Chris Brown, City Engineer

FROM: Matt Mihalevich, Trails Coordinator

DATE: November 17th, 2014

SUBJECT: **Endorsement of the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan**

RECOMMENDATION:
Endorsement of the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan and continued focus on a balanced approach to bicycle and pedestrian infrastructure based on the regional framework for polices, projects and programs that can be implemented at the local level and as described in the master plan.

BACKGROUND:
The Northwest Arkansas Regional Planning Commission (NWARPC) and consultant Alta Planning and Design recently completed the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan. Over the past year NWARPC and Alta Planning and Design met with over 800 local residents, business leaders and government staff in the development of this plan. Public meetings in Fayetteville included October 3rd 2013 on the Square during First Thursday and a community workshop on August 12th at the Fayetteville Public Library.

The vision of the Plan states that:

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

The plan is built upon a balanced approach to engineering, education, encouragement, enforcement, and evaluation. This approach provides a regional framework for policies, projects and programs that can be implemented at the local level. The master plan includes action plans for 25 individual communities with a population over 1,000. The walk/bike action plan for Fayetteville is listed in the attached Master Plan document on pages 6-47 through 6-64.

DISCUSSION:
The Fayetteville Alternative Transportation and Trails (FATT) Master Plan was last updated in 2009. Staff is currently working on an update to the FATT plan combining many of the recommendations from the Northwest Arkansas Bicycle and Pedestrian Plan with local citizen input gathered since the last update. The updated FATT plan will include a concise master plan document with an updated trail and on-street linkage map. The updated FATT plan will go before the Parks and Recreation Advisory Board, Active Transportation Advisory Committee, Planning Commission, Transportation Committee and City Council in the first quarter of 2015.

The Northwest Arkansas Bicycle and Pedestrian Plan provides a concept for the region, while the updated FATT plan will be calibrated to the specific needs and goals for Fayetteville.

BUDGET/STAFF IMPACT:
None.

Attachments:
Northwest Arkansas Regional Planning Commission – Cover Letter
Walk Bike Northwest Arkansas – NWA Regional Bicycle & Pedestrian Master Plan - Document
Walk Bike Northwest Arkansas – NWA Regional Bicycle & Pedestrian Master Plan - Appendix

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION
1311 CLAYTON ST. • SPRINGDALE, ARKANSAS 72762
(479) 751-7125 FAX (479) 751-7150

November 3, 2014

Dear Mayor:

The Northwest Arkansas Regional Planning Commission (NWARPC) recently completed the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan (Regional Master Plan).

Over the past year Alta Planning and Design (Consultant) and NWARPC met with over 800 local residents, business leaders, and government staff in the development of this Plan through meetings, events, volunteering, interviews, online mapping, comment forms, and plan review.

The vision for this Plan states that:

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

The plan is built upon a balanced approach to engineering, education, encouragement, enforcement, and evaluation. This approach provides a regional framework for policies, projects and programs that can be implemented at the local level.

NWARPC has prepared a sample resolution and adoption checklist to use as a guide over the next year to endorse the Regional Master Plan, update your current city plan, and implement aspects of the Plan.

NWARPC and Alta Planning and Design look forward to working with your community over the next year. Please contact John McLarty at jmclarty@nwarpc.org or by phone at 479-751-7125.

Sincerely,

John McLarty
Transportation Study Director

WALK BIKE
Northwest Arkansas

NWA Regional Bicycle and Pedestrian Master Plan | 2014

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

ACKNOWLEDGEMENTS

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

STEERING COMMITTEE

Brenda Anderson	Exec. Dir. Community Dev. Corp. Bentonville/Bella Vista, Inc.; Secretary/Treasurer, Bike Bentonville
Nathan Becknell	Engineer, Transportation & Planning, City of Rogers
Jennifer Bonner	Planner, City of Bella Vista
Rob Brothers	Director of the Home Region Focus Area, Walton Family Foundation
Doug Bryant	Walton Enterprises
Bob Caulk	Chairman, Fayetteville Natural Heritage Association
Patsy Christie	Director, Planning & Community Development, City of Springdale
Rosemary Goines	Executive Secretary, Benton County Judge's Office
Mayor Kevin Johnston	City of Gentry
Jill Kaplan	Vice President, Programs and Communications, Endeavor Foundation
Shelli Kerr	Planning Services Manager, City of Bentonville
Kelly Koons	Assistant Principal, Lakeside Junior High, Springdale Public Schools
Alan Ley	Bike Bentonville
Mary Ley	Executive Director of Communications and Community Partnerships, Bentonville Public Schools
Melissa McCarville	City Business Manager, City of Farmington
John McLarty	Assistant Director/Transportation Planner, NWA Regional Planning Commission
Matt Mihalevich	Trails Coordinator, City of Fayetteville
Misty Murphy	Regional Trail Coordinator, Northwest Arkansas Council
Nickel Potter	Store Manager, Phat Tire, Fayetteville
Ben Rhoads	Senior Planner, City of Siloam Springs
Juliet Richey	Director, Washington County Planning Department
Paxton Roberts	Advocacy Director, Bicycle Coalition of the Ozarks
Tim Robinson	Phat Tire Bike Shop
Steve Schneider	South Central Regional Director, International Mountain Bike Association
Frank Sharp	Director, Mt. Kessler Greenways
Dana Smith	Sustainability Coordinator, Fayetteville Public Schools
Kris Sullivan	Planning Director, City of Lowell
Chris Suneson	Planning Director, City of Bella Vista
David Wright	Director, Bentonville Parks & Recreation

CONSULTANTS

Matt Berkow - Alta Planning + Design
Stephen Bzomowski - Alta Planning + Design
Dennis Blind - Alta Planning + Design
Jeff Olson - Alta Planning + Design

Prepared for the Northwest Arkansas Regional Planning Commission
Prepared by Alta Planning + Design
Funded by The Walton Family Foundation

Project Contact: John McLarty, Assistant Director/Transportation Planner, NWA Regional Planning Commission
479-751-7125 | jmclarty@nwarpc.org

2014

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1-6 The Es for Becoming a Bike/Walk Friendly Region

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6-97 Rogers Walk/Bike Action Plan
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6-111 Springdale Walk/Bike Action Plan
6-121 Tontitown Walk/Bike Action Plan
6-125 West Fork Walk/Bike Action Plan

A RESOURCE APPENDICES

A-1 Design Guidelines
B-1 Sample Complete Streets Resolution
C-1 Needs Analysis
D-1 Program Recommendations
E-1 Public Involvement
F-1 Plan Review
G-1 Policy Review
H-1 Funding Resources
I-1 Community Self-Evaluation Summary
J-1 Complete Project List

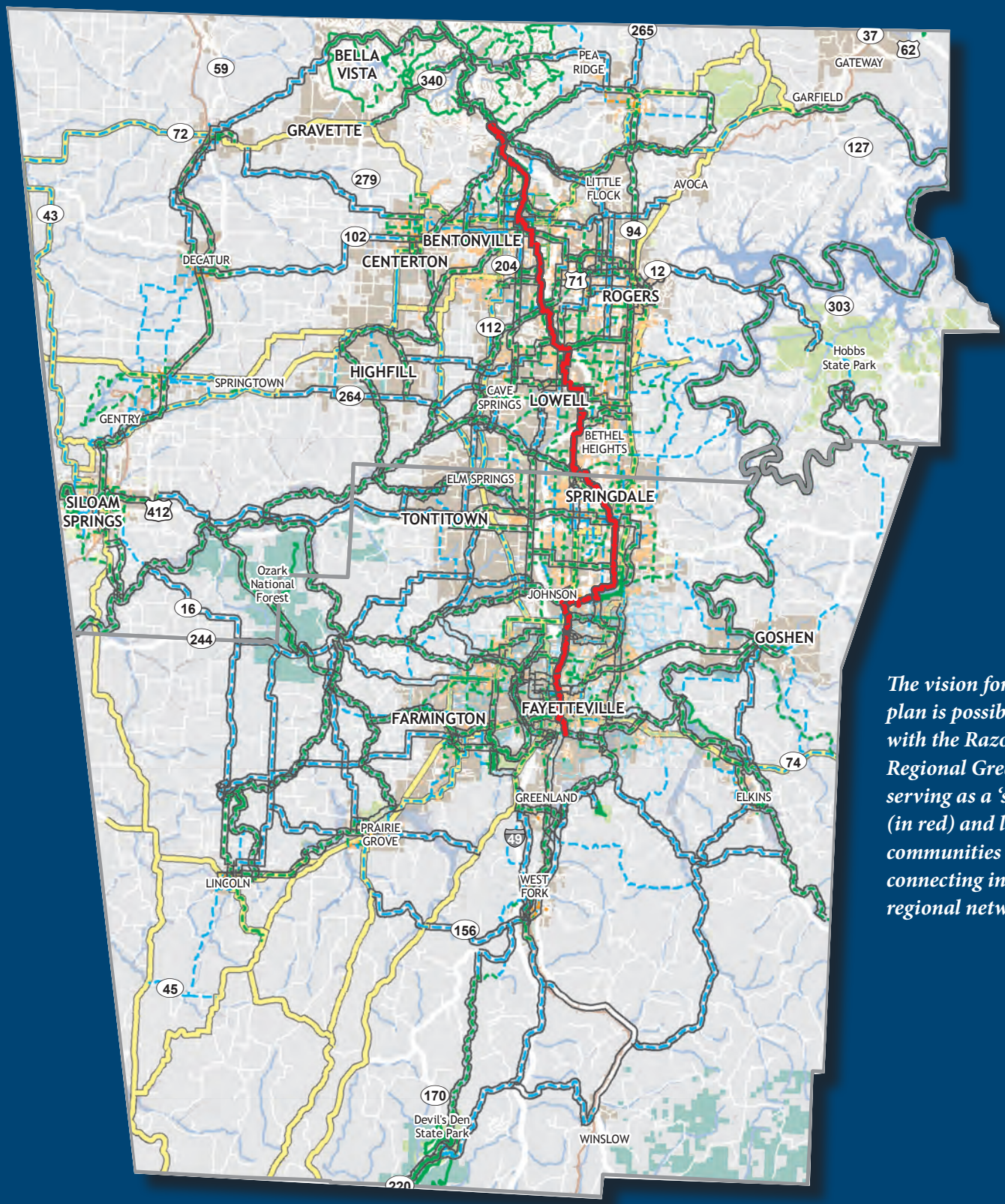
AVOCA
BELLA VISTA
BENTONVILLE
BETHEL HEIGHTS
CAVE SPRINGS
CENTERTON
DECATUR
ELKINS
ELM SPRINGS
FARMINGTON
FAYETTEVILLE
GARFIELD
GATEWAY
GENTRY
GOSHEN
GRAVETTE
GREENLAND
HIGHFILL
JOHNSON
LINCOLN
LITTLE FLOCK
LOWELL
PEA RIDGE
PRAIRIE GROVE
ROGERS
SILOAM SPRINGS
SPRINGDALE
SPRINGTOWN
SULPHUR SPRINGS
TONTITOWN
WEST FORK
WINSLOW
BENTON COUNTY
WASHINGTON COUNTY

EXECUTIVE SUMMARY

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

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

MAP ES.1 REGIONAL OVERVIEW



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

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

0 2.5 5 Miles

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

ENGINEERING | EDUCATION | ENCOURAGEMENT
ENFORCEMENT | EVALUATION | EQUITY

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

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

Detailed Action Plans for Each Community (25 total)

Regional Catalyst Project Sheets (20 total)

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

Detailed Design Guidelines by Facility Type (93 pages total)

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

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

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

1 INTRODUCTION

Chapter Contents:

Introduction & Purpose

Plan Components

Goals

The Planning Process

The Es for Becoming a Bike/Walk Friendly Region

INTRODUCTION & PURPOSE

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

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

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

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

PLAN COMPONENTS

This Plan includes the following chapters:

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

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

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

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

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

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

GOALS

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

Vision Statement:

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

Project Goals

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

Performance Measures & Measurable Goals

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

Increase the bicycling and walking mode share from 2.75% to 5.00% by 2020

Reduce bicycle and pedestrian crashes by 50% by 2020

Move toward 0 bicycle and pedestrian fatalities by 2020

Include total miles of facilities in annual report (total miles of bike lanes and linear feet of sidewalk)

Complete 10 catalyst projects by 2020, and the final 10 (20 total) by 2025

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

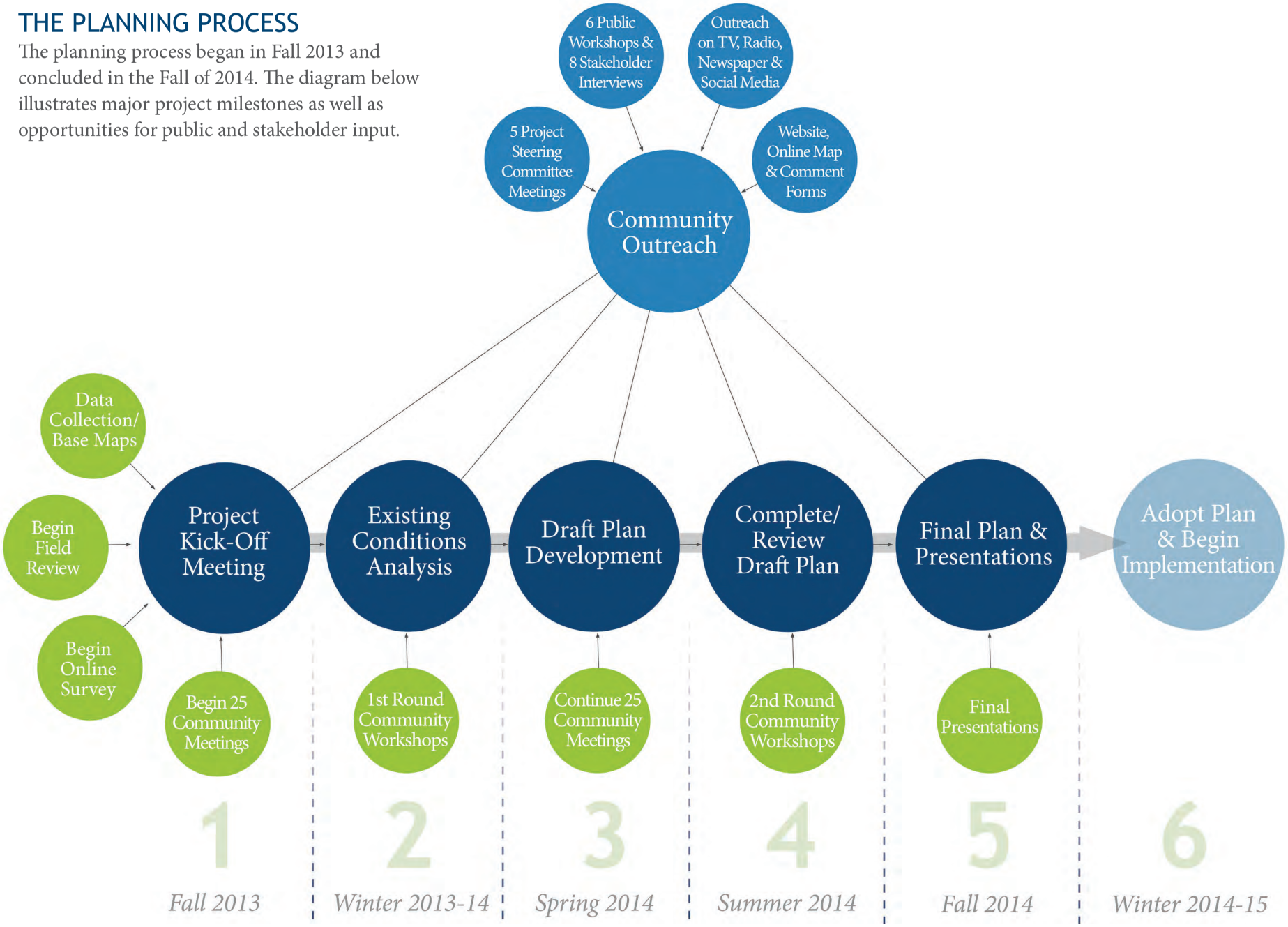
Complete the next 10 catalyst projects by 2020

Add 5th grade bicycle safety education to three new schools each year

Distribute 1,000 copies of bicycle route map each year and post it online

THE PLANNING PROCESS

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



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

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

Engineering

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

Short Term Program Recommendations:

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

Education

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

Short Term Program Recommendations:

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

Encouragement

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

Short Term Program Recommendations:

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

Enforcement

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

Short Term Program Recommendations:

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

Evaluation

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

Short Term Program Recommendations:

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

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

Equity

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

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

2 EXISTING CONDITIONS

Bentonville South Loop Trail

Chapter Contents:

Bicycle and Pedestrian Demand and Supply Analysis

Opportunities and Challenges

User Demand and Benefits Analysis

Safety Analysis

Bicyclist and Pedestrian Crash Maps

Opportunities for Improved Crash Data

BICYCLE AND PEDESTRIAN DEMAND AND SUPPLY ANALYSIS

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

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

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

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

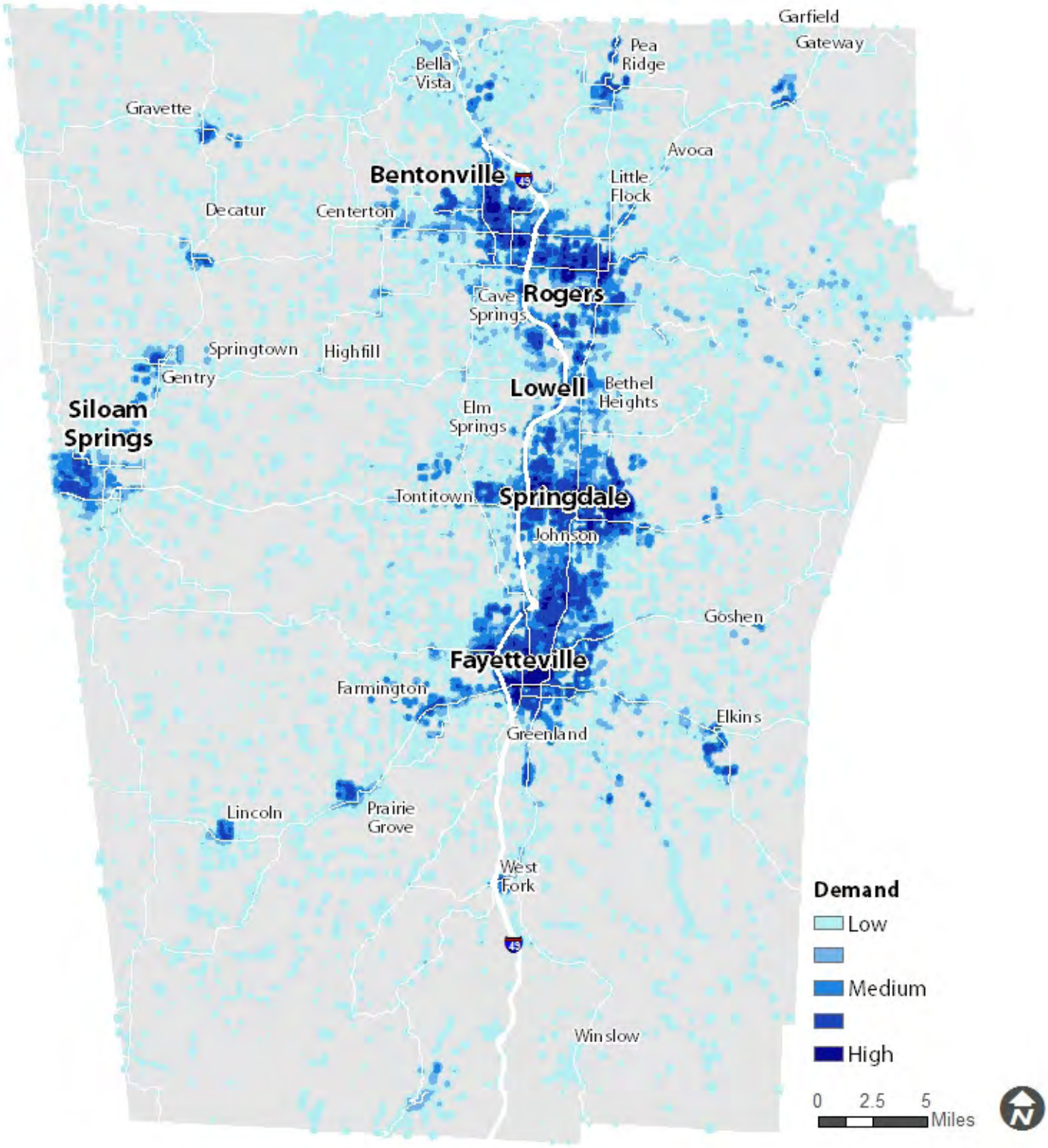
» ***Composite Demand*** - The results of a demand analysis which include categories representative of where people live, work, play, access public transit, and go to school are presented as a composite sketch of demand in Map 2.1.

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

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

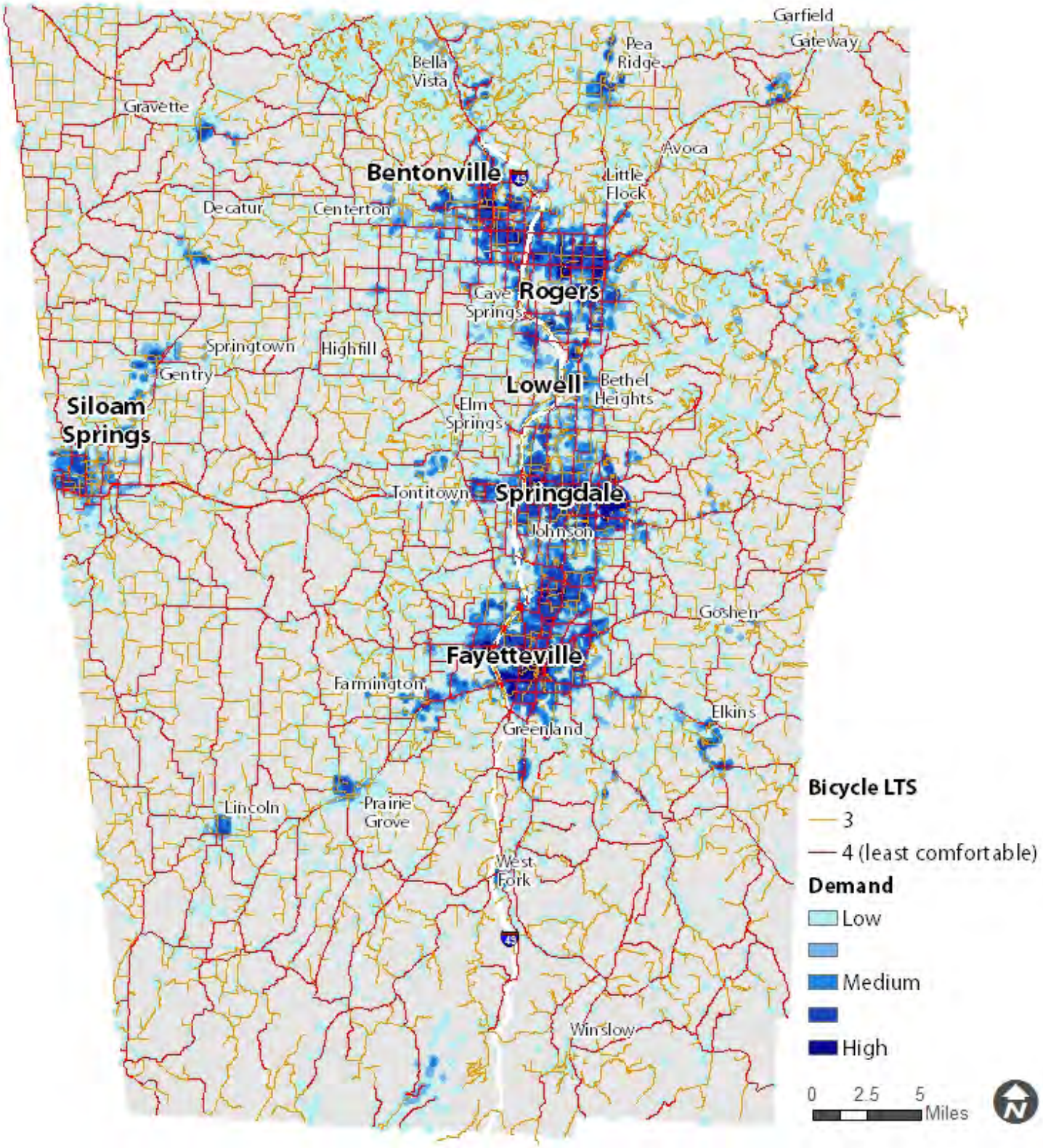
MAP 2.1 COMPOSITE PEDESTRIAN AND BICYCLE DEMAND

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



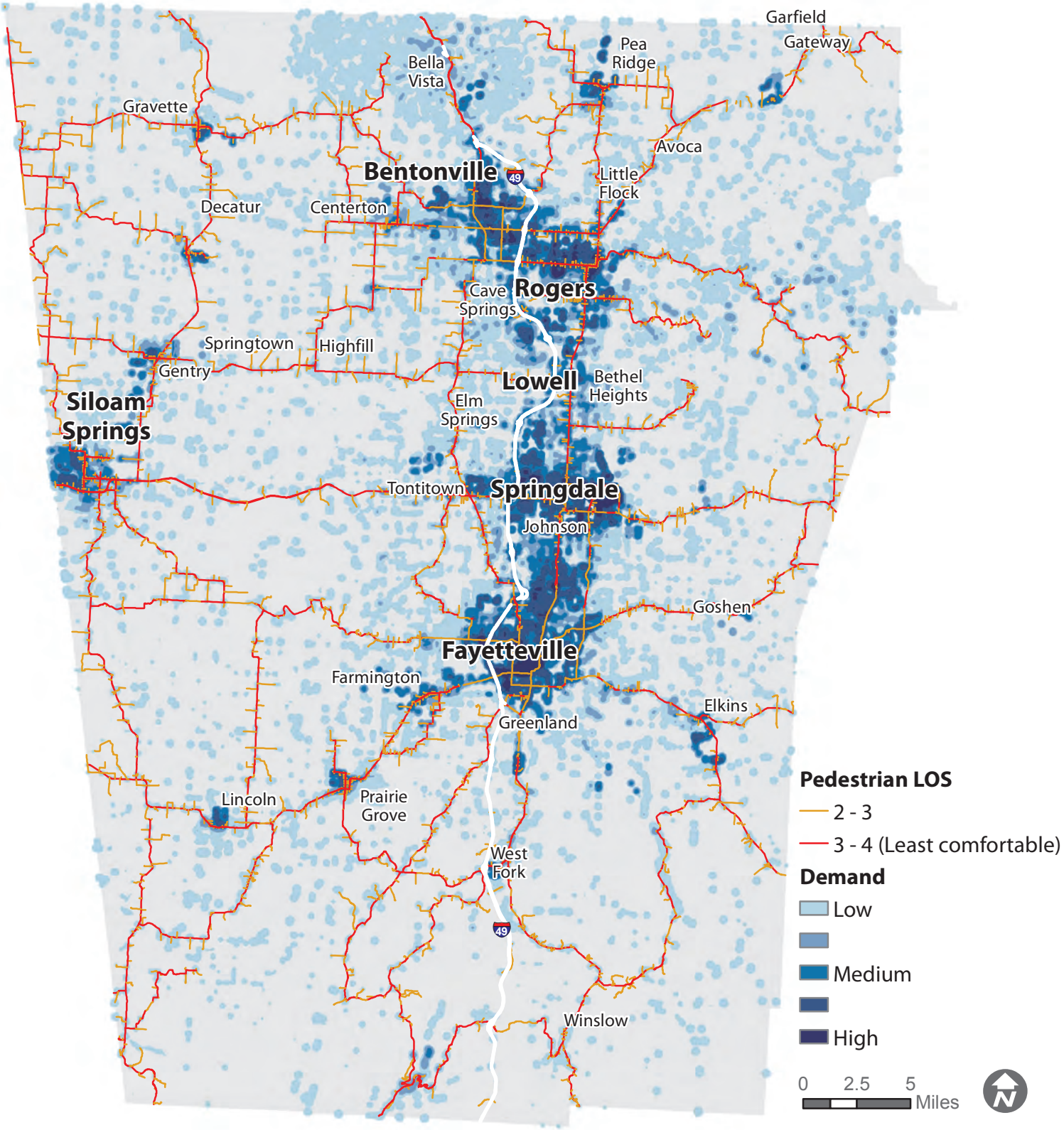
MAP 2.2 COMPOSITE DEMAND WITH BICYCLIST COMFORT

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



MAP 2.3 COMPOSITE DEMAND WITH PEDESTRIAN COMFORT

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



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

OPPORTUNITIES AND CHALLENGES

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

Opportunities

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

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

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

Existing Groups and Programs that Support Walking and Bicycling

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

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

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

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

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

Challenges

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

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

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

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

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

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

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

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

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

USER DEMAND AND BENEFITS ANALYSIS

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

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

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

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

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

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

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

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

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

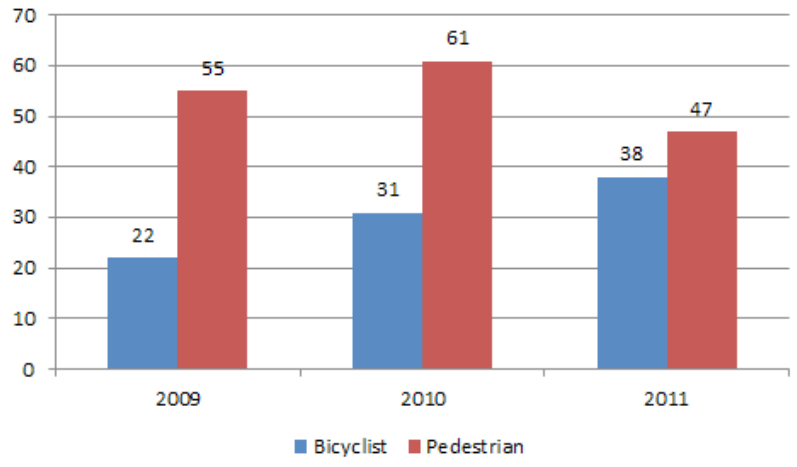
SAFETY ANALYSIS

This section reviews data (2009-2011) for crashes involving pedestrians and bicyclists in Benton and Washington Counties, as reported by the Arkansas State Highway and Transportation Department.

What: Number of Crashes

Chart 2.1 and Table 2.3 indicate there are approximately 80-90 reported crashes annually that have resulted in 150 or more injuries and 15 fatalities over the course of three years. Bicyclist crashes in particular appear to be trending upwards, perhaps reflecting the fact that bicycling is becoming more common. Additional data on the number of bicycle trips that took place each year would be needed to understand if the crash rate (i.e., crashes per bicycle trip) is going up or down.

Chart 2.1 - Number of Bicyclist and Pedestrian Crashes (2009-2011)



What: Severity of Crashes

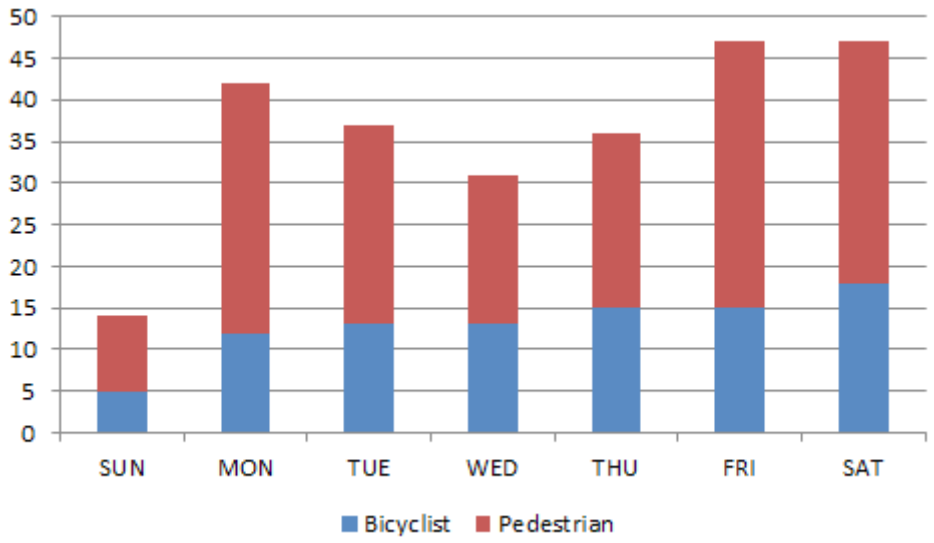
Table 2.3 - Number and Severity of Bicyclist and Pedestrian Crashes (2009-2011)

Year	Bicycle	Pedestrian	Total
Fatal Injury	1	14	15
Incapacitating Injury	8	19	27
Non-Incapacitating Injury	30	72	102
Possible Injury	29	42	71
Non-Injury/Property Damage Only	23	16	39
Grand Total	**91**	**163**	**254**

When: Day of Week

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

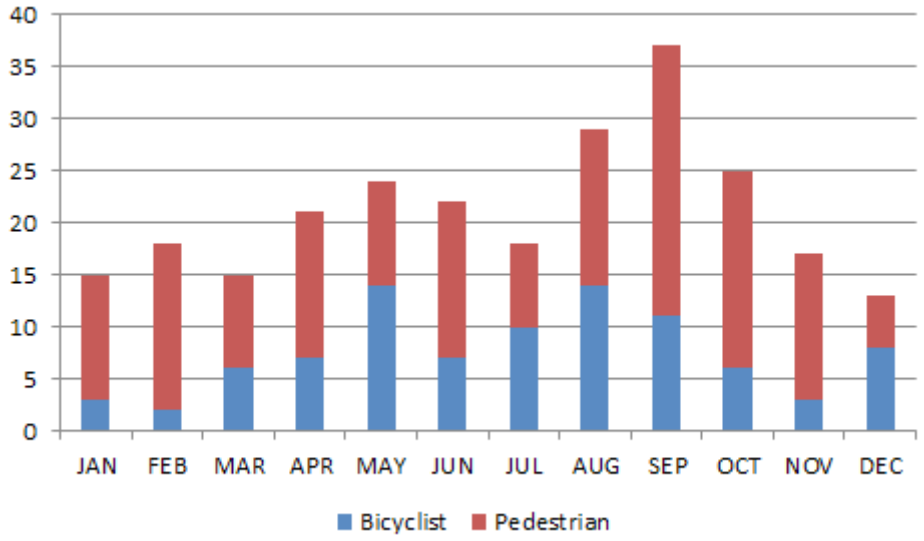
Chart 2.2 - Number of Bicyclist and Pedestrian Crashes (Day of Week)



When: Month of Year

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

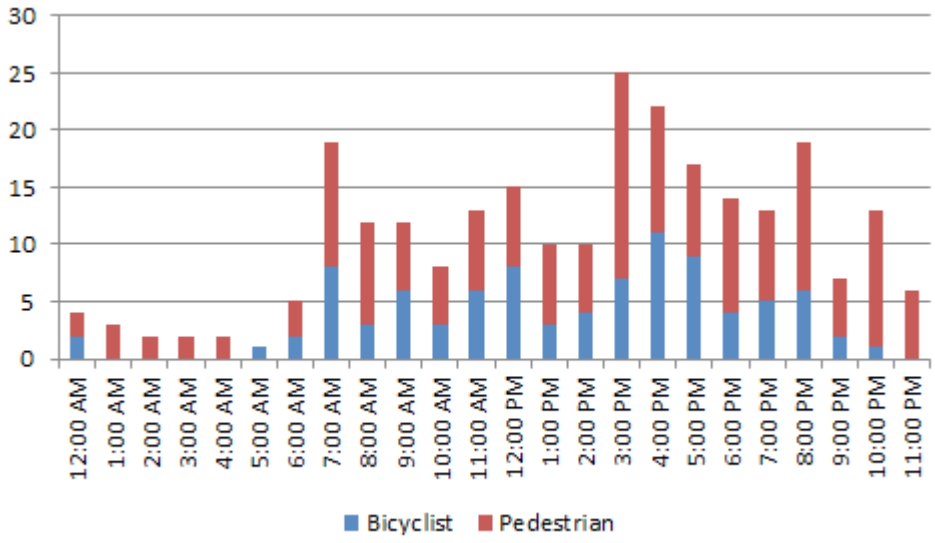
Chart 2.3 - Number of Bicyclist and Pedestrian Crashes (Month of Year)



When: Time of Day

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

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

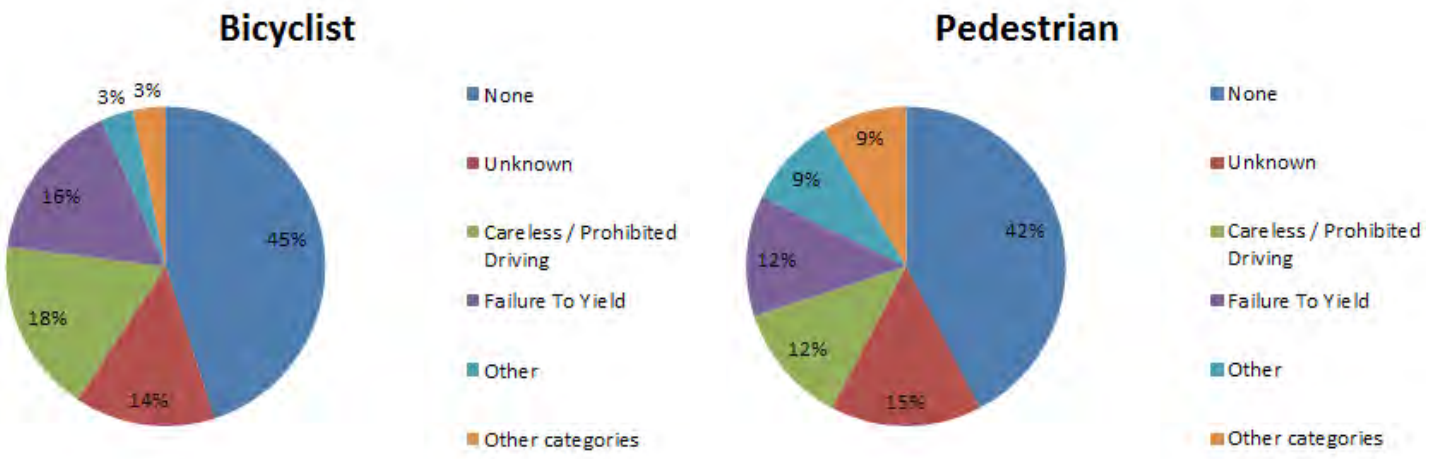


Why: Contributing Factors

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

- More than 40% of crashes listed the contributing factor as 'none' while another 15% listed the factor as 'unknown'.
- The most common categories were 'careless/prohibited driving' and 'failure to yield.'

Chart 2.5 - Contributing Factors of Bicyclist and Pedestrian Crashes

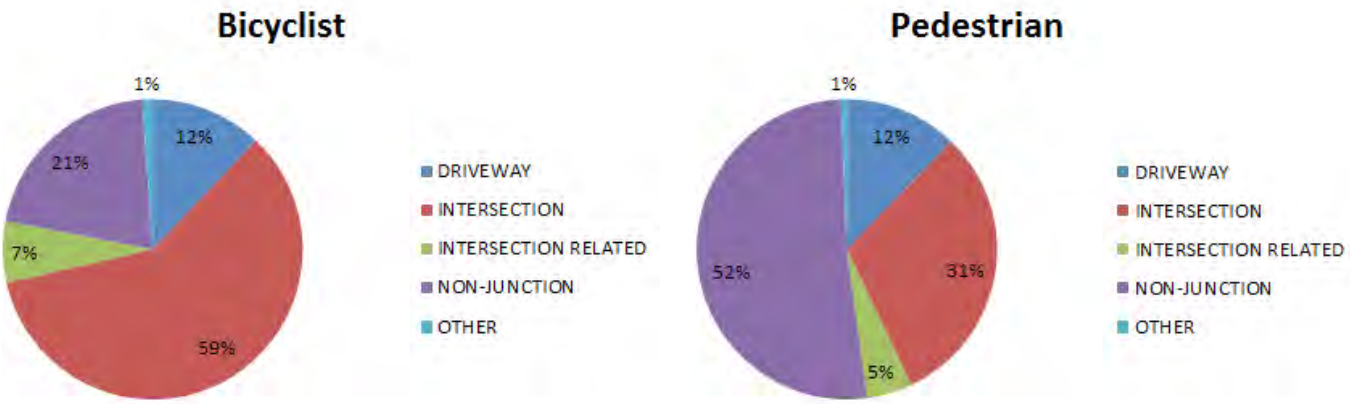


Where: Location on Roadway

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

- Pedestrian crashes were most common away from intersections (e.g., mid-block locations) representing 52% of all crashes. Another 36% took place at intersections or were intersection related, while 12% took place at driveways.
- Bicyclist crashes, by contrast, most commonly occurred at intersections or were intersection related (66%). Twenty-one percent took place away from intersections, and 12% took place at driveways.

Chart 2.6 - Location of Bicyclist and Pedestrian Crashes



Where: Vehicle Action

Table 2.4 identifies the vehicle action during the crash. Most crashes involve vehicles traveling straight, including 71% of pedestrian collisions and 53% of bicyclist collisions. The single most common vehicle action involved a vehicle going straight away from an intersection, representing 45% of all pedestrian collisions. Vehicles turning left or right at intersections accounted for 11% of pedestrian crashes and 27% of bicyclist crashes.

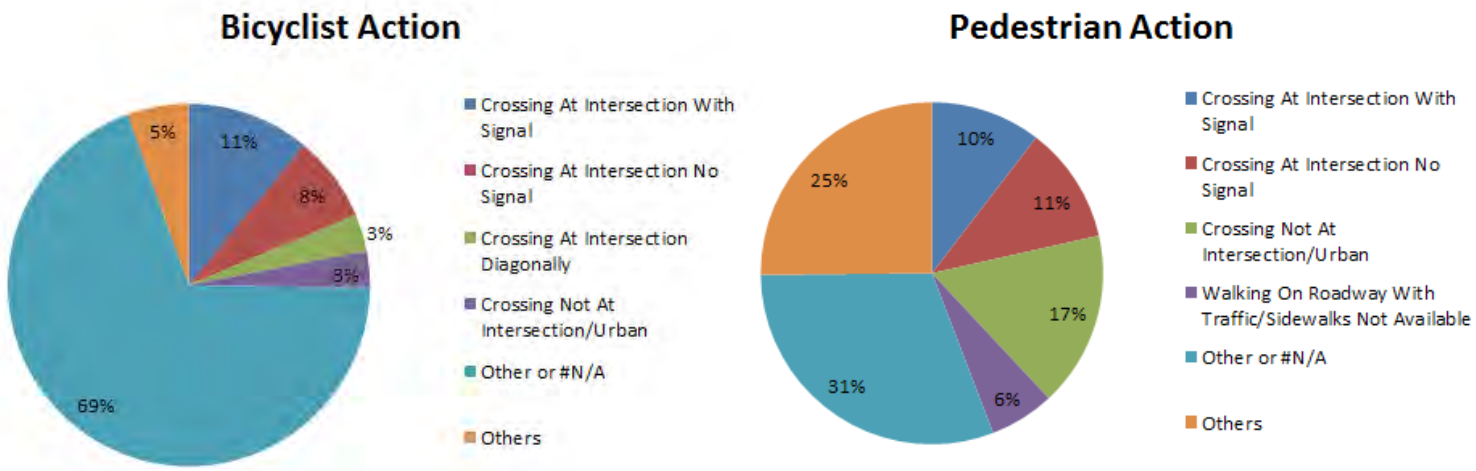
Table 2.4 - Summary of Location and Vehicle Action

	Crash Location					
Vehicle Action	**Inter-section**	**Inter-section Related**	**Non-junction**	**Driveway**	**Other**	**Total**
Pedestrian Crashes						
Going Straight	16%	4%	45%	5%	1%	**71%**
Making Left turn	7%	0%	0%	2%	0%	**9%**
Making Right Turn	4%	1%	0%	1%	0%	**6%**
Other	4%	0%	6%	4%	0%	**14%**
Total	**31%**	**5%**	**52%**	**12%**	**1%**	**100%**
Bicycle Crashes						
Going Straight	25%	4%	16%	5%	1%	**53%**
Making Left turn	11%	0%	0%	0%	0%	**11%**
Making Right Turn	16%	1%	0%	3%	0%	**21%**
Other	7%	1%	4%	3%	0%	**15%**
Total	**59%**	**7%**	**21%**	**12%**	**1%**	**100%**

Where: Pedestrian/Bicyclist Action

A pedestrian action/location field indicates the action of the pedestrian and bicyclist involved in crashes. In Chart 2.7, a response of 'other' or 'N/A' was provided for 31% of pedestrian crashes and nearly 70% of bicyclist crashes. Regular trainings with police officers could result in a higher response rate to this category for both bicyclist- and pedestrian-involved crashes.

Chart 2.7 - Bicyclist and Pedestrian Actions



Where: Crashes by City

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

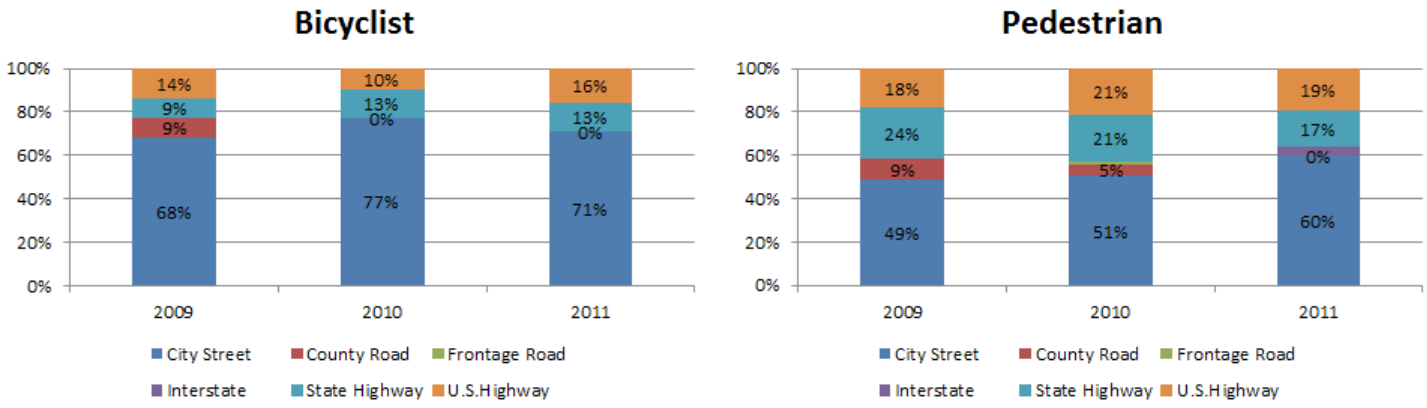
Table 2.5 - Bicyclist and Pedestrian Crashes by City

	In City				Outside of City		
City	Bicycle	Pedestrian	Total		Bicycle	Pedestrian	Grand Total
Bentonville	10	13	23		-	1	24
Bentonville Junction	1	-	1		-	-	1
Bethel Heights	-	2	2		-	-	2
Canehill	-	-	0		-	1	1
Centerton	-	1	1		-	-	1
Elkins	-	-	0		-	1	1
Farmington	1	2	3		-	-	3
Fayetteville	40	67	107		-	1	108
Gentry	1	1	2		-	1	3
Gravette	-	1	1		1	-	2
Lincoln	-	1	1		-	3	4
Pea Ridge	1	-	1		1	1	3
Prairie Grove	2	1	3		-	-	3
Rogers	16	22	38		-	-	38
Siloam Springs	7	3	10		-	-	10
Sonora	-	-	0		-	1	1
Springdale	10	35	45		-	1	46
Sulphur Springs	-	-	0		-	1	1
West Fork	-	-	0		-	2	2
Grand Total	**89**	**149**	**238**		**2**	**14**	**254**

Where: Roadway Ownership

As indicated in Chart 2.8, approximately 70% of bicyclist crashes occurred on city streets, more than 10% occurred on State Highways, and 15% occurred on US Highways. For pedestrians, approximately 50% occurred on city streets, 20% occurred on State Highways, and another 20% occurred on US Highways.

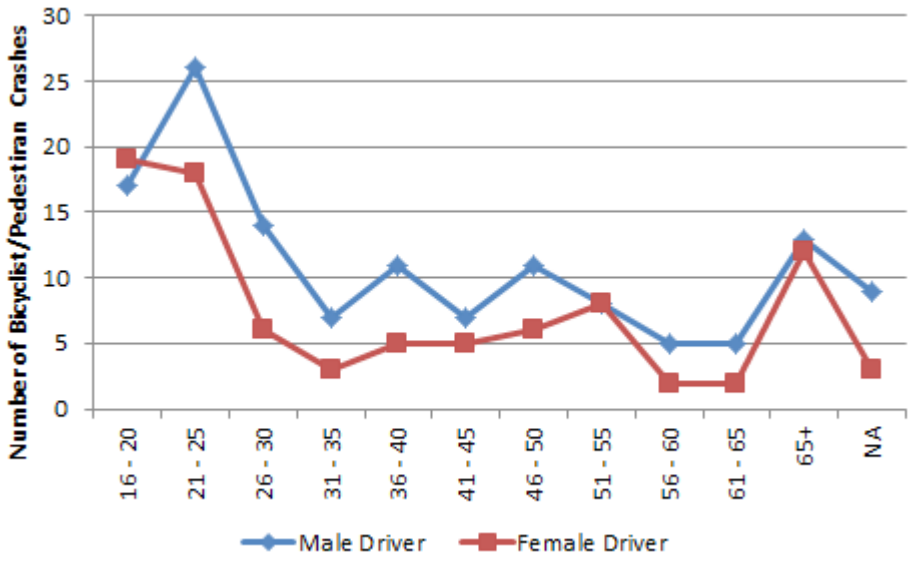
Chart 2.8 - Crashes by Roadway Ownership



Who: Drivers

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

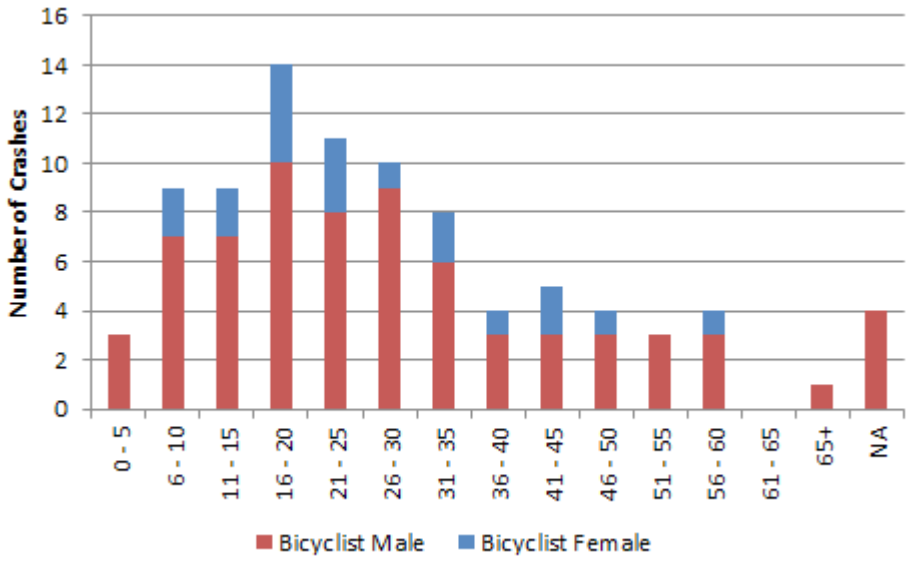
Chart 2.9 – Age and Gender of Drivers Involved in Pedestrian and Bicyclist Crashes



Who: Bicyclists

As indicated in Chart 2.10, males are much more likely to be involved in bicyclist crashes (nearly 80% of all crashes). This is likely indicative of males being over-represented in the total population of people bicycling. Nearly ¼ of people involved in bicyclist crashes were 15 years old or younger.

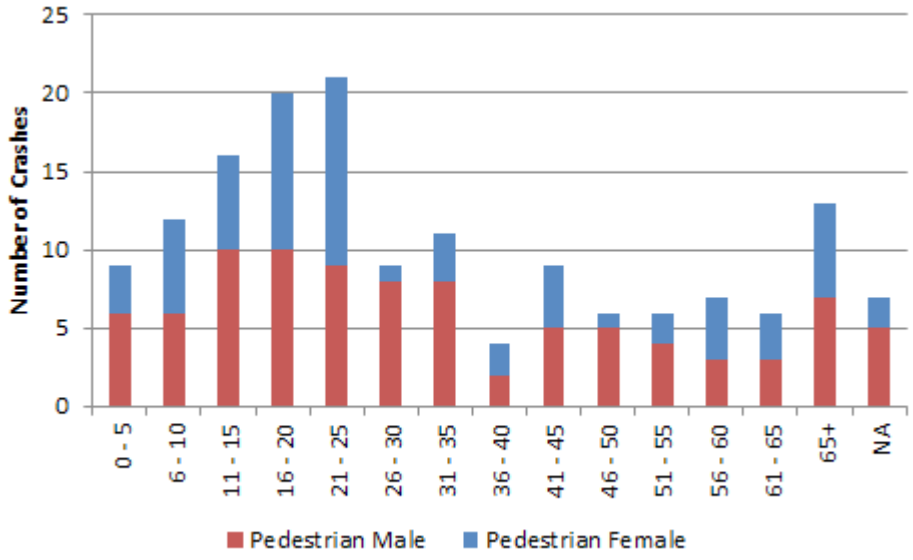
Chart 2.10 – Age and Gender of Bicyclists Involved in Crashes



Who: Pedestrians

As indicated in Chart 2.11, there is more parity in the number of men and women involved in pedestrian crashes as compared to bicyclist crashes, with a split of approximately 60% male to 40% female. Nearly ¼ of people involved in pedestrian crashes were 15 years old or younger. Nearly 10% of crashes involve people 65 or older.

Chart 2.11 – Age and Gender of Pedestrians Involved in Crashes



BICYCLIST AND PEDESTRIAN CRASH MAPS

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

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

These maps illustrate several themes:

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

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

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

Table 2.6 - Streets in NWA with Multiple Bicyclist and Pedestrian Crashes (2009-2011)

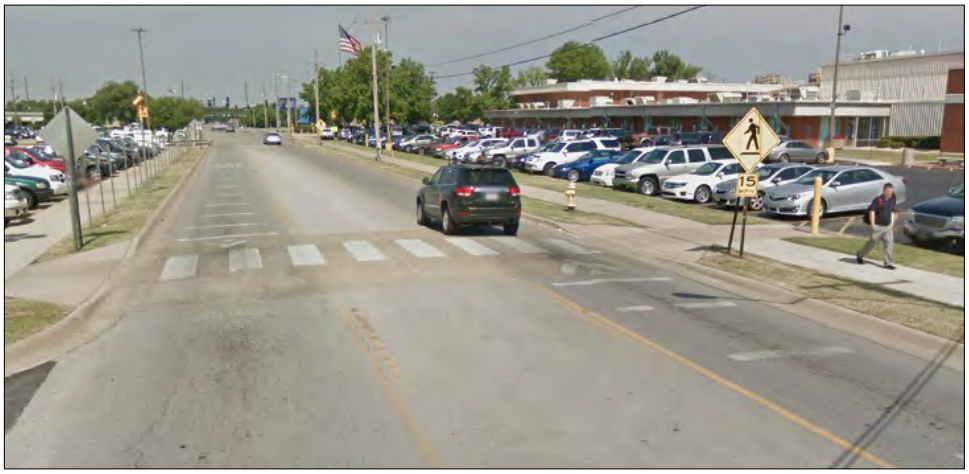
Street	Bicycle	Pedestrian	Total	% of Total	City (number of crashes)
US 71	6	19	25	10%	Rogers (9), Fayetteville (8), Springdale(5)
AR 112	3	16	19	7%	Fayetteville (16)
US 62	4	7	11	4%	Rogers (3), Fayetteville (3), Prairie Grove (2), Farmington (2)
US 412	2	7	9	4%	Springdale(5), Siloam Springs (3)
AR 265	2	4	6	2%	Fayetteville (3), Springdale (3)
AR 102	1	4	5	2%	Bentonville (4)
AR 16	1	3	4	2%	Fayetteville (4)
AR 180	2	2	4	2%	Fayetteville (4)
North St	4		4	2%	Fayetteville (4)
I-540		3	3	1%	West Fork (2)
Maple St	1	2	3	1%	Fayetteville (3)
N West Ave		3	3	1%	Fayetteville (3)
Others	65	93	158	62%	
Total	**91**	**163**	**254**	**100%**	

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

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

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

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



8th Street in Bentonville

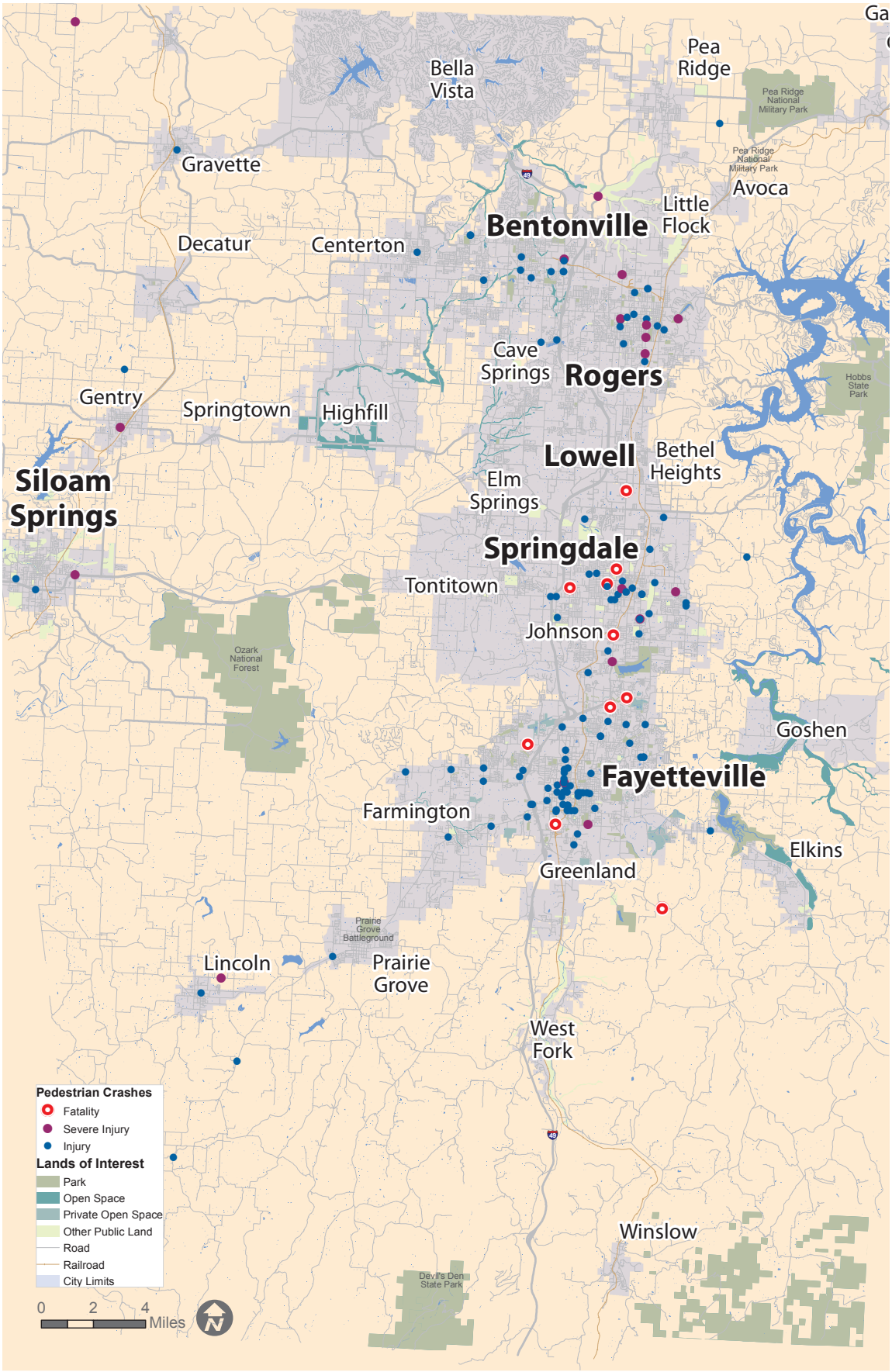
OPPORTUNITIES FOR IMPROVED CRASH DATA

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

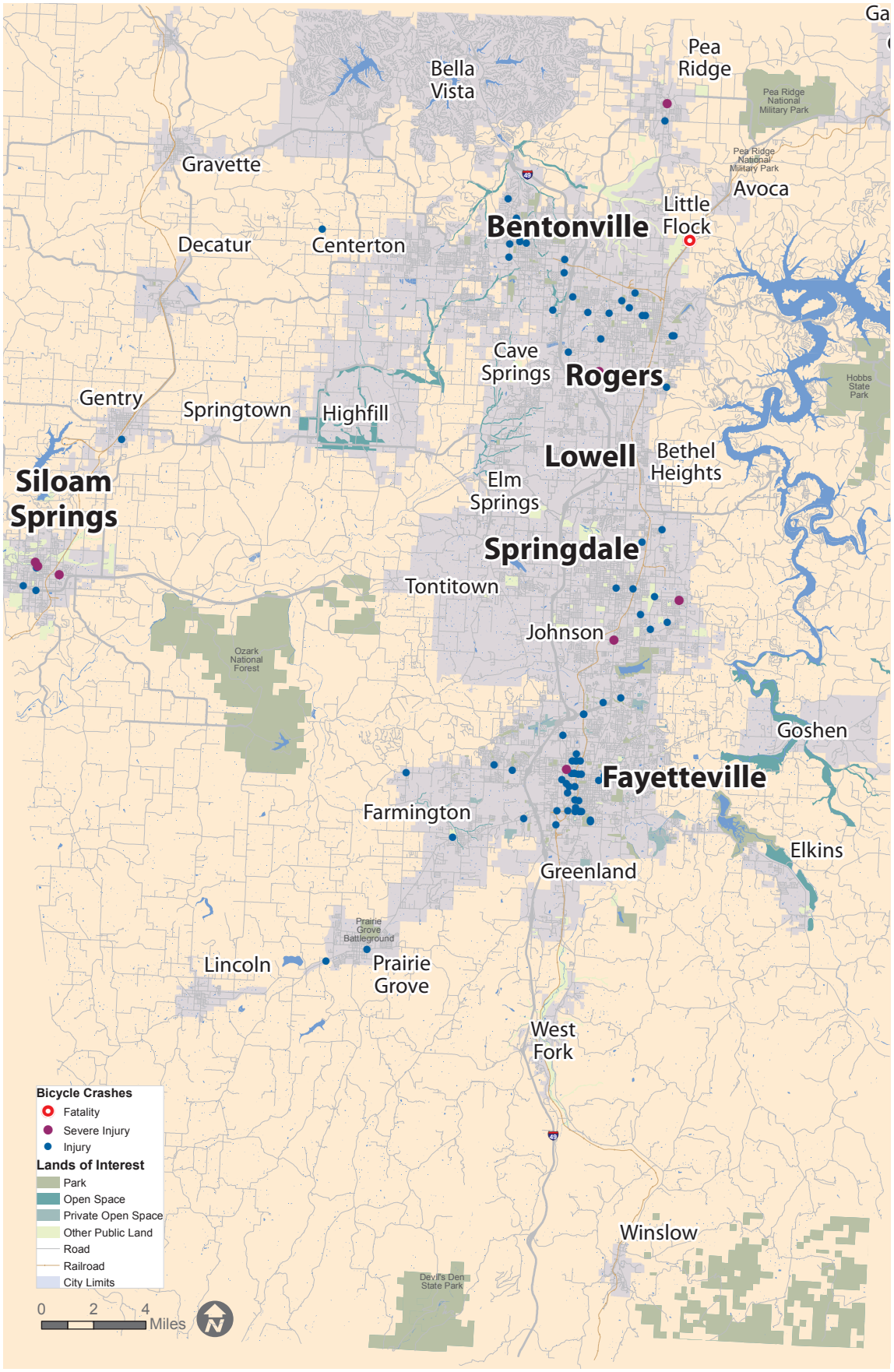
» There may be opportunities to change and increase use of the contributing factor field for collision reports. More than 40% of crashes listed the contributing factor as 'none' while another 15% listed the factor as 'unknown'. Common contributing factors are 'careless/prohibited driving' and 'failure to yield,' which yield little insight.

» Similarly, the pedestrian action/location listed a response of "other" or "N/A" for 31% of pedestrian crashes and nearly 70% of bicyclist crashes. Regular trainings with police officers can result in a higher response rate to this category for both bicyclist and pedestrian involved crashes.

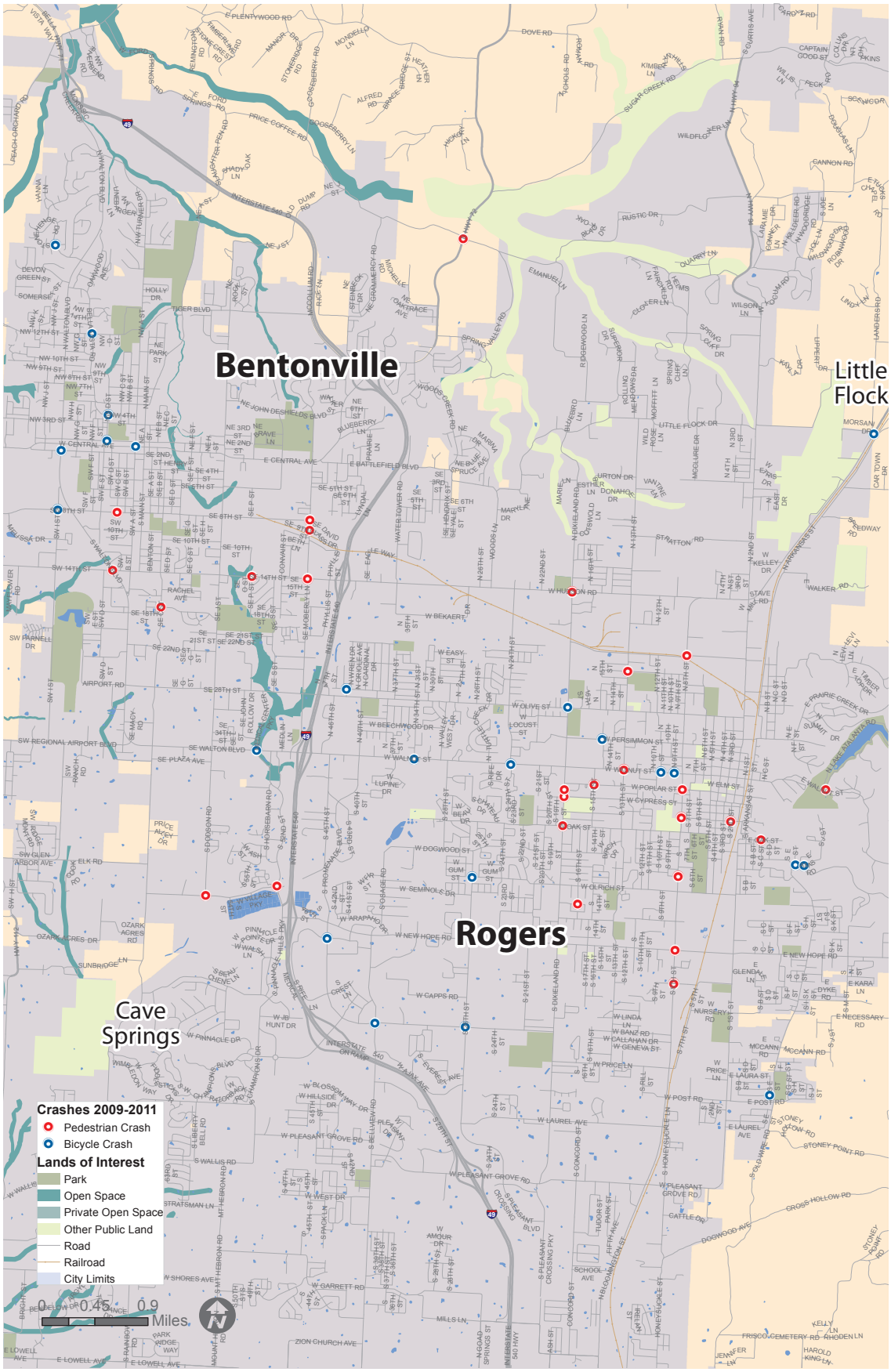
MAP 2.4 PEDESTRIAN CRASH LOCATIONS IN NWA BY SEVERITY (2009-2011)



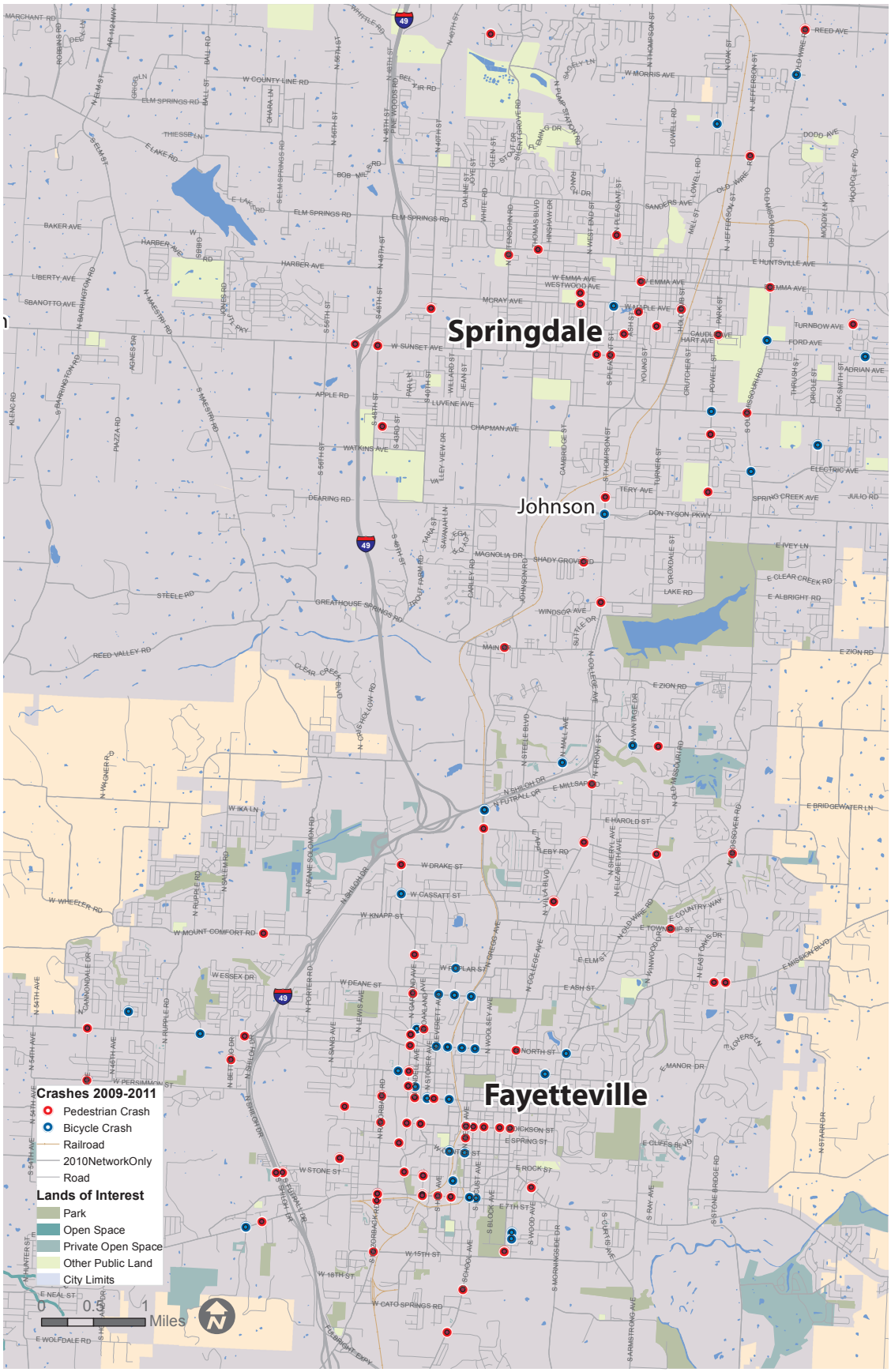
MAP 2.5 BICYCLIST CRASH LOCATIONS IN NWA BY SEVERITY (2009-2011)



MAP 2.6 BICYCLIST & PEDESTRIAN CRASH LOCATIONS (BENTONVILLE & ROGERS) (2009-2011)



MAP 2.7 BICYCLIST & PEDESTRIAN CRASH LOCATIONS (FAYETTEVILLE & SPRINGDALE) (2009-2011)



3 PROGRAM & POLICY RECOMMENDATIONS

Photo credit: Bicycle Coalition of the Ozarks

Chapter Contents:

Program Recommendations

Policy Recommendations

PROGRAM RECOMMENDATIONS

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

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

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

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

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

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

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

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

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

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

POLICY RECOMMENDATIONS

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

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

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

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

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

4 REGIONAL BICYCLE & PEDESTRIAN NETWORK

Chapter Contents:

Regional Network Maps

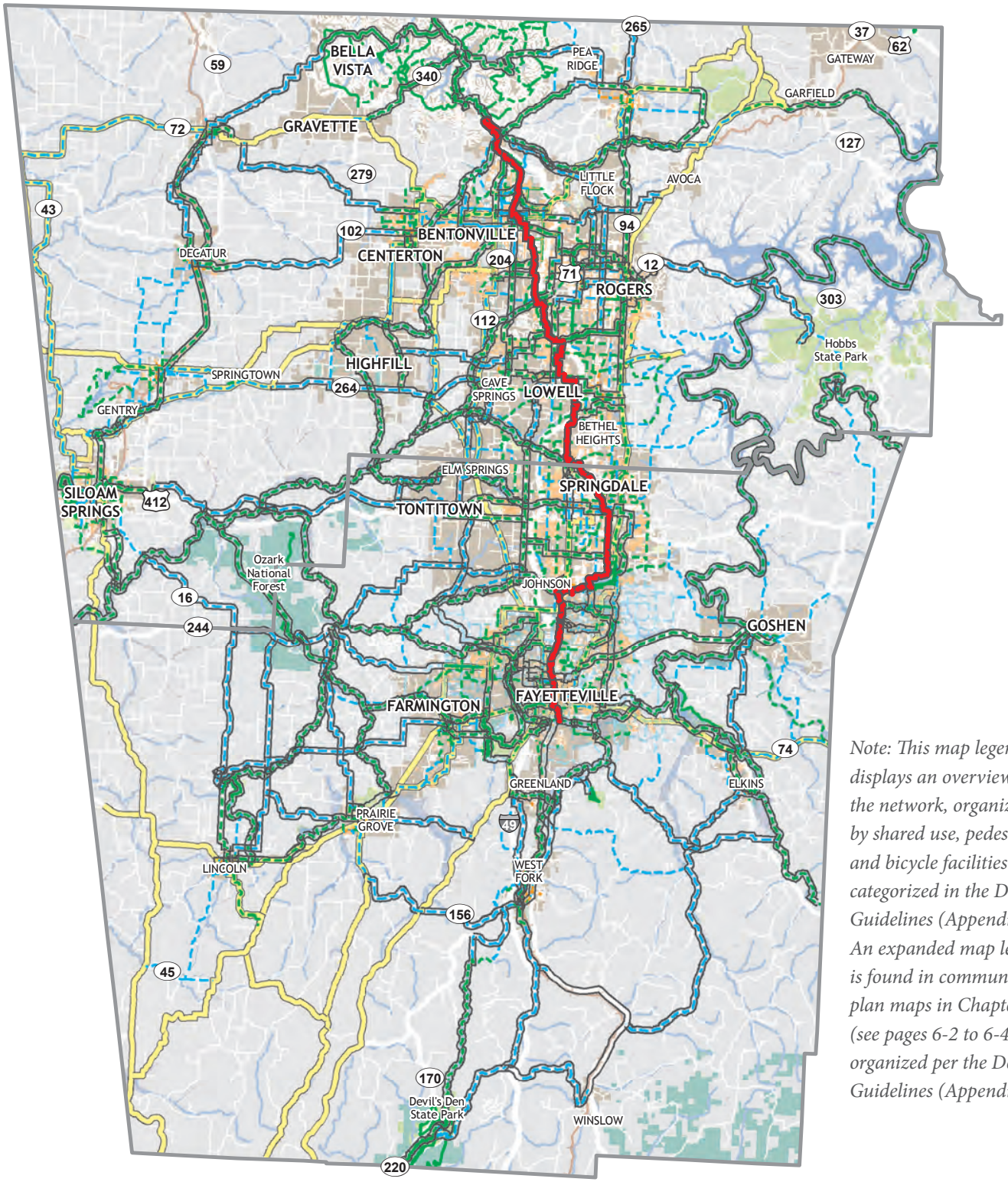
Typologies

Scenarios

REGIONAL NETWORK MAPS

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

MAP 4.1 REGIONAL BICYCLE & PEDESTRIAN NETWORK

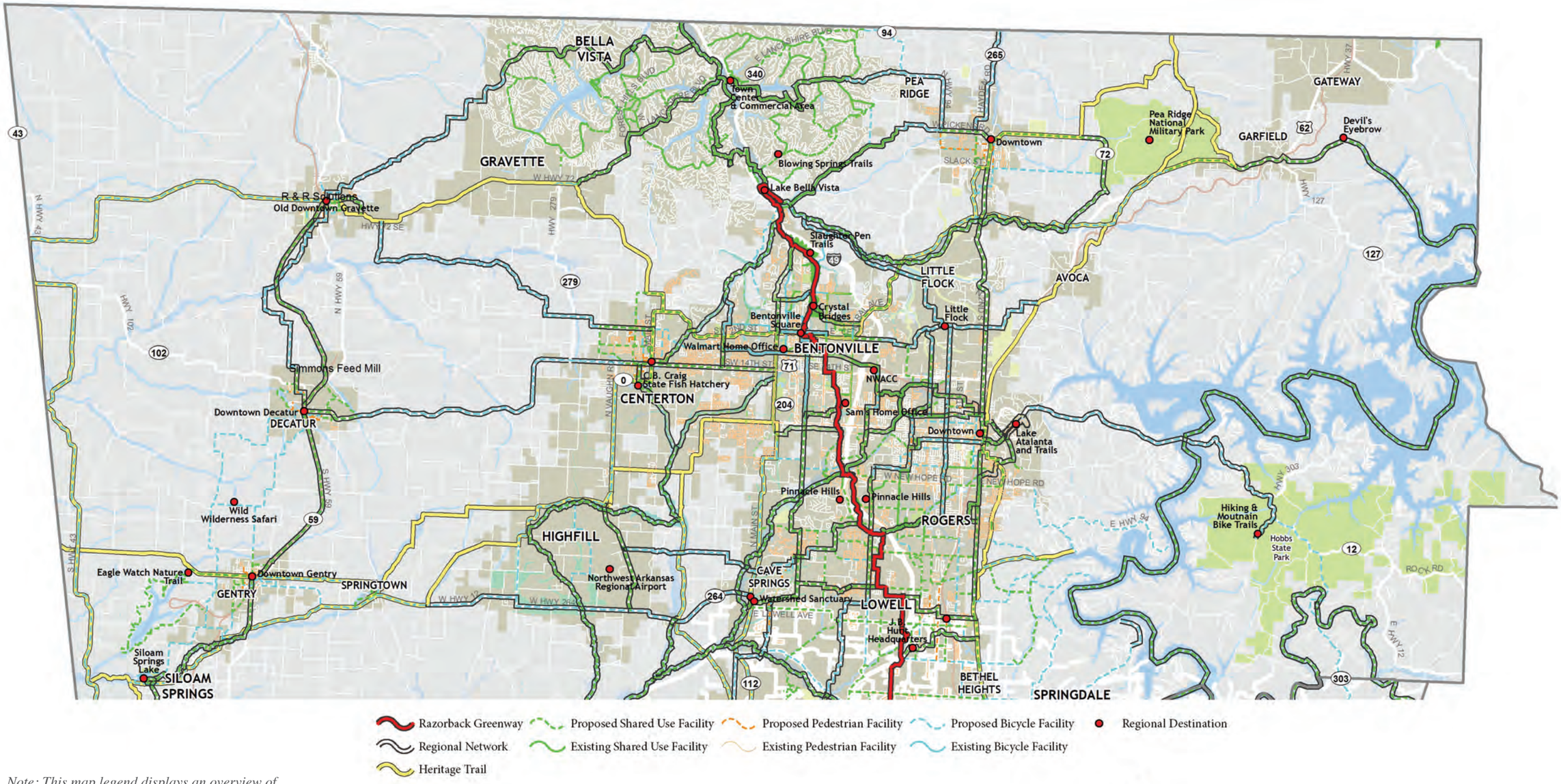


Note: This map legend displays an overview of the network, organized by shared use, pedestrian, and bicycle facilities as categorized in the Design Guidelines (Appendix A). An expanded map legend is found in community plan maps in Chapter 6 (see pages 6-2 to 6-4), also organized per the Design Guidelines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

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

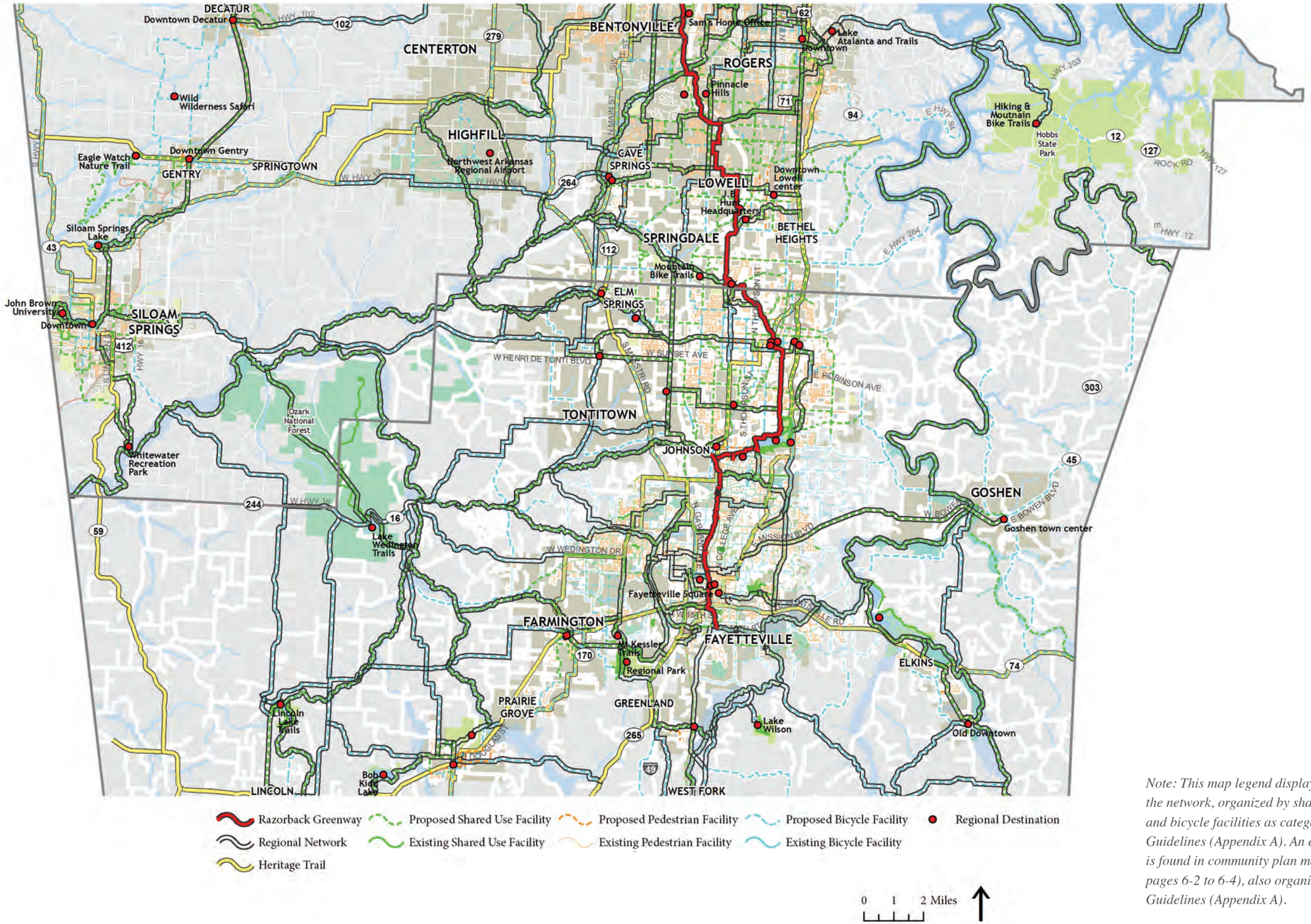
0 2.5 5 Miles

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



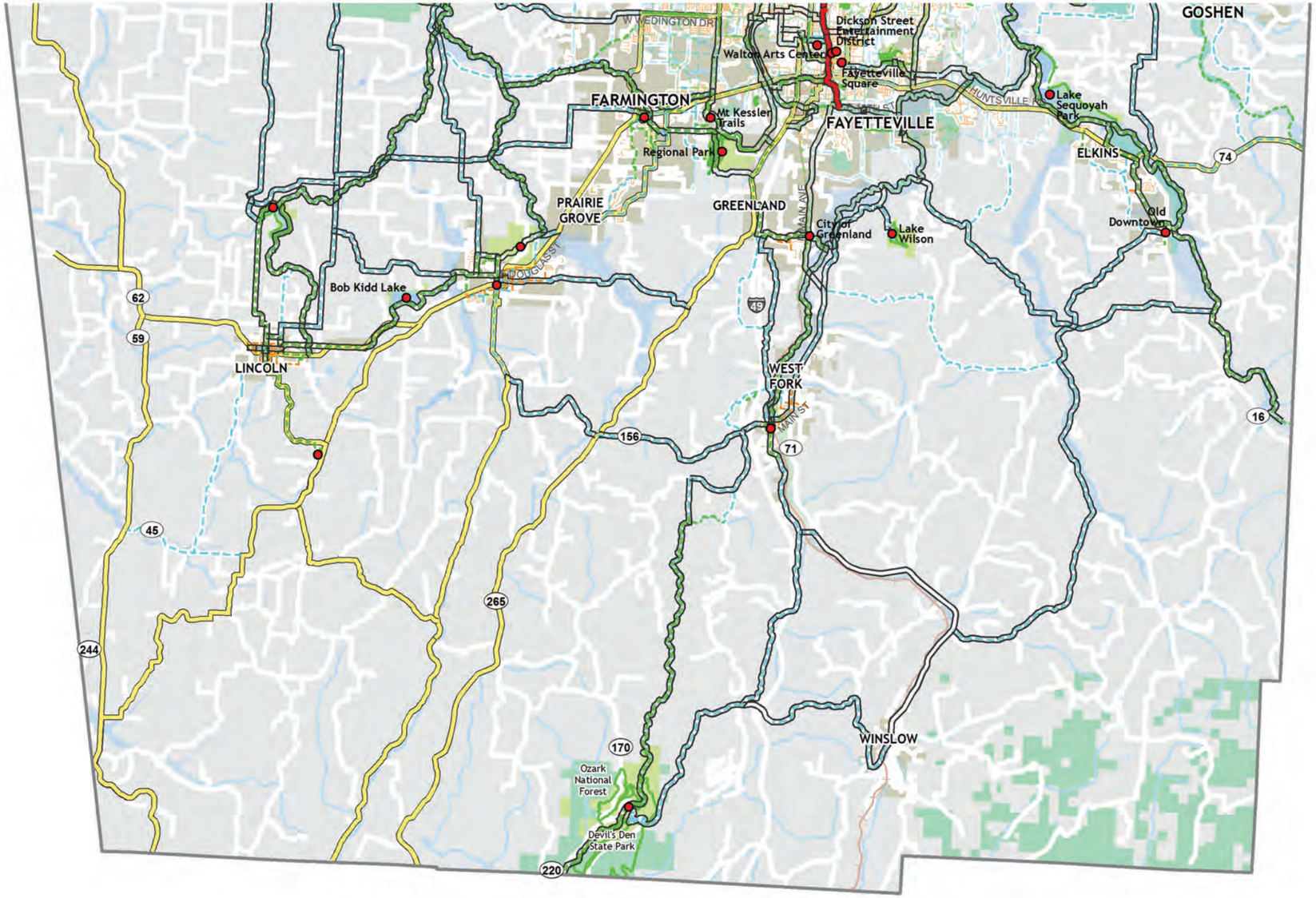
Note: This map legend displays an overview of the network, organized by shared use, pedestrian, and bicycle facilities as categorized in the Design Guidelines (Appendix A). An expanded map legend is found in community plan maps in Chapter 6 (see pages 6-2 to 6-4), also organized per the Design Guidelines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

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



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

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



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

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

0 1 2 Miles

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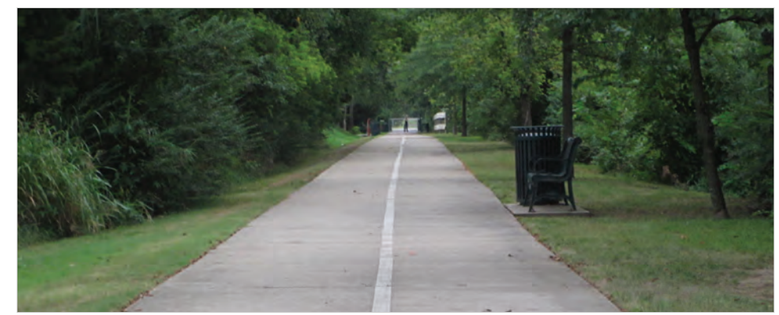
TYPOLOGIES

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

Shared Use Facilities

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

Existing shared use facilities: 228 miles | Proposed shared use facilities: 860 miles



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

Bicycle Facilities

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

Existing bicycle facilities: 18 miles | Proposed bicycle facilities: 863 miles

Bicycle facility examples from Springdale and Siloam Springs.

Pedestrian Facilities

Almost every trip starts or ends as a pedestrian. Pedestrian facilities include sidewalks, crossings, streetscapes and transit stops. It is important to include ADA compliant designs for universal access so that people of all ages and abilities can choose to walk for health, mobility and other purposes.

Existing sidewalk (cities only): 1,422 miles | Proposed sidewalk: 37 miles

Sidewalk example from Downtown Springdale.

Multi-modal Connections

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

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

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

SCENARIOS

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

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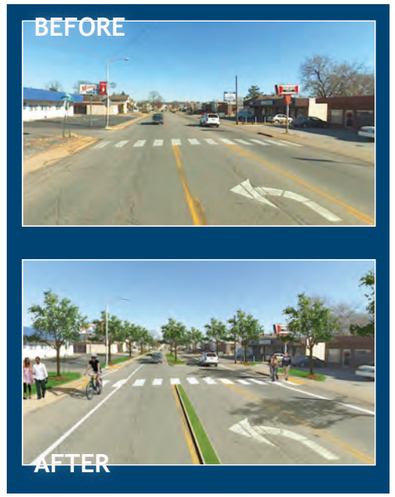
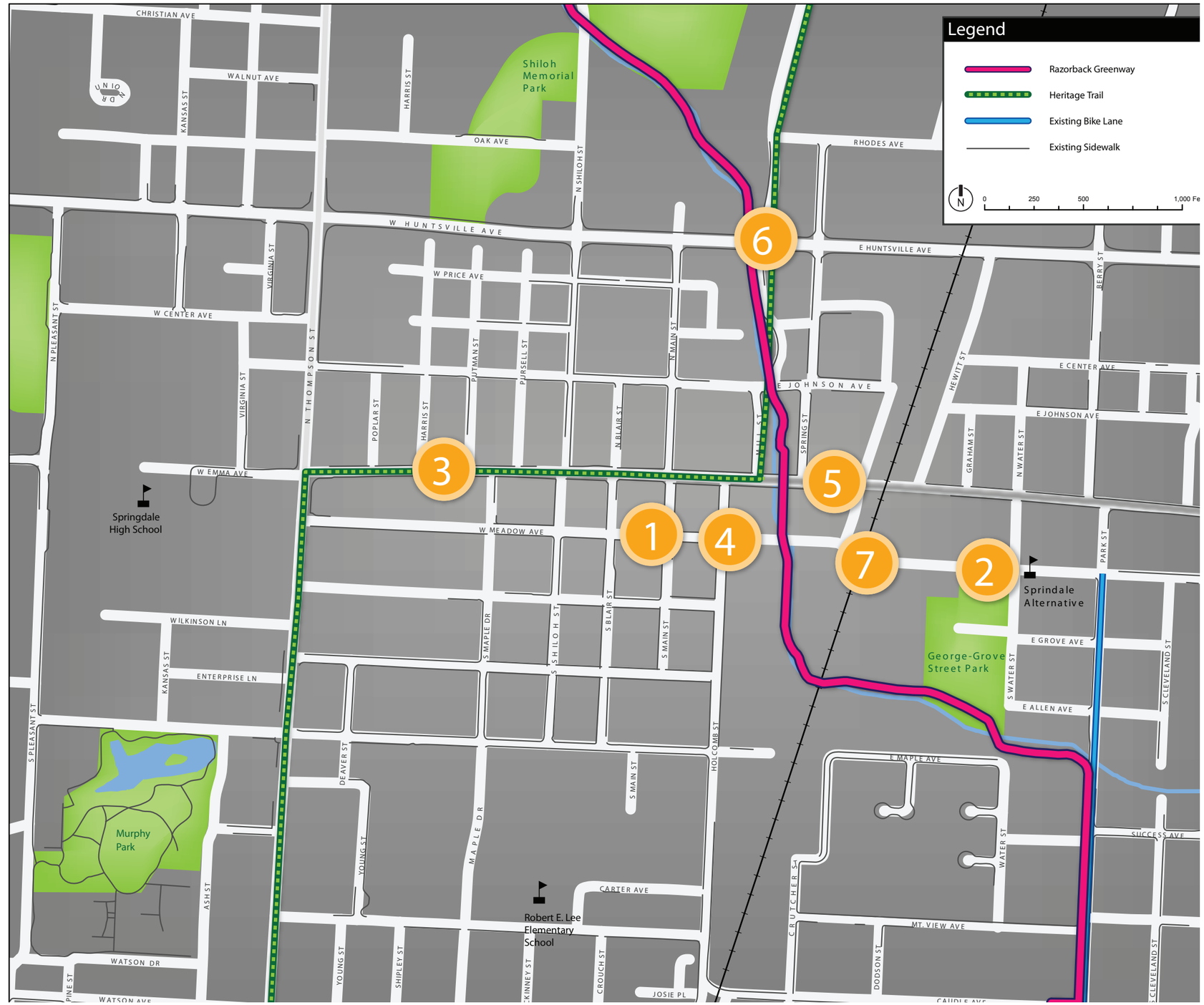
DOWNTOWN SCENARIO

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

Example Improvements





Issues

1

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

2

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

3

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

4

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

5

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

6

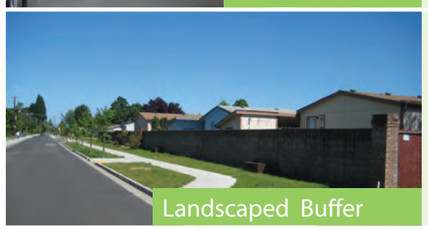
Major roadways in and near NWA's downtown areas, such as Huntsville Avenue, present barriers to walking and bicycling activity due to higher traffic volumes, higher speeds, and longer crossing distances.

Potential Solutions

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

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

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



Landscaped buffers provide physical and visual separation between modes.

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

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

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

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

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

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

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

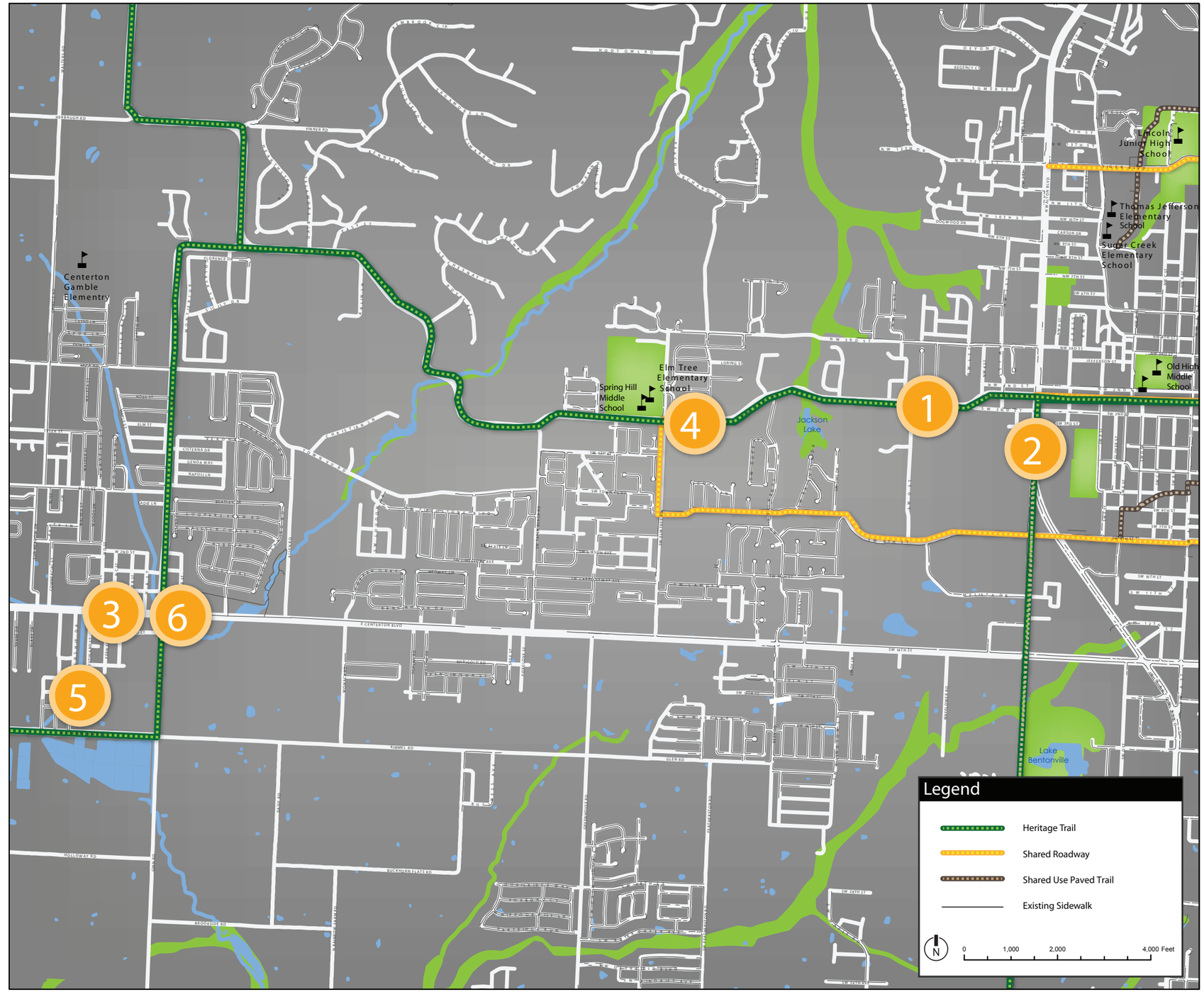
SUBURBAN SCENARIO

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

Example Improvement

BEFORE

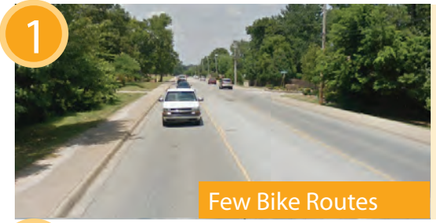
AFTER



Issues

Potential Solutions

1

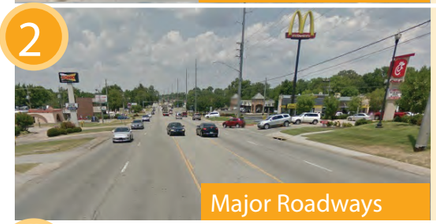


Most suburban areas in NWA lack designated bike routes that connect people to destinations.

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

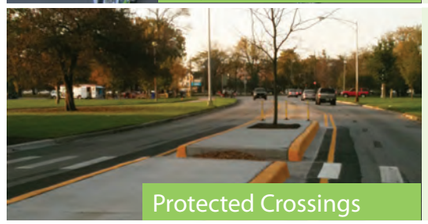
Bicycle Boulevards can be designated along low traffic, low speed streets with wayfinding signs, pavement markings, and traffic calming, making them ideal for both bicycle and pedestrian travel.

2



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

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



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

3

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

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

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

4

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

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

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

5

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

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

6

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

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

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

RURAL SCENARIO

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

Example Improvement

BEFORE

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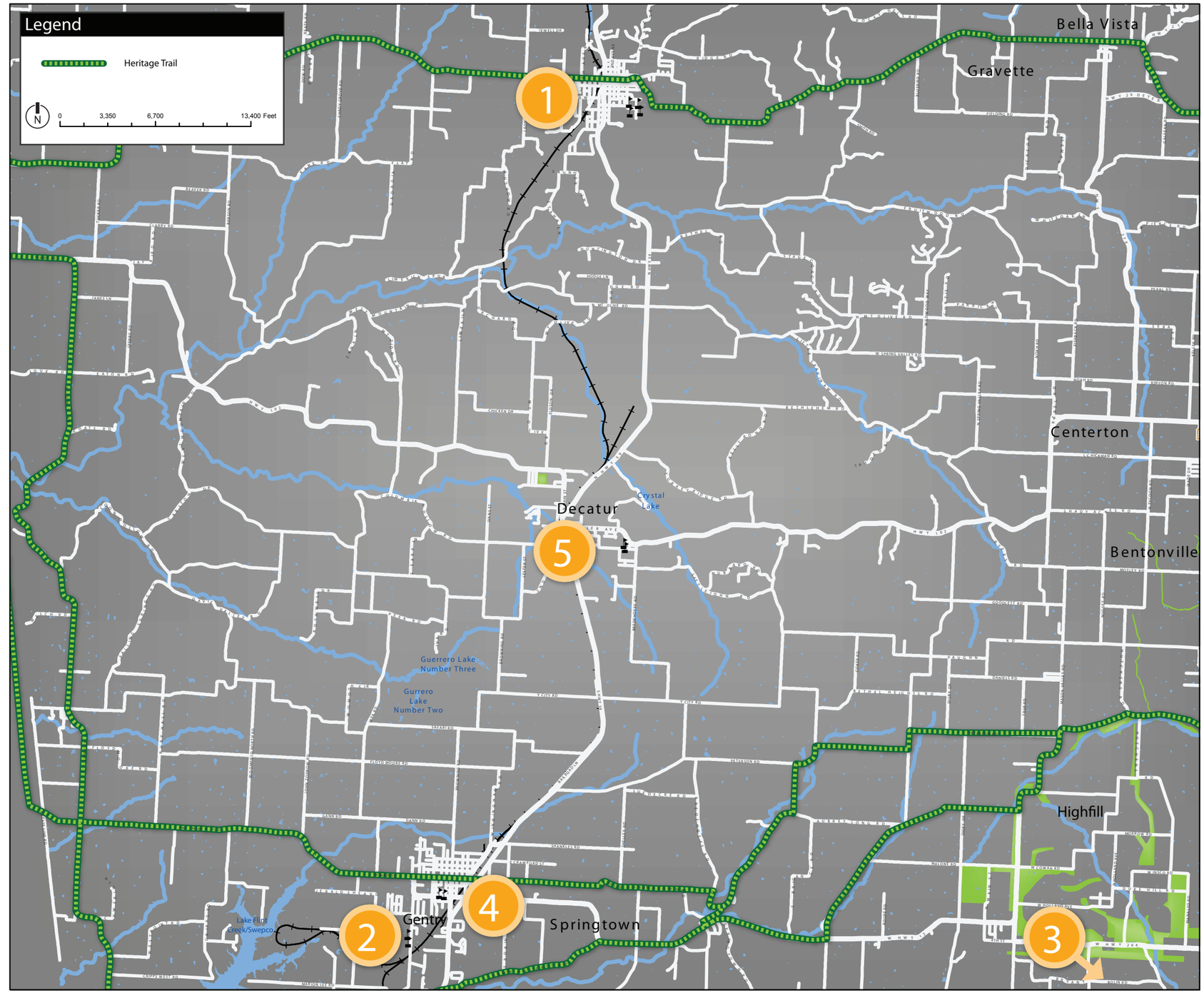
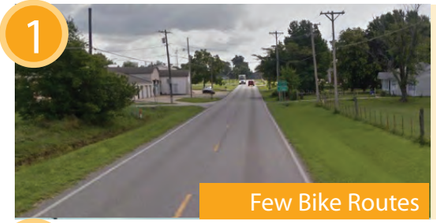


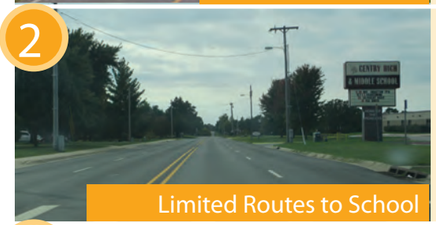
Issues

1



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

2

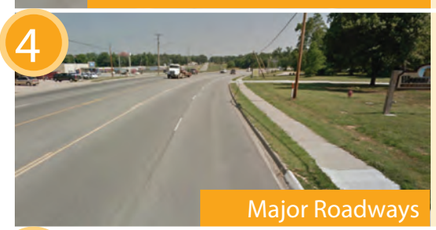


The long distances between schools and neighborhoods in NWA's rural areas present challenges for creating safe and functional walking and bicycling routes. Furthermore, some schools within walking/biking distance lack facilities.

3

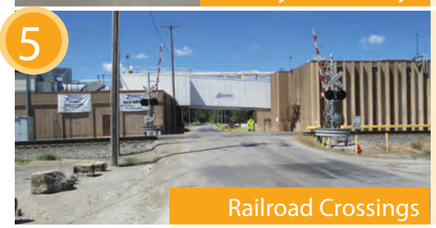
NWA's rural areas are often disconnected from urban areas in terms of walking and bicycling routes and facilities.

4



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

5

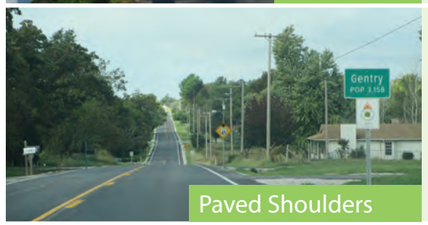


Several rural NWA communities are bisected by an active railroad line. Railroad tracks can be difficult for bicyclists and pedestrians to cross comfortably, especially when using a mobility device.

Potential Solutions

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

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



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

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

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

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

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

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

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

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

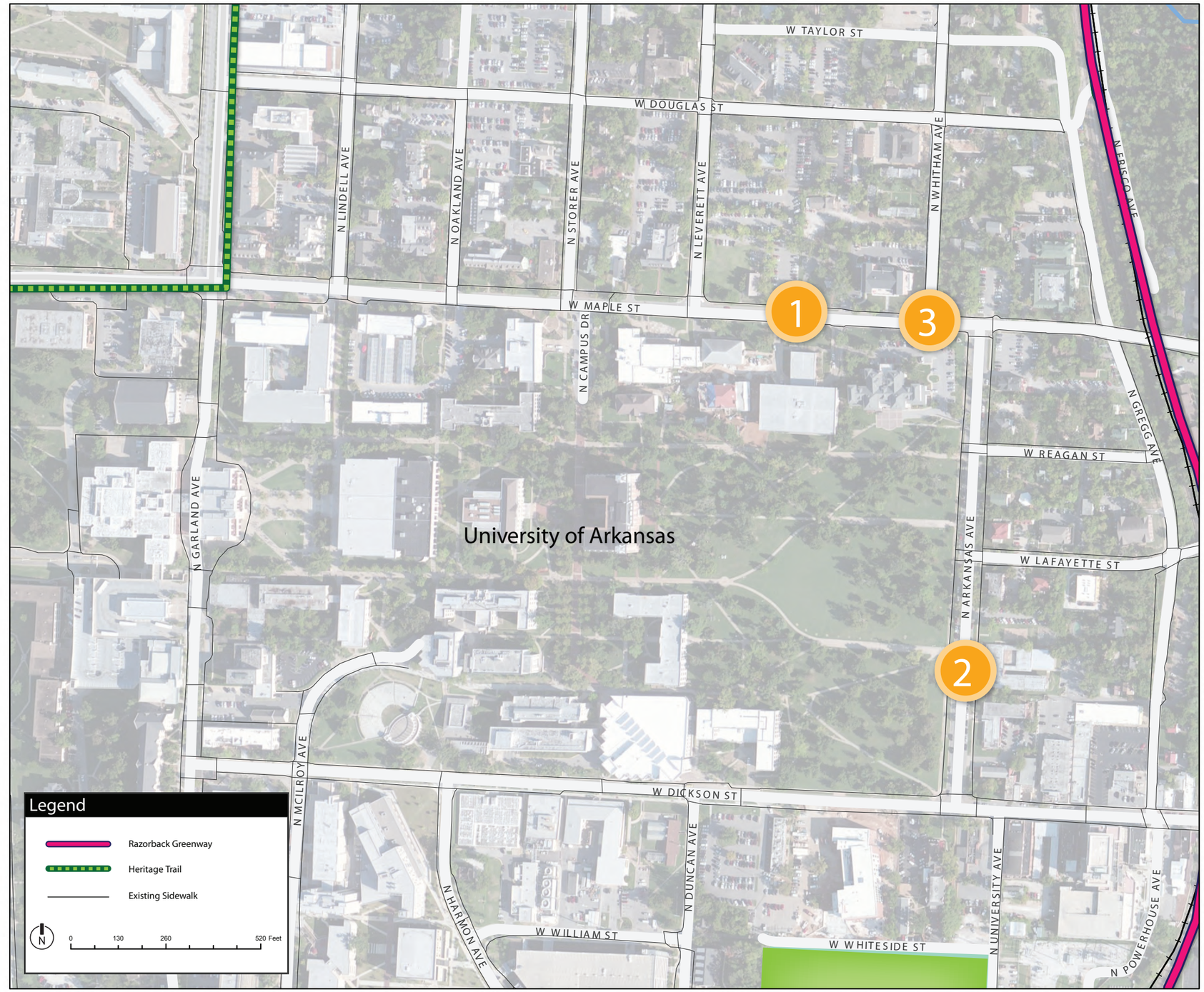
SAFETY SCENARIO

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

Example Improvement

BEFORE

AFTER



Issues

1

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

2

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

3

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

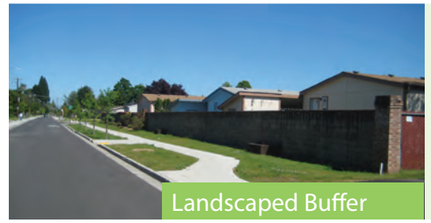
Potential Solutions

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

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

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

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



Landscaped buffers provide physical and visual separation between modes.

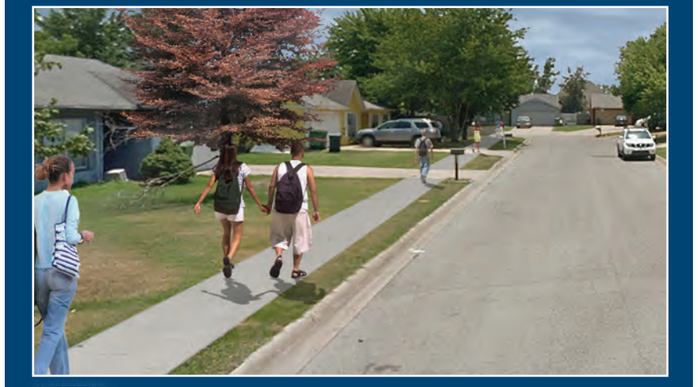
Street trees visually narrow the roadway for drivers, which helps reduce speeding. They also offer needed shade for NWA's pedestrians, filter water runoff, and have an aesthetic value that can enhance property values.

SCHOOL SCENARIO

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

Example Improvement

BEFORE



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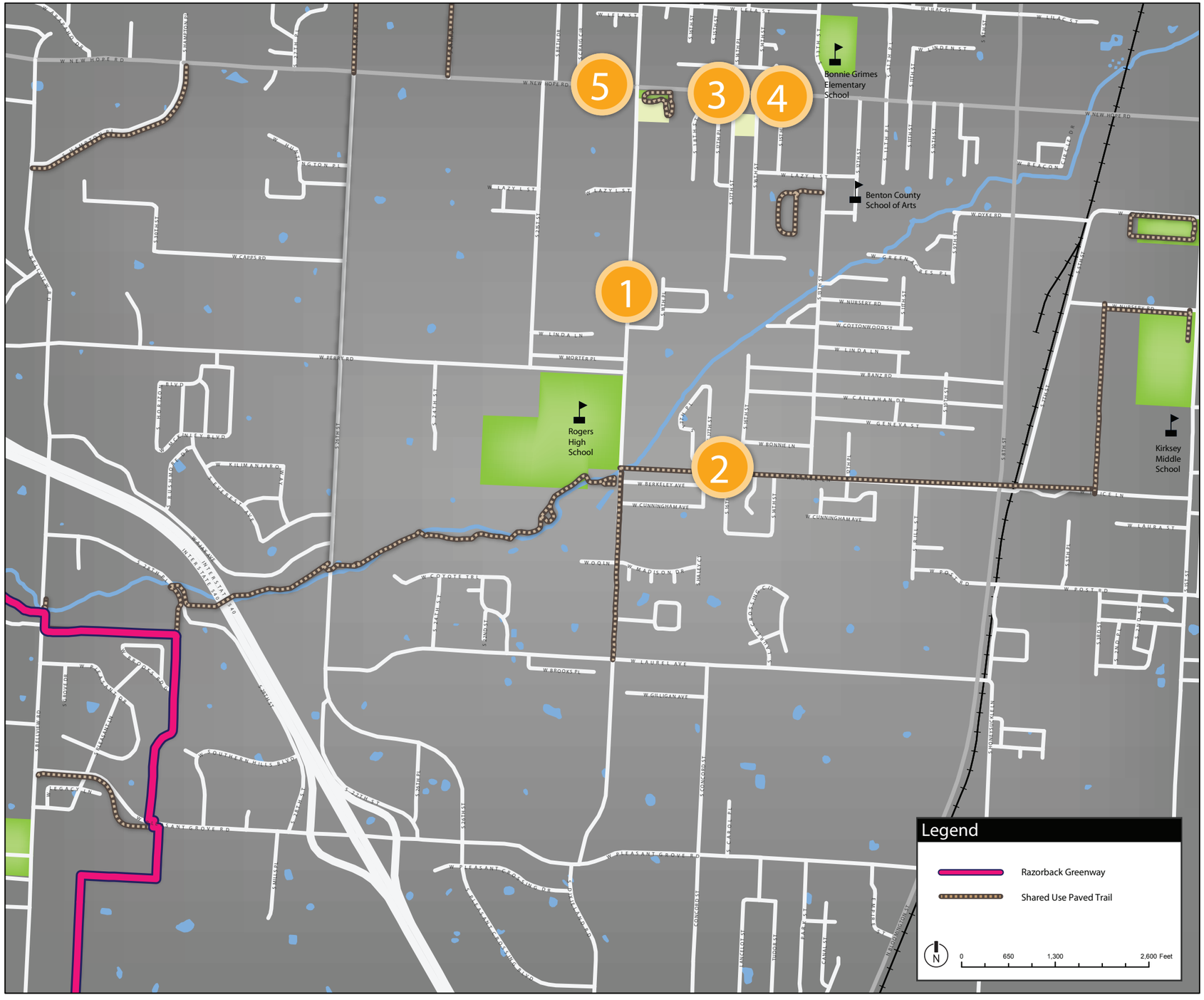
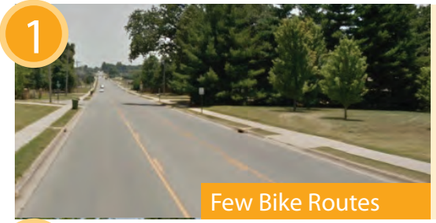


Issues

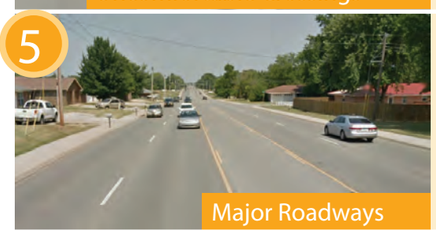


Many roads near schools in NWA, such as the collector roads leading to Rogers High School, lack any designated bike routes to connect with nearby neighborhoods.

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

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

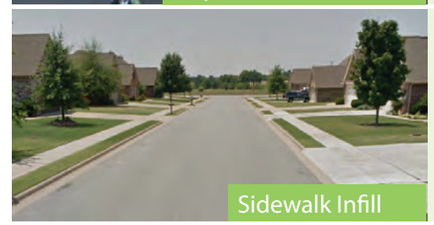
Many schools in NWA lack basic crossing facilities for pedestrians, such as crosswalks, curb ramps, and median islands.



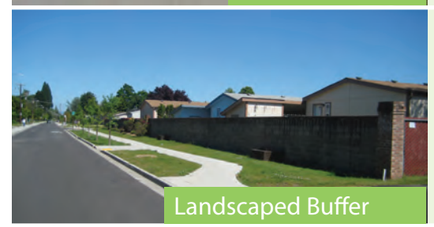
Major roadways in NWA, such as New Hope Road, present barriers for children walking and bicycling to school. Higher traffic volumes, higher speeds, and longer crossing distances all present challenges.

Potential Solutions

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



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

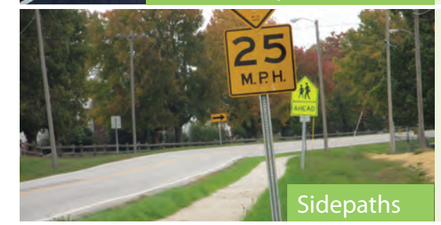


Landscaped buffers provide physical and visual separation between modes.

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

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

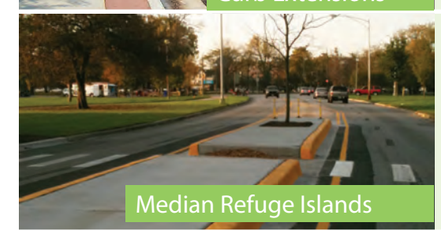
Shared use paved trails are facilities solely for non-motorized traffic use. They are typically not adjacent to a roadway, but instead along their own right-of-way. These facilities are the most preferred facility type by walkers and bikers of all ages and abilities.



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

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

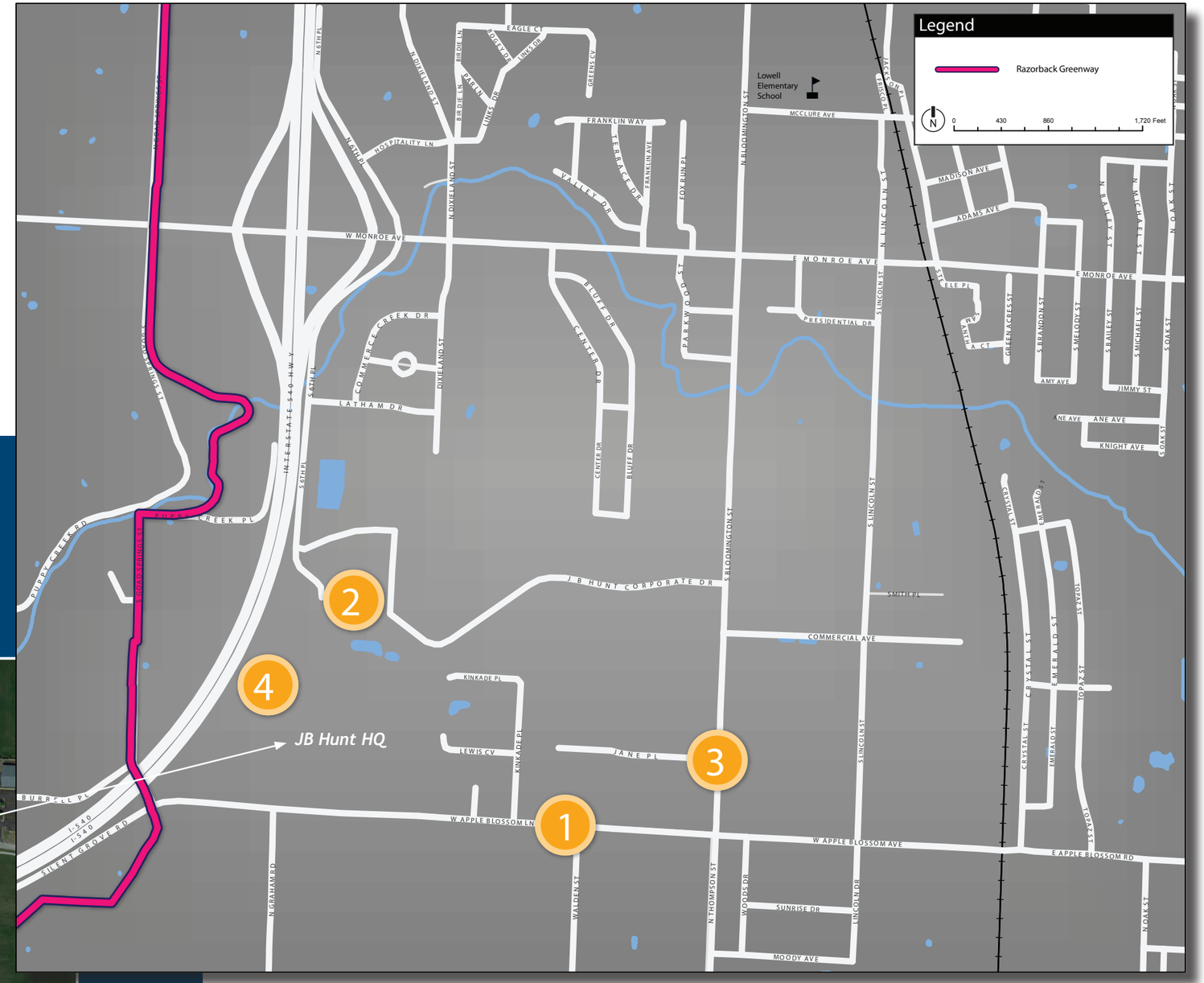
Curb extensions reduce the crossing distance and the time needed to cross. They also increase the visibility of pedestrians waiting to cross.



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

EMPLOYMENT SCENARIO

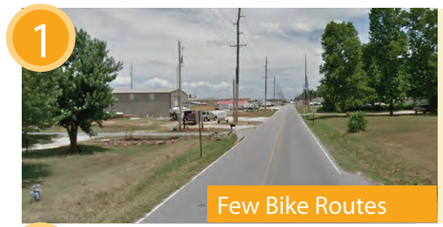
This scenario details improvements in the bicycle and pedestrian landscape around employment centers, using the J.B. Hunt campus headquarters as an example. While employment centers across NWA will include unique opportunities and challenges, they are often key destinations where high concentrations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



Example Improvement

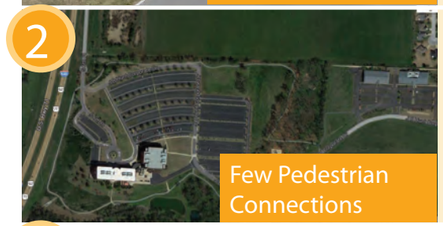
Issues

1



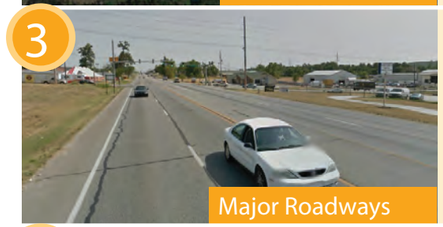
Many roadways near employment areas in NWA, like Apple Blossom Road, lack designated bike routes to connect people from where they live to where they work.

2



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

3



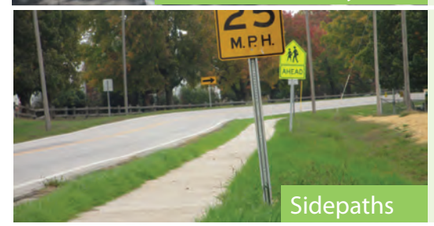
Major roadways near employment areas in NWA, such as US 71B, present barriers for walking and bicycling to work. Higher traffic volumes, higher speeds, and longer crossing distances all present challenges.

4

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

Potential Solutions

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

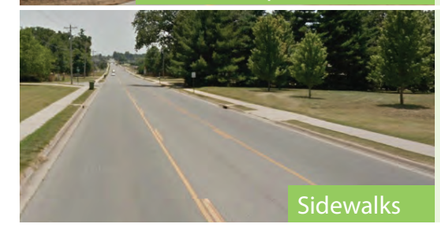


Sidepaths are often developed where there is not a high enough demand to warrant a full sidewalk with curb and gutter. They provide a space separate from the roadway for pedestrians to walk.

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

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

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



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

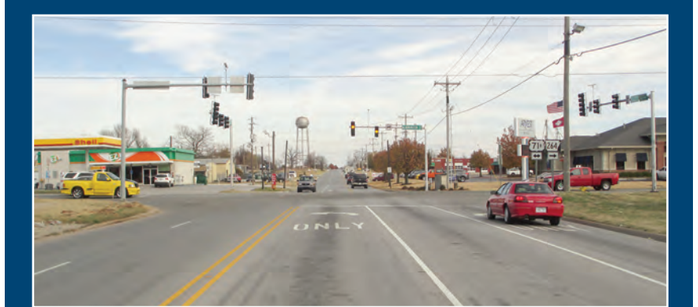
Active Warning Beacons are pedestrian actuated, meaning that they only turn on when a pedestrian is waiting to cross. Flashing lights indicate to motorists that their is a pedestrian in the crosswalk and that they must stop for them.

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

URBAN TO RURAL TRANSITION SCENARIO

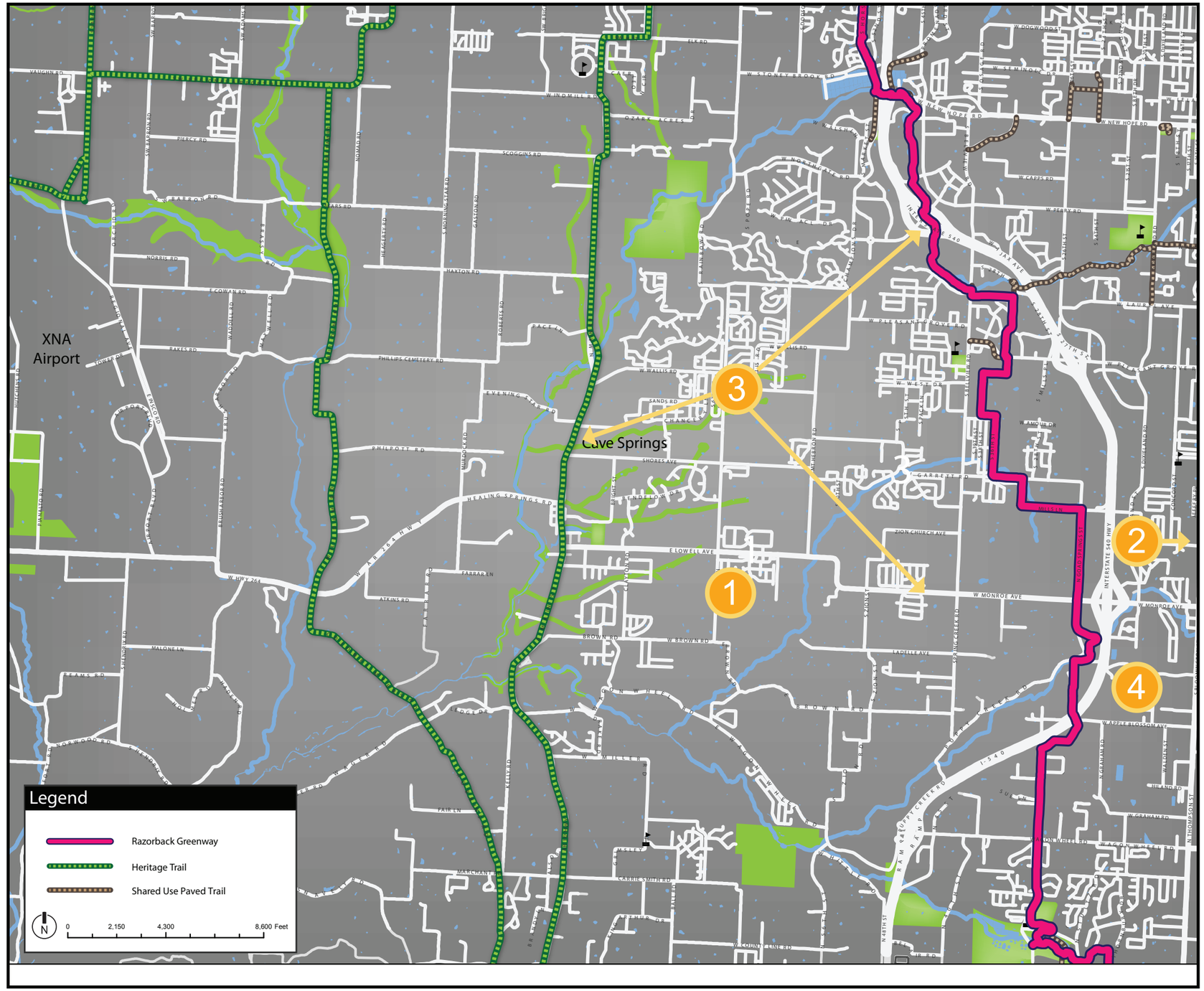
This scenario details improvements in the bicycle and pedestrian landscape in the urban/suburban/rural interface (urban to rural transition), using the area between the urban NWA corridor and XNA Airport as an example. While such interfaces require different considerations within each component, linking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

Example Improvement



BEFORE

AFTER

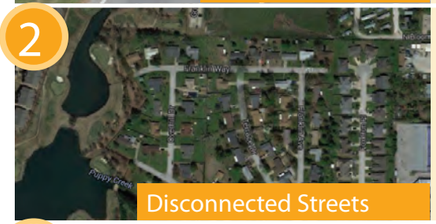


Issues

1

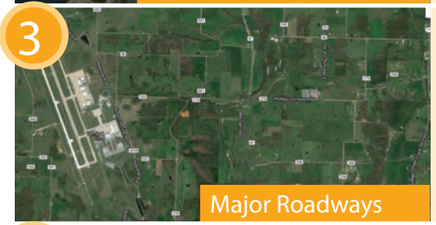
Roadways in the NWA region, such as Monroe Avenue, lack designated bike routes connecting people between rural and urban areas.

2



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

3



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

4

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

Potential Solutions

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

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

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

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

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

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

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

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5 IMPLEMENTATION

Chapter Contents:

Overview

Walk/Bike Friendly Regional Action Plan

Evaluation Criteria

Catalyst Projects

Implementation Plan

OVERVIEW

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

WALK/BIKE FRIENDLY REGIONAL ACTION PLAN

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

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

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

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

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

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

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

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

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

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

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

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

EVALUATION CRITERIA

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

Table 5.2 - Project Evaluation Criteria and Weights

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

CATALYST PROJECTS

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

Catalyst Project Summary Table

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

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

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

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

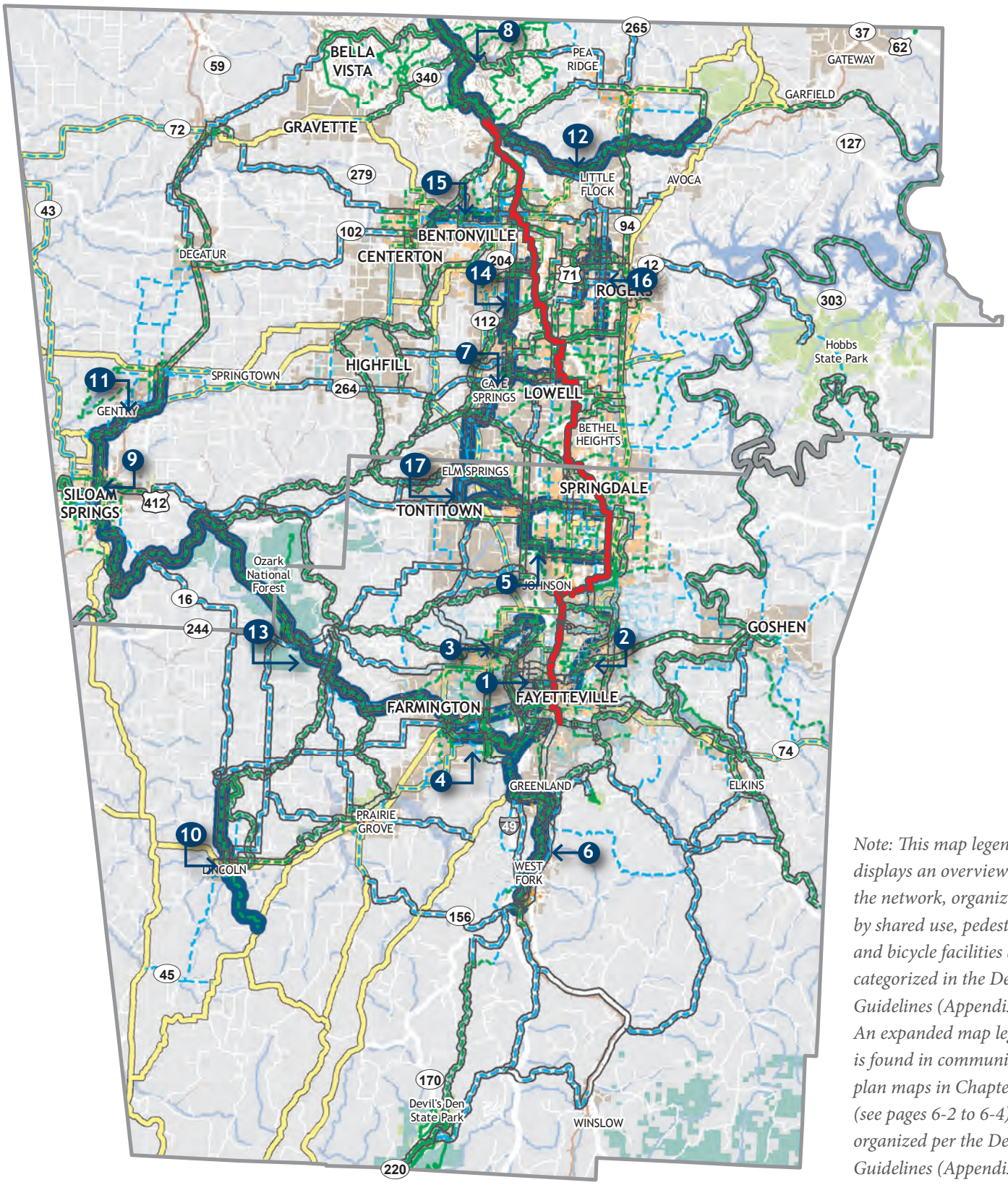
Planning, design, engineering, and contingency costs are all listed as percentages of total construction, as noted in each of those columns.

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

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

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

MAP 5.0 CATALYST PROJECTS



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

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

0 2.5 5 Miles

Table 5.3 – Catalyst Project Summary

Cut-Sheet ID	Catalyst Projects	From	To	Jurisdiction(s)	Project Distance (Miles)	Potential Right-of-Way Acquisition Needed (Miles)	Operations & Maintenance Cost/Year	Per-Mile Planning-Level Cost by Facility Type	Construction Cost Opinion	Planning/Design /Engineering (20% of Construction)	Contingency (15% of Construction)	Total Planning-Level Cost Opinion
1A	University of Arkansas Loop - (Cycle Track - Maple Street)	Razorback Greenway	Garland Avenue	Fayetteville, U of A	0.60	0.60	n/a	$909,000	$ 545,400	$ 109,080	$ 81,810	$ 736,290
1B	University of Arkansas Loop - (Shared Use Paved Trail - Oak Ridge Trail Extension)	Western terminus of existing trail	Maple Street	Fayetteville, U of A	0.80	0.80	n/a	$481,000	$ 384,800	$ 76,960	$ 57,720	$ 519,480
				cutsheet subtotal	*1.40*	*1.4*						**$ 1,255,770**
2A	Northeast Fayetteville Loop - (Separated Bikeway - Mission Boulevard)	Lafeyette Street	E Jackson Street	Fayetteville	0.50	0.50	$ 750	$133,170	$ 66,585	$ 13,317	$ 9,988	$ 89,890
2B	Northeast Fayetteville Loop - (Sidepath - Mission Boulevard)	E Jackson Street	Niokaska Creek Trail	Fayetteville	1.60	1.60	$ 2,400	$481,001	$ 769,602	$ 153,920	$ 115,440	$ 1,038,962
2C	Northeast Fayetteville Loop - (Shared Use Paved Trail - Niokaska Creek)	Old Wire Road	Mud Creek Trail	Fayetteville	2.10	2.10	$ 3,150	$481,002	$ 1,010,104	$ 202,021	$ 151,516	$ 1,363,641
				cutsheet subtotal	*4.20*	*4.2*						**$ 2,492,493**
3	Northwest Fayetteville Loop (Shared Use Paved Trail Clabber Creek, Hamestring Creek, and Shiloh trails)	Razorback Greenway	Asbell Bikeway	Fayetteville	6.50	6.50	$ 9,750	$481,000	$ 3,126,500	$ 625,300	$ 468,975	**$ 4,220,775**
4A	Fayetteville to Farmington Loop (Shared Use Paved Trail)	Razorback Greenway	Cato Springs Road/Regional Park Entrance	Fayetteville	1.80	1.80	$ 2,700	$481,000	$ 865,800	$ 173,160	$ 129,870	$ 1,168,830
4B	Fayetteville to Farmington Loop (Shared Use Paved Trail)	Regional Park entrance	Mt Kessler Trails	Fayetteville	2.25	0.00	$ 3,375	$481,000	$ 1,082,250	$ 216,450	$ 162,338	$ 1,461,038
4C	Fayetteville to Farmington Loop (Natural Surface Trail)	Mt Kessler	Wolfdale Road	Fayetteville	0.26	0.26	$ 390	$121,000	$ 31,460	$ 6,292	$ 4,719	$ 42,471
4D	Fayetteville to Farmington Loop (Sidepath - Wolfdale Road)	Mt Kessler/Wolfdale Road	Rainsong Street	Farmington	1.00	1.00	$ 1,500	$481,000	$ 481,000	$ 96,200	$ 72,150	$ 649,350
4E	Fayetteville to Farmington Loop (Sidepath - South Hunter Street)	Wolfdale Road	Rainsong Street	Farmington	0.06	0.06	$ 90	$481,000	$ 28,860	$ 5,772	$ 4,329	$ 38,961
4F	Fayetteville to Farmington Loop (Separated Bikeway - Rainsong Street))	South Hunter Street	Farmington Branch Tributary	Farmington	0.27	0.00	n/a	$133,170	$ 35,956	$ 7,191	$ 5,393	$ 48,540
4G	Fayetteville to Farmington Loop (Shared Use Paved Trail - Farmington Branch Tributary)	Rainsong Street	Farmington Branch	Farmington	0.95	0.95	$ 1,425	$481,000	$ 456,950	$ 91,390	$ 68,543	$ 616,883
4H	Fayetteville to Farmington Loop (Shared Use Paved Trail - Farmington Branch)	Farmington Branch Tributary	US 62	Farmington/Fayetteville	2.10	2.10	$ 3,150	$481,000	$ 1,010,100	$ 202,020	$ 151,515	$ 1,363,635
4I	Fayetteville to Farmington Loop (Sidepath - US 62)	Farmington Branch link	Tsa-La-GI	Fayetteville	2.30	2.30	$ 3,450	$481,000	$ 1,106,300	$ 221,260	$ 165,945	$ 1,493,505
				cutsheet subtotal	*10.99*	*8.5*						**$ 6,883,212**
5A	West Springdale Loop (Shared Use Paved Trail - rail with trail link)	Maple Avenue	Razorback Greenway	Springdale	0.08	0.08	$ 120	$481,000	$ 38,480	$ 7,696	$ 5,772	$ 51,948
5B	West Springdale Loop (Cycle Track - Maple Avenue)	Holcomb Street	Thompson Street	Springdale	0.41	0.41	n/a	$909,000	$ 372,690	$ 74,538	$ 55,904	$ 503,132
5C	West Springdale Loop (Sidepath - Maple Avenue & Pleasant Street)	Thompson Street	West Emma Avenue	Springdale	0.50	0.07	$ 750	$481,000	$ 240,500	$ 48,100	$ 36,075	$ 324,675
5D	West Springdale Loop (Bike Route - W. Emma Avenue)	Pleasant Street	Gutensohn Road	Springdale	1.03	0.00	n/a	$25,070	$ 25,822	$ 5,164	$ 3,873	$ 34,860
5E	West Springdale Loop (Sidewalk - W. Emma Avenue)	Pleasant Street	Gutensohn Road	Springdale	0.65	0.65	n/a	$168,960	$ 109,824	$ 21,965	$ 16,474	$ 148,262
5F	West Springdale Loop (Shared Use Paved Trail)	W. Emma Avenue	56th Street	Springdale	2.20	2.20	$ 3,300	$481,000	$ 1,058,200	$ 211,640	$ 158,730	$ 1,428,570
5G	West Springdale Loop (Sidepath - 56th Street)	Shared Use Paved Trail link	Arvest Ballpark	Springdale	1.60	1.60	$ 2,400	$481,000	$ 769,600	$ 153,920	$ 115,440	$ 1,038,960
5H	West Springdale Loop (Sidepath - Watkins Avenue & South 40th Street)	56th Street	Don Tyson Parkway	Springdale	1.50	1.00	$ 2,250	$481,000	$ 721,500	$ 144,300	$ 108,225	$ 974,025
5I	West Springdale Loop (Sidepath - Don Tyson Parkway)	40th Street	Razorback Greenway	Springdale	2.80	2.80	$ 4,200	$481,000	$ 1,346,800	$ 269,360	$ 202,020	$ 1,818,180
				cutsheet subtotal	*10.12*	*8.8*						**$ 6,322,612**
6A	Fayetteville to West Fork (Sidepath - Cato Springs Road)	Regional Park entrance	Wood Creek Lane	Fayetteville/Greenland	1.75	1.75	$ 2,625	$481,000	$ 841,750	$ 168,350	$ 126,263	$ 1,136,363
6B	Fayetteville to West Fork (Bike Route - Wood Creek Lane)	Cato Springs Road	Wood Creek Lane end	Greenland	0.15	0.00	n/a	$25,070	$ 3,761	$ 752	$ 564	$ 5,077
6C	Fayetteville to West Fork (Shared Use Paved Trail)	Wood Creek Lane end	Wilson Street	Greenland	0.75	0.75	$ 1,125	$481,000	$ 360,750	$ 72,150	$ 54,113	$ 487,013
6D	Fayetteville to West Fork (Sidepath - Wilson Street)	Gas station/I-540	East I-540 entrance ramp	Greenland	0.20	0.20	$ 300	$481,000	$ 96,200	$ 19,240	$ 14,430	$ 129,870
6E	Fayetteville to West Fork (Shared Use Paved Trail - WF White River Tributary)	Wilson Street	WF White River	Greenland	2.00	1.40	$ 3,000	$481,000	$ 962,000	$ 192,400	$ 144,300	$ 1,298,700
6F	Fayetteville to West Fork (Shared Use Paved Trail - WF White River)	WF White River Tributary	Carter Park	Greenland/West Fork/Washington Co.	5.00	5.00	$ 7,500	$481,000	$ 2,405,000	$ 481,000	$ 360,750	$ 3,246,750
6G	Fayetteville to West Fork (Bike Route - Maple Avenue)	WF White River	White Street	West Fork	0.35	0.00	n/a	$25,070	$ 8,775	$ 1,755	$ 1,316	$ 11,846
6H	Fayetteville to West Fork (Shared Use Paved Trail - Sidepath)	White Street	School campus/School Avenue	West Fork	0.22	0.22	$ 330	$481,000	$ 105,820	$ 21,164	$ 15,873	$ 142,857
				cutsheet subtotal	*10.42*	*9.3*						**$ 6,458,474**

Table 5.3 - Catalyst Project Summary (Continued)

Cut-Sheet ID	Catalyst Projects	From	To	Jurisdiction(s)	Project Distance (Miles)	Potential Right-of-Way Acquisition Needed (Miles)	Operations & Maintenance Cost/Year	Per-Mile Planning-Level Cost by Facility Type	Construction Cost Opinion	Planning/Design /Engineering (20% of Construction)	Contingency (15% of Construction)	Total Planning-Level Cost Opinion
7A	Watershed Sanctuary link (Shared Use Paved Trail)	Watershed Sanctuary	Rainbow Road	Cave Springs	1.40	1.40	$ 2,100	$481,000	$ 673,400	$ 134,680	$ 101,010	$ 909,090
7B	Watershed Sanctuary link (Sidepath - Rainbow Road, Shores Avenue, Mt. Hebron Street, Cross Creek Boulevard)	Rainbow Road	Existing sidepath on Cross Creek Boulevard	Cave Springs/Springdale	1.70	1.70	$ 2,550	$481,000	$ 817,700	$ 163,540	$ 122,655	$ 1,103,895
7C	Watershed Sanctuary link (Sidepath - Cross Creek Boulevard)	Existing sidepath on Cross Creek Blvd	Razorback Greenway	Springdale	0.75	0.75	$ 1,125	$481,000	$ 360,750	$ 72,150	$ 54,113	$ 487,013
				cutsheet subtotal	*3.85*	*3.9*						**$ 2,499,998**
8A	Option 1 - Lake Bella Vista to Missouri Border (Sidepath - Veterans Parkway, Dartmoor Road, & Mercy Way)	Razorback Greenway	Sugar Creek	Bella Vista/Bentonville	0.70	0.00	$ 1,050	$481,000	$ 336,700	$ 67,340	$ 50,505	$ 454,545
8B	Option 1 - Lake Bella Vista to Missouri Border (Shared Use Paved Trail)Mercy Way	Mercy Way	US 71	Bella Vista	0.40	0.40	$ 600	$481,000	$ 192,400	$ 38,480	$ 28,860	$ 259,740
8C	Option 1 - Lake Bella Vista to Missouri Border (Sidepath - US 71 & Riordan Road)	US 71/Oldham Road intersection	Riordan Road (south of Kenton Lane)	Bella Vista	0.70	0.00	$ 1,050	$481,000	$ 336,700	$ 67,340	$ 50,505	$ 454,545
8D	Option 1 - Lake Bella Vista to Missouri Border (Shared Use Paved Trail)	Riordan Road (south of Kenton Lane)	Chelsea Road (north of Chelsea Lane	Bella Vista	1.75	0.00	$ 2,625	$481,000	$ 841,750	$ 168,350	$ 126,263	$ 1,136,363
8E	Option 1 - Lake Bella Vista to Missouri Border (Sidepath - Riordan Road)	Chelsea Road (north of Chelsea Lane)	Chelsea Road (north of Fenchurch Drive)	Bella Vista	1.32	0.00	$ 1,980	$481,000	$ 634,920	$ 126,984	$ 95,238	$ 857,142
8F	Option 1 - Lake Bella Vista to Missouri Border (Shared Use Paved Trail)	Chelsea Road (north of Fenchurch Dr)	AR 340	Bella Vista	0.95	0.00	$ 1,425	$481,000	$ 456,950	$ 91,390	$ 68,543	$ 616,883
8G	Option 1 - Lake Bella Vista to Missouri Border (Sidepath - Dogwood Drive)	AR 340	Golf course bridge	Bella Vista	0.80	0.00	$ 1,200	$481,000	$ 384,800	$ 76,960	$ 57,720	$ 519,480
8H	Option 1 - Lake Bella Vista to Missouri Border (Shared Use Paved Trail)	Golf course bridge	Missouri border	Bella Vista	1.50	0.00	$ 2,250	$481,000	$ 721,500	$ 144,300	$ 108,225	$ 974,025
8I	Option 2 - Lake Bella Vista to Missouri Border (Shared Use Paved Trail & Sidepath)	Through Golf Course)	(Through Golf Course)	Bella Vista	*	*		$481,000	*	*	*	*
				cutsheet subtotal	*8.12*	*0.4*			*0*	*0*	*0*	**$ 5,272,722**
9A	Siloam Springs Lake to Whitewater Recreation Center (Sidepath - Hico Street)	Siloam Springs Lake	Dogwood Springs Trail	Siloam Springs	2.20	2.20	$ 3,300	$481,000	$ 1,058,200	$ 211,640	$ 158,730	$ 1,428,570
9B	Siloam Springs Lake to Whitewater Recreation Center (Bike Lanes - Washington Street)	Dogwood Springs Trail	Kenwood Road	Siloam Springs	0.72	0.72	$ 1,080	$133,170	$ 95,882	$ 19,176	$ 14,382	$ 129,441
9C	Siloam Springs Lake to Whitewater Recreation Center (Sidepath - Kenwood Road)	Washington Street	Railroad tracks	Siloam Springs	0.12	0.12	$ 180	$481,000	$ 57,720	$ 11,544	$ 8,658	$ 77,922
9D	Siloam Springs Lake to Whitewater Recreation Center (Shared Use Paved Trail - Rail with Trail)	Kenwood Road	Lake Francis Road	Siloam Springs	0.52	0.52	$ 780	$481,000	$ 250,120	$ 50,024	$ 37,518	$ 337,662
9E	Siloam Springs Lake to Whitewater Recreation Center (Sidepath - Lake Francis Drive & AR 59)	Railroad Tracks	Utility substation (near Country Lane)	Siloam Springs	0.70	0.70	$ 1,050	$481,000	$ 336,700	$ 67,340	$ 50,505	$ 454,545
9F	Siloam Springs Lake to Whitewater Recreation Center (Natural Surface Trail)	AR 59	Whitewater Recreation Center	Siloam Springs	3.40	0.52	$ 5,100	$121,000	$ 411,400	$ 82,280	$ 61,710	$ 555,390
				cutsheet subtotal	*7.66*	*4.8*						**$ 2,983,530**
10A	Lincoln Lake to Cane Hill (Natural Surface Trail - Jackson Highway)	Lincoln Lake	Main Avenue	Lincoln	2.85	2.85	$ 4,275	$121,000	$ 344,850	$ 68,970	$ 51,728	$ 465,548
10B	Lincoln Lake to Cane Hill (Sidepath - Main Avenue)	Holt Road	Downtown Square	Lincoln	0.76	0.76	$ 1,140	$481,000	$ 365,560	$ 73,112	$ 54,834	$ 493,506
10C	Lincoln Lake to Cane Hill (Buffered Bike Lanes)	Downtown Square (loop)	Downtown Square (loop)	Lincoln	0.20	0.00	n/a	$133,170	$ 26,634	$ 5,327	$ 3,995	$ 35,956
10D	Lincoln Lake to Cane Hill (Bike Lanes - Main Street)	Downtown Square	US 62	Lincoln	0.09	0.00	n/a	$133,170	$ 11,985	$ 2,397	$ 1,798	$ 16,180
10E	Lincoln Lake to Cane Hill (Sidepath - South Main Avenue, Adams Street, Mitchell Avenue)	US 62	South Street	Lincoln	0.52	0.44	$ 780	$481,000	$ 250,120	$ 50,024	$ 37,518	$ 337,662
10F	Lincoln Lake to Cane Hill (Natural Surface Trail)	South Street	Cane Hill	Lincoln & Washington Co.	3.50	3.50	$ 5,250	$121,000	$ 423,500	$ 84,700	$ 63,525	$ 571,725
				cutsheet subtotal	*7.92*	*7.6*						**$ 1,920,577**
11A	Gentry to Siloam Springs (Sidepath - Collins Avenue & Collins Road)	Downtown Gentry	Flint Creek Nature Area	Gentry	1.80	1.80	$ 2,700	$481,000	$ 865,800	$ 173,160	$ 129,870	$ 1,168,830
11B	Gentry to Siloam Springs (Shared Use Paved Trail - Flint Creek)	Flint Creek Nature Area	Siloam Springs City Lake	Gentry/Siloam Springs/Washington Co.	3.70	3.70	$ 5,550	$481,000	$ 1,779,700	$ 355,940	$ 266,955	$ 2,402,595
				cutsheet subtotal	*5.50*	*5.5*						**$ 3,571,425**
12	Little Sugar Creek (Shared Use Paved Trail)	Lake Bella Vista	Pea Ridge Military Park	Bentonville/Pea Ridge/Little Flock/Benton Co./NPS	12.90	12.90	$ 19,350	$481,000	$ 6,204,900	$ 1,240,980	$ 930,735	**$ 8,376,615**

Table 5.3 – Catalyst Project Summary (Continued)

Cut-Sheet ID	Catalyst Projects	From	To	Jurisdiction(s)	Project Distance (Miles)	Potential Right-of-Way Acquisition Needed (Miles)	Operations & Maintenance Cost/Year	Per-Mile Planning-Level Cost by Facility Type	Construction Cost Opinion	Planning/Design /Engineering (20% of Construction)	Contingency (15% of Construction)	Total Planning-Level Cost Opinion
13A	Farmington to Siloam Springs (Natural Surface Trail - Goose Creek & Illinois River)	Farmington Branch	Lake Wedington	Farmington/Washington Co.	10.80	10.12	$ 16,200	$121,000	$ 1,306,800	$ 261,360	$ 196,020	$ 1,764,180
13B	Farmington to Siloam Springs (Natural Surface Trail - Ozark National Forest - work with National Forest Service)	Lake Wedington	Illinois River	Ozark National Forest	10.00	0.00	$ 15,000	$121,000	$ 1,210,000	$ 242,000	$ 181,500	$ 1,633,500
13C	Farmington to Siloam Springs (Natural Surface Trail - Illinois River)	Ozark National Forest	Whitewater Recreation Center	Washington Co./Siloam Springs	5.40	5.40	$ 8,100	$121,000	$ 653,400	$ 130,680	$ 98,010	$ 882,090
				cutsheet subtotal	*16.20*	*15.5*						**$ 4,279,770**
14A	Bentonville to Cave Springs & Elm Springs (Shared Use Paved Trail)	Razorback Greenway	Walton Boulevard	Bentonville	0.50	0.50	$ 750	$481,000	$ 240,500	$ 48,100	$ 36,075	$ 324,675
14B	Bentonville to Cave Springs & Elm Springs (Sidepath - Rainbow Road)	Walton Boulevard	Argyll lane path	Benton Co./Rogers/Cave Springs	5.20	5.20	$ 7,800	$481,000	$ 2,501,200	$ 500,240	$ 375,180	$ 3,376,620
14C	Bentonville to Cave Springs & Elm Springs (Bike Route - Glenagle Road, Clayton Road, and Fields Lane)	Watershed Sanctuary Trail	Wagon Wheel Road	Cave Springs	1.60	0.00	n/a	$25,070	$ 40,112	$ 8,022	$ 6,017	$ 54,151
14D	Bentonville to Cave Springs & Elm Springs (Paved Shoulder - Wagon Wheel Road)	Fields Lane	AR 112 (crossing and path needed to Kelly Rd)	Cave Springs & Benton Co.	0.90	0.00	n/a	$133,170	$ 119,853	$ 23,971	$ 17,978	$ 161,802
14E	Bentonville to Cave Springs & Elm Springs (Bike Route - Kelly Road, Robbins Road, and Water Avenue)	AR 112	Elm Springs town center	Elm Springs & Benton Co.	2.70	0.00	n/a	$25,070	$ 67,689	$ 13,538	$ 10,153	$ 91,380
				cutsheet subtotal	*10.90*	*5.7*						**$ 4,008,628**
15A	Bentonville to Centerton (Bike Lanes - 2nd Street)	NW A Street	Alley cut through	Bentonville	0.50	0.00	n/a	$133,170	$ 66,585	$ 13,317	$ 9,988	$ 89,890
15B	Bentonville to Centerton (Sidepath - AR 72)	Alley cut through	McKisic Creek	Bentonville	2.75	2.75	$ 4,125	$481,000	$ 1,322,750	$ 264,550	$ 198,413	$ 1,785,713
15C	Bentonville to Centerton (Shared Use Paved Trail - McKisic Creek)	AR 72	Centerton Walking Path	Centerton	1.30	1.30	$ 1,950	$481,000	$ 625,300	$ 125,060	$ 93,795	$ 844,155
15D	Bentonville to Centerton (Shared Use Paved Trail - Walking path upgrade)	McKisic Creek	Downtown Centerton	Centerton	0.35	0.00	$ 525	$481,000	$ 168,350	$ 33,670	$ 25,253	$ 227,273
				cutsheet subtotal	4.90	4.1						**$ 2,947,030**
16A	Rogers – North-South Connectors (part 1) (Bike Lanes/Road Diet - Dixieland Road)	Hudson Street	Grace Hill Elementary School	Rogers	0.78	0.55	n/a	$133,170	$ 103,873	$ 20,775	$ 15,581	$ 140,228
16B	Rogers – North-South Connectors (part 1) (Shared Use Paved Trail)	Dixieland Road	24th Street	Rogers	0.70	0.70	$ 1,050	$481,000	$ 336,700	$ 67,340	$ 50,505	$ 454,545
16C	Rogers – North-South Connectors (part 1) (Bike Lanes - 24th Street)	Shared Use Paved Trail at Olive Street Park	23rd Street	Rogers	1.00	0.00	n/a	$133,170	$ 133,170	$ 26,634	$ 19,976	$ 179,780
16E	Rogers – North-South Connectors (part 1) (Sidewalk - 24th Street)	23rd Street	Oak Street	Rogers	0.30	0.30	n/a	$168,960	$ 50,688	$ 10,138	$ 7,603	$ 68,429
16F	Rogers – North-South Connectors (part 1) (Sidepath - Oak Street)	24th Street	24th Street	Rogers	0.08	0.08	$ 120	$481,000	$ 38,480	$ 7,696	$ 5,772	$ 51,948
16G	Rogers – North-South Connectors (part 1) (Bike Lanes - 24th Street)	Oak Street	Rogers Aquatic Park	Rogers	0.67	0.30	n/a	$133,170	$ 89,224	$ 17,845	$ 13,384	$ 120,452
16H	Rogers - Dixieland Road (part 2) (Bike Lanes - 13th Street)	Hudson Street	Price Lane	Rogers	4.00	0.00	n/a	$133,170	$ 532,680	$ 106,536	$ 79,902	$ 719,118
				cutsheet subtotal	*7.53*	*1.9*						**$ 1,734,500**
17A	Elm Springs to Tontitown Loop (Shared Use Paved Trail - Brush Creek & Lake Elmdale)	Elm Springs town center	56th Street	Elm Springs/Springdale	3.75	3.75	$ 5,625	$481,000	$ 1,803,750	$ 360,750	$ 270,563	$ 2,435,063
17B	Elm Springs to Tontitown Loop (Sidepath - Har-Ber Avenue)	Brush Creek	AR 112	Springdale	1.75	1.75	$ 2,625	$481,000	$ 841,750	$ 168,350	$ 126,263	$ 1,136,363
17C	Elm Springs to Tontitown Loop (Shared Use Paved Trail)	AR 112	North Barrington Road	Tontitown	0.95	0.50	$ 1,425	$481,000	$ 456,950	$ 91,390	$ 68,543	$ 616,883
17D	Elm Springs to Tontitown Loop (Sidepath - Sbanotto Avenue & North Barrington Road)	Shared Use Paved Trail link	Sbanotto Park	Tontitown	0.45	0.45	$ 675	$481,000	$ 216,450	$ 43,290	$ 32,468	$ 292,208
17E	Elm Springs to Tontitown Loop (Bike Route - Sbanotto Avenue, Ademagni Road, and Scott Street)	Tontitown town Center	Elm Springs town center/Brush Creek	Tontitown	2.20	0.00	n/a	$25,070	$ 55,154	$ 11,031	$ 8,273	$ 74,458
				cutsheet subtotal	*9.10*	*6.5*						**$ 4,554,973**
												$ 69,783,102

1 University of Arkansas Loop

From: Razorback Regional Greenway and Maple Street

To: Oak Ridge Trail

Distance: 1.4 miles

Speed limit: 25 mph

Why this project is important:

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

Recommendations

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

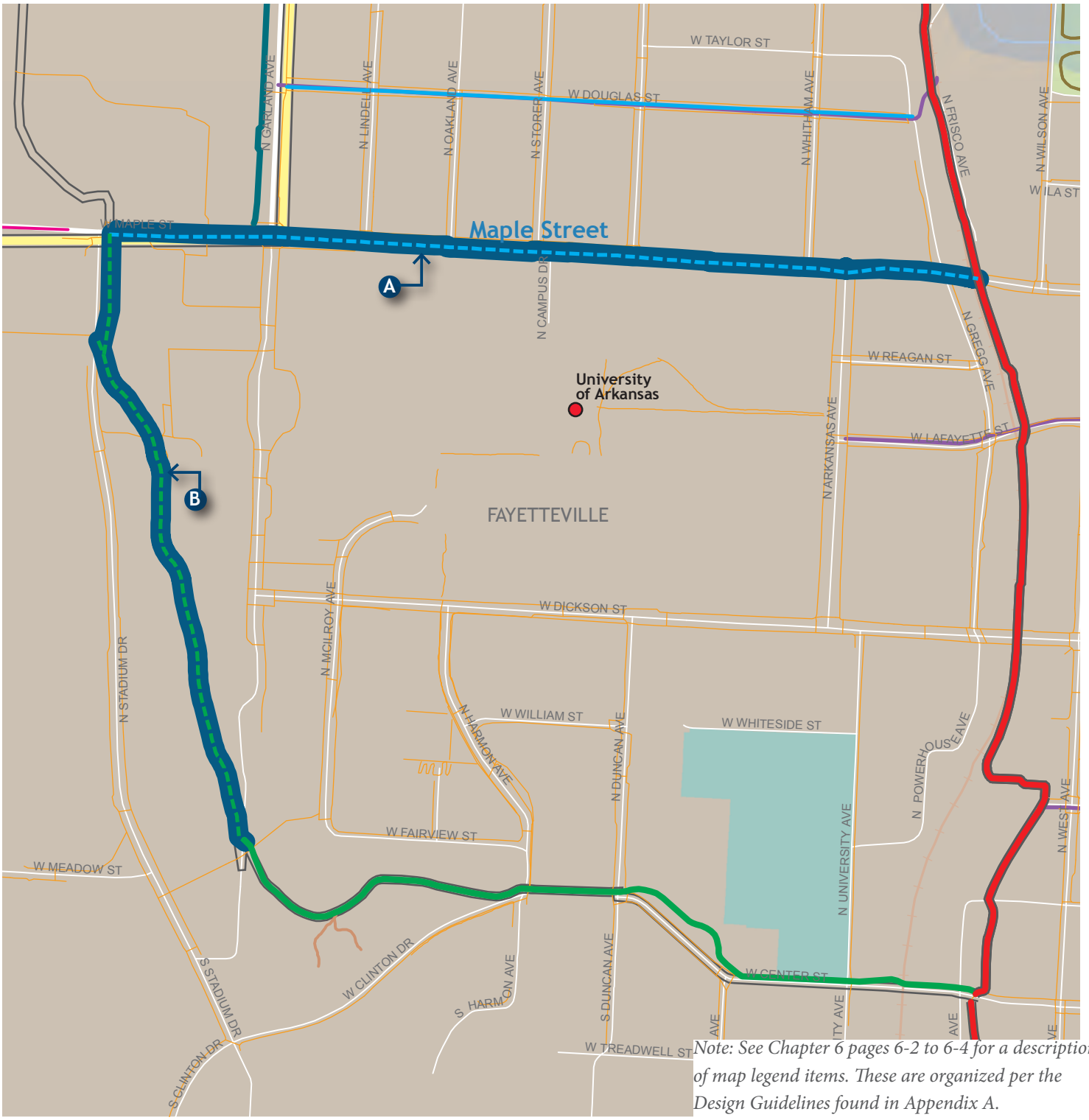
Total Planning-Level Cost Opinion $1,255,770
(see table 5.3 for details)

Above: Maple Street crosswalk

Left: Garland Avenue & Maple Street intersection

Right: Current western extent of the Oak Ridge Trail

MAP 5.1 University of Arkansas Loop



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

Catalyst Project
Razorback Greenway
Regional Network
Heritage Trail
Regional Destination

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Shared Roadway
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

2 Northeast Fayetteville Loop

From: Lafeyette Street

To: Mud Creek Trail

Distance: 4.2 miles

Speed limit: 35 mph

Why this project is important:

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

Recommendations

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

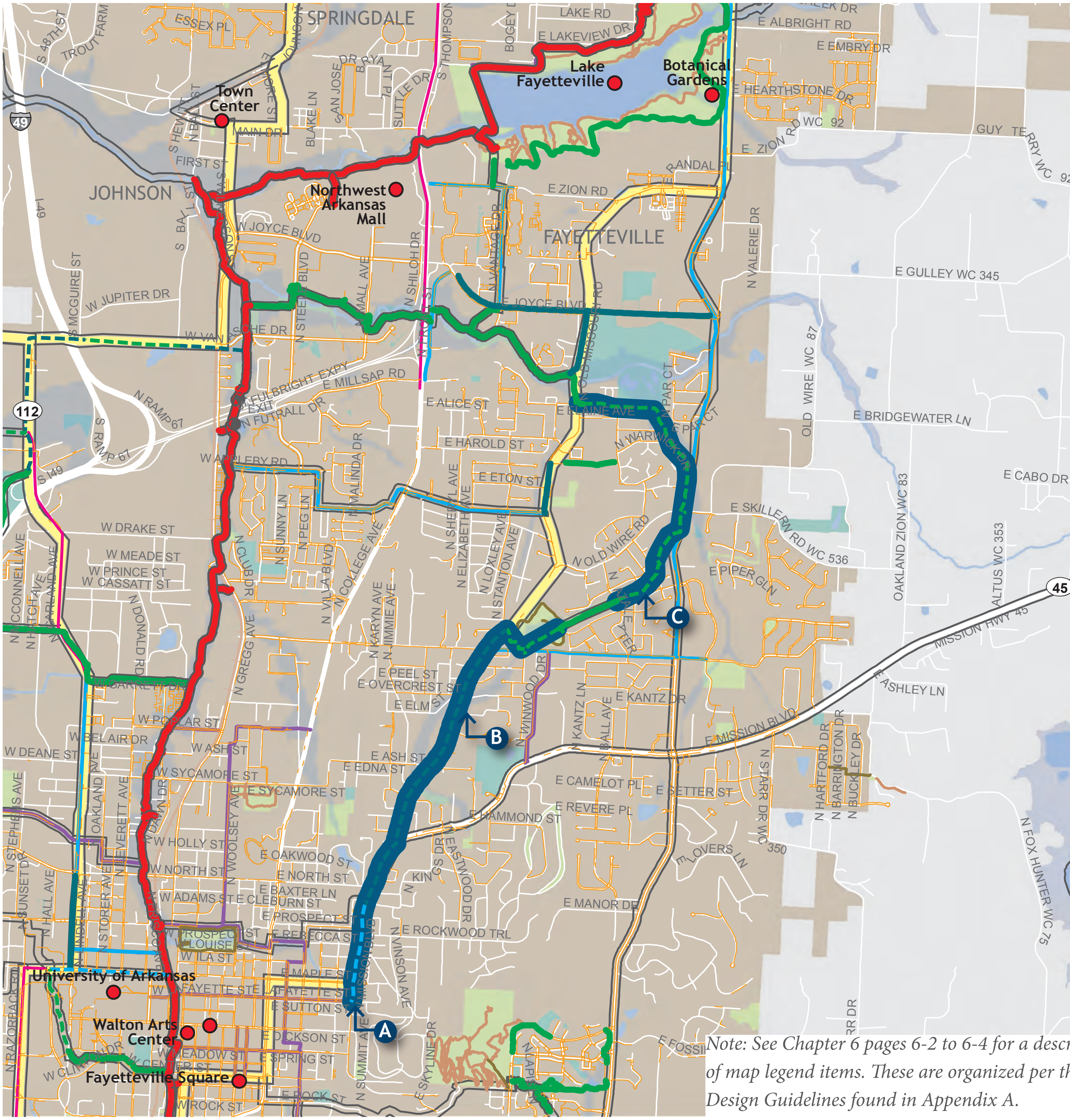
Total Planning-Level Cost Opinion $2,492,493
(see table 5.3 for details)

Above: Mission Boulevard north of Maple Street

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

Right: Mud Creek Trail connection at Old Wire Road

MAP 5.2 Northeast Fayetteville Loop



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

Catalyst Project
Razorback Greenway
Regional Network
Heritage Trail
Regional Destination

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

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

Pedestrian Facilities
- Existing Sidewalk
- Neighborhood/Park Trails

0 — 1 Miles

3 Northwest Fayetteville Loop

From: Razorback Regional Greenway

To: Asbell Bikeway

Distance: 6.5 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

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

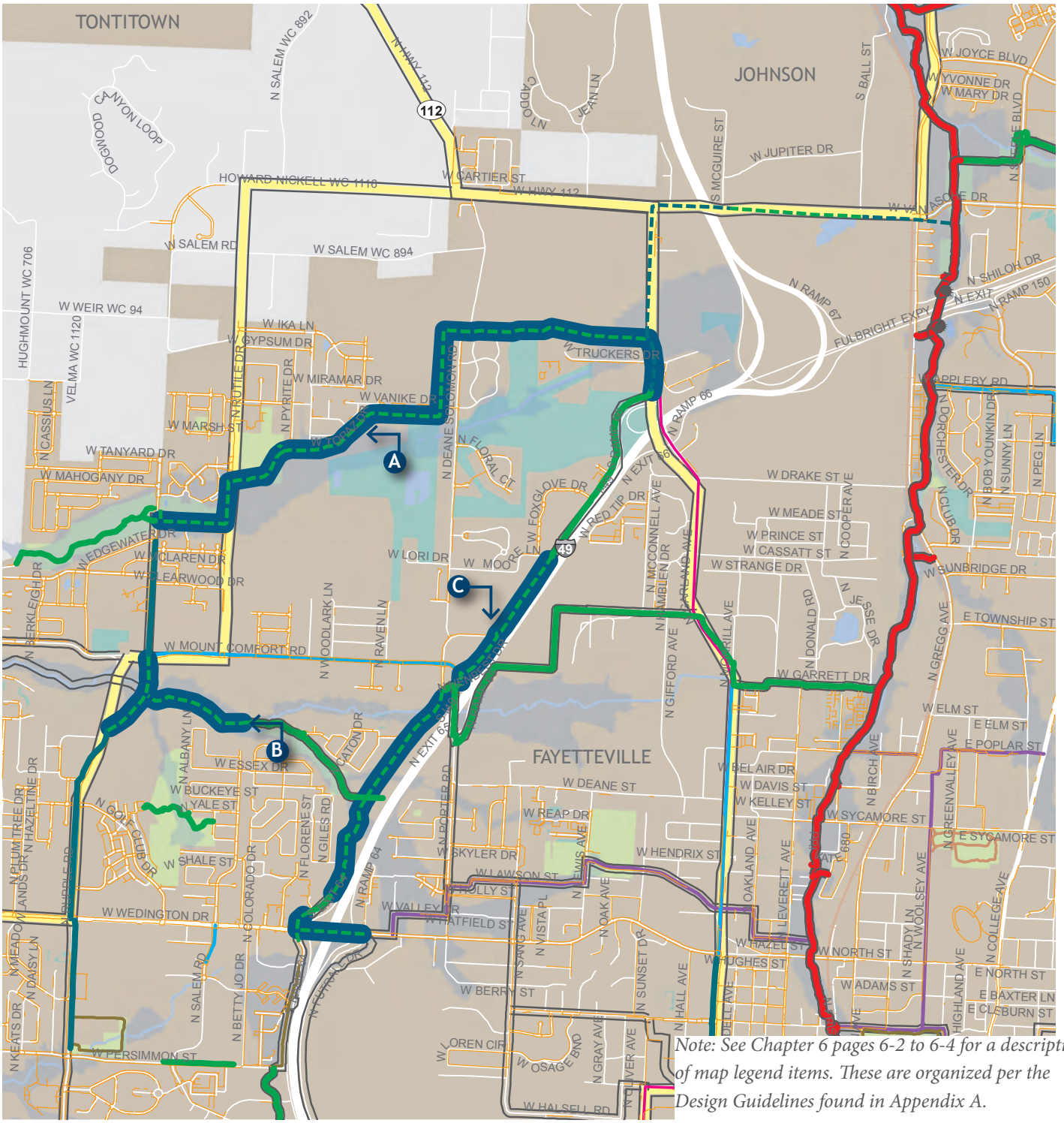
Total Planning-Level Cost Opinion $4,220,775
(see table 5.3 for details)

Above: Clabber Creek Trail end at Rupple Road

Left: Hamestring Creek

Right: Wedington Dr at I-49

MAP 5.3 Northwest Fayetteville Loop



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

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

Shared Use Facilities

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

Bicycle Facilities

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

Pedestrian Facilities

- Existing Sidewalk
- Neighborhood/Park Trails

0 1 Miles

4 Fayetteville to Farmington Loop

From: Razorback Regional Greenway, south Fayetteville

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

Distance: 11 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

Clockwise from the Razorback Regional Greenway at 15th St:

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

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

Left: Mt Kessler and Fayetteville's new regional park

MAP 5.4 Fayetteville to Farmington Loop

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

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

Shared Use Facilities

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

Bicycle Facilities

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

Pedestrian Facilities

- Existing Sidewalk
- Neighborhood/Park Trails

0 1 Miles

5 West Springdale Loop

From: Razorback Regional Greenway in Downtown Springdale

To: Razorback Regional Greenway at Don Tyson Parkway

Distance: 10.12 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

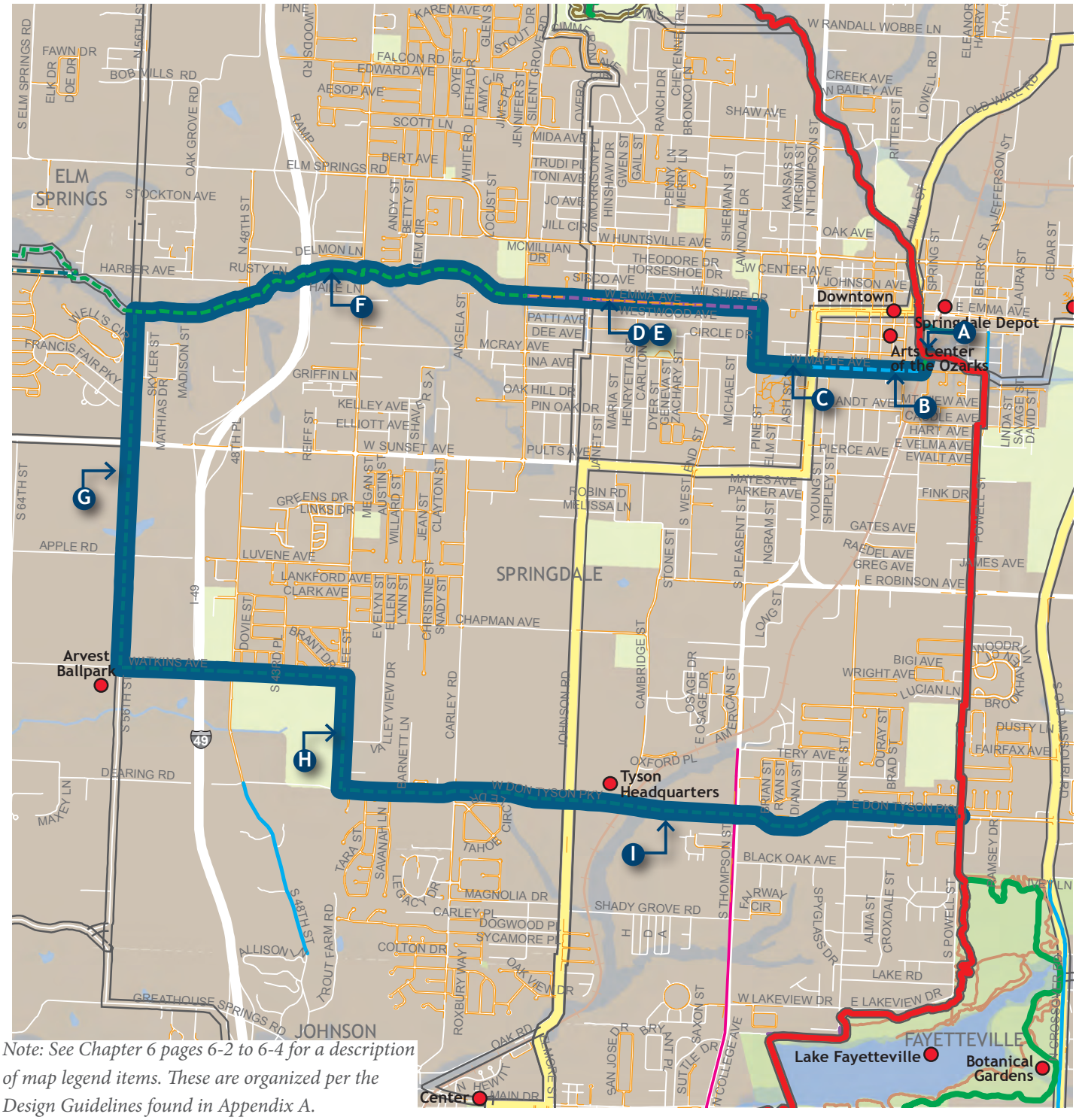
Counter-clockwise from Downtown Springdale:

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

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

Left: Murphy Park along Maple Avenue

MAP 5.5 West Springdale Loop



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

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

Shared Use Facilities

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

Bicycle Facilities

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

Pedestrian Facilities

- Existing Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

0 1 Miles

6 Fayetteville to West Fork

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

To: West Fork schools campus via Greenland

Distance: 10.42 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

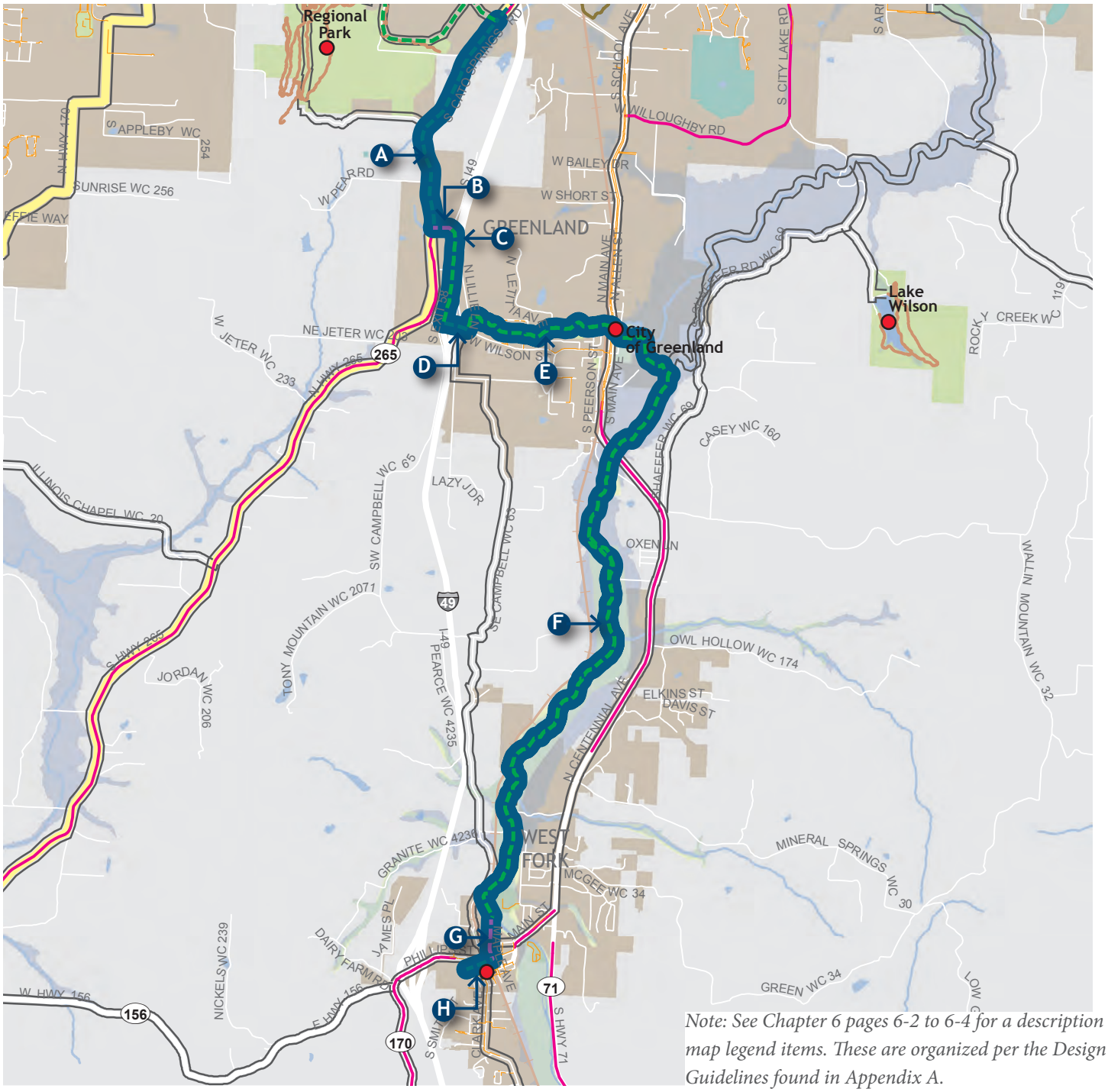
From north to south:

A. Sidepath along Cato Springs Road from the Regional Park entrance to Wood Creek Lane
B. Bike Route on Wood Creek Lane from Cato Springs Road to Wood Creek Lane end
C. Shared Use Paved Trail from Wood Creek Lane to Wilson Street
D. Sidepath along Wilson Street from Gas station/I-49 East to the I-49 entrance ramp
E. Shared Use Paved Trail along the WF White River Tributary from Wilson Street to the WF White River
F. Shared Use Paved Trail along the WF White River from the WF White River Tributary to Carter Park
G. Bike Route on Maple Avenue from the WF White River to White Street
H. Shared Use Paved Trail - Sidepath from White Street to School campus/School Avenue

Total Planning-Level Cost Opinion $6,458,474
(see table 5.3 for details)

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

MAP 5.6 Fayetteville to West Fork



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

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

Shared Use Facilities

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

Bicycle Facilities

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

Pedestrian Facilities

- Existing Sidewalk
- Neighborhood/Park Trails

0 1 Miles

7 Watershed Sanctuary (Cave Springs)

From: Watershed Sanctuary & Downtown Cave Springs

To: Razorback Greenway

Distance: 3.85 miles

Speed limit: N/A

Why this project is important

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

Recommendations

From west to east:

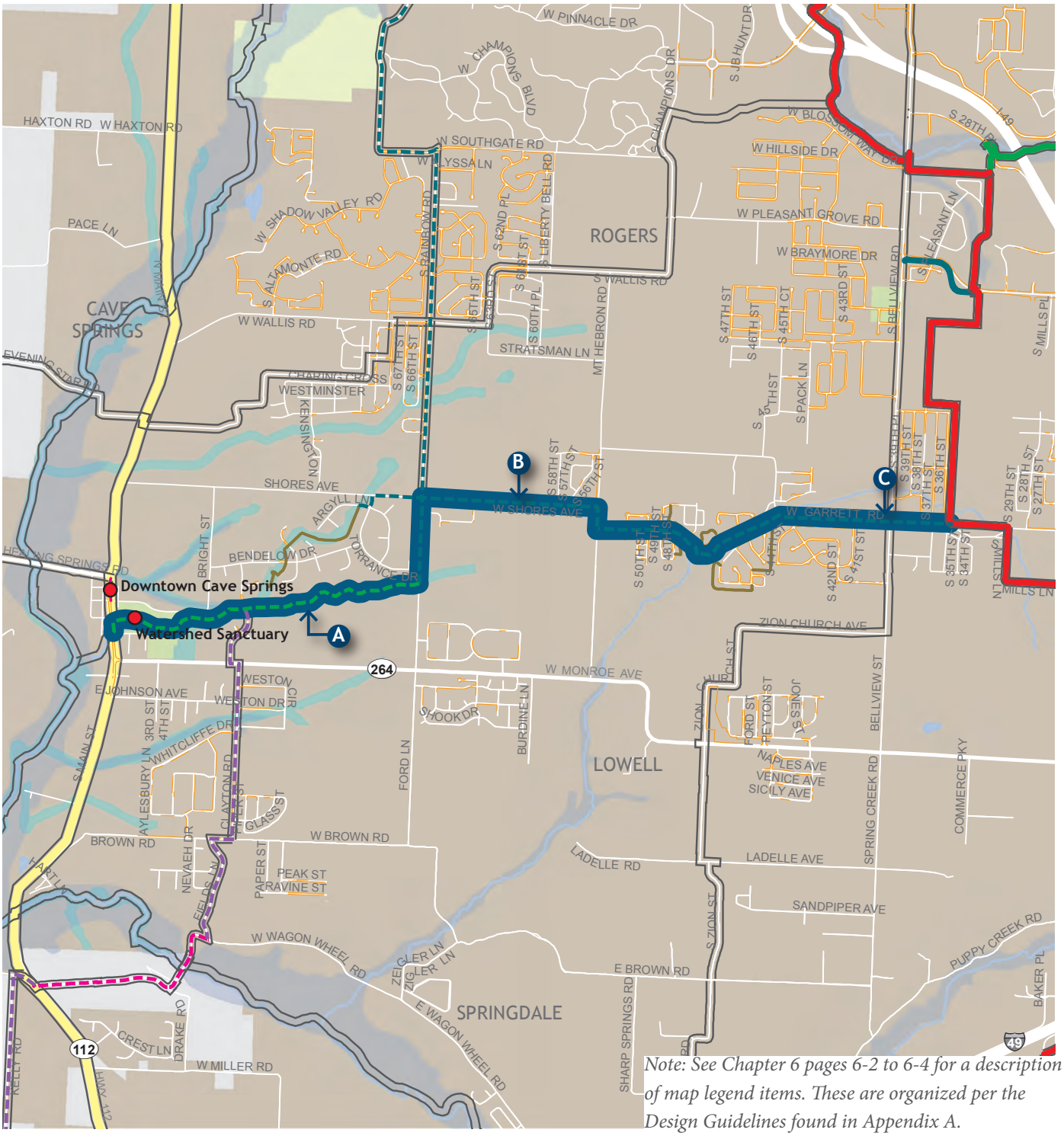
A. Shared Use Paved Trail from Watershed Sanctuary to Rainbow Road
B. Sidepath (along Rainbow Road, Shores Avenue, Mt. Hebron Street, and Cross Creek Boulevard) from Rainbow Road to the existing sidepath on Cross Creek Boulevard
C. Sidepath along Cross Creek Boulevard from the existing sidepath on Cross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

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

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

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

MAP 5.7 Watershed Sanctuary (Cave Springs)



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

Catalyst Project
Razorback Greenway
Regional Network
Heritage Trail
Regional Destination

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

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

Pedestrian Facilities
Existing Sidewalk
Neighborhood/Park Trails

0 1 Miles

8 Lake Bella Vista to Missouri border (Bella Vista)

From: Razorback Regional Greenway northern terminus at Lake Bella Vista

To: Missouri border

Distance: 8.12 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

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

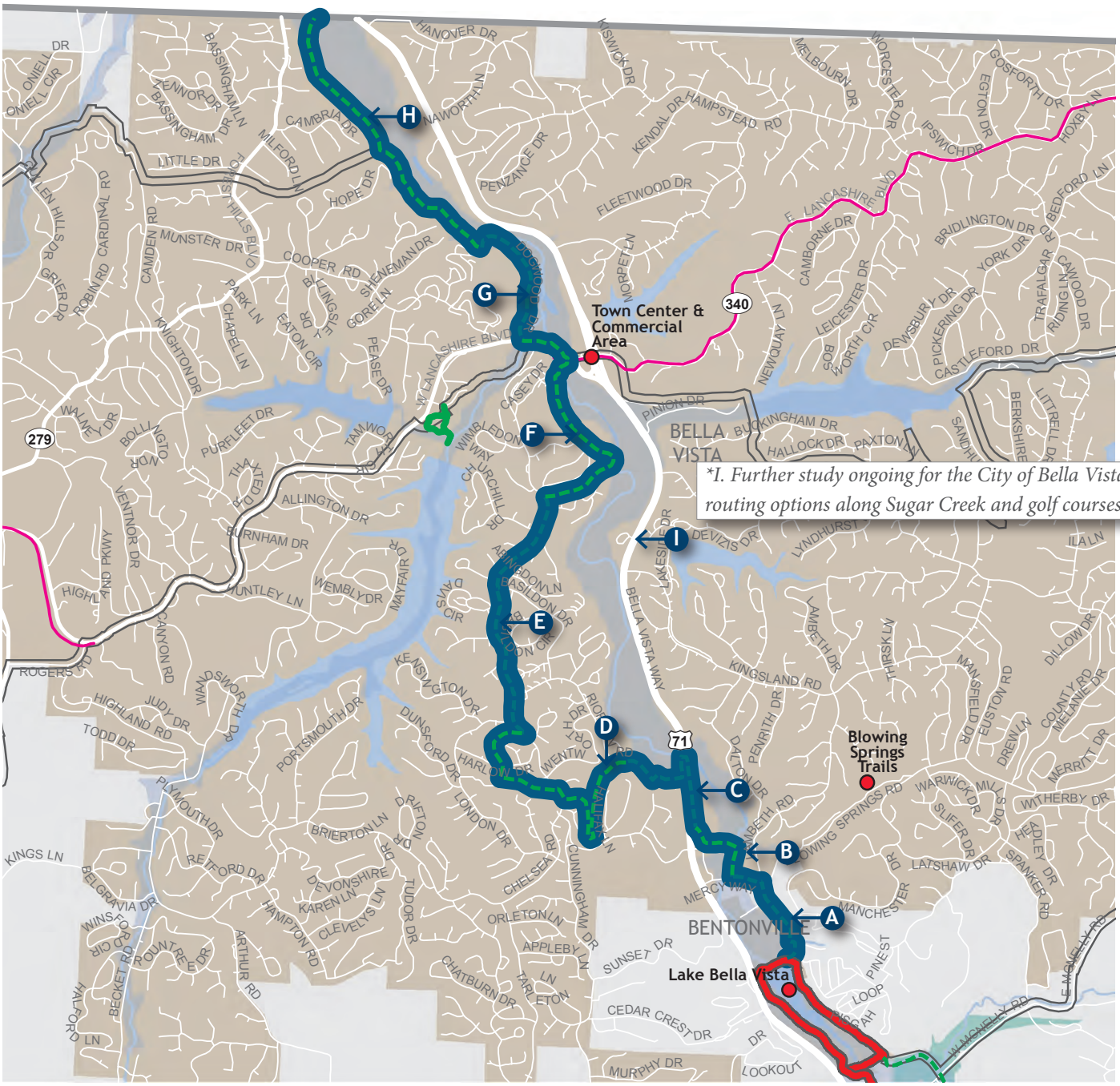
From south to north:

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

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

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

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



*I. Further study ongoing for the City of Bella Vista and routing options along Sugar Creek and golf courses.

Catalyst Project
Razorback Greenway
Regional Network
Regional Destination

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk

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

0 1 Miles

9 Siloam Springs City Lake to Whitewater Recreation Center (Siloam Springs)

From: Siloam Springs City Lake

To: Siloam Springs Whitewater Recreation Center

Distance: 7.66 miles

Speed limit: N/A

Why this project is important:

- Connects City Lake to downtown and the Whitewater Recreation Center
- Provides key link to southern Siloam Springs along railroad line, under a roadway barrier, US 412
- Utilizes link with existing Dogwood Springs Trail
- Provides link toward the City of Gentry
- Provides link toward the Ozark National Forest and Washington County
- Provides link to potential hiking and mountain biking opportunities
- Connects to the Illinois River
- Connects with the Heritage Trail

Recommendations

From north to south:

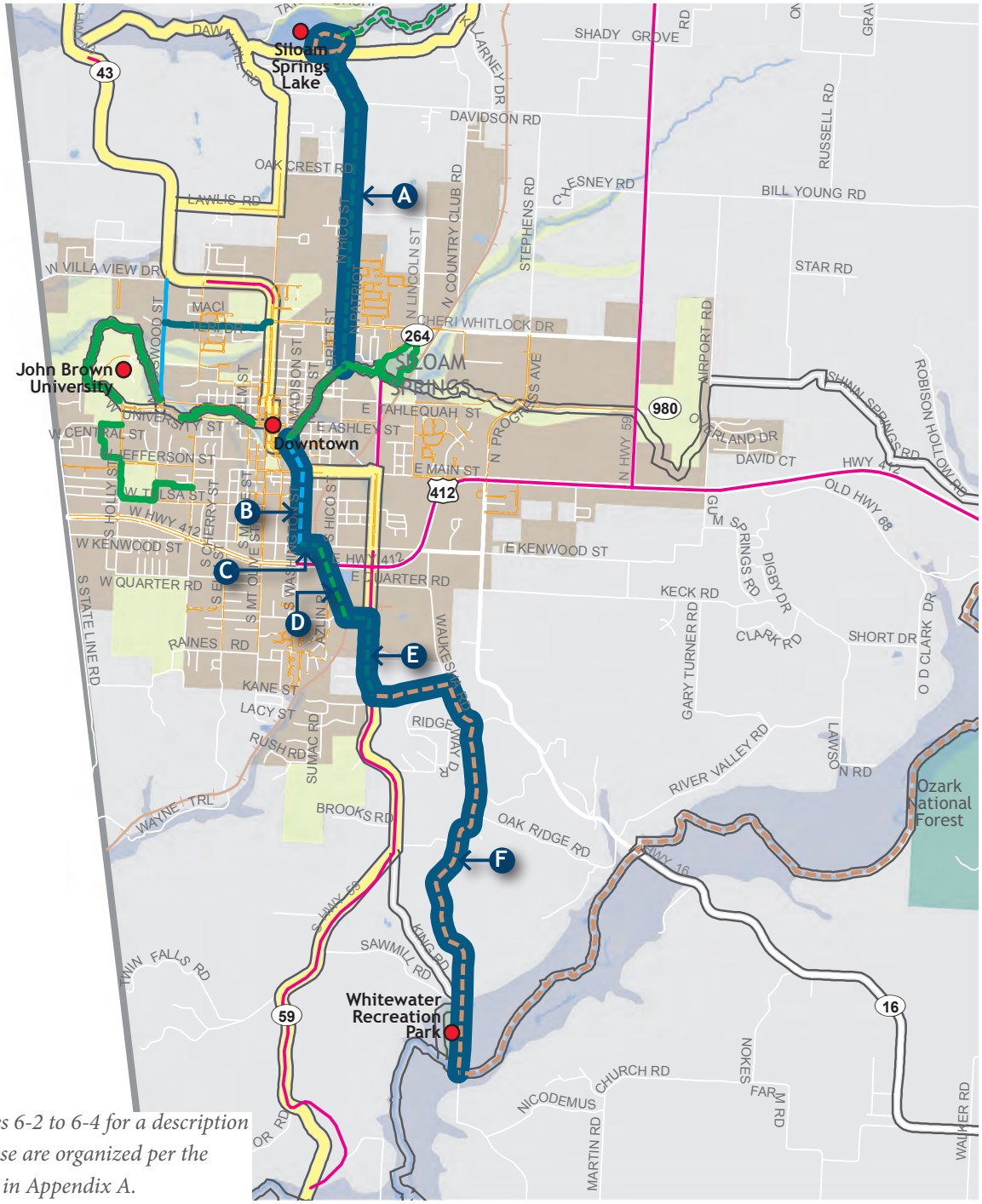
A. Sidepath along Hico Street from Siloam Springs Lake to Dogwood Springs Trail
B. Bike Lanes on Washington Street from Dogwood Springs Trail to Kenwood Street
C. Sidepath along Kenwood Street from Washington Street to Railroad tracks
D. Shared Use Paved Trail (Rail-with-Trail) from Kenwood Street to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

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

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

Left: The Illinois River and Siloam Springs Whitewater Recreation Park.

MAP 5.9 Siloam Springs City Lake to Whitewater Recreation Center (Siloam Springs)



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

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

Shared Use Facilities

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

Bicycle Facilities

- Proposed Separated Bikeway
- Existing Separated Bikeway
- Existing Shoulder

Pedestrian Facilities

- Existing Sidewalk

0 1 Miles

10 Lincoln Lake to Cane Hill (Lincoln)

From: Lincoln Lake

To: Cane Hill

Distance: 7.92 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

From north to south:

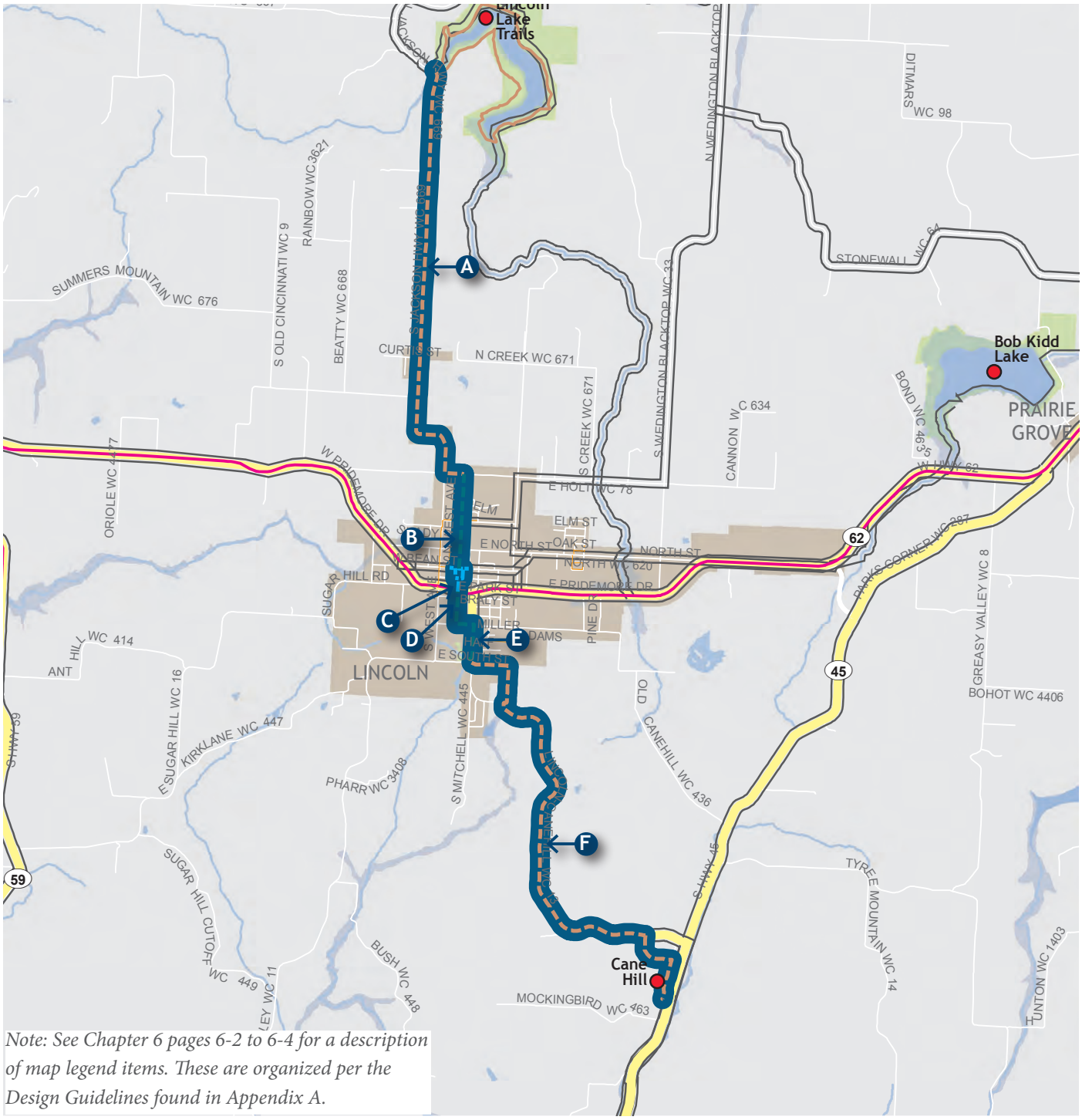
A. Natural Surface Trail along Jackson Highway from Lincoln Lake to Main Avenue
B. Sidepath along Main Avenue from Holt Road to Downtown Square
C. Buffered Bike Lanes around the Downtown Square (loop)
D. Bike Lanes on Main Street from Downtown Square to US 62
E. Sidepath along South Main Avenue, Adams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

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

Above: Lincoln Lake map.

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

MAP 5.10 Lincoln Lake to Cane Hill (Lincoln)



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

Catalyst Project
Regional Network
Heritage Trail
Regional Destination

Shared Use Facilities
Proposed Shared Use Paved Trail

Proposed Sidepath
Proposed Natural Surface Trail

Bicycle Facilities
Proposed Separated Bikeway
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk

0 1 Miles

11 Gentry to Siloam Springs

From: Downtown Gentry
To: Siloam Springs City Lake

Distance: 5.5 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

From northeast to southwest:

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

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

Above: Siloam Springs City Lake and trail development opportunities.

Above: Flint Creek between Gentry and Siloam Springs.

Below: Project links to downtown Gentry.

MAP 5.11 Gentry to Siloam Springs

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

Catalyst Project
Regional Network
Heritage Trail
Regional Destination

Shared Use Facilities
Proposed Shared Use Paved Trail

Proposed Sidepath
Proposed Natural Surface Trail

Bicycle Facilities
Proposed Separated Bikeway
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk

0 1 Miles

12 Little Sugar Creek

From: Razorback Greenway

To: Pea Ridge National Military Park

Distance: 12.9 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

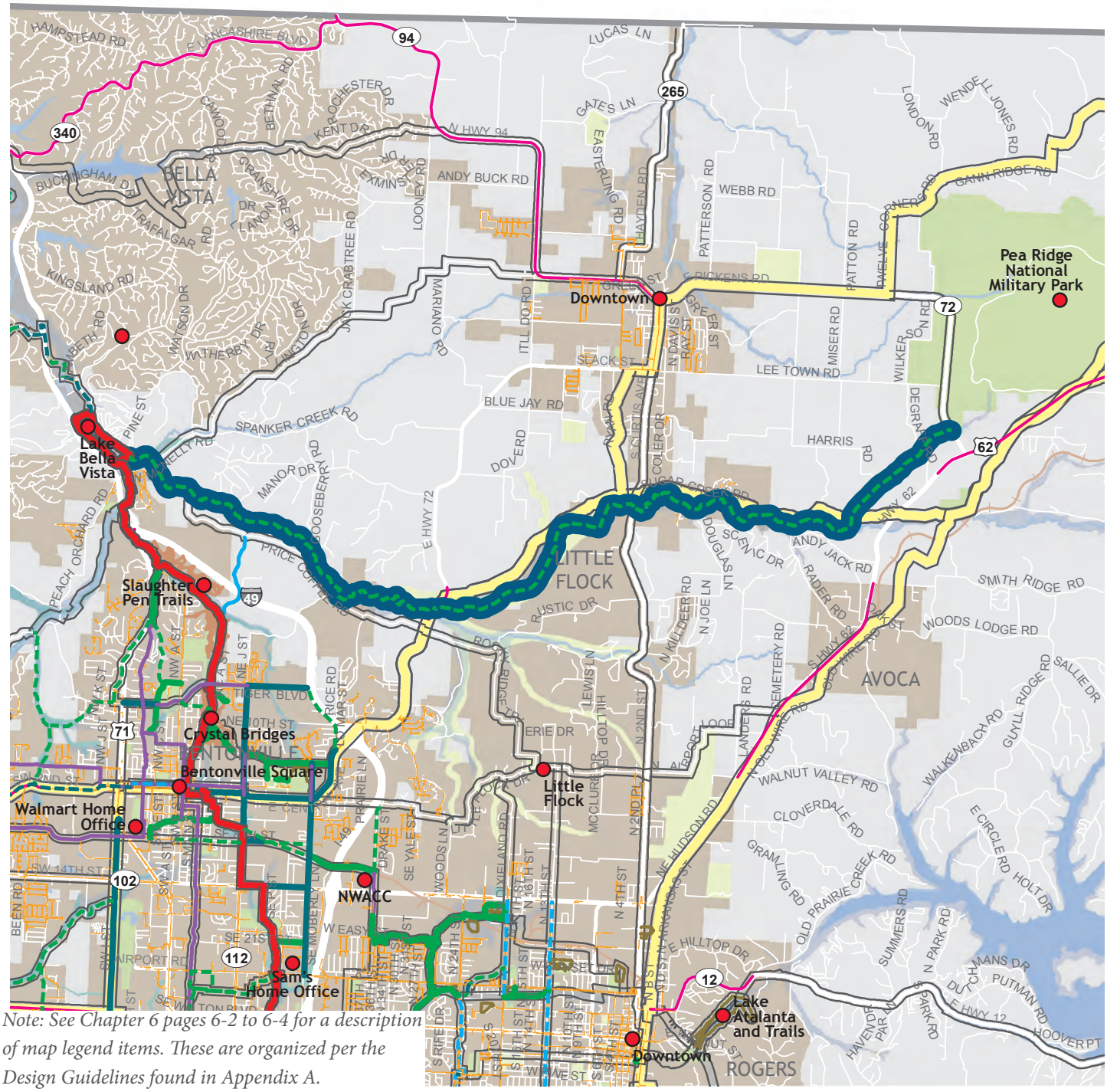
- Shared Use Paved Trail along Little Sugar Creek from Lake Bella Vista to Pea Ridge Military Park

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

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

Below: High ground in Pea Ridge National Military Park.

MAP 5.12 Little Sugar Creek



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

Catalyst Project
Razorback Greenway
Regional Network
Heritage Trail
Regional Destination

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

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

Pedestrian Facilities
Existing Sidewalk
Proposed Sidewalk
Neighborhood/Park Trails

0 1 Miles

13 Farmington to Siloam Springs

From: Farmington

To: Siloam Springs Whitewater Recreation Park

Distance: Approximately 16 miles

Speed limit: N/A

Why this project is important:

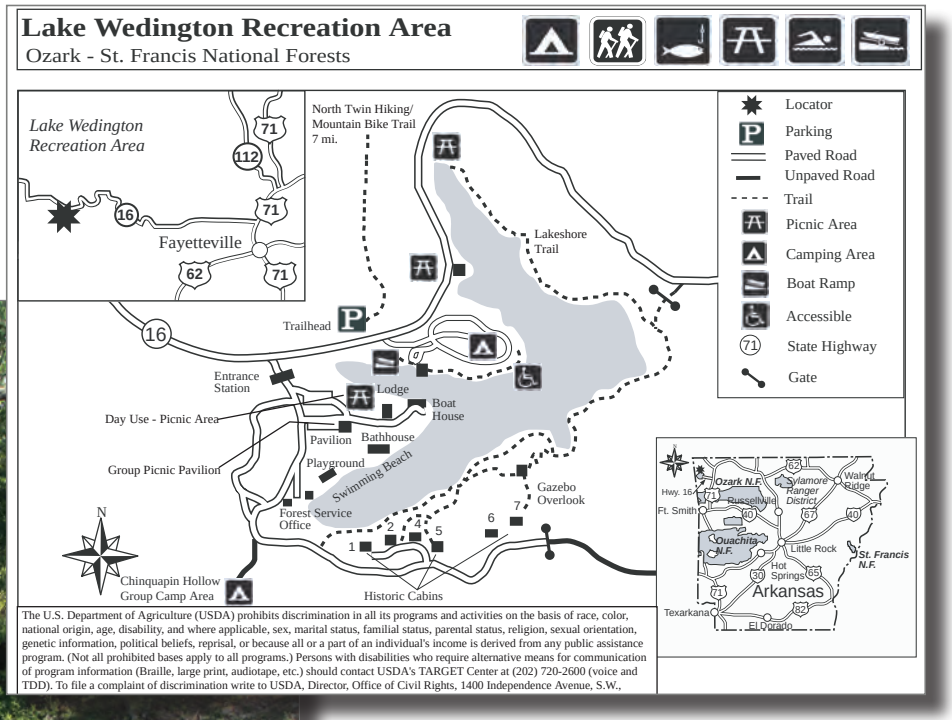
- Connects Siloam Springs to Farmington
- Provides link from western NWA to central NWA
- Connects Benton and Washington Counties
- Connects to the Siloam Springs Whitewater Recreation Park
- Connects to Lake Wedington and Ozark National Forest lands
- Links with several rural, long-distance routes/trails

Recommendations

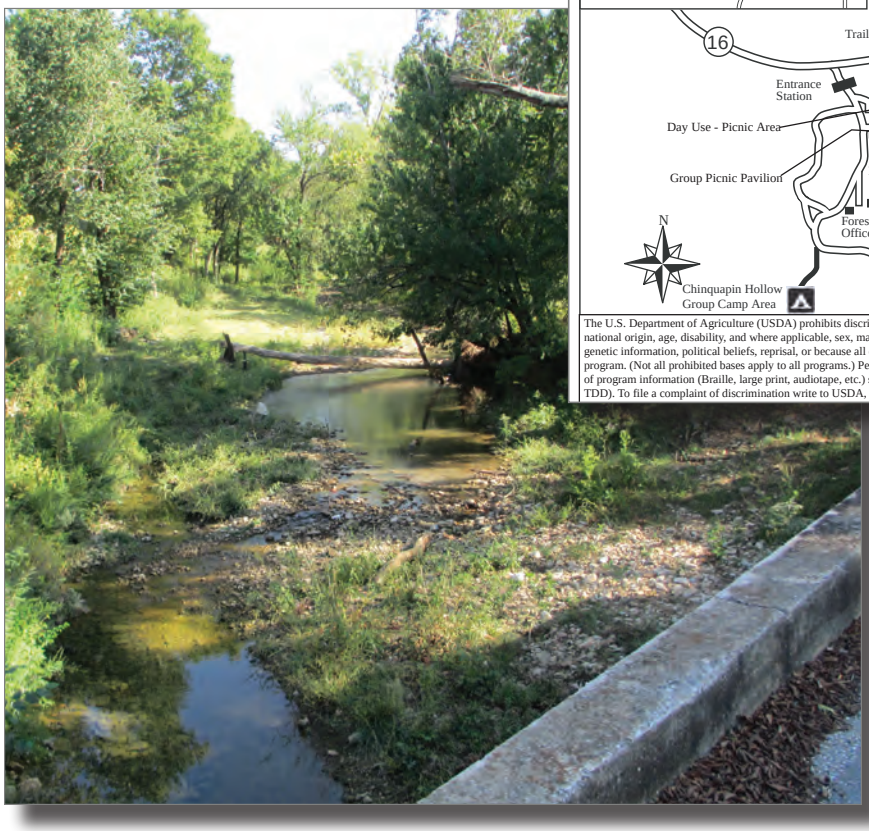
From southeast to northwest:

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

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

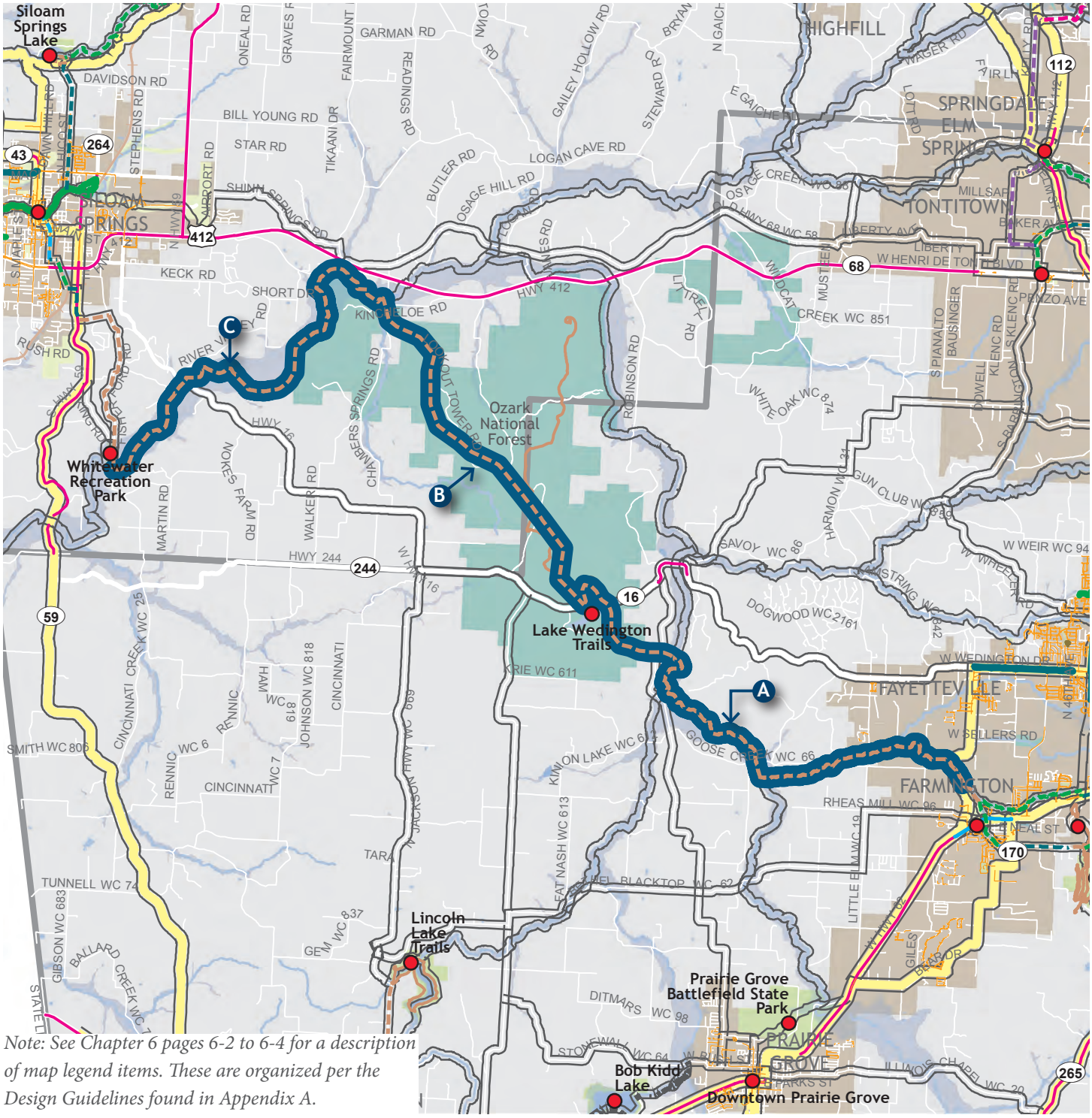


Above: Lake Wedington Trails map.



Left: Farmington Branch northwest of Farmington.

MAP 5.13 Farmington to Siloam Springs



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

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

Shared Use Facilities

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

Bicycle Facilities

- Proposed Separated Bikeway
- Existing Separated Bikeway
- Proposed Shared Roadway
- Gravel Grinding Route
- Proposed Shoulder
- Existing Shoulder

Pedestrian Facilities

- Existing Sidewalk
- Neighborhood/Park Trails

0 1 Miles

14 Bentonville to Cave Springs and Elm Springs

From: Bentonville

To: Elm Springs

Distance: 10.9 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

From north to south:

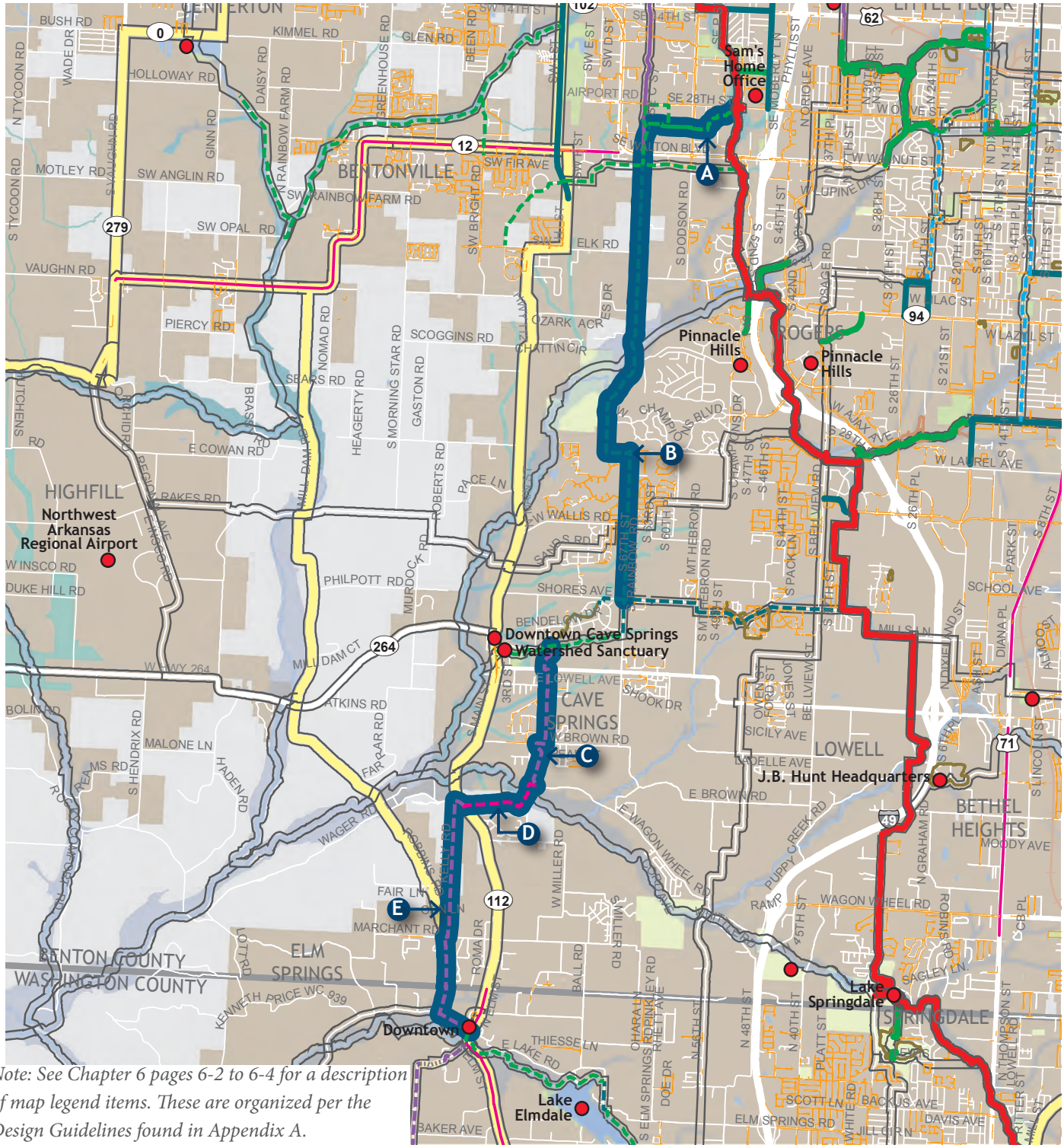
A. Shared Use Paved Trail from the Razorback Regional Greenway to Walton Boulevard
B. Sidepath along Rainbow Road from Walton Boulevard to Argyll Lane path
C. Bike Route on Glenagle Road, Clayton Road, and Fields Lane from Watershed Sanctuary Trail to Wagon Wheel Road
D. Paved Shoulders on Wagon Wheel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

Total Planning-Level Cost Opinion $4,008,628
(see table 5.3 for details)

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

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

MAP 5.14 Bentonville to Cave Springs and Elm Springs



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

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

Shared Use Facilities

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

Bicycle Facilities

- Proposed Separated Bikeway
- Proposed Shared Roadway
- Gravel Grinding Route
- Existing Shared Roadway
- Proposed Shoulder
- Existing Shoulder

Pedestrian Facilities

- Existing Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

0 1 Miles

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

From: Downtown Bentonville

To: Downtown Centerton

Distance: 4.9 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

From east to west:

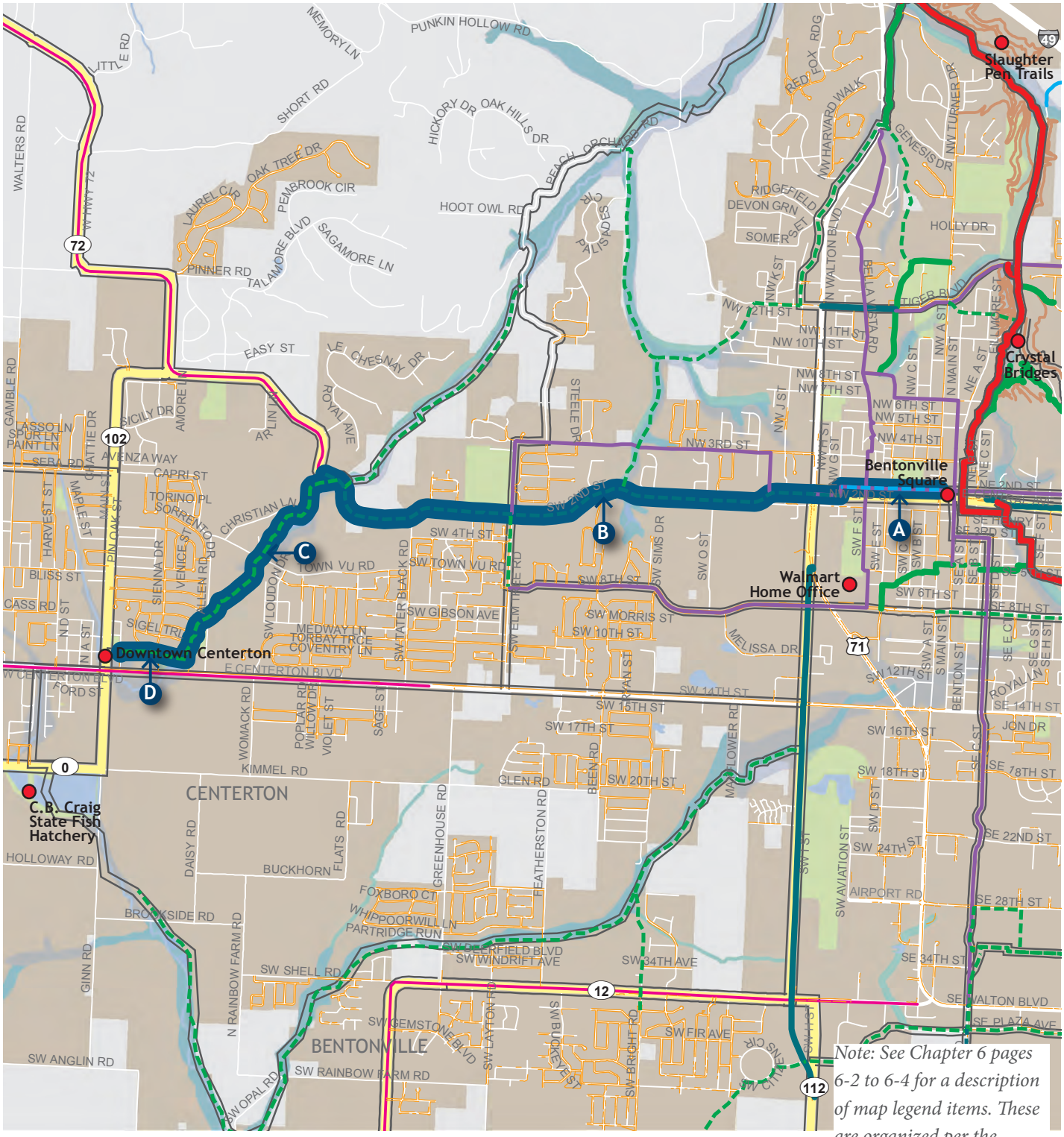
A. Bike Lanes on 2nd Street from NW A Street to alley cut-through
B. Sidepath along AR 72 from alley cut-through to McKisic Creek
C. Shared Use Paved Trail along McKisic Creek from AR 72 to Centerton Walking Path
D. Shared Use Paved Trail (walking path upgrade) from McKisic Creek to Downtown Centerton

Total Planning-Level Cost Opinion $2,947,030
(see table 5.3 for details)

Left: McKisic Creek connecting west Bentonville and Centerton.

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

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



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

Catalyst Project
Razorback Greenway
Regional Network
Heritage Trail
Regional Destination

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk

0 1 Miles

16 Rogers – North-South Connectors

From: Dixieland Road

To: Rogers Aquatics Center and Price Lane

Distance: 7.53 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

Part one (from north to south):

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

Part two (from north to south):

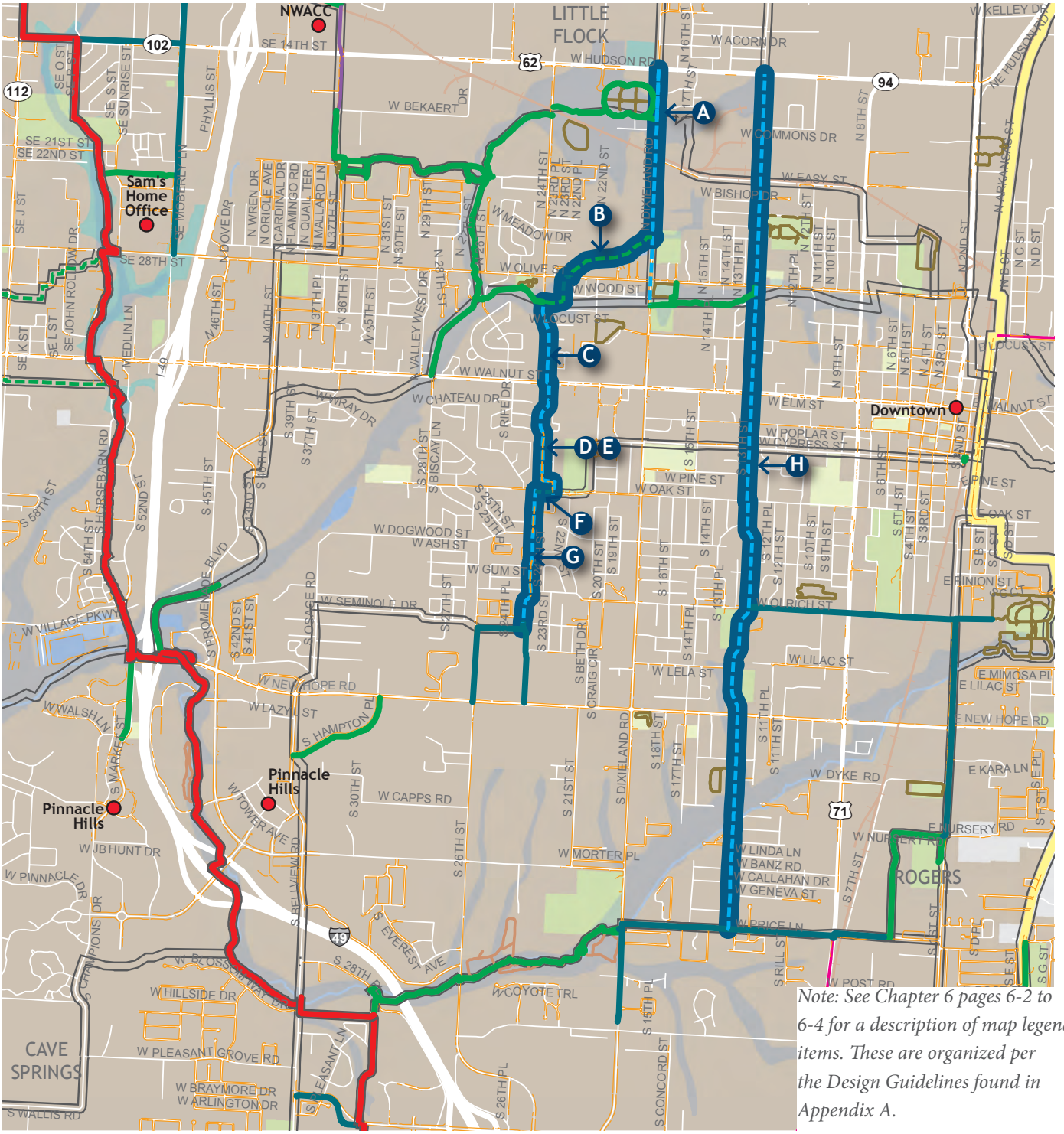
H. Bike Lanes on 13th Street from Hudson Street to Price Lane

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

Above: Road diet opportunity along North Dixieland Road.

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

MAP 5.16 Rogers – North-South Connectors



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

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

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

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

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

0 1 Miles

17 Elm Springs to Tontitown Loop

From: Elm Springs

To: Tontitown

Distance: 9.5 miles

Speed limit: N/A

Why this project is important:

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

Recommendations

Clockwise from Elm Springs:

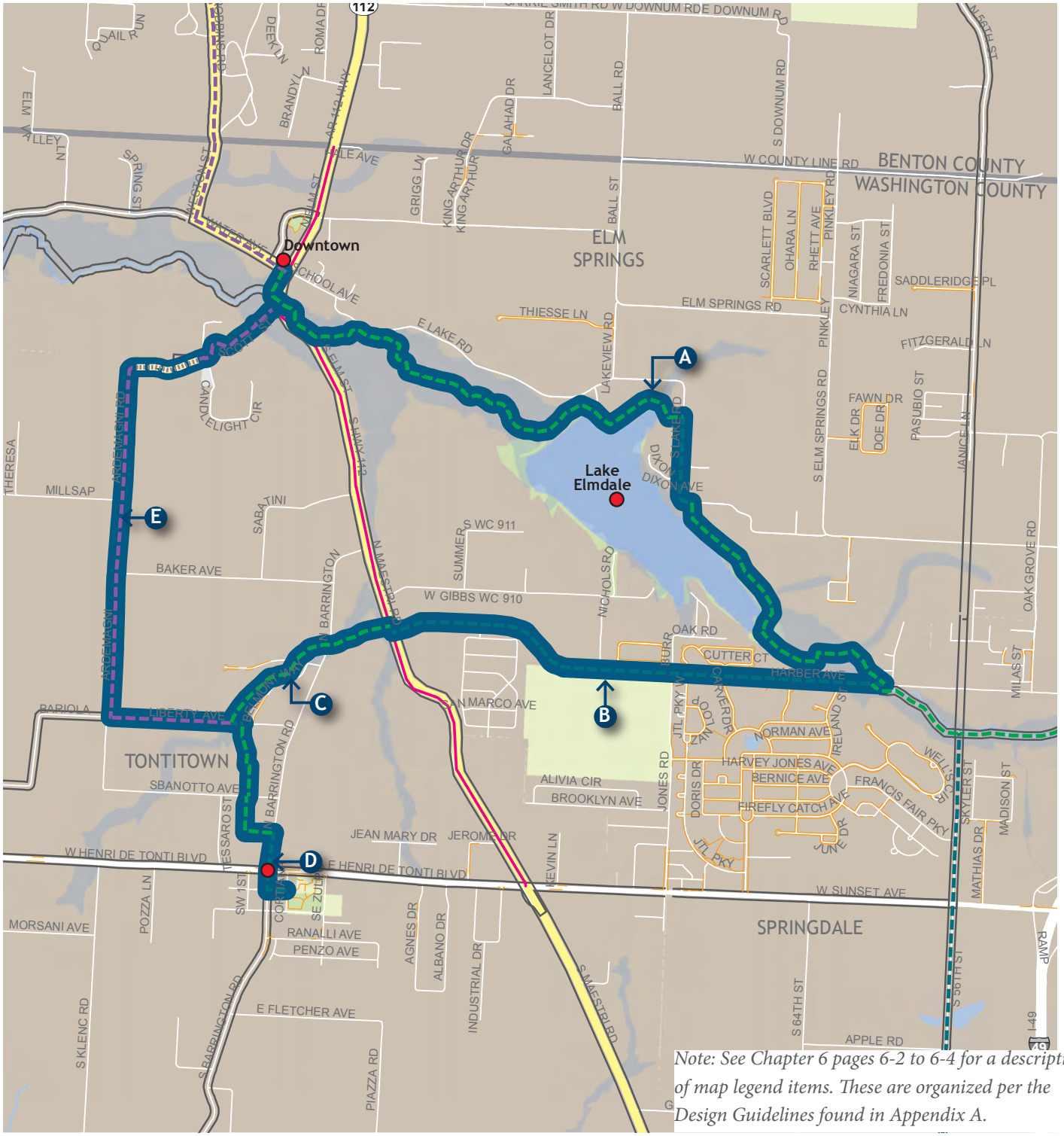
A. Shared Use Paved Trail along Brush Creek & Lake Elmdale from Elm Springs to 56th Street
B. Sidepath along Har-Ber Avenue from Brush Creek to AR 112
C. Shared Use Paved Trail from AR 112 to North Barrington Road
D. Sidepath along Sbanotto Avenue & North Barrington Road from Shared Use Paved Trail link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

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

Above: Trail opportunities along Lake Elmdale.

Left: Har-Ber High School in west Springdale.

MAP 5.17 Elm Springs to Tontitown Loop



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

Catalyst Project
Regional Network
Heritage Trail
Regional Destination

Shared Use Facilities
Proposed Shared Use Paved Trail
Proposed Sidepath

Bicycle Facilities
Proposed Separated Bikeway
Proposed Shared Roadway
Gravel Grinding Route
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk

0 1 Miles

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

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

Why this project is important:

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

Local SRTS Programs

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

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

Recommendations

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

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

Lead Agency: Bicycle Coalition of the Ozarks and Bike Bentonville

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

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

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

The Five E's

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

» ***Engineering*** – Identifying and addressing physical barriers to walking and bicycling to school, including signage, striping, and facilities

» ***Enforcement*** – Strategies to deter the unsafe behavior of drivers, bicyclists and pedestrians, and encourage all road users to obey traffic laws and share the road

» ***Education*** – Educational programs that teach students bicycle, pedestrian, and traffic safety skills, and teach drivers how to share the road safely

» ***Encouragement*** – Special events, clubs, contests and ongoing activities that encourage more walking, bicycling, or carpooling through fun activities and incentives

» ***Evaluation*** – Evaluating SRTS projects and programs helps determine which programs were most effective and identifies ways to improve programs

Catalyst Program 2: Complete Streets Policy

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

Lead Agency: Local municipalities

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

Local Role: Adopt local complete streets policies

Sample/Model Programs:

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

Sample Complete Streets Resolution for NWA Communities:

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

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

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

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

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

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

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

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

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

Lead Agency: NWARPC

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

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

Sample/Model Programs:

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

IMPLEMENTATION PLAN

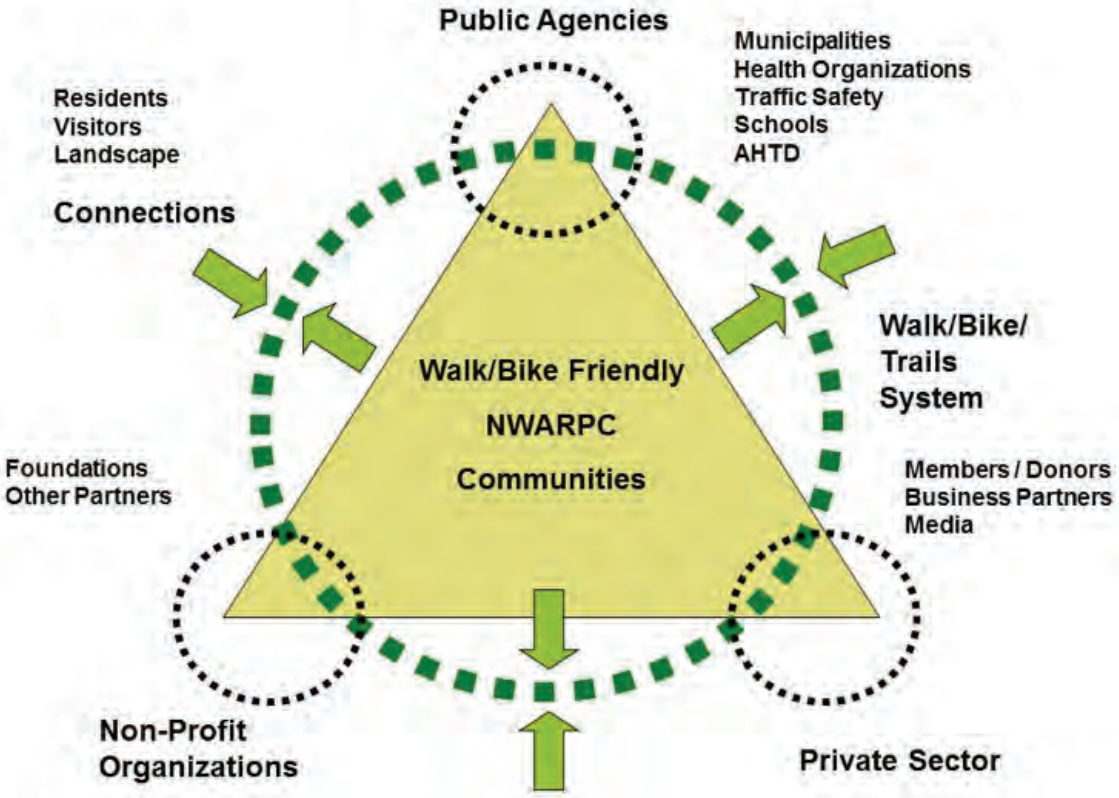
2013-2016 Tip Projects

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

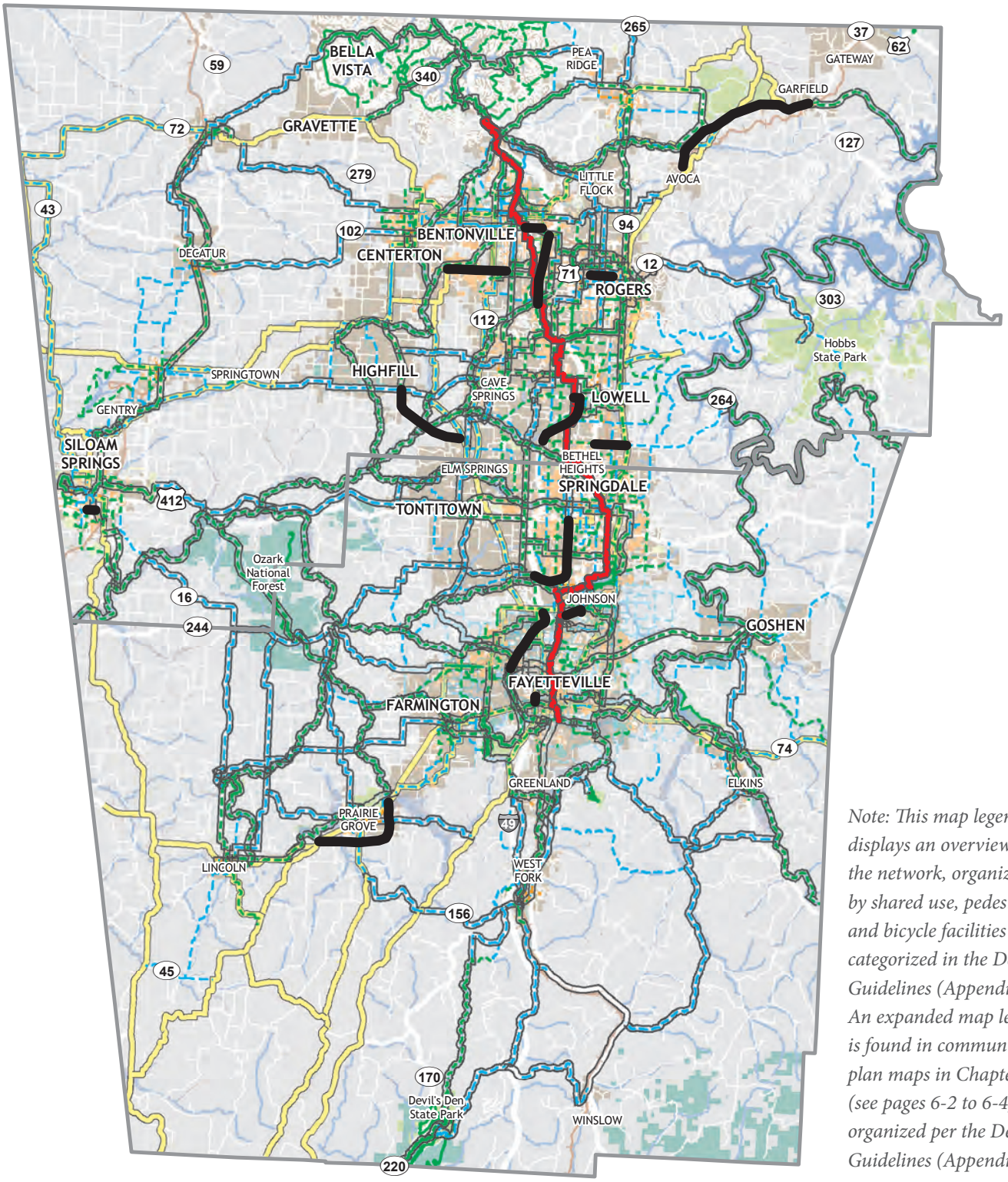
Implementation Strategy

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

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



MAP 5.18 2013-2016 TIP Projects



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

Regional Network
Razorback Greenway
Heritage Trail
Proposed Shared Use Facility
Existing Shared Use Facility
Proposed Pedestrian Facility
Existing Pedestrian Facility
Proposed Bicycle Facility
Existing Bicycle Facility
TIP Project (2013-2016)

0 2.5 5 Miles

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

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

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

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

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

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

20-Year Financial Plan

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

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

The catalyst project list and 20-year Financial Plan identifies funding requirements by year for the life of this Plan, along with estimates of local matching funds. This includes estimates of operating and maintenance costs that are usually borne by local governments. For planning purposes, maintenance of on-street facilities (sidewalks, shoulders, bike lanes, crossings, etc.) are considered as routine costs that will be integrated into municipal budgets. Maintenance of the region's greenway system is currently considered a local responsibility, but future options include developing a maintenance endowment and/or a regional parks and recreation management organization. A Phase 1 Implementation Plan for fundable, catalyst projects over the next five years is shown along with an unconstrained implementation plan for the next 20 years. NWARPC will be able to add these projects to the Transportation Improvement Program and 2035 NWA Regional Transportation Plan.

17 Catalyst Projects: As described in Table 5.3, the 17 catalyst infrastructure projects require an investment of an estimated $69.8 million. Assuming that this investment would bring the region from the existing (baseline) mode share (and corresponding monetized benefits identified in Table 2.2) to the low-end scenario, this investment would result in nearly a 2 to 1 benefit to investment ratio over 20 years, though the benefits of this investment will continue well beyond a 20 year timeframe. See Table 5.4 below:

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

Table 5.4- Catalyst Project Benefits and Investment Scenarios*

	10 Year Implementation		20 Year Implementation
17 Catalyst Projects	$69,783,102		$69,783,102
Annual Investment	$6,978,310		$3,489,155
Annual Benefits1	$13,184,996		$13,184,996**
Benefit/Investment Ratio			1.89
Investment Scenario			
17 Catalyst Projects	$69,783,102		$69,783,102
TAP Funds	$4,717,020		$9,434,040
10% of STP-A and STP	$19,321,191		$38,642,382
Additional Investment	**$45,744,891**		**$21,706,680**
Additional Annual Investment	**$4,574,489**		**$1,085,334**

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

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

Regional Network: Implementation of the entire regional network identified in this plan requires an investment of an estimated $300 million (refer to Appendix J). The estimated benefits would also exceed the investment over a 20 year period by a ratio of 1.36 to 1, again with the benefits continuing beyond the 20 year timeframe. The regional network could be implemented over a 20 year timeframe with an annual investment of approximately $13 million per year. Increasing this annual investment to $28 million would allow the regional network to be fully implemented within 10 years. See Table 5.5 below:

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

	10 Year Implementation		20 Year Implementation
Regional Network	**$299,784,402**		**$299,784,402**
Annual Investment	$29,978,440		$14,989,220
Annual Benefits1	$40,737,254		$40,737,254**
Benefit/Investment Ratio			1.36
Investment Scenario			
Regional Network	$299,784,402		$299,784,402
TAP Funds	$4,717,020		$9,434,040
10% of STP-A and STP	$19,321,191		$38,642,382
Additional Investment Required	**$275,746,191**		**$251,707,980**
Additional Annual Investment	**$27,574,619**		**$12,585,399**

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

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

Entire Regional Plan: Similarly, while implementation of the entire network (regional network plus local projects identified in individual community plans) requires an investment of an estimated $531 million, the estimated benefits would also exceed the investment over a 20 year period by a ratio of nearly 1.35 to 1, again with the benefits continuing beyond the 20 year timeframe. All of the infrastructure projects in this Plan could be implemented over a 20 year timeframe with an annual investment of approximately $24 million per year. Approximately doubling this annual investment to $51 million would allow the Plan to be fully implemented within 10 years. See Table 5.6 below.

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

	10 Year Implementation		20 Year Implementation
Full Implementation	**$531,127,328**		**$531,127,328**
Annual Investment	$53,112,733		$26,556,366
Annual Benefits1	$71,630,196		$71,630,196**
Benefit/Investment Ratio			1.35
Investment Scenario			
Full Implementation	$531,127,328		$531,127,328
TAP Funds	$4,717,020		$9,434,040
10% of STP-A and STP	$19,321,191		$38,642,382
Additional Investment Required	**$507,089,117**		**$483,050,906**
Additional Annual Investment	**$50,708,912**		**$24,152,545**

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

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

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

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

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

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

Facility Type	Miles	Unit cost	Construction Cost	Planning/ Design/ Engineering (20% of Construction)	Contingency (15% of Construction)	Total Cost
Regional Network						
Shared Use Path	131	$481,000	$63,011,000	$12,602,200	$9,451,650	$85,064,850
Sidepath	156	$481,000	$75,036,000	$15,007,200	$11,255,400	$101,298,600
Natural surface trails	269	$121,000	$32,549,000	$6,509,800	$4,882,350	$43,941,150
Separated bikeways	51	$200,000	$10,200,000	$2,040,000	$1,530,000	$13,770,000
Shared roadway	212	$25,070	$5,314,840	$1,062,968	$797,226	$7,175,034
Shoulder improvement	173	$200,000	$34,600,000	$6,920,000	$5,190,000	$46,710,000
Sidewalk	8	$168,960	$1,351,680	$270,336	$202,752	$1,824,768
Total						$299,784,402
Full Implementation						
Shared Use Path	235	$481,000	$113,035,000	$22,607,000	$16,955,250	$152,597,250
Sidepath	292	$481,000	$140,452,000	$28,090,400	$21,067,800	$189,610,200
Natural surface trails	342	$121,000	$41,382,000	$8,276,400	$6,207,300	$55,865,700
Separated bikeways	153	$200,000	$30,600,000	$6,120,000	$4,590,000	$41,310,000
Shared roadway	459	$25,070	$11,507,130	$2,301,426	$1,726,070	$15,534,626
Shoulder improvement	251	$200,000	$50,200,000	$10,040,000	$7,530,000	$67,770,000
Sidewalk	37	$168,960	$6,251,520	$1,250,304	$937,728	$8,439,552
Total						$531,127,328

6 INDIVIDUAL COMMUNITY ACTION PLANS

Chapter Contents:

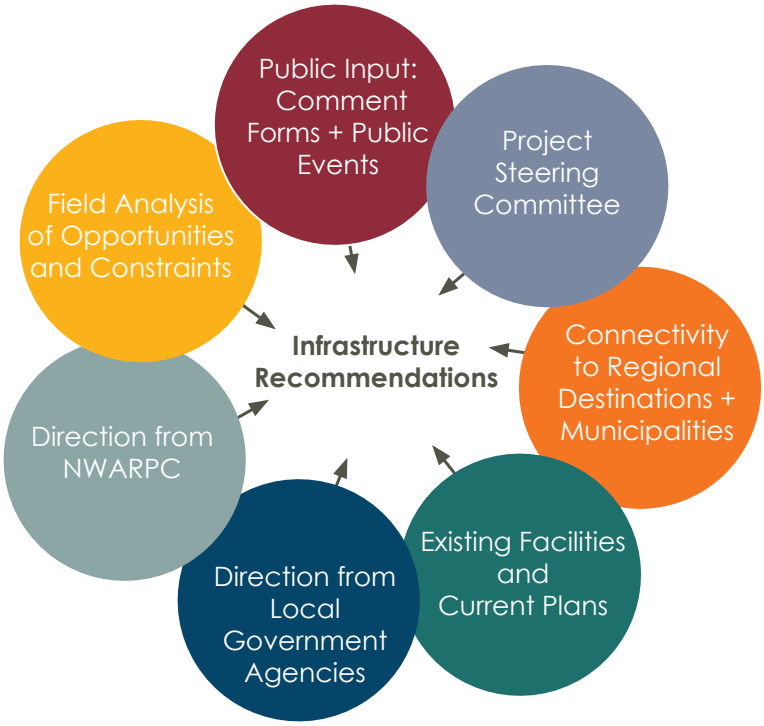
Community Plans Overview
1. Bella Vista
2. Bentonville
3. Bethel Heights
4. Cave Springs
5. Centerton
6. Decatur
7. Elkins
8. Elm Springs
9. Farmington
10. Fayetteville
11. Gentry
12. Goshen
13. Gravette
14. Greenland
15. Johnson
16. Lincoln
17. Little Flock
18. Lowell
19. Pea Ridge
20. Prairie Grove
21. Rogers
22. Siloam Springs
23. Springdale
24. Tontitown
25. West Fork

COMMUNITY PLANS OVERVIEW

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

Methodology

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



Facility Types

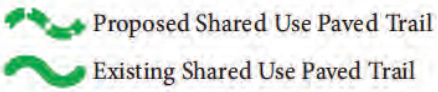
A variety of facilities are recommended due to the range of skill and comfort levels among bicyclists and pedestrians, and the range of existing conditions across the landscape of NWA. One facility type will not fit all roadways or contexts because of variations in roadway configurations and land use;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

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

Shared Use Facilities

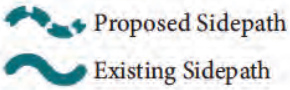
Shared Use Paved Trails

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



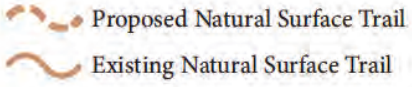
Sidepath

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



Natural Surface Trail

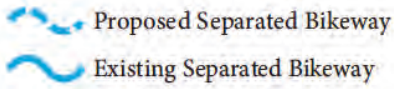
Typically found in more rural settings, these are unpaved shared use paved trails that can offer mountain biking, hiking, and long distance trail connection opportunities separated from roadways. Adventurous opportunities for this type of trail are found criss-crossing scenic stretches of NWA, a region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



Bicycle Facilities

Separated Bikeway

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



Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Shared Roadway

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

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

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

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

Proposed Shoulder Improvement
Existing Shoulder

Shoulder Bikeway

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

Pedestrian Facilities

Sidewalk

Proposed Sidewalk
Existing Sidewalk

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

Neighborhood/Park Trails

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

Regional Network

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

Regional Network

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

Razorback Greenway

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

Heritage Trail

Crossing improvement

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

Crossing Improvement

Destinations

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

Regional Destination

Local Destination

Programs

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

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

BELLA VISTA WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

- Blowing Springs Trails
- Town Center

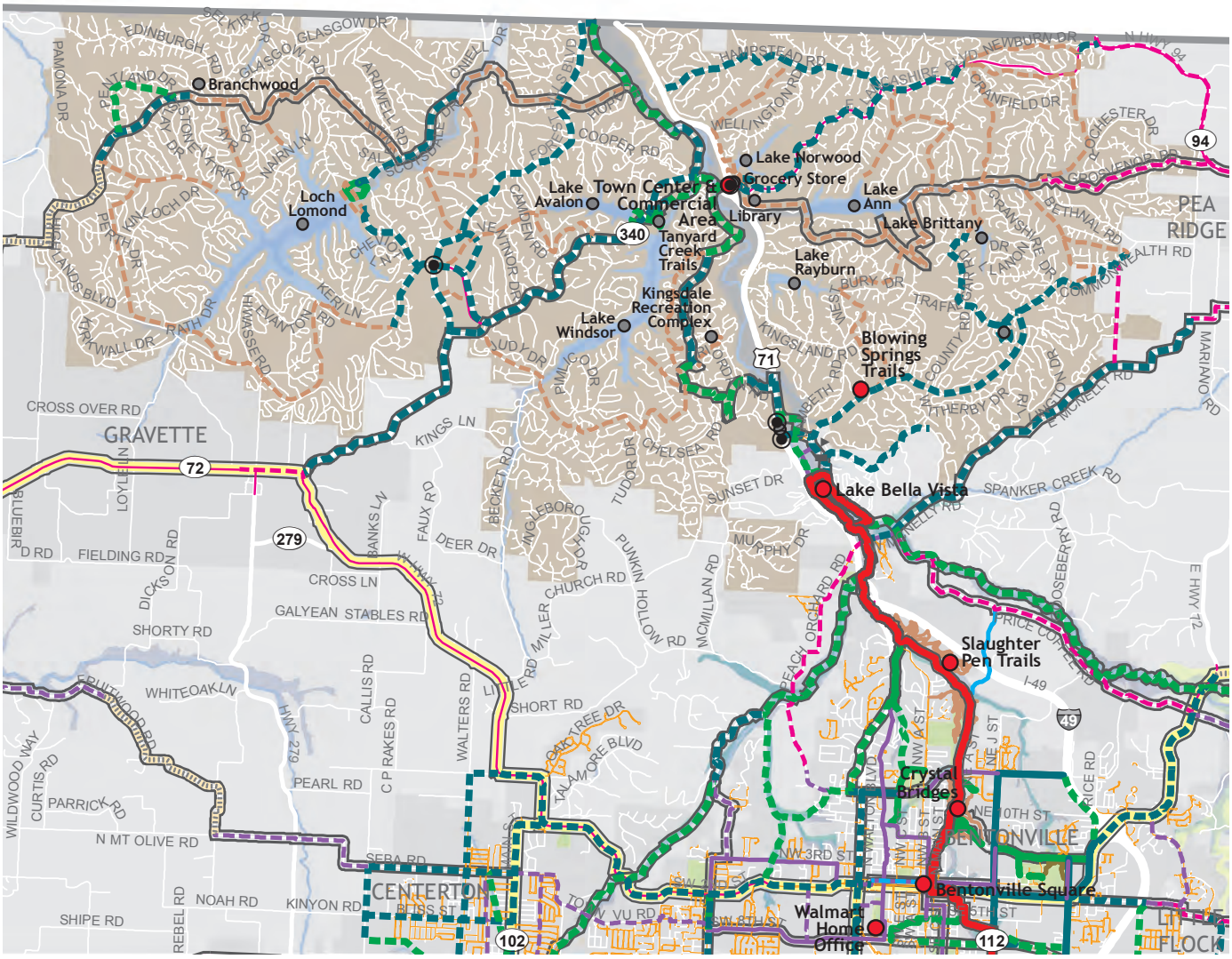
Other Key Destinations

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

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

REGIONAL LOCATION MAP

MAP 6.1 BELLA VISTA COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

Key Needs & Recommendations for Bella Vista

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

Program & Policy Recommendations

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

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

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

BENTONVILLE WALK/BIKE ACTION PLAN

OVERVIEW

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

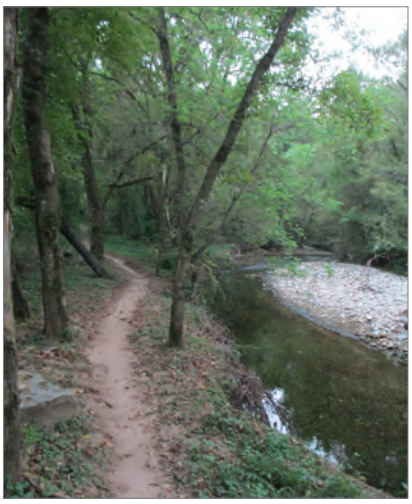
The Razorback Regional Greenway follows several existing shared use paved trails and side paths north/south through the heart of Bentonville, connecting to Bella Vista and Rogers. The City of Bentonville created a Bicycle and Pedestrian Master Plan in 2012, guiding network development. It highlights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

Regional Destinations

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

Other Key Destinations

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



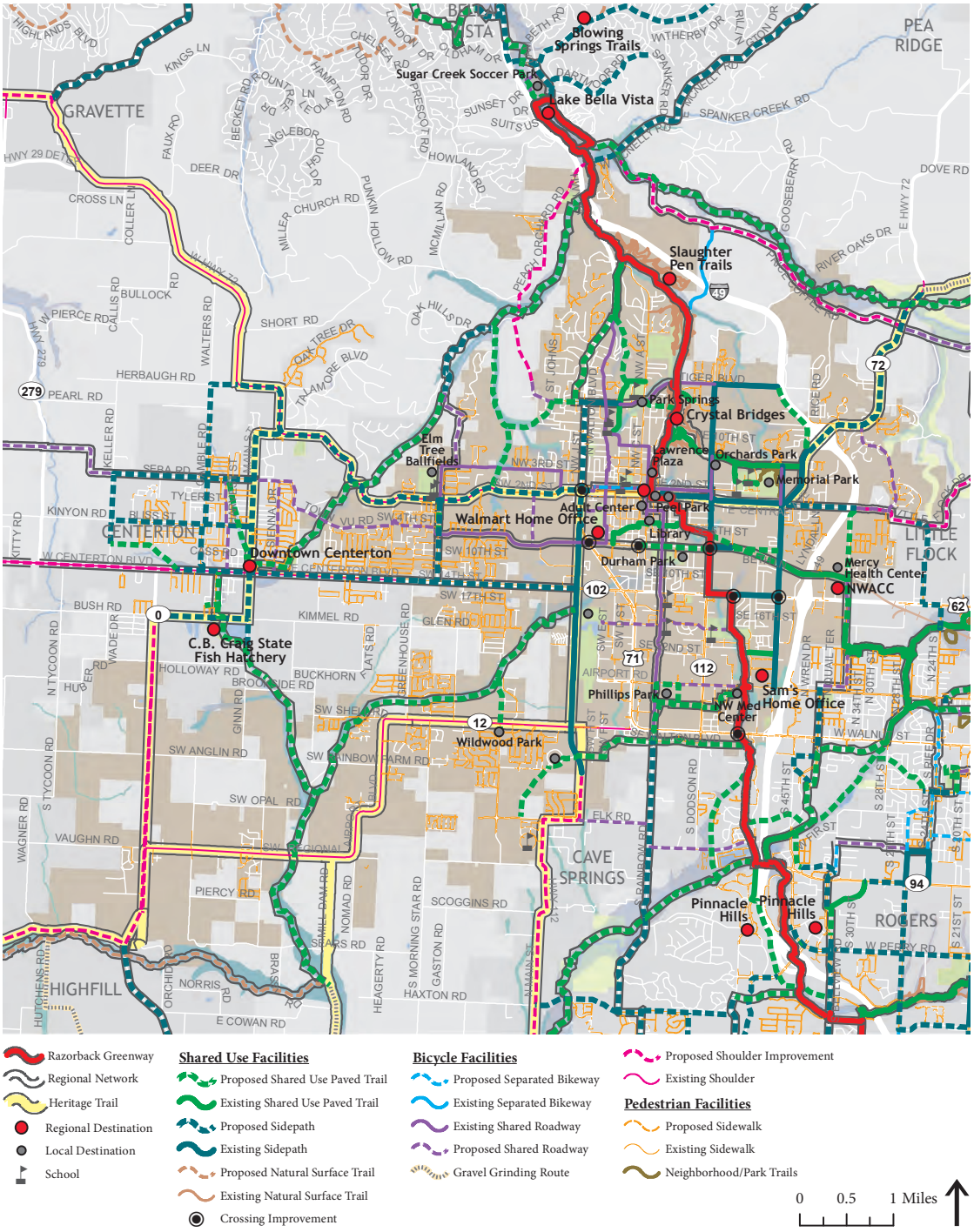
Clockwise from upper left: Slaughter Pen Trails; Crystal Bridges Trail/Razorback Regional Greenway; Downtown Bentonville festivities

REGIONAL LOCATION MAP

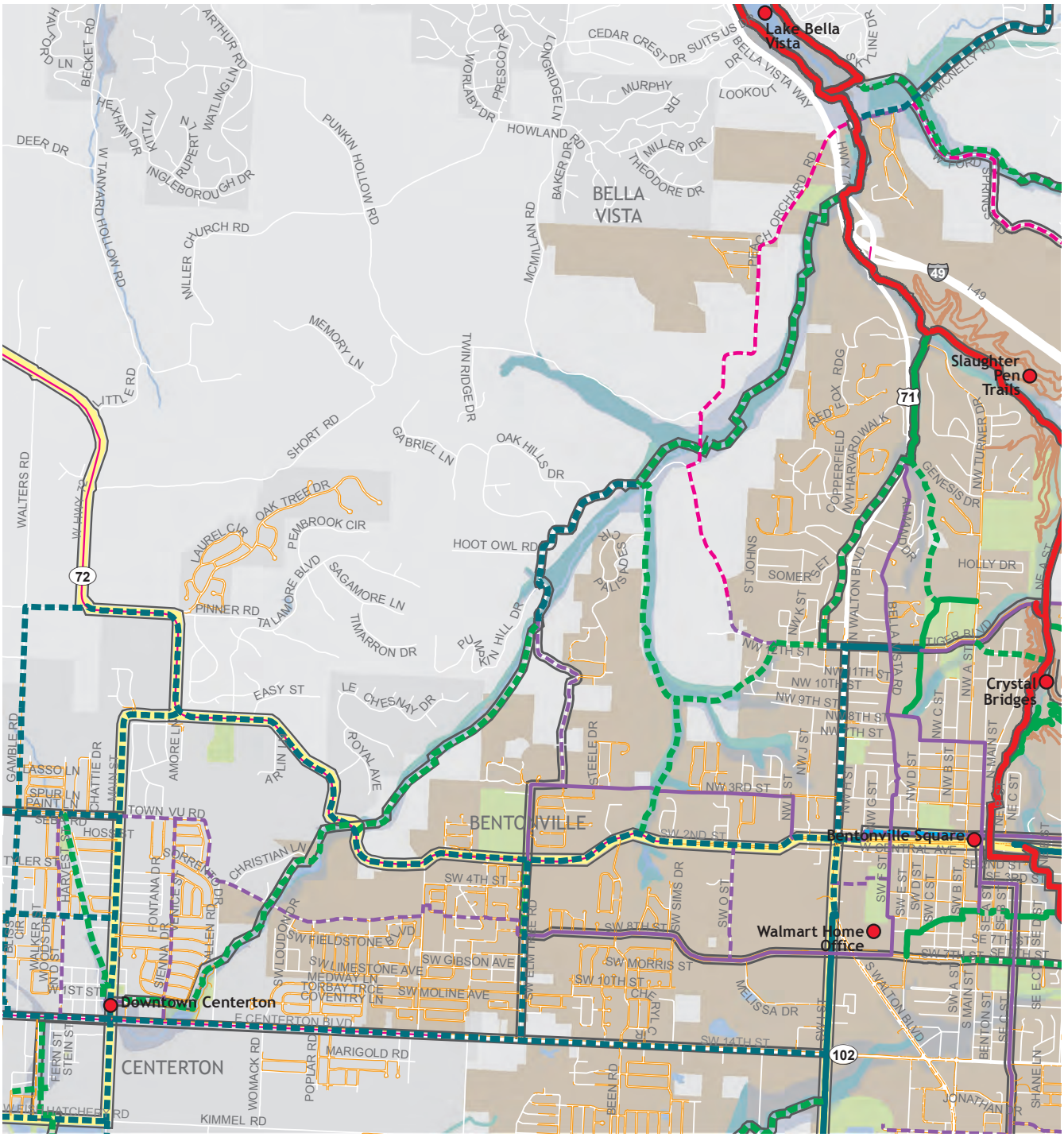
include traversing several high speed, high traffic volume corridors such as I-49, Walton Boulevard, Moberly Lane, I Street, J Street, 14th Street, 28th Street, and AR 72. Also, several key roadway corridors are narrow with high traffic volumes such as 8th Street and A Street. Shared use paved trails,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

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

MAP 6.2 BENTONVILLE COMMUNITY PLAN



MAP 6.2-NW BENTONVILLE NORTHWEST QUADRANT



Razorback Greenway
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Heritage Trail
Regional Destination
Local Destination
School

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

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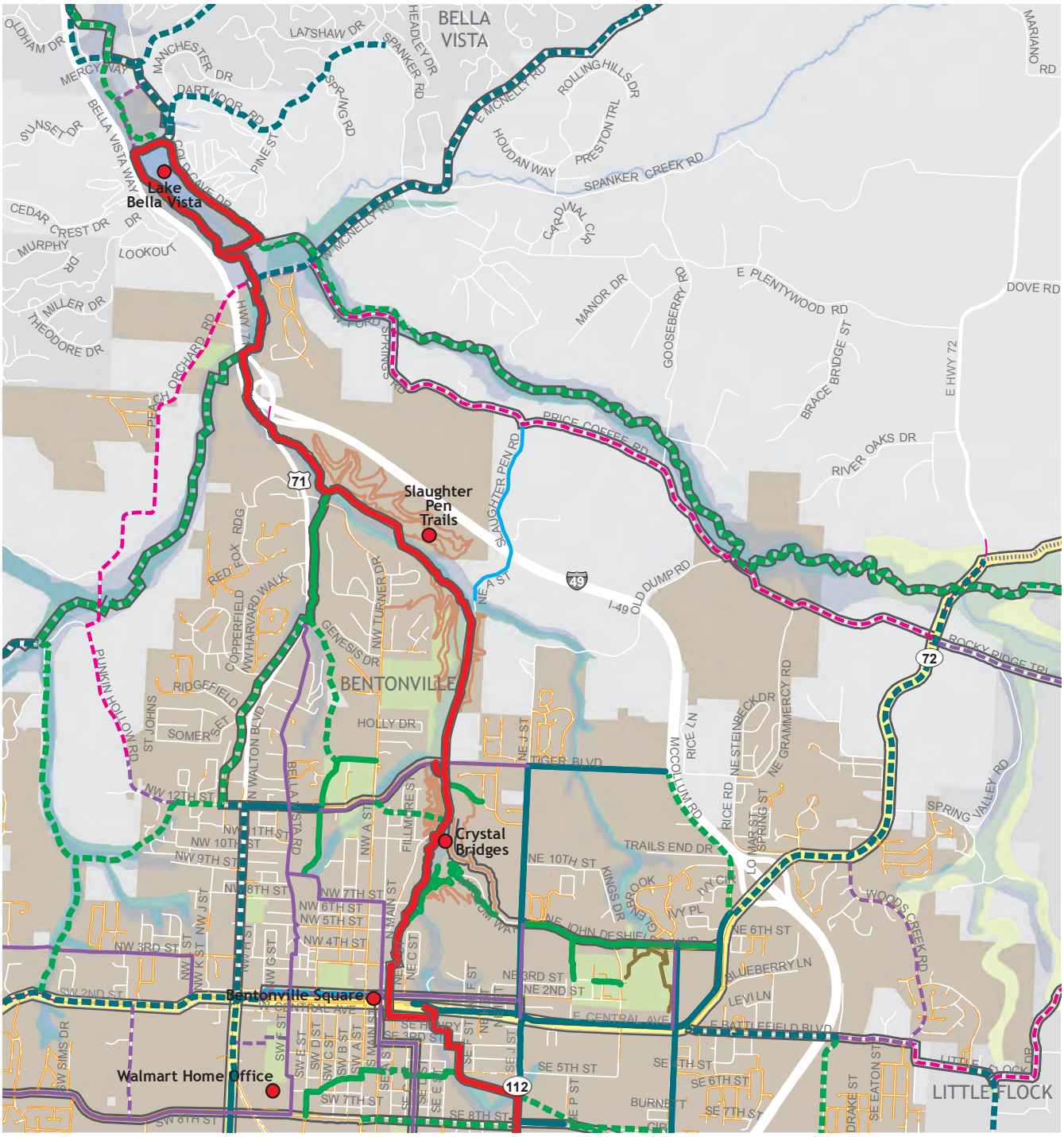
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

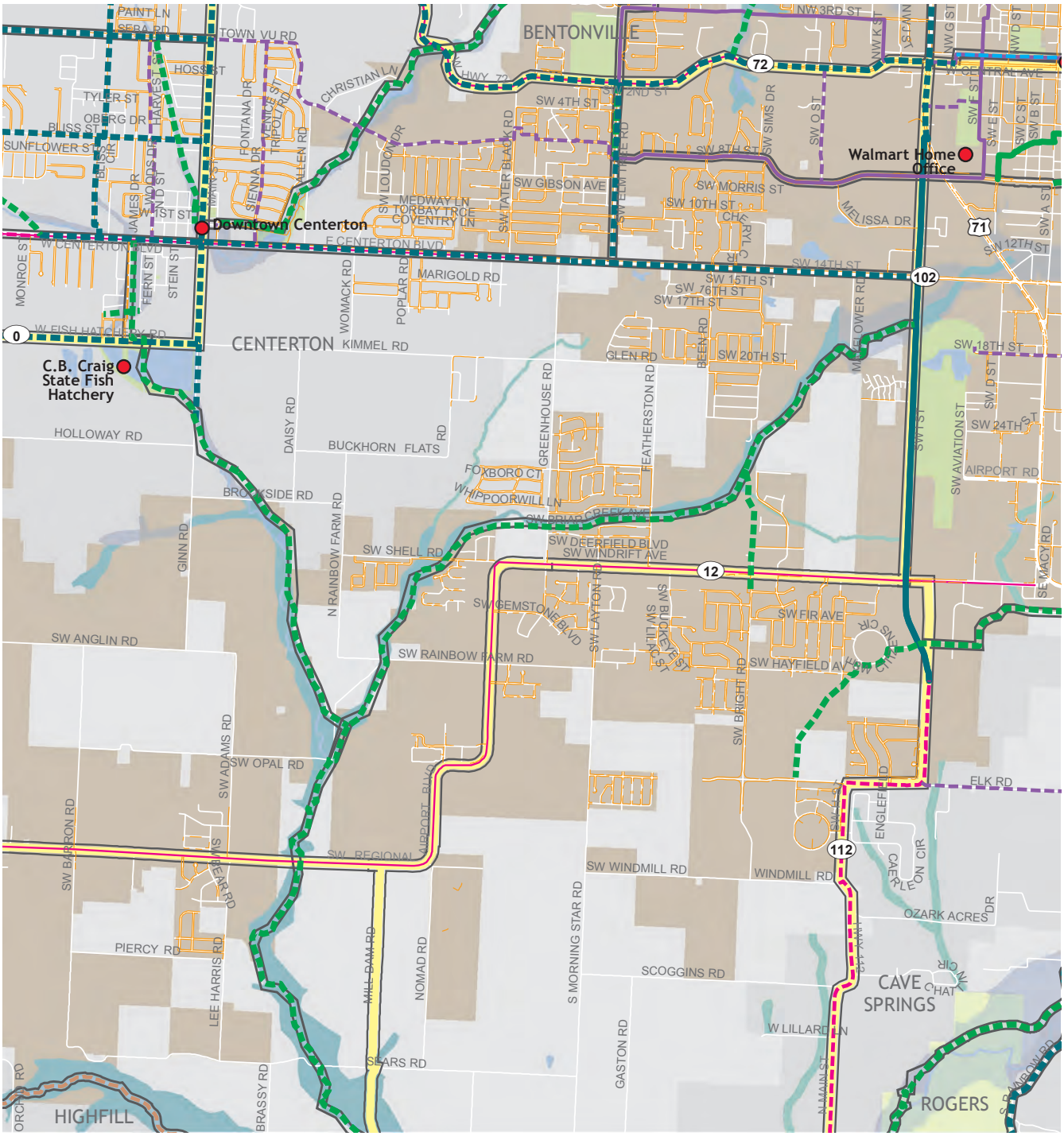
Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

MAP 6.2-NE BENTONVILLE NORTHEAST QUADRANT



MAP 6.2-SW BENTONVILLE SOUTHWEST QUADRANT



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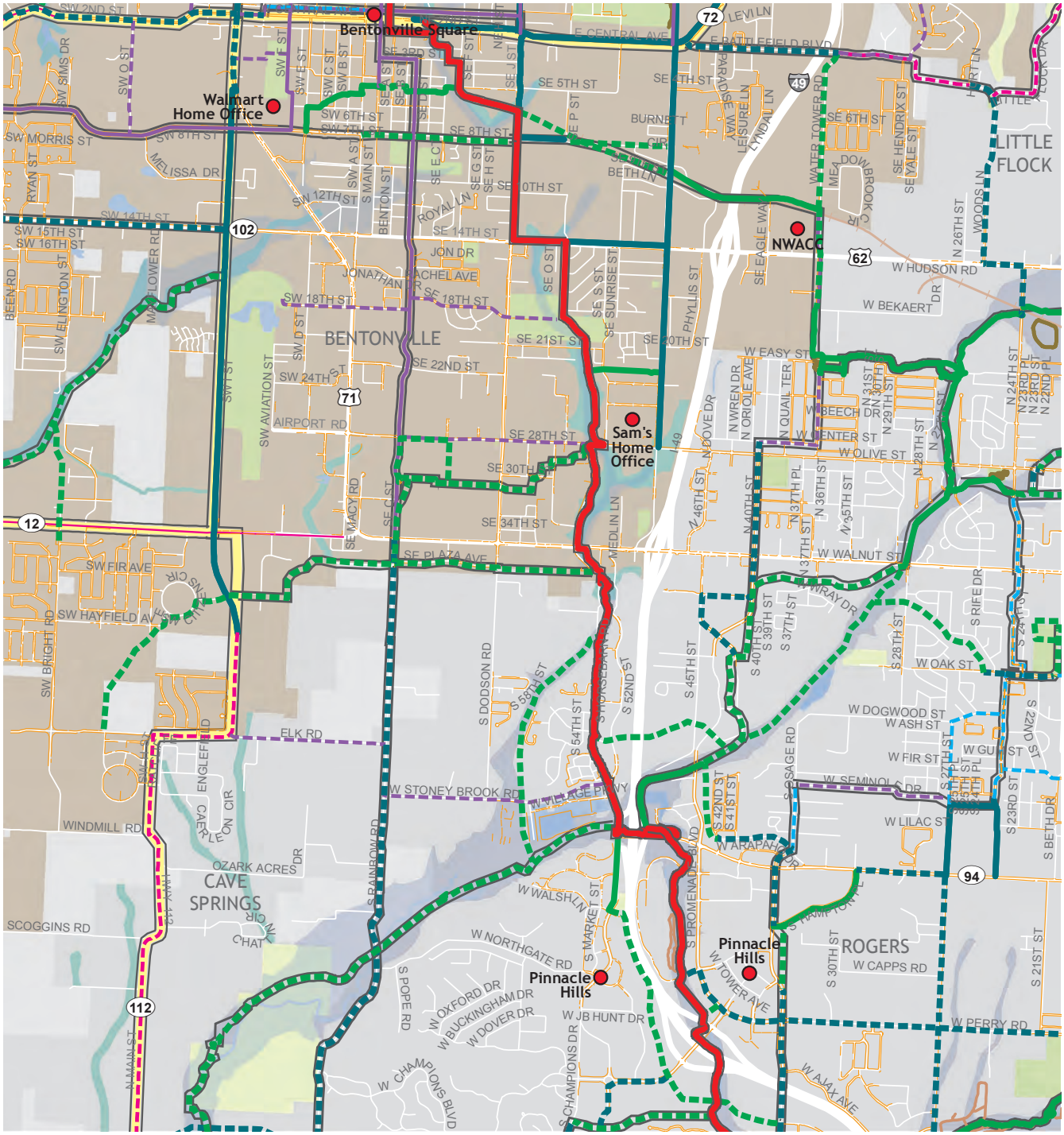
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

MAP 6.2-SE BENTONVILLE SOUTHEAST QUADRANT



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Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Bentonville

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

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

Key Needs & Recommendations for Bentonville (continued)

Facility Recommendation	Recommendation Detail
Shared Use Facilities	» Sidepath – 8th Street: Sidepath development is scheduled, making a key connection from Moberly Lane to Walton Boulevard. » Shared Use Paved Trail/Sidepath – Walton Boulevard: Shared use paved trail and sidepath development is also scheduled along Walton Boulevard, connecting the Bark Park trail, Tiger Boulevard, and continuing south to Central Avenue. » Sidepath – 2nd Street: Develop sidepath connection west along 2nd Street from Walton Boulevard to Centerton, providing a connection to Centerton, Elm Tree Elementary School, and McKisic Creek. » Shared Use Paved Trail – McKisic Creek: Develop shared use paved trail connection along McKisic Creek, eventually connecting downtown Centerton to west Bentonville, Lake Bella Vista, the Blowing Springs trails, and the Razorback Regional Greenway. » Shared Use Paved Trail/Sidepath – Community Center Connection: Develop shared use paved trails/sidepaths linking the Community Center, south Bentonville, Walton Boulevard commerce, Phillips Park, Northwest Medical Center, and the Razorback Regional Greenway.
Other Topics	**Notes**
Multi-Modal Connections	» Bentonville is connected to Ozark Regional Transit route 11 with three stops throughout Bentonville. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. See www.ozark.org for route details.
Heritage Trail	» The Heritage Trail connects through the heart of Bentonville along AR 72, connecting Bentonville with Centerton and Pea Ridge. A southwest branch following I Street, AR 12, and AR 112 also connects through Bentonville.

Program & Policy Recommendations

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

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

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

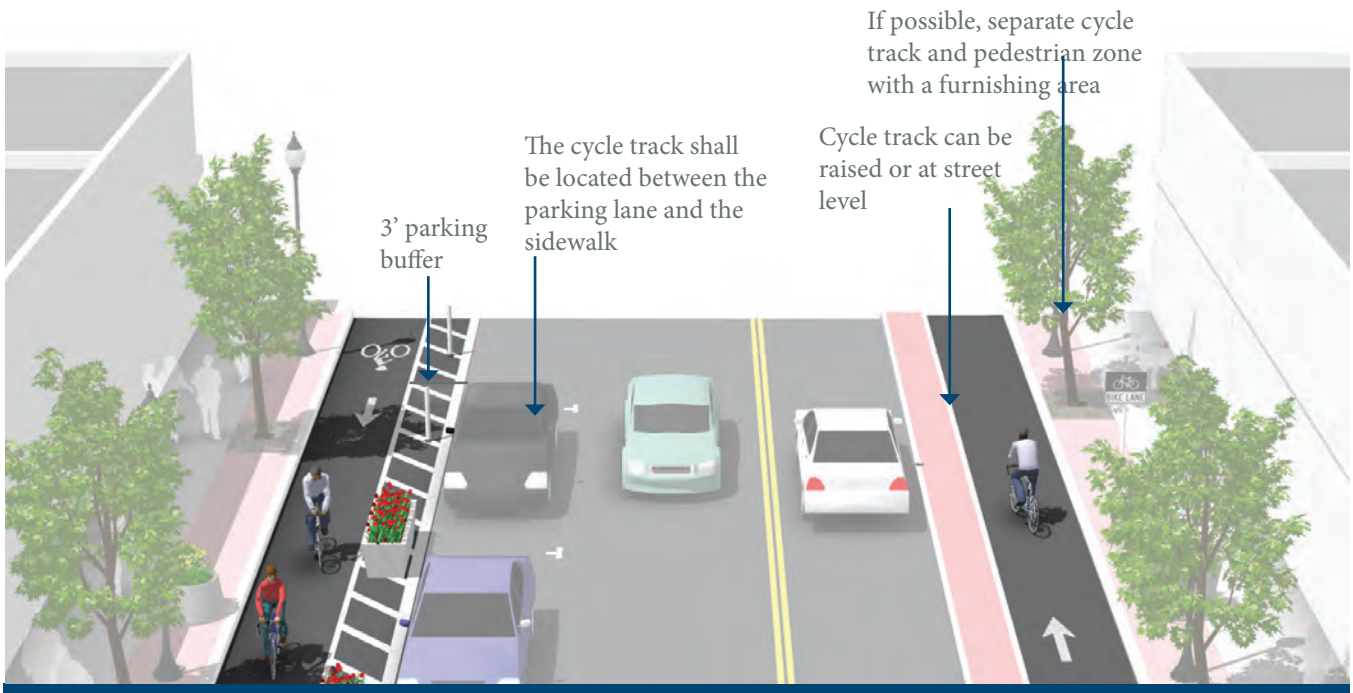
Program & Policy Recommendations (continued)

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

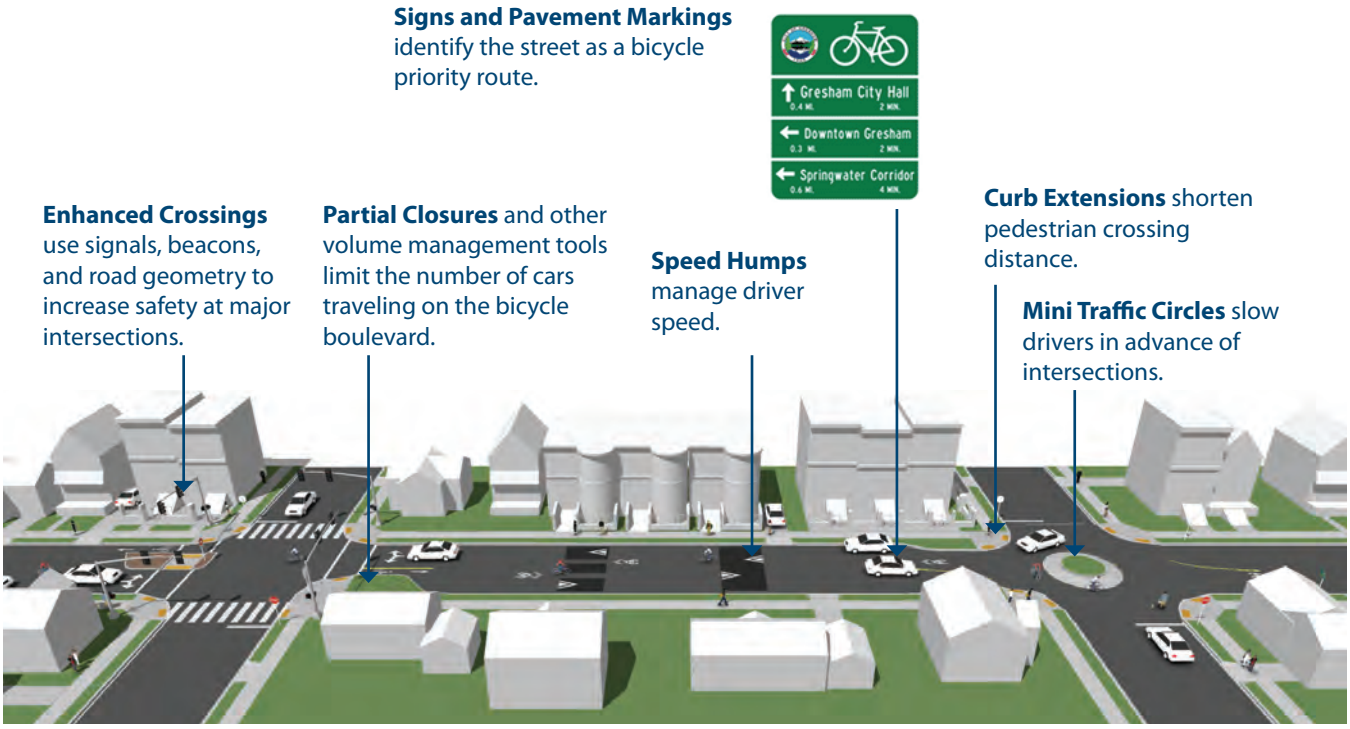
Design Guideline Examples For Bentonville

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

CYCLE TRACKS



BICYCLE BOULEVARD



BETHEL HEIGHTS WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

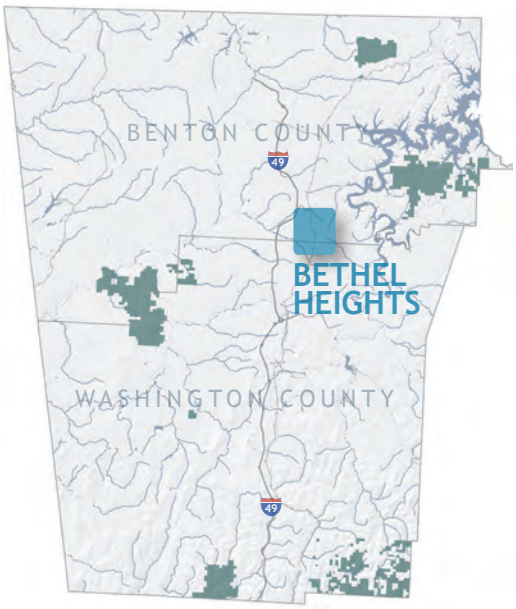
» Bethel Heights

Other Key Destinations

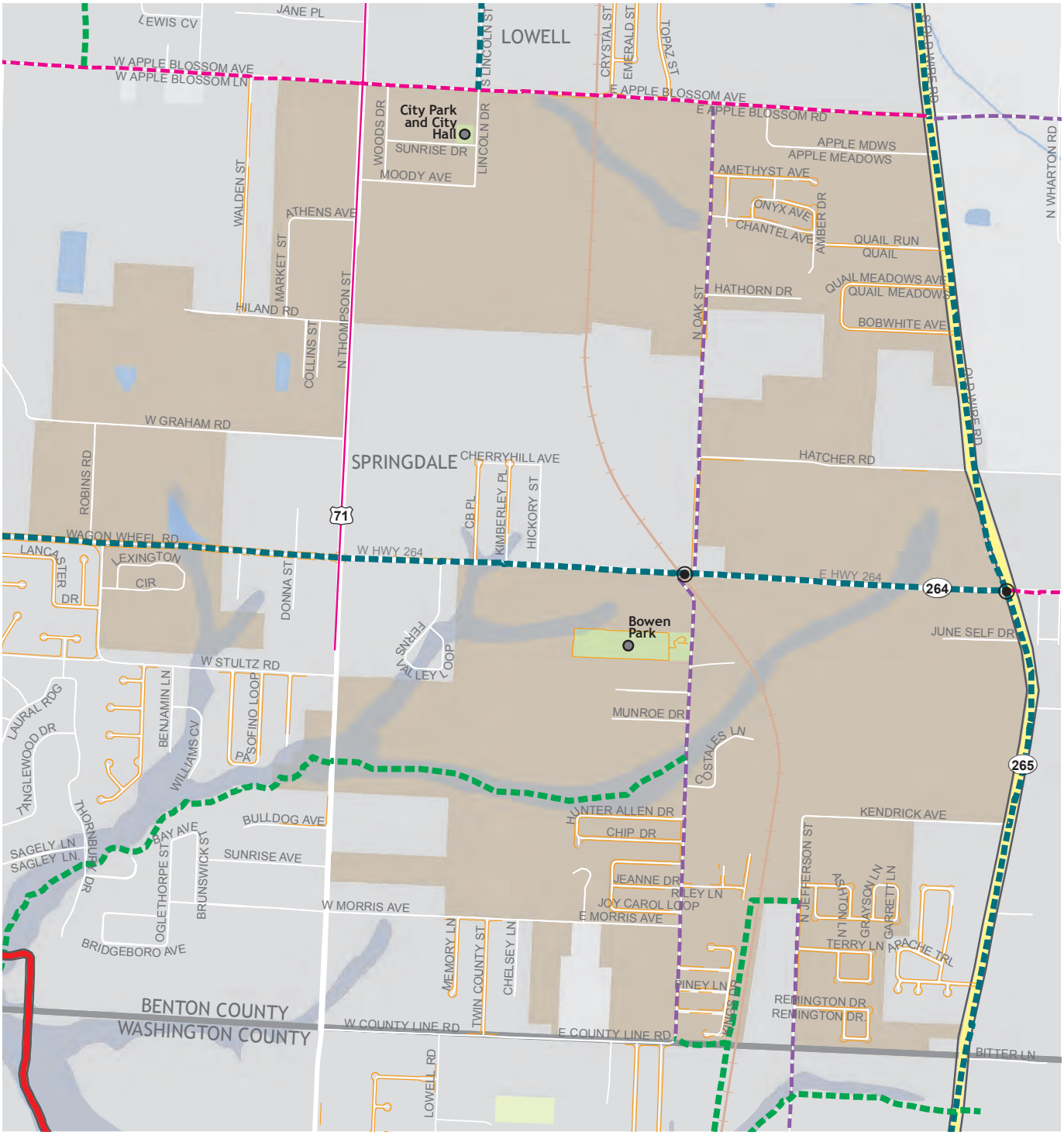
» Residential areas
» Local Parks (City Park and Bowen Park)

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

REGIONAL LOCATION MAP



MAP 6.3 BETHEL HEIGHTS COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.25 Miles

Key Needs & Recommendations for Bethel Heights

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

Program & Policy Recommendations

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

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

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

CAVE SPRINGS WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

- The developing Watershed Sanctuary
- Downtown

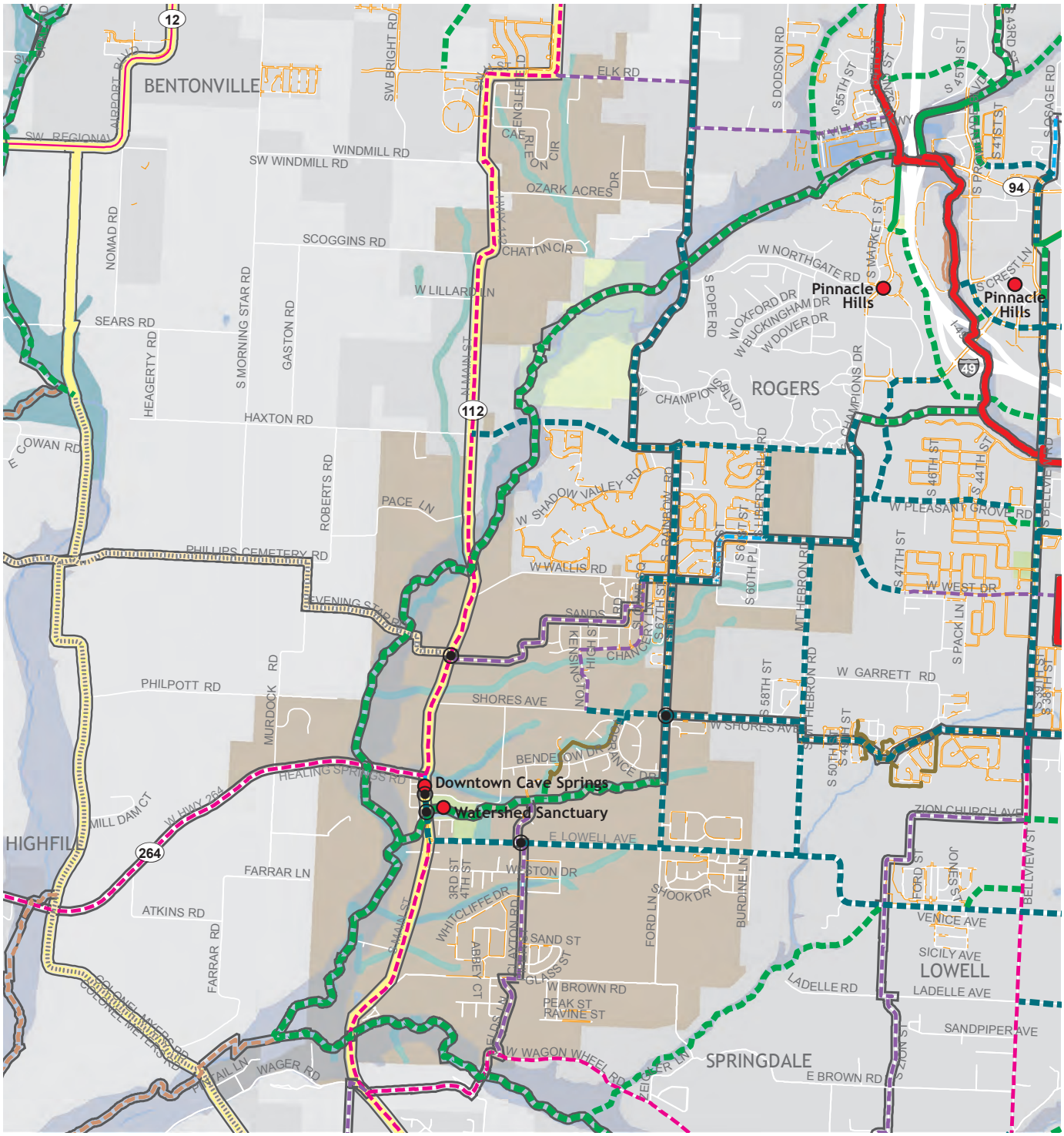
Other Key Destinations

- Residential areas

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

REGIONAL LOCATION MAP

MAP 6.4 CAVE SPRINGS COMMUNITY PLAN



Key Needs & Recommendations for Cave Springs

Topic	Key Needs & Notes
Regional Needs	» Provide links through the downtown area and developing Watershed Sanctuary. Connect to surrounding communities and XNA Airport.
Other Key Needs	» Improve neighborhood connectivity

Facility Recommendation	Recommendation Detail
Sidewalks	» AR 112: Improve sidewalks along Main Street in downtown Cave Springs. » Clayton Road and Gleneagle Drive: Add sidewalks to link several neighborhoods
Intersections	» AR 112 Crossings: Crossing improvements needed along Main Street in downtown/ Watershed Sanctuary area. » Other crossing improvements: As network develops, other crossing improvements will be needed across AR 112, AR 164, and Rainbow Road.
On-Street Bike Facilities	» Separated Bikeway through Downtown: Link through downtown utilizing the existing width of Main Street for a separated bikeway. » Shoulder Improvements: Add paved shoulder along AR 112 and AR 264 to provide a safer space for cyclists and cars. » Shared Roadways: Clayton Road, Sands Road, and Elk Road provide lower traffic links in several areas of Cave Springs. Evening Star Road provides a 'gravel grinding' connection toward XNA Airport and additional rural links.
Shared Use Facilities	» Shared Use Paved Trail/Sidepaths – Watershed Sanctuary to Razorback Regional Greenway: Develop shared use paved trail connecting downtown Cave Springs, the developing Watershed Sanctuary, and east toward Janie Darr Elementary School and the Razorback Regional Greenway. » Sidepath – Rainbow Road: Develop a sidepath along Rainbow Road linking neighborhoods of Cave Springs and Rogers to Janie Darr Elementary School, the developing Watershed Sanctuary and Bentonville.

Other Topics	Notes
Multi-Modal Connections	» Cave Springs is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects north/south through the heart of Cave Springs along AR 112 toward Bentonville and Elm Springs. Another north/south segment of the Heritage Trail utilizes Mill Dam Road to the west of Cave Springs.

Program & Policy Recommendations

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

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

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

CENTERTON WALK/BIKE ACTION PLAN

OVERVIEW

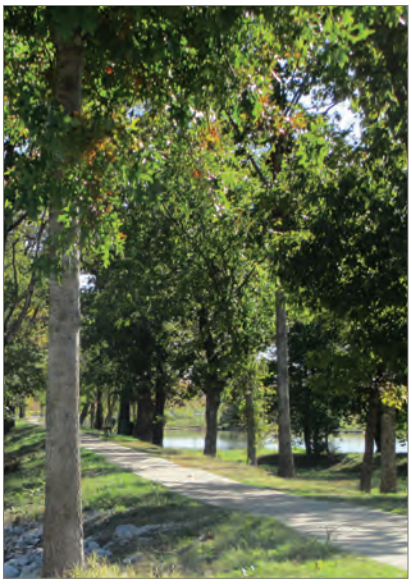
Centerton has a population of 10,170 and covers 11.9 square miles in central Benton County. Bentonville is adjacent to the east and many residents commute between the two communities, particularly from Centerton to Bentonville. Not only are there opportunities for improved connectivity between Centerton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

Regional Destinations

- State Fish Hatchery
- Downtown

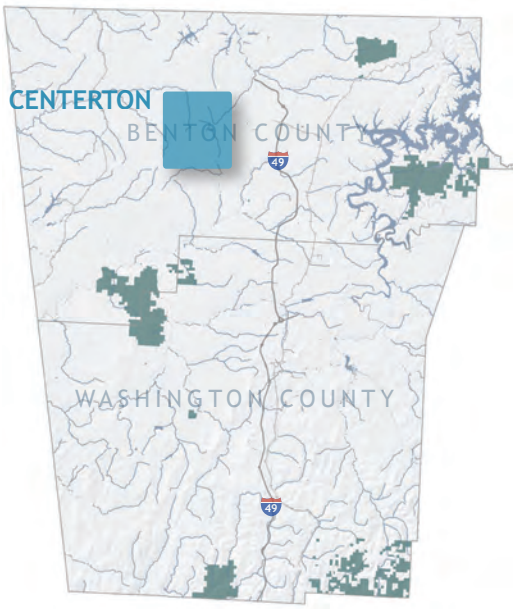
Other Key Destinations

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

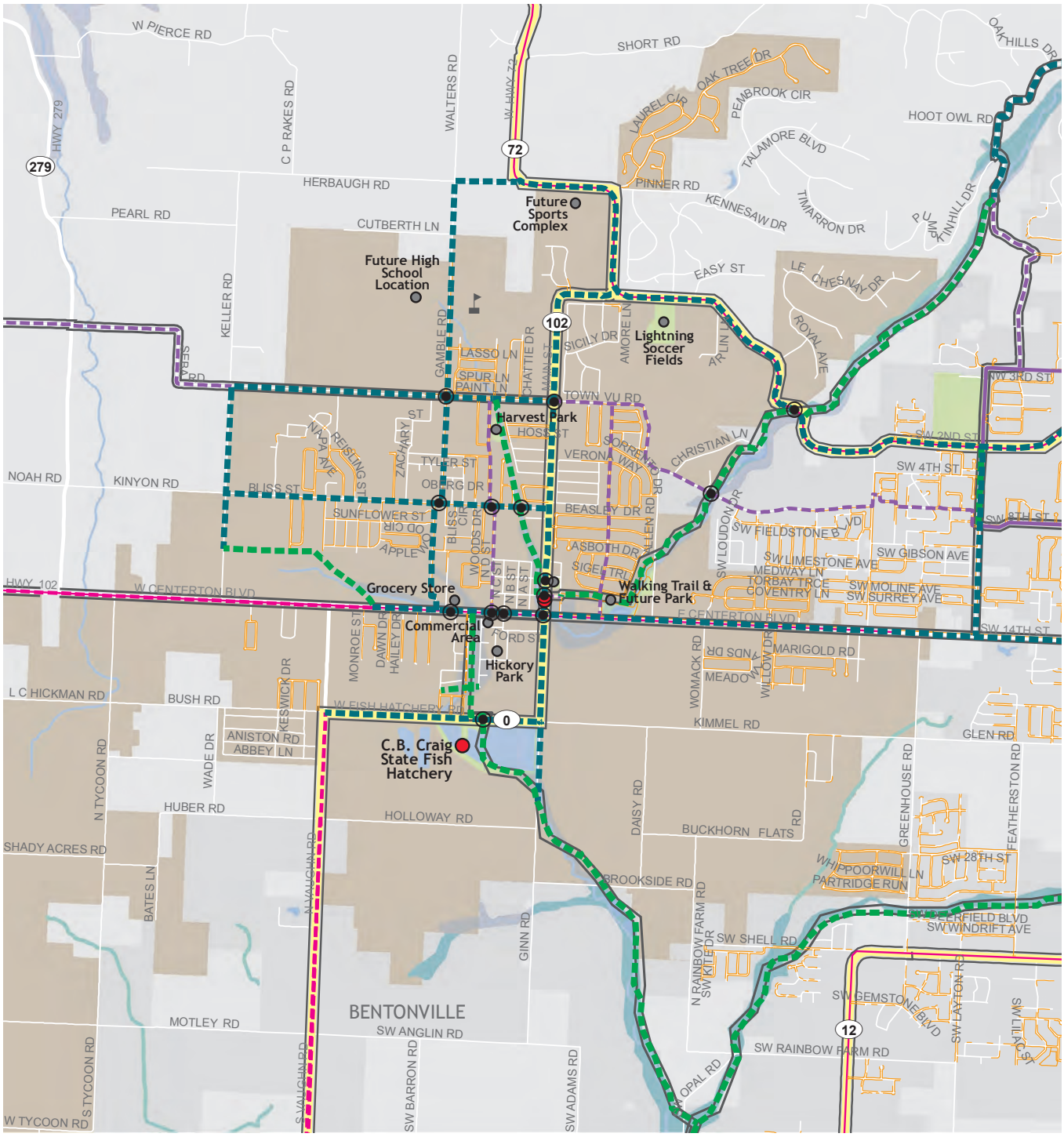


Clockwise from upper left: Walking path; Gamble Road cyclist; Fish Hatchery Park

REGIONAL LOCATION MAP



MAP 6.5 CENTERTON COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Centerton

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

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

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

Program & Policy Recommendations

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

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

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

DECATUR WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

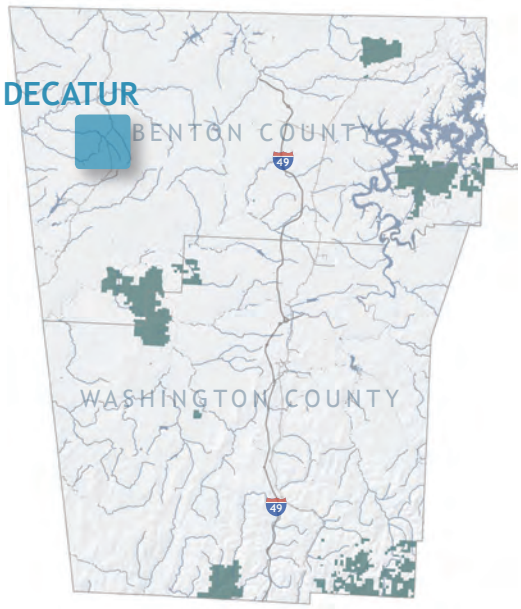
- Downtown

Other Key Destinations

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

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

REGIONAL LOCATION MAP



MAP 6.6 DECATUR COMMUNITY PLAN

Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.3 Miles

Key Needs & Recommendations for Decatur

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

Program & Policy Recommendations

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

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

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

ELKINS WALK/BIKE ACTION PLAN

OVERVIEW

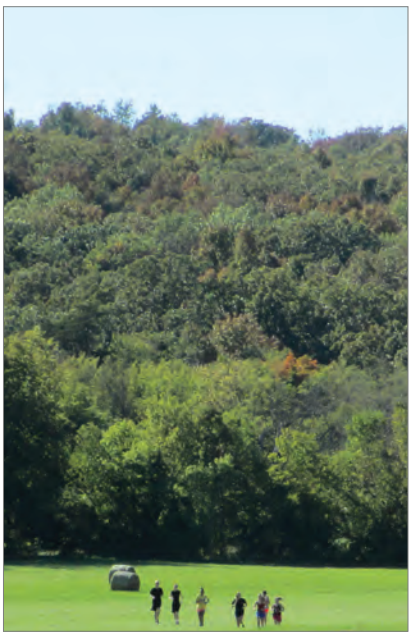
Elkins is a rural community whose city limits border that of Fayetteville. Elkins has a population of 2,762 and covers 3.87 square miles in Washington County. Fayetteville and Goshen are the nearest communities (about 11 miles to the northwest and 11 miles to the north, respectively). Elkins is located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

Regional Destinations

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

Other Key Destinations

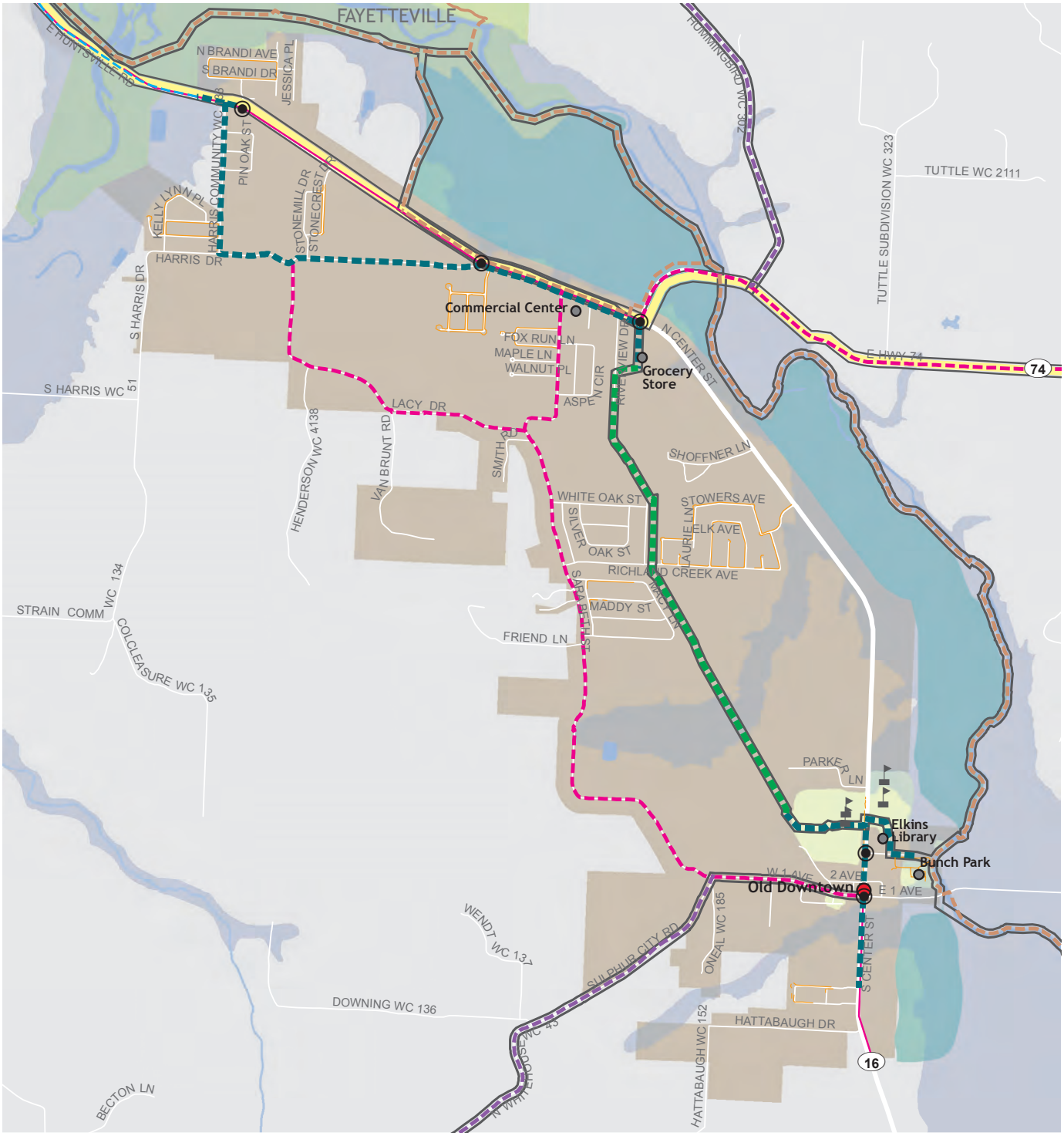
- Schools and adjacent library and community center
- Bunch Park, White River corridor
- Grocery stores – Harp's



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

REGIONAL LOCATION MAP

MAP 6.7 ELKINS COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.4 Miles

Key Needs & Recommendations for Elkins

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

Program & Policy Recommendations

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

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

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

ELM SPRINGS WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

- Lake Elmdale
- Downtown

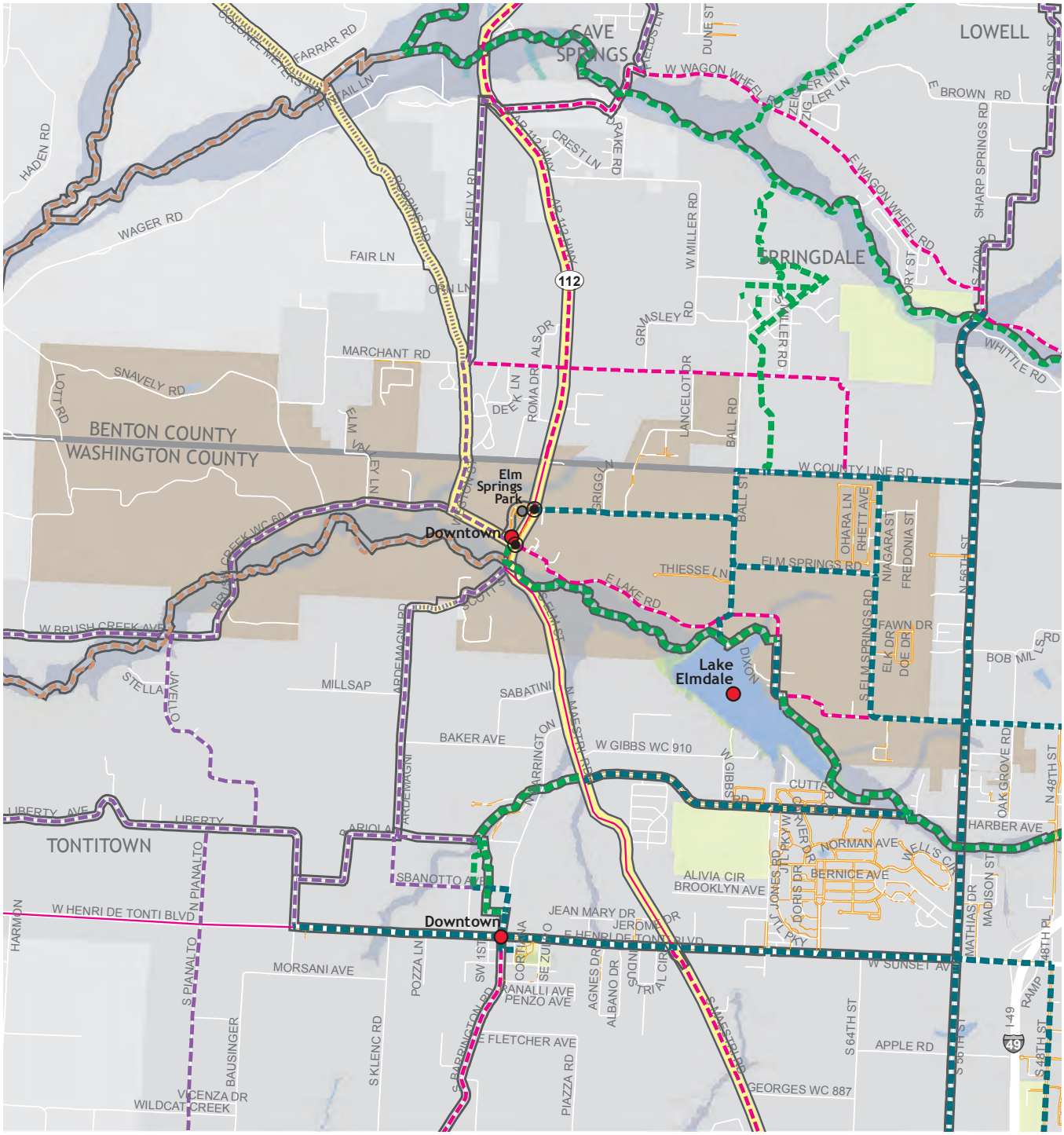
Other Key Destinations

- Residential areas
- Elm Springs Park

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

REGIONAL LOCATION MAP

MAP 6.8 ELM SPRINGS COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Elm Springs

Topic	Key Needs & Notes
Regional Needs	» Provide links through the downtown area as well as Lake Elmdale. » Connect to surrounding communities.
Other Key Needs	» Provide links to Elm Springs Park. » Improve neighborhood connectivity.

Facility Recommendation	Recommendation Detail
Sidewalks	» Downtown Area: Develop sidewalk links around the downtown center and Elm Springs Park. » Residential Areas: Continue developing sidewalks with new residential development.
Intersections	» AR 112 Crossings: Crossing improvements needed along AR 112 at Elm Springs Road/ Jayroe Avenue and Water Avenue/School Street intersections. Other intersection improvements may be needed as network develops.
On-Street Bike Facilities	» Shoulder Improvements: Add paved shoulder along AR 112 and Lake Road to provide a safer space for cyclists and cars. » Shared Roadways – Water Avenue/Brush Creek Road, Robbins Road, and Scott Street: Provide lower traffic links in and through Elm Springs.
Shared Use Facilities	» Shared Use Paved Trail – Brush Creek through Lake Elmdale: Develop shared use paved trail connecting near the downtown area of Elm Springs through Lake Elmdale (linking toward Springdale) utilizing the Brush Creek corridor. » Sidepaths: Develop sidepaths along Elm Springs Road, Lakeview Road, Pinkley Road, and County Line Road linking the downtown center and neighborhoods of Elm Springs, Lake Elmdale, and the future school and sports complex sites.

Other Topics	Notes
Multi-Modal Connections	» Elm Springs is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects north/south through the heart of Elm Springs along AR 112 toward Cave Springs and Tontitown. Another north/south segment of the Heritage Trail utilizes Robbins Road to the west of Elm Springs.

Program & Policy Recommendations

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

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

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

FARMINGTON WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

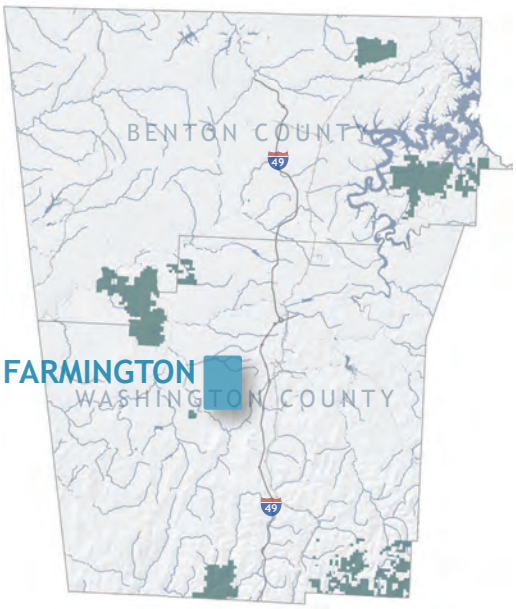
- Mt. Kessler and Fayetteville's developing regional park
- Farmington's developing town center

Other Key Destinations

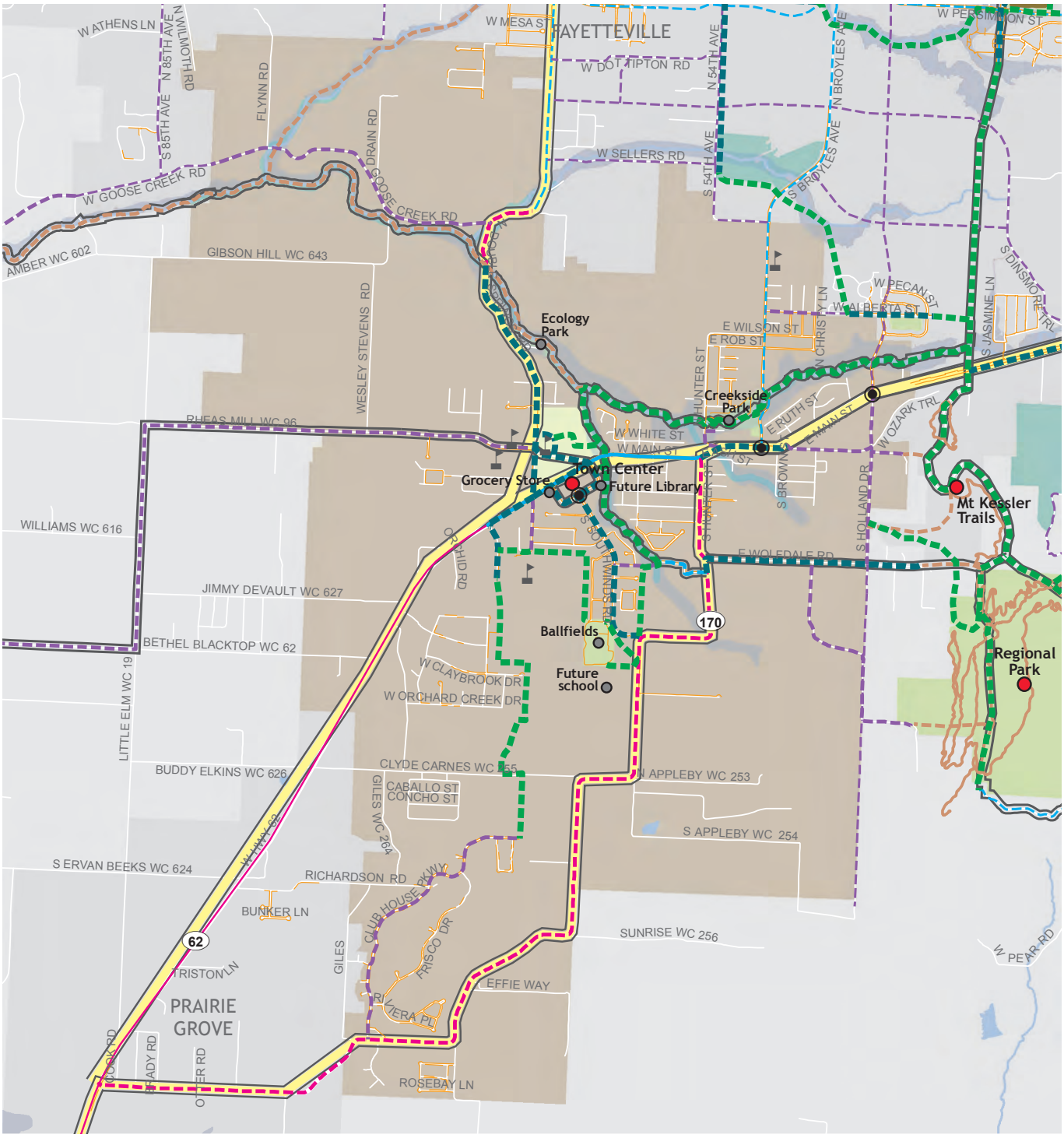
- Schools
- Creekside Park, ballfields, Ecology Park, and library
- Grocery store – Marvin's

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

REGIONAL LOCATION MAP



MAP 6.9 FARMINGTON COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Farmington

Topic	Key Needs & Notes
Regional Needs	» Connect Mt. Kessler and the developing City of Fayetteville regional park; connect to Fayetteville and Prairie Grove.
Other Key Needs	» Connect schools. » Link residential areas to developing town center. » Link to grocery store. » Connect parks.

Facility Recommendation	Recommendation Detail
Sidewalks	» Farmington has a strong sidewalk network especially in newer developments. Continue building sidewalks with new developments and create additional linkages as the shared use paved trail and sidepath network develop.
Intersections	» AR 62 Crossings: Several signalized intersections exist with high visibility crosswalks and pedestrian countdown signals. Consider adding median pedestrian island in center of AR 62. Add crossing treatments at the Broyles Street and Holland Drive intersections as the trail network develops. » Town center: Add crossing facilities at Cimarron Way and Southwinds Road as town center develops.
On-Street Bike Facilities	» Shared Roadways – Mt. Kessler and developing regional park: Links to potential Mt. Kessler and regional park access points should be highlighted for bicycle passage.
Shared Use Facilities	» Shared Use Paved Trail – Farmington Branch: Develop a shared use paved trail along Farmington Branch, connecting local parks, residences and ultimately connecting Farmington toward Fayetteville. » Shared Use Paved Trail – AR 62 undercrossing: Develop a shared use paved trail extending south from Farmington Branch and utilizing culvert space under AR 62. This provides a safe undercrossing of AR 62. » Shared Use Paved Trail/Sidepaths – Schools and town center links: Develop shared use paved trail and sidepath network to thoroughly connect schools, parks and the town center. » Natural Surface Trails – Mt. Kessler and developing regional park links: Develop

Other Topics	Notes
Multi-Modal Connections	» Farmington is connected by Ozark Regional Transit which servers the urban NWA corridor and parts of rural NWA. Stops in Farmington are found at NWACC, the post office/library, sports complex, and Creekside Park. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects east/west and north/south through the heart of Farmington. It links Farmington with Fayetteville and Prairie Grove.

Program & Policy Recommendations

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

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

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

FAYETTEVILLE WALK/BIKE ACTION PLAN

OVERVIEW

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

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

Regional Destinations

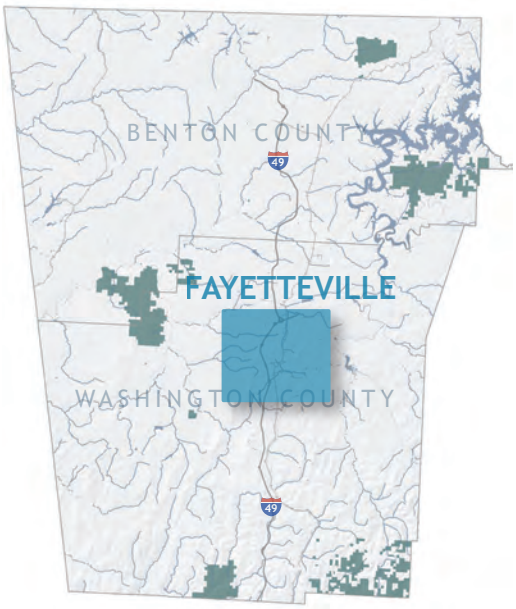
- Razorback Regional Greenway
- University of Arkansas
- Walton Arts Center
- Botanical Gardens
- Regional Park and Mt Kessler
- Wilson Lake
- Lake Fayetteville
- Northwest Arkansas Mall
- Dickson Street Entertainment District
- Fayetteville Square

Other Key Destinations

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

Clockwise from upper left: Bicyclist in front of Arsaga's; Dickson Street; Meadow Valley Trail

REGIONAL LOCATION MAP



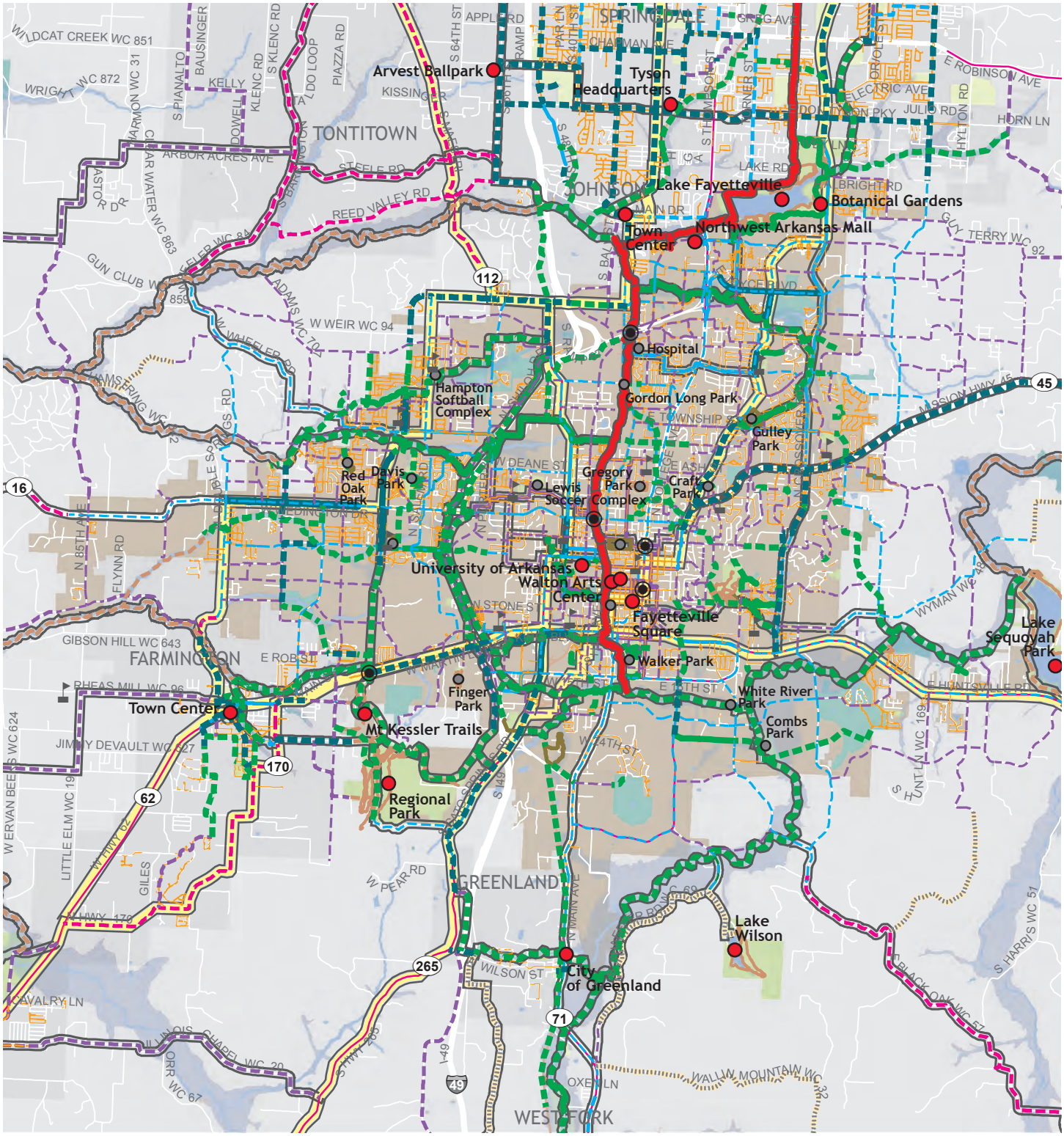
challenges include traversing several high speed, high traffic volume corridors such as I-49, Martin Luther King Jr. Boulevard, Gregg Avenue, Wedington Drive, North Street, US 71B, and AR 265. Also, several key roadway corridors are narrow with high speeds and high traffic volumes as well. Examples include Mission Boulevard, Old Wire Road, AR 112, and Huntsville Road. Also, east/west corridors for bicyclists are generally lacking. Key next steps for the City of Fayetteville will include continuing to develop branches to/from the Razorback Regional Greenway and other existing trails, improving connections to regional destinations such as the downtown square, the University of Arkansas, and the developing Regional Park, building links to surrounding communities, and finding safe ways to connect local destinations such as schools, neighborhoods, parks, and commercial areas – establishing safe crossings and alternatives to major roadways.

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

Topic	Key Needs & Notes
Regional Needs	» Develop branches to/from the Razorback Regional Greenway. » Develop connections to the new Regional Park, Lake Sequoyah, Lake Wilson, and improve connections to/from the University of Arkansas and the downtown area. » Several high speed, high traffic volume roads combined with geographical constraints, limiting the width of some roads, hinders connectivity to surrounding communities.
Other Key Needs	» The FATT Plan serves as a key guide for next steps in bicycle and pedestrian network development. » Several high speed, high traffic volume corridors limit circulation through the city. Geography and narrow roadway widths also limit level of service for bicyclists generally. » Develop safe routes to schools, parks, and other local destinations.

Facility Recommendation	Recommendation Detail
Sidewalks	» Continue developing sidewalks with new development, and continue filling sidewalk gaps as necessary. Continue integrating shared use paved trails and sidepaths as part of pedestrian network improvements where feasible, mostly outside of the urban core. Development of on-street bike facilities along roads with sidewalks lacking a roadway buffer can enhance the pedestrian network as well.
Intersections	» Crossing facilities are well constructed in several locations in the downtown area utilizing high visibility crosswalks, raised crossings, brick pavers, and curb extensions to shorten the crossing distance for pedestrians (especially around the downtown square). » Continue making intersection improvements as the bicycle and pedestrian network develops, especially at locations such as College Avenue and Rebecca Street that serve as key crossing points. Innovative intersection treatments (see design guidelines in Appendix A) should be implemented, building upon crossing treatments already implemented by the City of Fayetteville at key Razorback Regional Greenway intersection crossings.
On-Street Bike Facilities	» Separated Bikeway – Maple Street: Develop separated bicycle and pedestrian facilities along Maple Street. This is a catalyst project linking the Razorback Regional Greenway and the University of Arkansas. It is a high traffic volume corridor with high levels of bicycle and pedestrian traffic. » Separated Bikeway – North Street: Another key east/west link with high traffic volumes (Develop separated facilities, connecting Garland Avenue, the Razorback Regional Greenway, and Mission Boulevard). » Separated Bikeway – Sycamore Street: Develop separated bicycle facilities, providing a key east/west link between Garland Avenue and College Avenue, connecting to the Razorback Regional Greenway.

MAP 6.10 FAYETTEVILLE COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

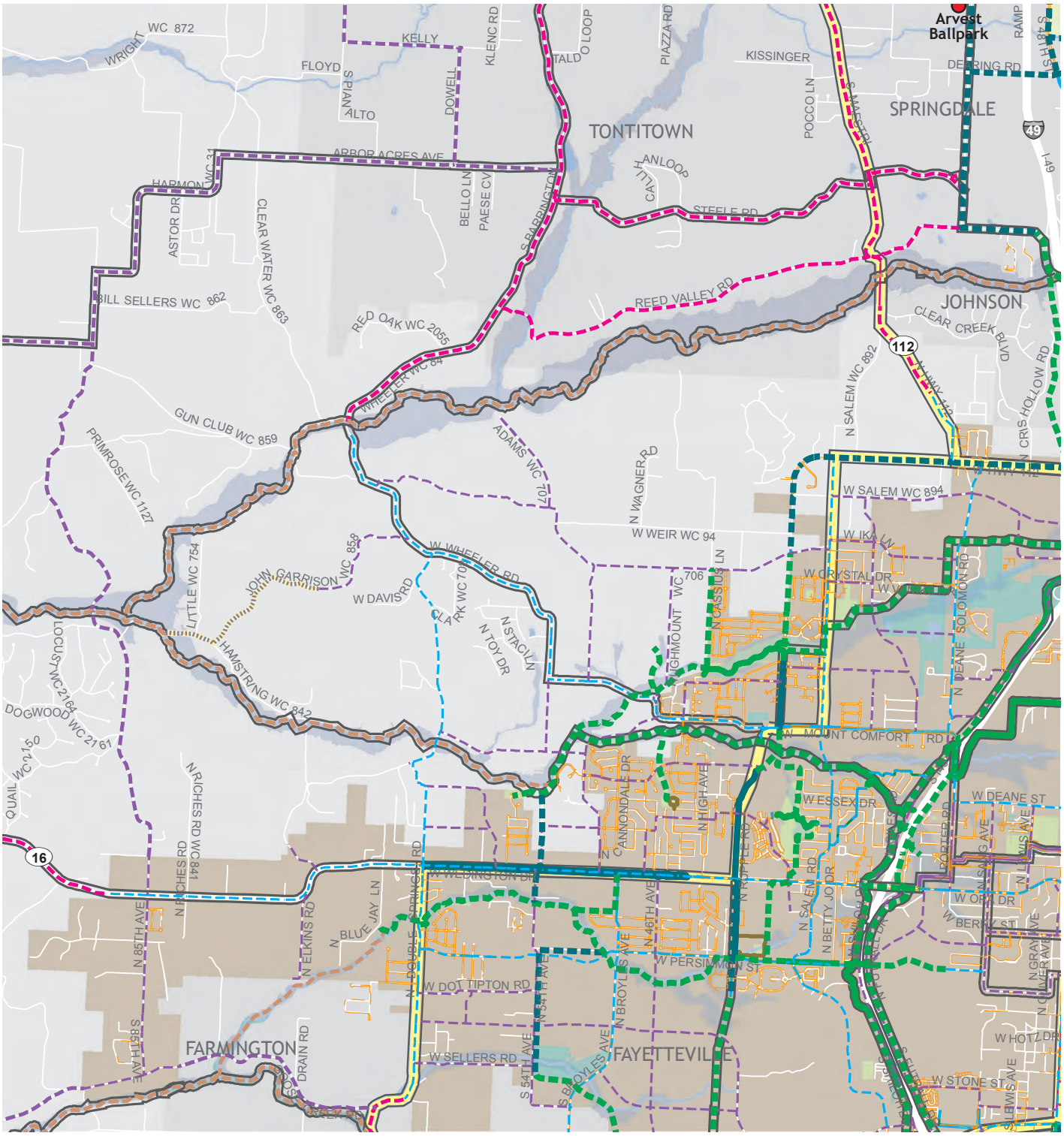
Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 1 Miles

MAP 6.10-NW FAYETTEVILLE NORTHWEST QUADRANT



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

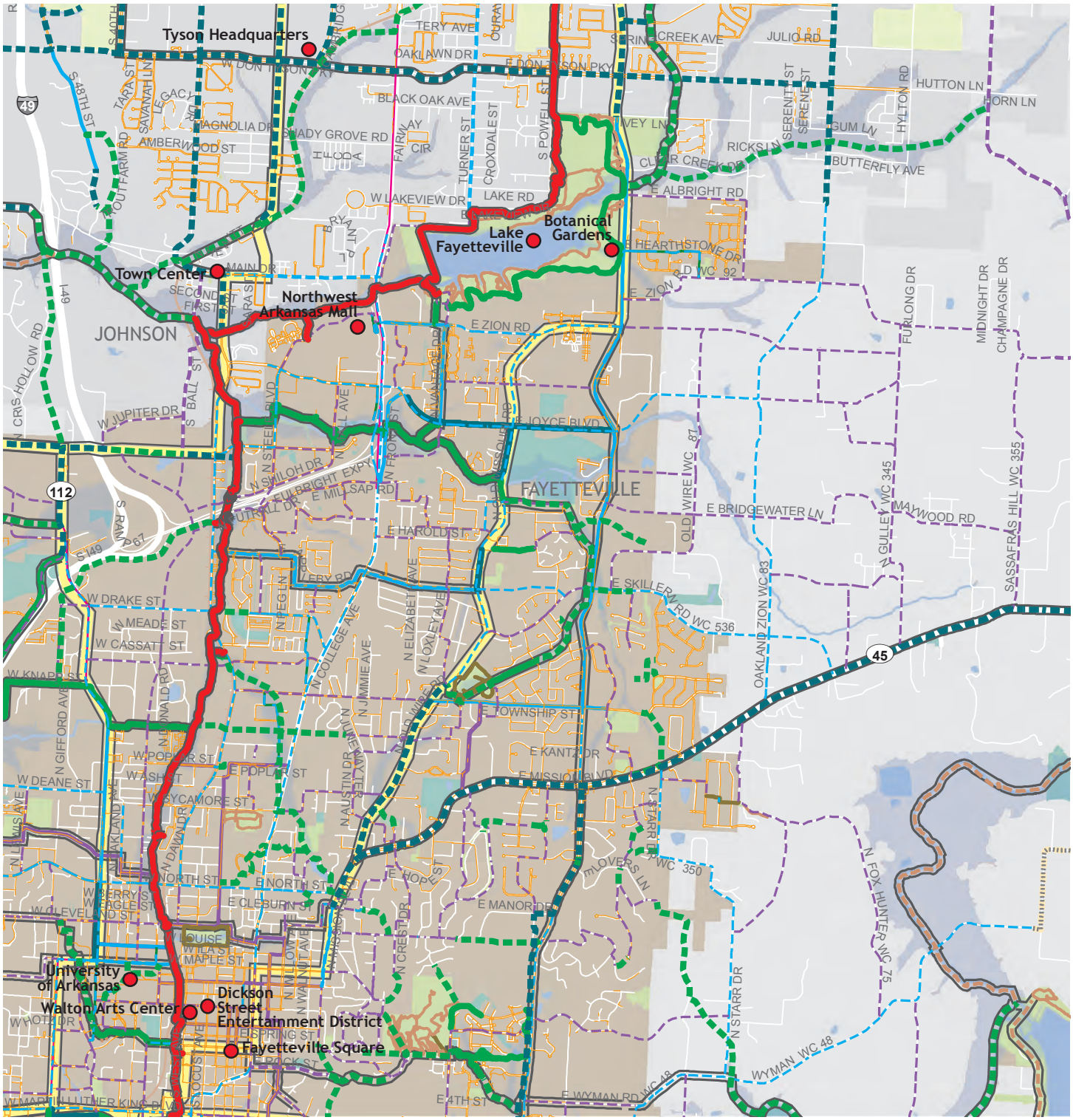
Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

MAP 6.10-NE FAYETTEVILLE NORTHEAST QUADRANT



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

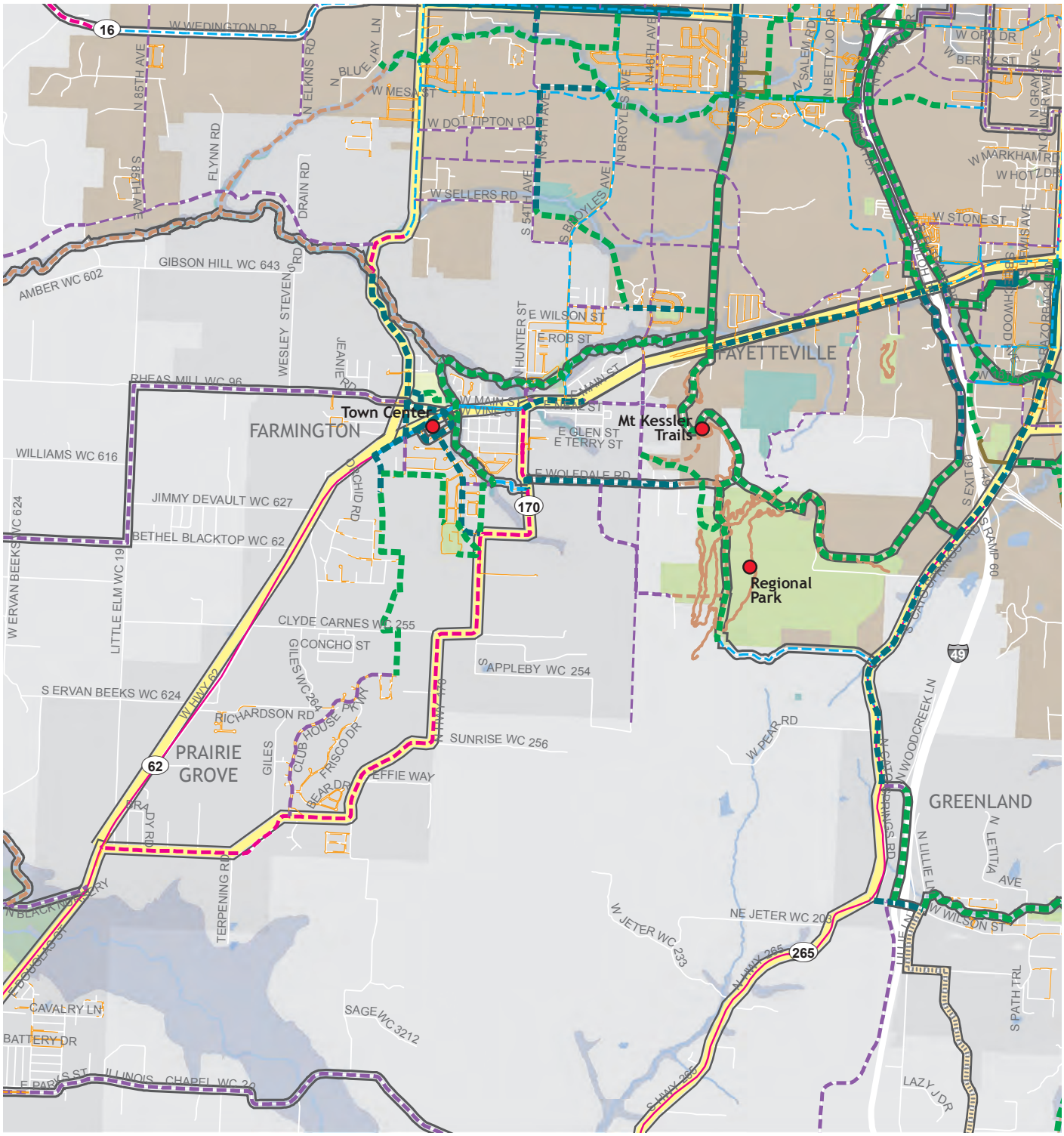
Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

MAP 6.10-SW FAYETTEVILLE SOUTHWEST QUADRANT



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

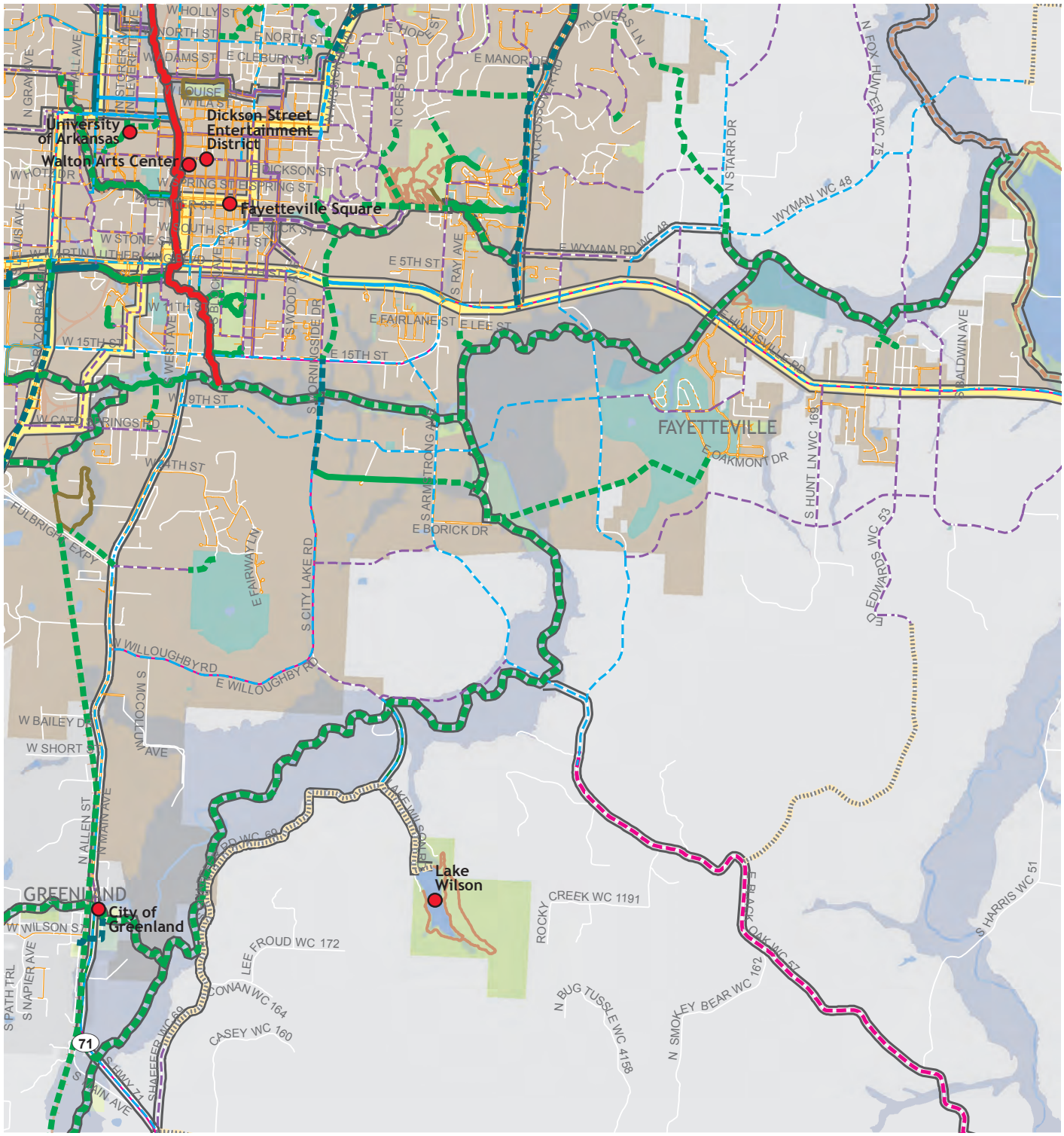
Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

MAP 6.10-SE FAYETTEVILLE SOUTHEAST QUADRANT



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

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

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

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

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

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

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

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

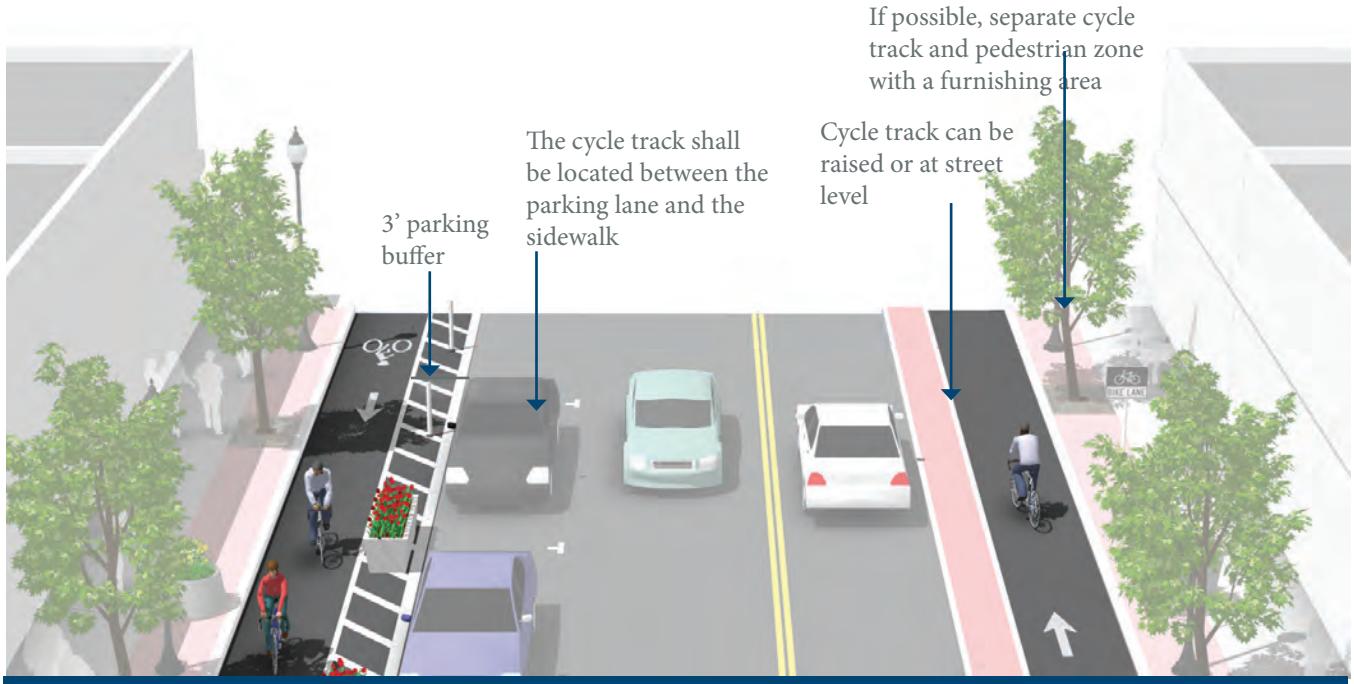
Program & Policy Recommendations (continued)

Program	Term	Lead Entity
Engineering		
Consider updating the Master Street Plan to reflect best practices in bicycle facility design, considering innovative designs such as cycle tracks and buffered bike lanes.	Short	City of Fayetteville
Coordinate with AHTD on bicycle and pedestrian infrastructure on state roads through the City	Short	City of Fayetteville, AHTD
ADA Transition Plans	Medium	City of Fayetteville
Transportation Planning and Land Use Planning Considerations	Long	NWARPC, City of Fayetteville
Safe Routes to School	Medium	City of Fayetteville Schools, BCO
Each school should adopt Safe Routes to School plan		
Education campaign including motorists, walkers/runners, and bicyclists	Medium	NWARPC, Northwest Arkansas Council, City of Fayetteville
Continue to expand education programming from elementary school (currently) to middle school and high school	Medium	City of Fayetteville, BCO
Encouragement		
Razorback Regional Greenway Transportation Promotion	Short	NWARPC, Northwest Arkansas Council, City of Fayetteville
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council
Open Streets Events	Medium	Northwest Arkansas Council, City of Fayetteville, BCO, local bike shops
Bicycle Friendly Business Program	Medium	City of Fayetteville, BCO
Consider additional staff for expanded responsibilities involved with outreach	Medium	City of Fayetteville
Enforcement		
Consider repealing the mandatory sidepath law.	Medium	City of Fayetteville
Non-mandatory bike registration and bike recovery assistance		
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	City of Fayetteville
Bicyclist and Motorist Ticket Diversion Program	Long	City of Fayetteville Law Enforcement
Evaluation		
Evaluate need for local bicycle and pedestrian coordinator and additional staff	Short	City of Fayetteville
Work with AHTD to execute bicycle & pedestrian planning and evaluation on state roadways through Fayetteville	Short	City of Fayetteville, AHTD
Walking, Bicycling and Trails Report Card	Medium	City of Fayetteville
Economy		
Economic Impact Report for Razorback Regional Greenway and Trails	Medium	Northwest Arkansas Council, City of Fayetteville
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Fayetteville

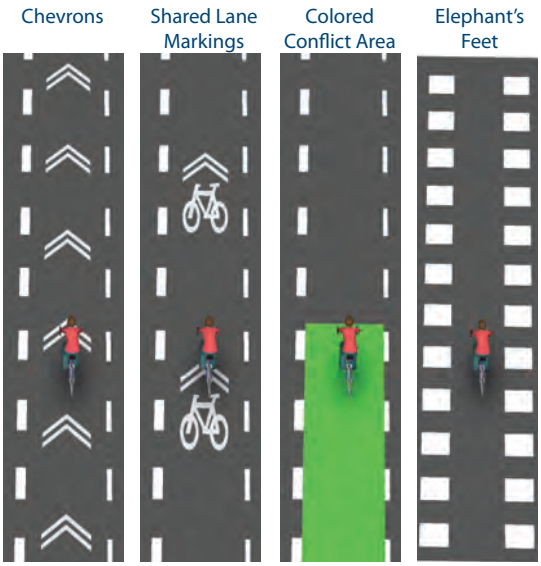
Design Guideline Examples For Fayetteville

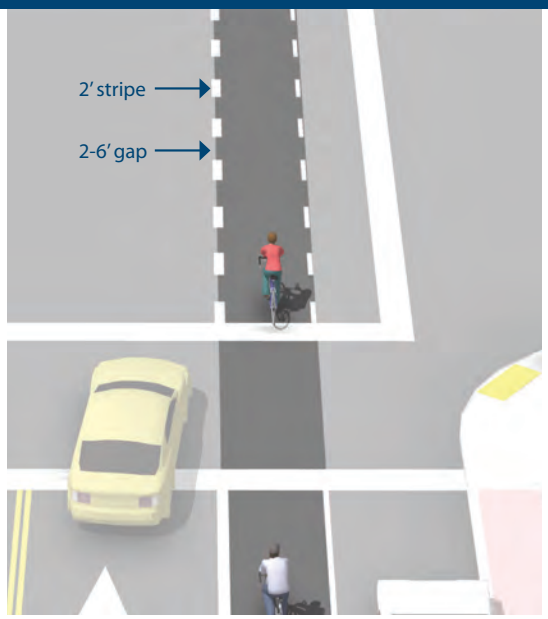
Below are some highlights from this plan's bicycle and pedestrian design guidelines that are relevant to Fayetteville's recommendations. See the full Appendix A for more information and other design guide resources.

CYCLE TRACKS



INTERSECTION CROSSING MARKINGS





GENTRY WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destination

- Downtown

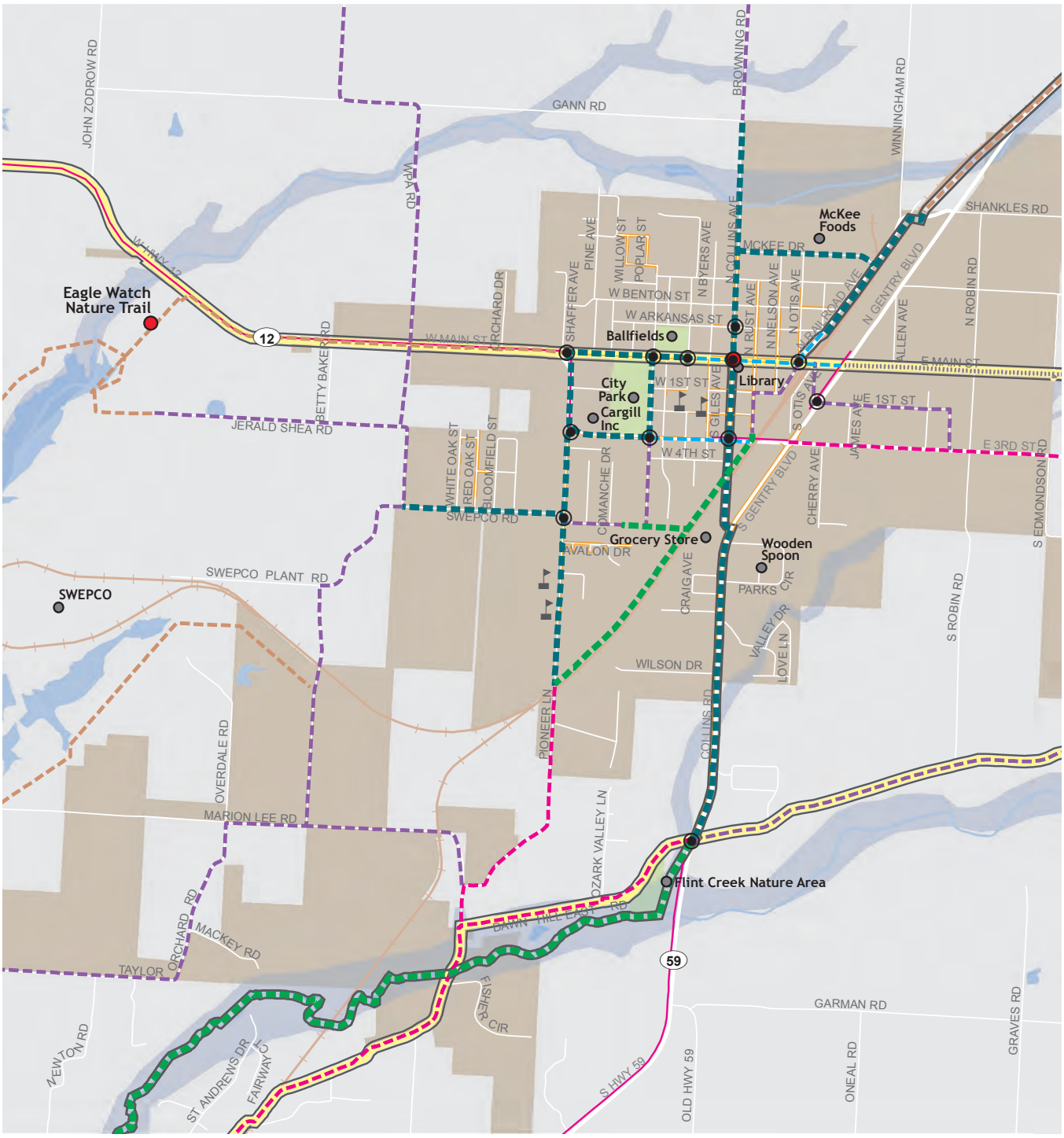
Other Key Destinations

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

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

REGIONAL LOCATION MAP

MAP 6.11 GENTRY COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.35 Miles

Key Needs & Recommendations for Gentry

Topic	Key Needs & Notes
Regional Needs	» Connect to Siloam Springs – 3.5 miles from developing Flint Creek Nature Area to Siloam Springs Lake. » Connect to Decatur. » Connect to urban NWA corridor.
Other Key Needs	» Need improved bicycle and pedestrian connections to Gentry High School. » Connect downtown businesses, connect to library. » Developed a draft plan for sidewalk/trail additions. » Connect large employers such as Cargill, Swepco, and McKee Foods. » Connect local parks and public space.

Facility Recommendation	Recommendation Detail
Sidewalks	» Elementary School and Middle School: Expand neighborhood sidewalk links to improve pedestrian connectivity. » Arkansas Street and ballfields: Link ballfields and northern downtown neighborhoods with downtown core.
Intersections	» Main Street: Crossing improvements needed for Main Street. Key intersections link downtown, the library, City Park, ballfields on Byers Avenue, and toward neighborhood schools. » Pioneer Lane: Improve Pioneer Lane crossings to connect schools. » Collins Avenue: Improve Collins Avenue crossings to link eastern/western halves of Gentry. » 3rd Street: Improve 3rd Street crossings to link southern section of Gentry and neighborhood schools.
On-Street Bike Facilities	» Separated Bikeway along Main Street: Link through downtown utilizing the existing width of Main Street, complementing existing wide sidewalks. » Separated Bikeway along 3rd Street: Provide link through key east/west corridor through south of downtown neighborhoods. Utilize existing street width, complementing sidewalks as feasible. » Separated Bikeway and Shared Roadway along Railroad Avenue: Connect rail with trail through Gentry's east downtown area.
Shared Use Facilities	» Sidepath – Pioneer Lane: Develop sidepath link along Pioneer Lane connecting the high school campus toward City Park and Downtown. » Sidepath – Collins Avenue and AR 59: Develop sidepath link along Collins Avenue and AR 59, linking the center of Gentry to the Flint Creek Nature Area and potential connections toward Siloam Springs. » Shared Use Paved Trail – Rail with trail: Develop rail with trail link along west side of rail line from Pioneer Lane toward downtown. » Shared Use Paved Trail – Flint Creek Nature Area to Siloam Springs Lake: Develop shared use paved trail along Flint Creek to connect toward Siloam Springs Lake and the City of Siloam Springs.

Other Topics	Notes
Multi-Modal Connections	» Gentry is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects through the heart of Gentry along Main Street. To the south, the Heritage Trail follows Dawn Hill Road to Siloam Springs. From Main Street and Dawn Hill Road, the Heritage Trail extends east toward the urban NWA corridor.

Program & Policy Recommendations

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

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

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

GOSHEN WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

» Goshen town center

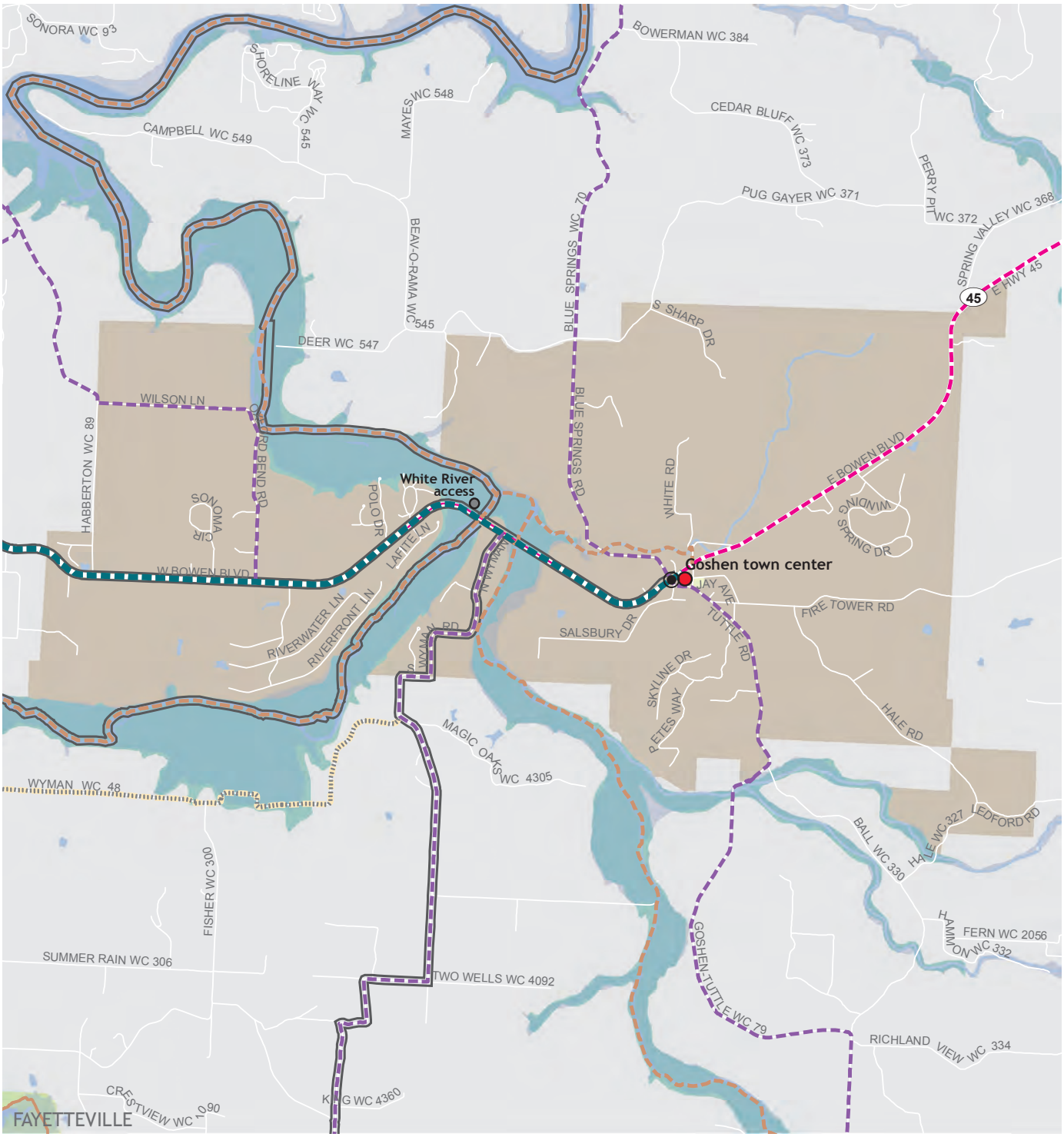
Other Key Destinations

» Richland Creek access

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

REGIONAL LOCATION MAP

MAP 6.12 GOSHEN COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Goshen

Topic	Key Needs & Notes
Regional Needs	» Connect to Fayetteville, Springdale, Elkins, Lake Sequoyah, and Beaver Lake.
Other Key Needs	» Link residential areas to town center. » Link to Richland Creek access.

Facility Recommendation	Recommendation Detail
Sidewalks	» Goshen does not have sidewalks; sidewalks should be considered with future neighborhood growth and growth in the town center.
Intersections	» AR 45 and Blue Springs Road: AR 45 is a high speed road through the center of Goshen. Crossing facilities should be installed at the AR 45 and Blue Springs Road intersection with future growth.
On-Street Bike Facilities	» Shared Roadway: These include scenic roads with low traffic volumes such as Blue Springs Road, Oxford Bend Road, Wyman Road, and Tuttle Road.
Shared Use Facilities	» Sidepath – AR 45: Develop a sidepath along AR 45 toward Fayetteville linking both the center of Goshen and the Richland Creek access. This will provide separation from high speed traffic along this scenic corridor. » Natural Surface Trail – Develop a network of trails through Goshen utilizing Richland Creek and Mill Branch in connecting to Beaver Lake, Lake Sequoyah, and rural Washington County.

Other Topics	Notes
Multi-Modal Connections	» Goshen is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail does not connect through Goshen.

Program & Policy Recommendations

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

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

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

GRAVETTE WALK/BIKE ACTION PLAN

OVERVIEW

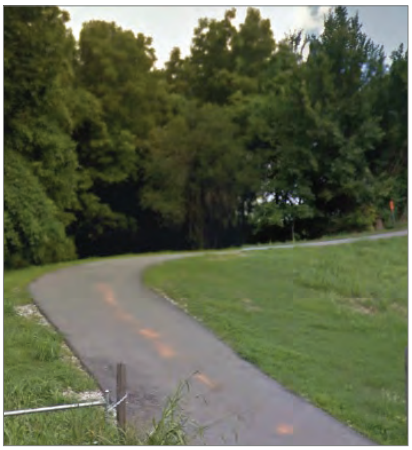
Gravette is a rural community that has a population of 2,390 and covers 13.2 square miles (most of which is newly acquired property bordering Bella Vista) in western Benton County. Nearby communities include Decatur (six miles to the south), Bella Vista (13 miles to the northeast), and Centerton near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

Regional Destinations

- Downtown

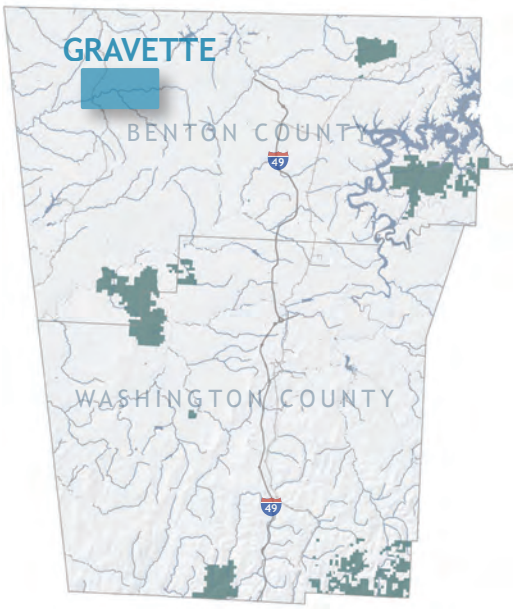
Other Key Destinations

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

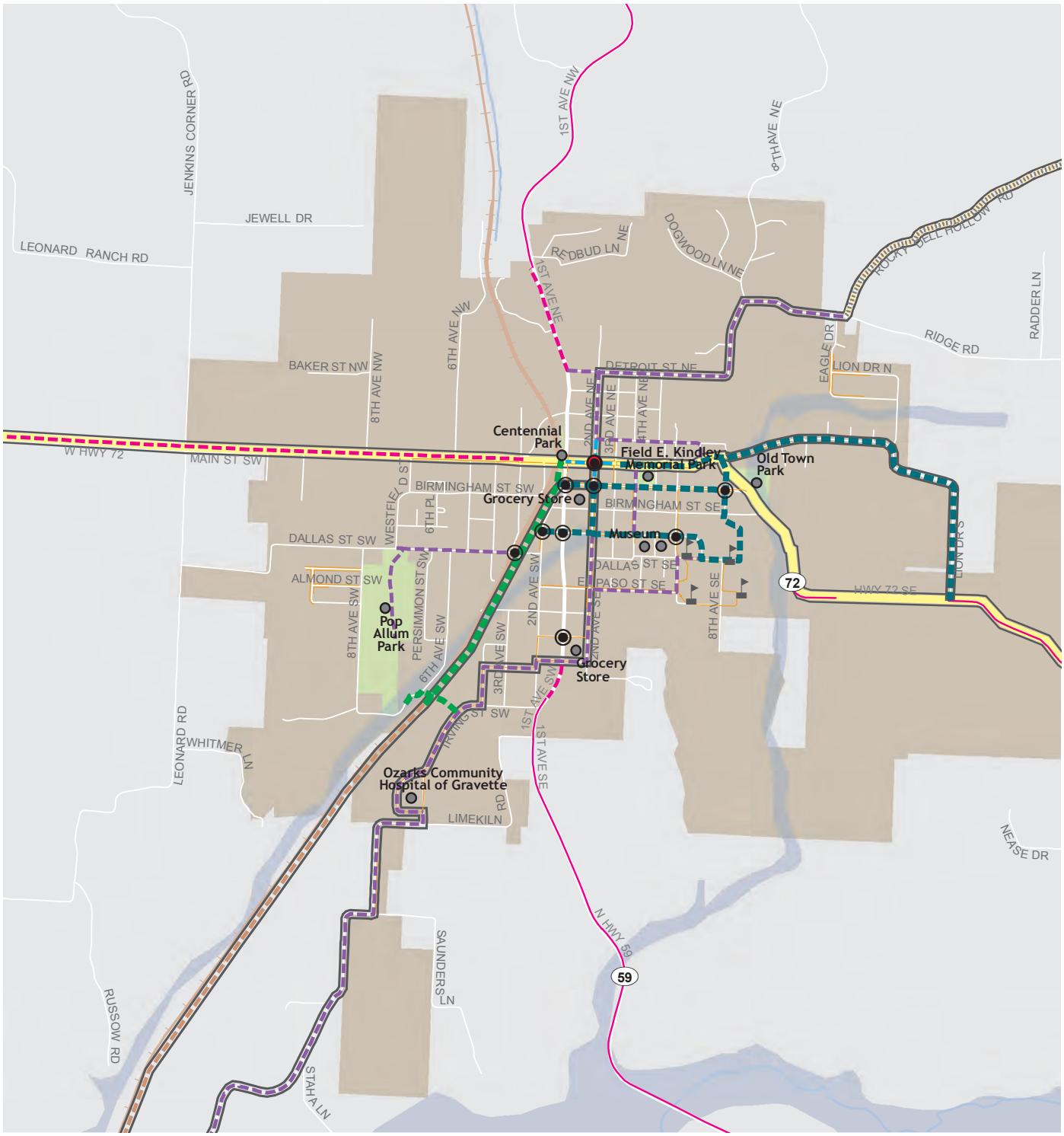


Clockwise from upper left: Shared use paved trail between ballfields and rail line; AR 72 paved shoulder; Old downtown Gravette

REGIONAL LOCATION MAP



MAP 6.13 GRAVETTE COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.35 Miles

Key Needs & Recommendations for Gravette

Topic	Key Needs & Notes
Regional Needs	» Connect to Decatur, Bella Vista, Centerton, and urban NWA corridor.
Other Key Needs	» Connect to high school and neighborhood schools. » Link residential areas to downtown center. » Link to grocery stores. » Connect local parks and public space including the Civic Center and Gravette Historical Museum.

Facility Recommendation	Recommendation Detail
Sidewalks	» AR 59: Construct sidewalk along AR 59 for business accessibility. » Other links: Other linkage opportunities include Pop Allum Park on West Dallas Street and toward Ozarks Community Hospital on southwest corner of the city.
Intersections	» AR 59 and AR 72: Key intersection especially with recommended improvements. » Links to grocery stores: Improve crossing facilities near Marvin's and Walmart Express grocery stores; these are also key links through Gravette. » AR 72 and 8th Avenue: Key intersection between Elementary/Middle Schools and High School (links to Old Town Park).
On-Street Bike Facilities	» Separated Bikeway through the old downtown center (Main Street and 2nd Avenue): Link through old downtown utilizing the existing width of Main Street and 2nd Avenue. This complements existing wide sidewalks and links to proposed sidepaths and other sections of Gravette. » Shared Roadway along 2nd Avenue: This street provides a key north/south route through Gravette with branches connecting to local parks, schools, and hospital as well as regional connections toward Gravette and Bella Vista.
Shared Use Facilities	» Shared Use Paved Trail – Rail with trail: Develop shared use paved trail along the active rail line between downtown and the developing rail trestle undercrossing to Pop Allum Park. Continue soft-surface shared use trail toward Decatur. » Sidepath – School Connection: Develop link along Main Street between old downtown and high school. » Sidepath – AR 72/Charlotte Street loop: Develop sidepaths linking downtown, several parks, Civic Center, Museum, elementary/middle schools and recommended rail with trail.

Other Topics	Notes
Multi-Modal Connections	» Gravette is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects east/west through the heart of Gravette along AR 72 linking Gravette with Centerton (to the east) and the Oklahoma border (to the west).

Program & Policy Recommendations

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

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

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

GREENLAND WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

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

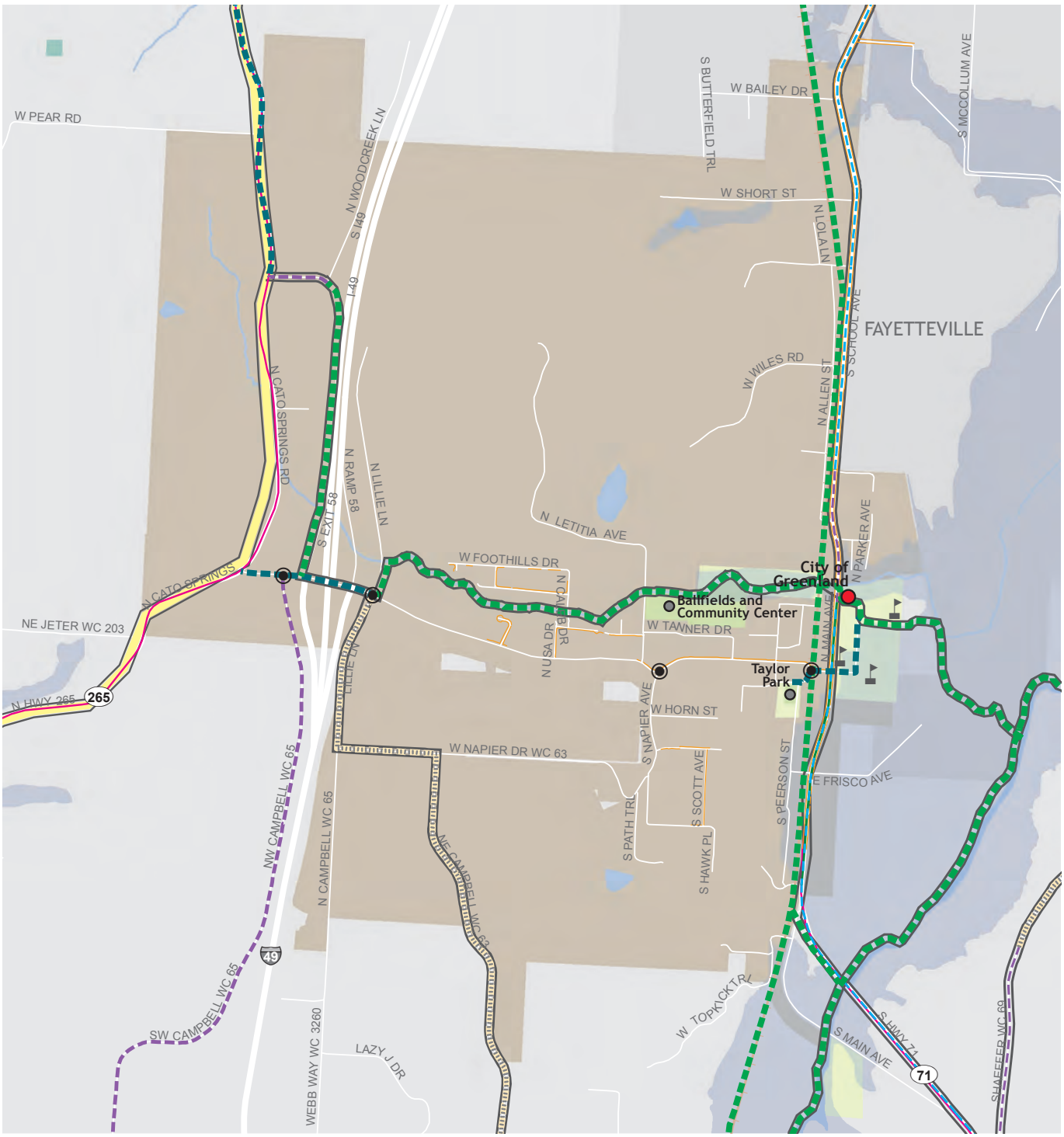
Other Key Destinations

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

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

REGIONAL LOCATION MAP

MAP 6.14 GREENLAND COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

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

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.3 Miles

Key Needs & Recommendations for Greenland

Topic	Key Needs & Notes
Regional Needs	» Connect to Mt Kessler and Fayetteville's developing regional park. » Connect to Lake Wilson Park. » Connect to the southern terminus of the Razorback Regional Greenway. » Connect Greenland town center.
Other Key Needs	» Connect schools. » Connect local parks.

Facility Recommendation	Recommendation Detail
Sidewalks	» Wilson Street and Napier Avenue: Continue developing the sidewalk network, filling in gaps along Wilson Street and linking the neighborhoods to the south along Napier Avenue.
Intersections	» US 71 Crossings: High visibility crosswalks with signalized pedestrian countdown signals are in place at the Wilson Street and US 71 intersection. A shared use paved trail along Greenland's east/west tributary of the West Fork of the White River should include an undercrossing of US 71 near the school campuses. » Wilson Street: The improvement at several crossings of Wilson Street will facilitate improved connectivity between north/south residential areas, local parks and future trail development.
On-Street Bike Facilities	» Separated Bikeway – US 71: A road diet combined with on-street separated bicycle facilities will connect Greenland with Fayetteville and West Fork. » Shared Roadway – Campbell Loop Road: This scenic, low traffic volume route links Greenland with West Fork.
Shared Use Facilities	» Shared Use Paved Trail – east/west West Fork of the White River tributary: This shared use paved trail links local destinations and residential areas through Greenland and provides connection opportunities toward the developing regional park, Fayetteville, and West Fork. » Shared Use Paved Trail/Sidepaths – developing regional park link: A combination of Shared Use Paved Trails and sidepaths in the west/northwest section of Greenland will link to the developing regional park. » Shared Use Paved Trail – West Fork of the White River: Develop shared use paved trail utilizing the scenic West Fork of the White River connecting Greenland with Fayetteville and West Fork. » Shared Use Paved Trail – Rail with trail: Develop a shared use paved trail along the active rail line connecting Greenland with Fayetteville and West Fork.

Other Topics	Notes
Multi-Modal Connections	» Greenland is connected by Ozark Regional Transit which servers the urban NWA corridor and parts of rural NWA. Stops in Greenland are found at City Hall, Dollar General, and Post Office. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects north/south along the west (Cato Springs Road) side of Greenland. It connects Greenland with Fayetteville, West Fork, and rural Washington County.

Program & Policy Recommendations

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

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

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

JOHNSON WALK/BIKE ACTION PLAN

OVERVIEW

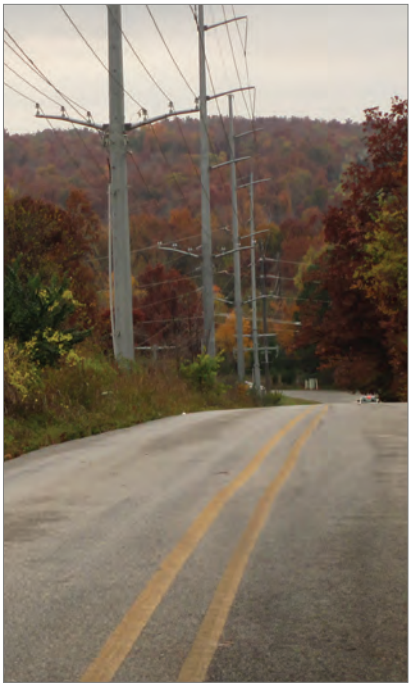
Johnson is a suburban community that has a population of 3,465 and covers 3.6 square miles in Washington County adjacent to the urban corridor. It borders the city limits of Springdale, Fayetteville, and Tontitown (six miles to each of their respective downtown areas). The Razorback Regional Greenway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

Regional Destinations

- Razorback Regional Greenway
- Downtown center

Other Key Destinations

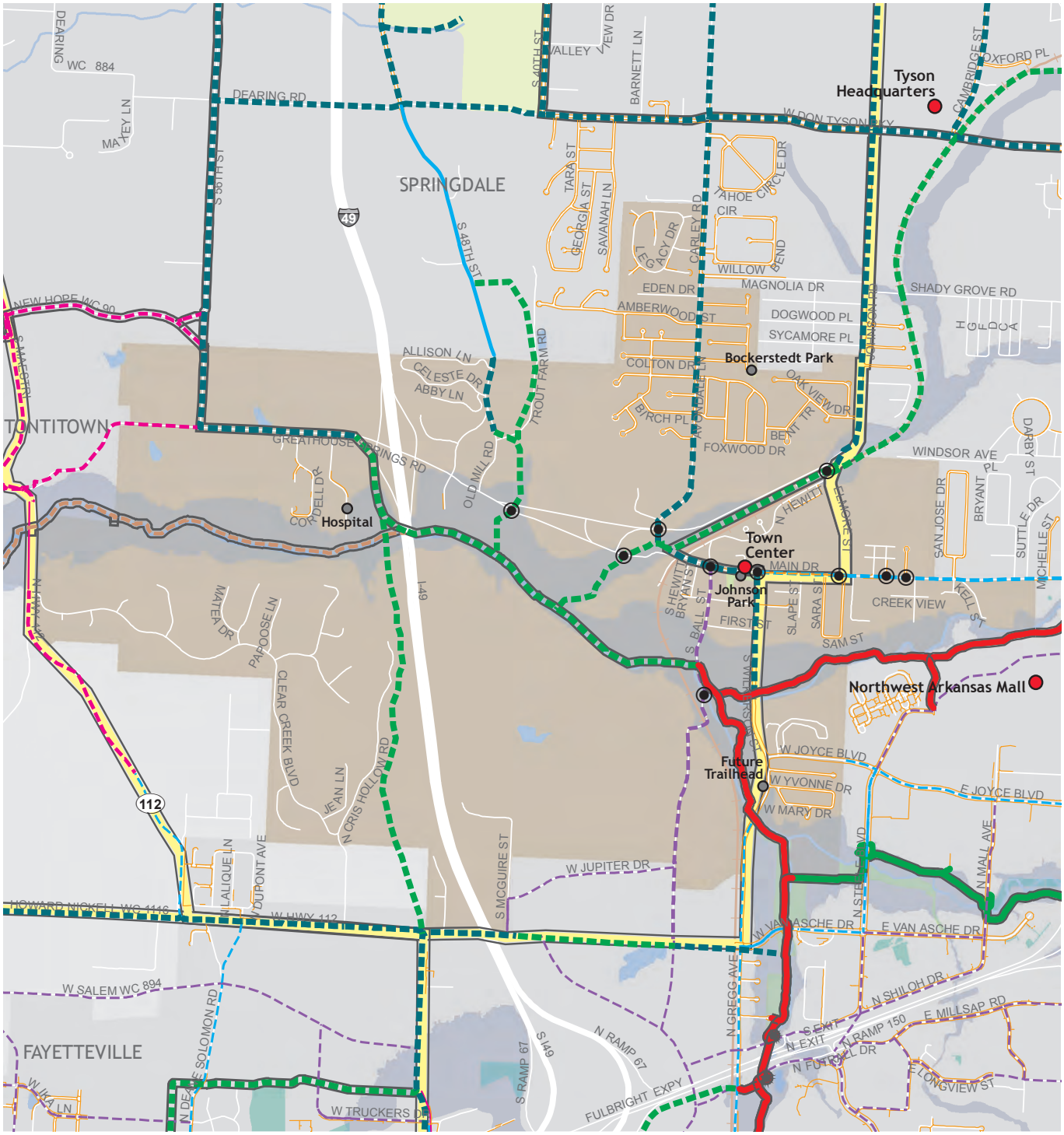
- Residential areas
- Johnson Park
- Future Razorback Regional Greenway access points
- Willow Creek Hospital



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

REGIONAL LOCATION MAP

MAP 6.15 JOHNSON COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.35 Miles

Key Needs & Recommendations for Johnson

Topic	Key Needs & Notes
Regional Needs	» Provide links through the downtown area. Connect to the Razorback Regional Greenway, Springdale, Fayetteville, and Tontitown. Link to nearby destinations such as Arvest Ballpark.
Other Key Needs	» Provide links to Johnson Park and the downtown center. » Provide neighborhood connectivity. » Link to Willow Creek Hospital. » Develop safe crossings of Main Drive. » Develop local draft trail plan.

Facility Recommendation	Recommendation Detail
Sidewalks	» General: Continue developing sidewalks with new residential development. » Main Drive: Develop pedestrian facilities along Main Drive linking businesses and residential areas.
Intersections	» Main Drive Crossings: Crossing improvements needed along Main Drive linking businesses and residential areas. Continue improving intersections as the trail network develops throughout Johnson.
On-Street Bike Facilities	» Shoulder Improvements: Consider adding paved shoulder to Main Drive, providing safe space for both bicyclists and cars. » Shared Roadways: Ball Street provides a lower traffic alternative link through the southern part of Johnson, west of the Razorback Regional Greenway.
Shared Use Facilities	» Shared Use Paved Trail/Sidepath – Clear Creek to Arvest Ballpark: Develop shared use paved trail along Clear Creek, branching west from the Razorback Regional Greenway. Utilize space along Main Drive and 56th Street to connect toward Arvest Ballpark (also passes Willow Creek Hospital). » Sidepath Links: Develop sidepaths along several roads such as Wilkerson Road, Carly Road, and Johnson Road connecting neighborhoods, the center of Johnson, businesses, and links to the Razorback Regional Greenway.

Other Topics	Notes
Multi-Modal Connections	» Johnson is connected by Ozark Regional Transit which servers the urban NWA corridor. Stops in Johnson are found along Johnson Road, Main Drive, and Wilkerson Road. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects north/south through Johnson along Johnson Road, Elmore Street, Main Drive, and Wilkerson Road.

Program & Policy Recommendations

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

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

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

LINCOLN WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

- Lincoln Lake
- Downtown

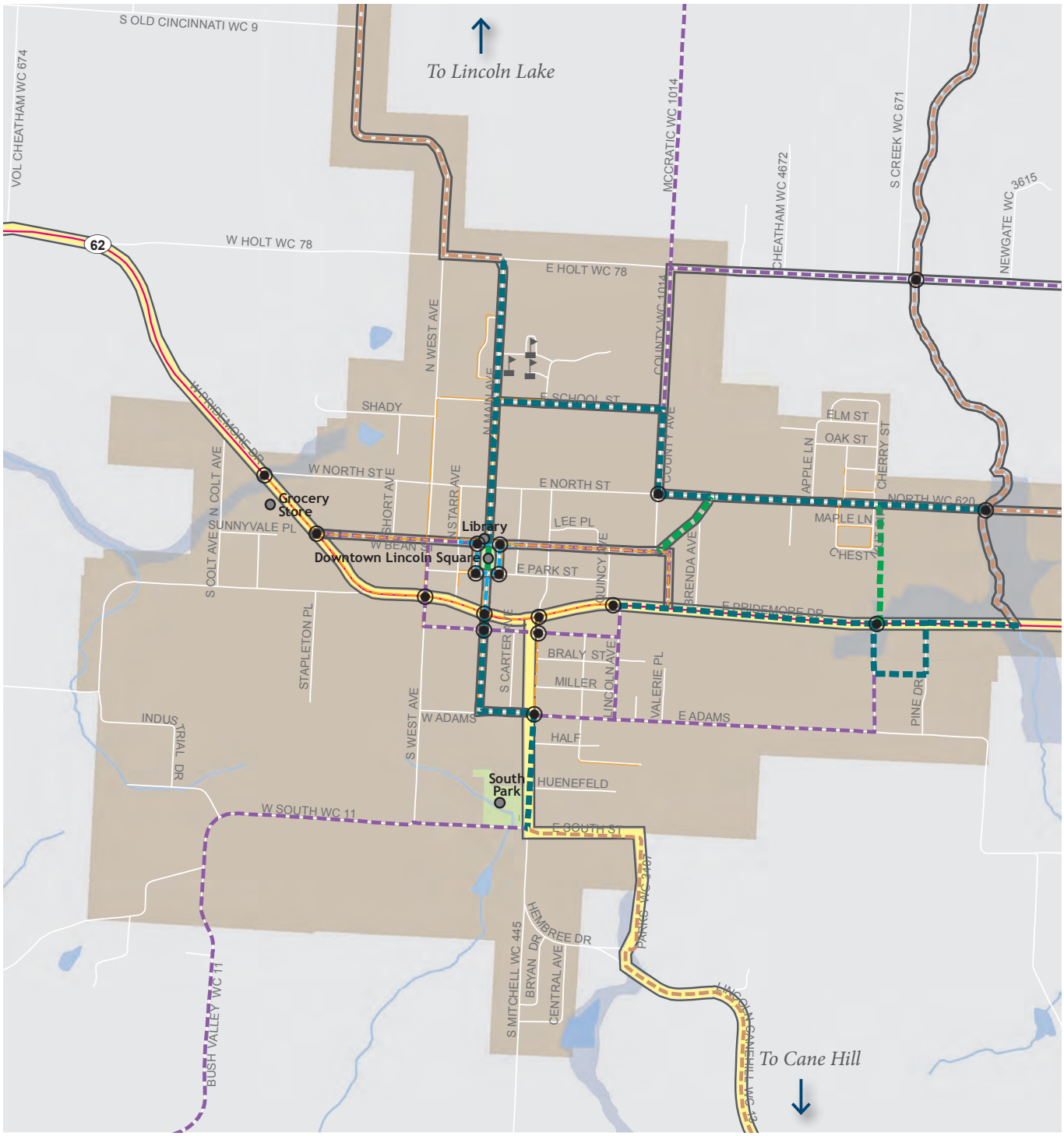
Other Key Destinations

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

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

REGIONAL LOCATION MAP

MAP 6.16 LINCOLN COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.25 Miles

Key Needs & Recommendations for Lincoln

Topic	Key Needs & Notes
Regional Needs	» Connect to Lincoln Lake, Cane Hill, and Prairie Grove. » Identify long-distance connection opportunities to Siloam Springs and Lake Wedington.
Other Key Needs	» Connect to high school and neighborhood schools. » Link residential areas to Lincoln Square. » Link to grocery store. » Connect South Park and public space including the library and Lincoln Square.

Facility Recommendation	Recommendation Detail
Sidewalks	» AR 62: Develop sidewalk along AR 62 for business accessibility and connectivity. » Lincoln Square: Improve circulation around/to/from Lincoln Square. » Adams Street: Provide link from southern neighborhoods to high school.
Intersections	» AR 62 Crossings: Multiple intersection improvements needed for safe crossings of AR 62. » Downtown Square: Each corner entrance of the Downtown Square includes safe crossing facilities.
On-Street Bike Facilities	» Separated Bikeway through the Downtown Square: Link through downtown utilizing the existing width of Bean Street, Park Street, Boyer Avenue, and Arthur Avenue. » Shared Roadway along Bean Street: Bean Street provides a key east/west route through Lincoln Square.
Shared Use Facilities	» Sidepath/Shared Use Paved Trail – School Connection: Develop sidepaths along School Street, County Avenue, and North Street with a potential shared use paved trail connection from the Chestnut Circle neighborhood to AR 62 and the high school. » Sidepath – North/South Link: Develop a sidepath along Main Avenue, Adams Street, and Mitchell Avenue linking the elementary/middle schools, the Downtown Square, and South Park (as well as opportunities to connect Lincoln Lake and Cane Hill). » Natural Surface Trail – Lincoln Lake: Develop sidepath along West Avenue and the Jackson Highway connecting downtown Lincoln with Lincoln Lake. Develop path along Moore's Creek connecting the high school to Lincoln Lake.

Other Topics	Notes
Multi-Modal Connections	» Lincoln is connected by Ozark Regional Transit which servers the urban NWA corridor and parts of rural NWA. Stops in Lincoln are found along Pridemore Drive and the downtown square. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects east/west through the heart of Lincoln along AR 62. It also connects downtown south to historic Cane Hill along Cane Hill Road.

Program & Policy Recommendations

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

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

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

LITTLE FLOCK WALK/BIKE ACTION PLAN

OVERVIEW

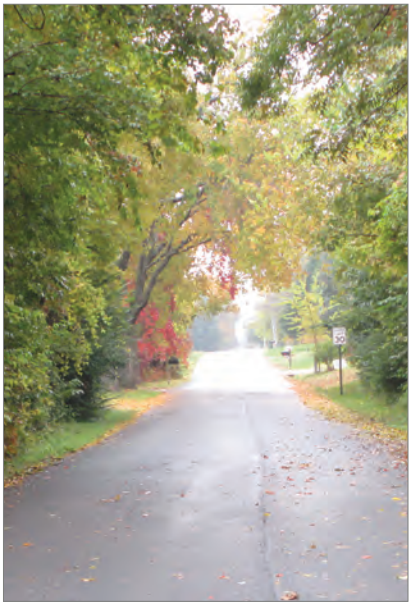
Little Flock is a suburban/rural community in northern Benton County whose city limits border those of Bentonville, Rogers and Pea Ridge. Little Flock has a population of 2,585 and covers 7.4 square miles. The community is characterized by low-density development in a rural and scenic landscape. Some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

Regional Destinations

» Little Flock scenic landscapes

Other Key Destinations

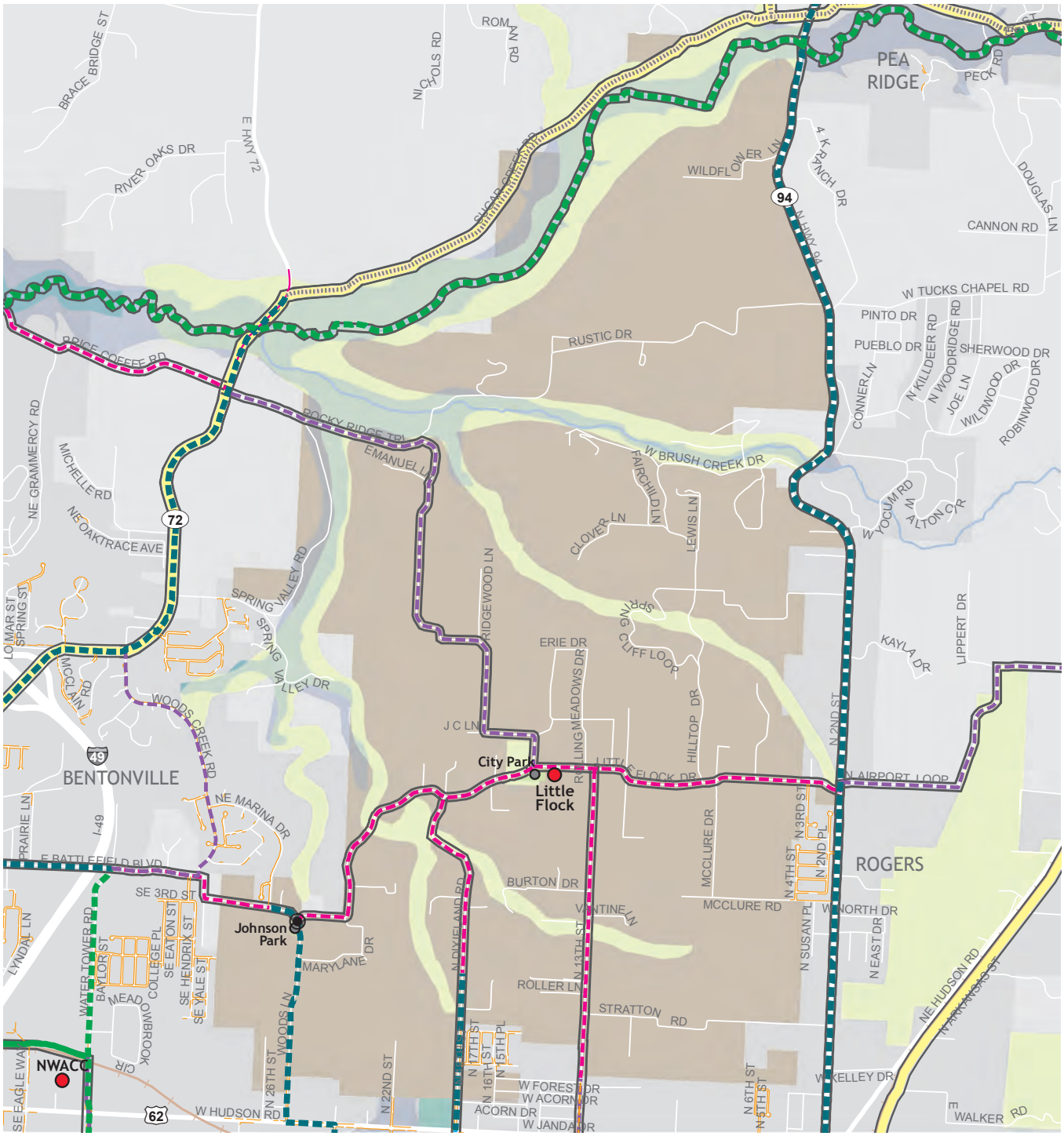
» Local Parks – Johnson Park and City Park
» The Sunshine School



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

REGIONAL LOCATION MAP

MAP 6.17 LITTLE FLOCK COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

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

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.45 Miles

Key Needs & Recommendations for Little Flock

Topic	Key Needs & Notes
Regional Needs	» Connect Little Sugar Creek trail opportunities. » Develop connections to Bentonville, Rogers, and Pea Ridge.
Other Key Needs	» Develop links to local parks, school and town center. » Minimize conflict between cars and cyclists.

Facility Recommendation	Recommendation Detail
Sidewalks	» A sidewalk network in Little Flock does not exist. Consider sidewalk development as needed with future development.
Intersections	» Little Flock Drive and Woods Lane: This intersection is commonly used by cyclists and local automobile traffic. Due to its configuration and sight lines (and proximity to a school), it is critical for all users to follow traffic laws. Further warning signage may be needed.
On-Street Bike Facilities	» Shoulder Improvements – Little Flock Drive: Add paved shoulder to Little Flock Drive, North Dixieland Road, and North 13th Street, providing safer space for both bicyclists and cars. » Shared Roadways – Rocky Ridge Trail: This is a scenic, low traffic route commonly used by recreational bicyclists through Little Flock.
Shared Use Facilities	» Shared Use Paved Trails – Little Sugar Creek: Little Sugar Creek traverses the northern extent of Little Flock and is an opportunity to enhance regional connectivity. » Sidepaths: One opportunity to enhance connectivity in Little Flock includes linking to Johnson Park/the Sunshine School. Furthermore (and longer term), a sidepath along AR 94 at the eastern extent of Little Flock would connect Little Flock and Pea Ridge to Rogers and Little Sugar Creek.

Other Topics	Notes
Multi-Modal Connections	» Little Flock is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail does not connect through Little Flock, but does follow nearby roadway corridors including Sugar Creek Road and Old Wire Road.

Program & Policy Recommendations

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

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

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

LOWELL WALK/BIKE ACTION PLAN

OVERVIEW

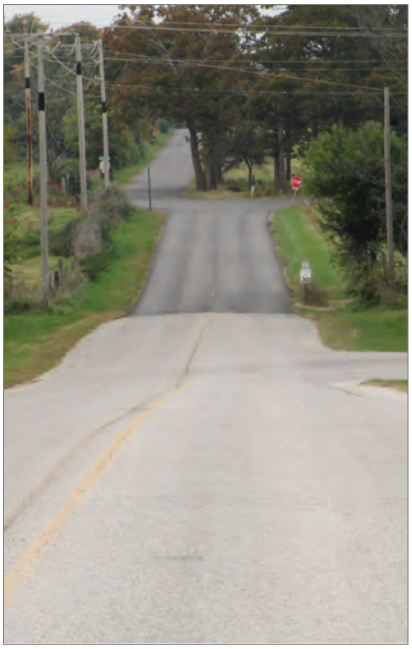
Lowell is a suburban community along the I-49 corridor that has a population of 7,714 and covers 9.6 square miles in Benton County. It borders the city limits of Rogers (six miles to downtown), Cave Springs (six miles), Bethel Heights (four miles), and Springdale (six miles). The Razorback Regional Greenway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

Regional Destinations

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

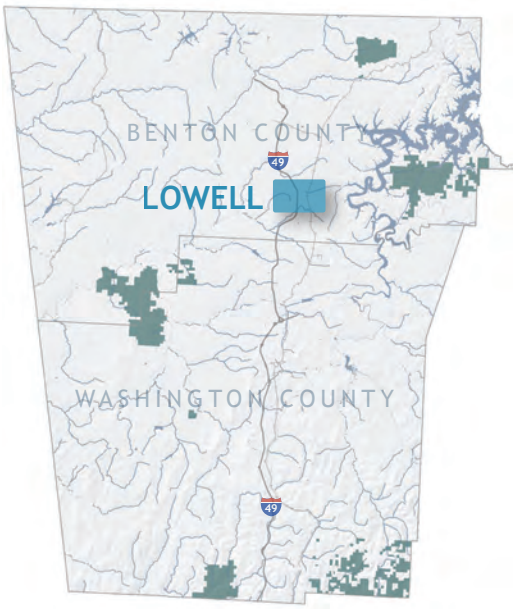
Other Key Destinations

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

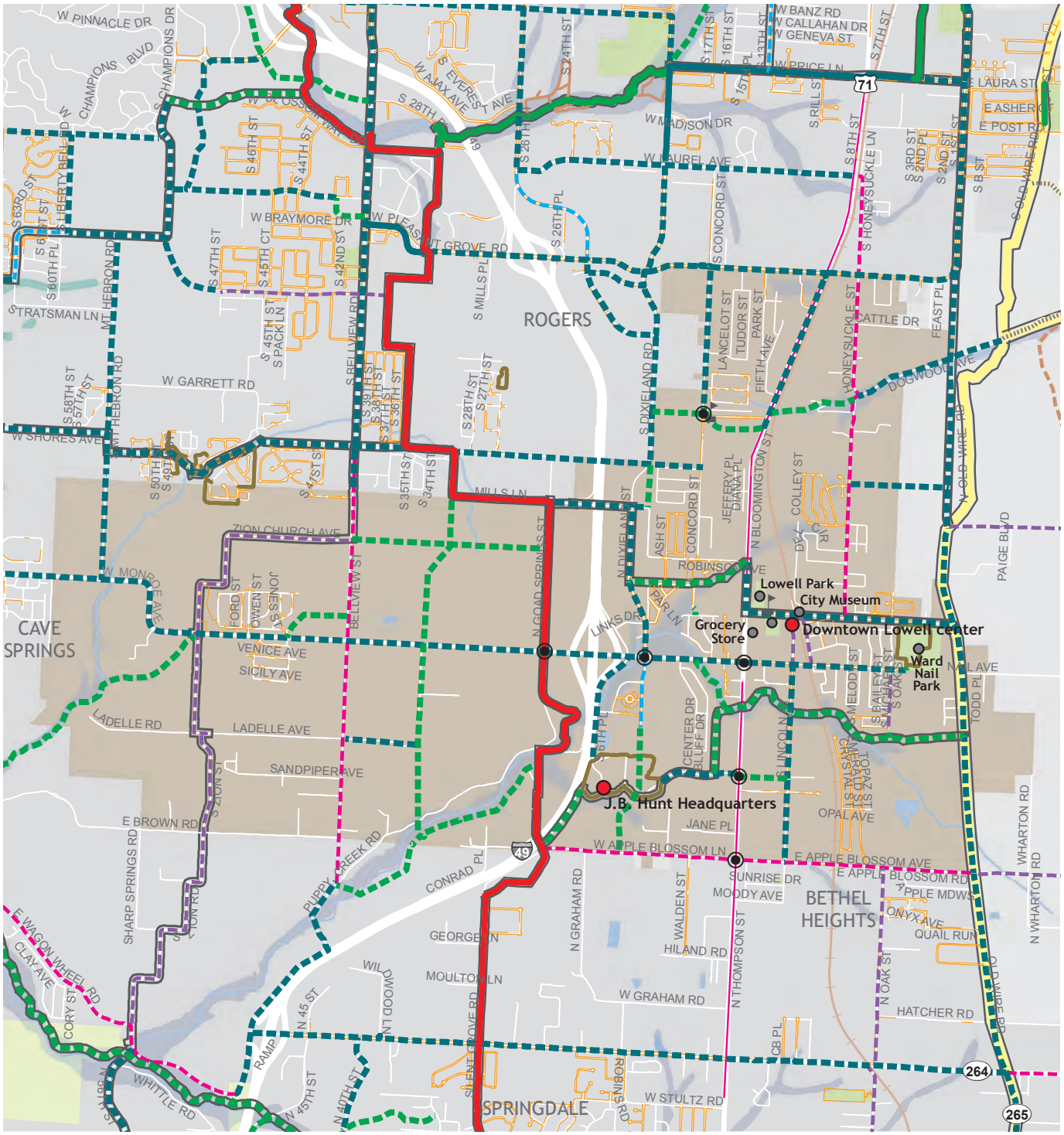


Clockwise from upper left: Oakwood Avenue toward the Razorback Regional Greenway; Ward Nail Park - Mudfest activities; Ward Nail Park mountain biking

REGIONAL LOCATION MAP



MAP 6.18 LOWELL COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Lowell

Topic	Key Needs & Notes
Regional Needs	» Provide links through the downtown area. Connect to the Razorback Regional Greenway and surrounding communities. Link to nearby destinations such as Arvest Ballpark.
Other Key Needs	» Adopted Streets/Trails Master Plan in 2013. » Provide neighborhood connectivity. » Improve access along and across barrier roadways. » Connect parks, schools, and other local destinations.

Facility Recommendation	Recommendation Detail
Sidewalks	» General: Continue developing sidewalks with new residential development. » US 71B: Develop pedestrian facilities along US 71B to connect adjacent businesses and adjacent neighborhoods.
Intersections	» US 71B and AR 264 Crossings: Crossing improvements needed along US 71B and AR 264 linking businesses and residential areas. Continue improving intersections as the trail network develops throughout Lowell.
On-Street Bike Facilities	» Shoulder Improvements: Add paved shoulder to Apple Blossom Road and Honeysuckle Street, providing safe space for both bicyclists and cars. » Separated Bikeway: Add separated bike facilities along South Dixieland Street with future trail development. » Shared Roadways: Zion Street provides a lower traffic volume alternative route south toward west Springdale. Other shared roadway opportunities in Lowell will provide new links as the trail network develops.
Shared Use Facilities	» Shared Use Paved Trails/Sidepaths – J.B. Hunt Headquarters: Develop several links including toward the Razorback Regional Greenway and downtown center area. » Sidepath Links – Monroe Avenue: Develop sidepath along Monroe Avenue through Lowell linking Ward Nail Park to the Razorback Regional Greenway. Over time, continue sidepath branch west along AR 264 connecting suburban developments of Lowell to the Razorback Regional Greenway in addition to Cave Springs and the developing Watershed Sanctuary. » Sidepath – McClure Avenue: Develop sidepath along McClure Avenue to linking Old Wire Road, Ward Nail Park, several local parks, Lowell Elementary School, and businesses along US 71B (including Marvin's IGA grocery store). » Sidepath Links – Dixieland Road, Pleasant Grove Road, and Old Wire Road: Continue developing the sidepath network throughout Lowell, providing links toward Rogers, the Tucker School and connecting to the Razorback Regional Greenway (Oakwood Avenue) and Old Wire Road.

Other Topics	Notes
Multi-Modal Connections	» Lowell is currently not served by any Ozark Regional Transit stops.
Heritage Trail	» The NWA Heritage Trail connects north/south through Lowell along Old Wire Road, connecting to downtown Rogers and Springdale.

Program & Policy Recommendations

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

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

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

PEA RIDGE WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

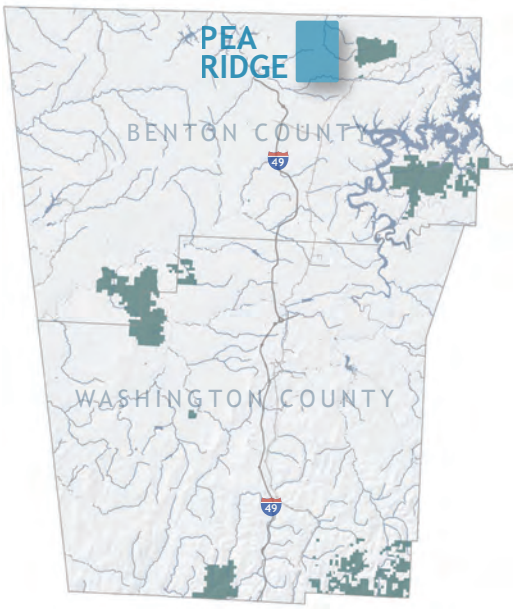
- Pea Ridge National Military Park
- Downtown

Other Key Destinations

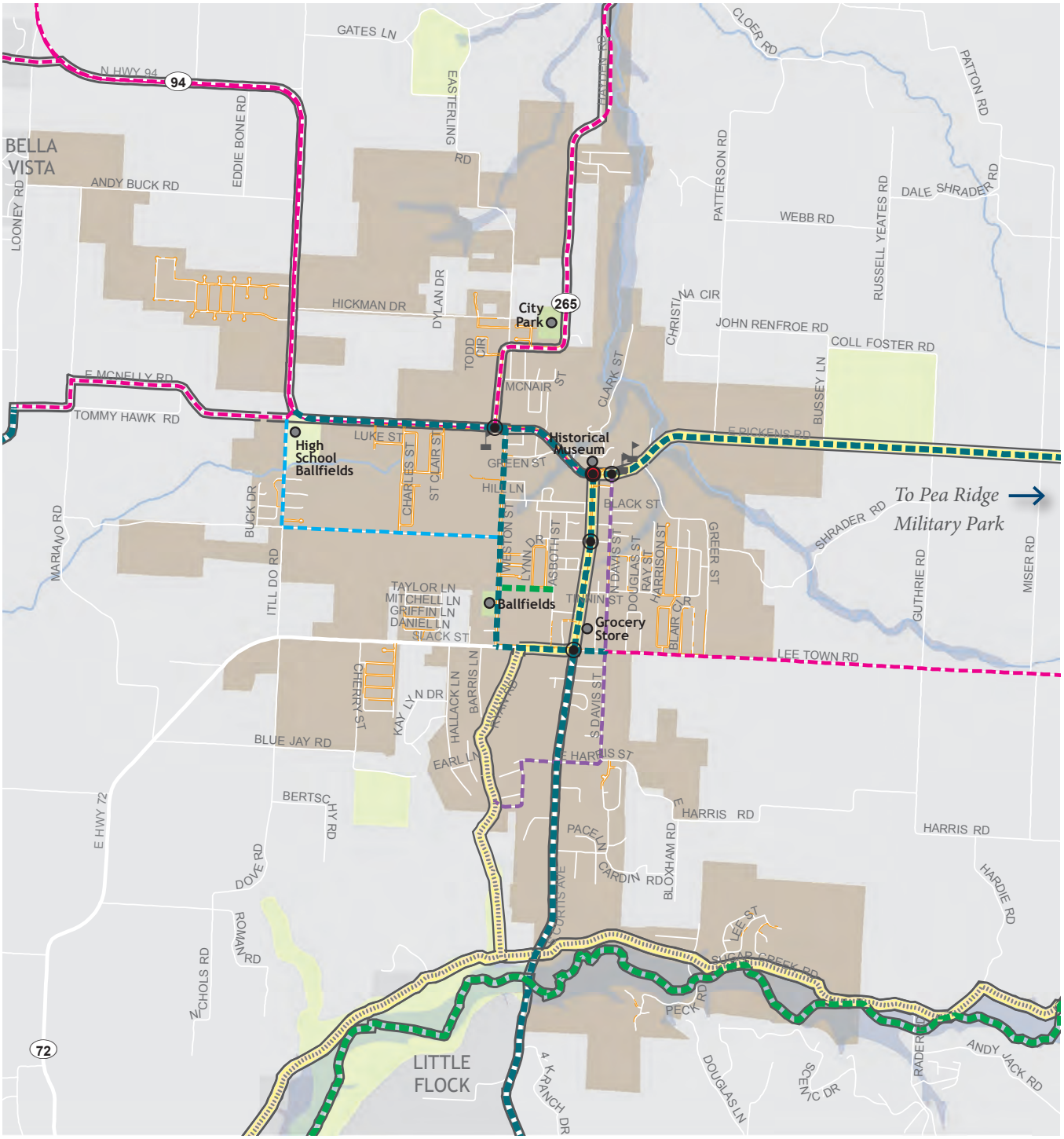
- Schools
- City Park, Ballfields
- Grocery store – Marvin's
- Historical Museum, public library

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

REGIONAL LOCATION MAP



MAP 6.19 PEA RIDGE COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Pea Ridge

Topic	Key Needs & Notes
Regional Needs	» Connect to Pea Ridge National Military Park. » Develop links to Bella Vista, Little Flock, Bentonville, and Rogers.
Other Key Needs	» Connect to school campuses near old downtown center. » Link to grocery store. » Connect parks, museum, and library.

Facility Recommendation	Recommendation Detail
Sidewalks	» Residential Circulation: Continue developing pedestrian facilities with new development. Consider sidewalk additions along Carr Street, Patton Street, Davis Street, and McCulloch Street.
Intersections	» Curtis Avenue: Crossing improvements needed especially at the Pickens Road, Lee Town Road, and Patton Street intersections. » School Entrances: Provide safe crossings at school entrances especially at Hayden Road (should be combined with the new sidewalk facilities) and Davis Street.
On-Street Bike Facilities	» Shared Roadway – Davis Street: Davis Street provides a low traffic volume alternative to Curtis Avenue, connecting to Pea Ridge Elementary School and Intermediate School. » Shoulder Improvements – Hayden Road, Lee Town Road: Shoulder improvements can provide safer facility for cyclists and motor vehicles in making these longer distance connections.
Shared Use Facilities	» Sidepath – Pickens Road and Curtis Avenue: Develop sidepaths along Pickens Road and Curtis Avenue to ensure safe routes to school and connecting many local destinations (including regional destinations such as Pea Ridge National Military Park). Additional upgrades along Slack Street and Weston Street will improve connectivity. » Shared Use Paved Trail – Little Sugar Creek: Develop shared use paved trail along Little Sugar Creek providing connections between Pea Ridge National Military Park and Bentonville.

Other Topics	Notes
Multi-Modal Connections	» Pea Ridge is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail traverses the heart of Pea Ridge following Ryan Road, Curtis Avenue and Pickens Road. Sugar Creek Road (east/west along the southern extent of Pea Ridge) is also part of the Heritage Trail.

Program & Policy Recommendations

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

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

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

PRAIRIE GROVE WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

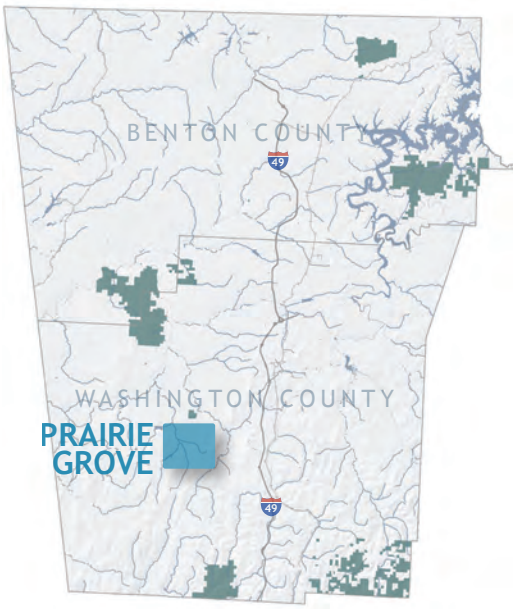
- Prairie Grove Battlefield State Park
- Bob Kidd Lake
- Downtown

Other Key Destinations

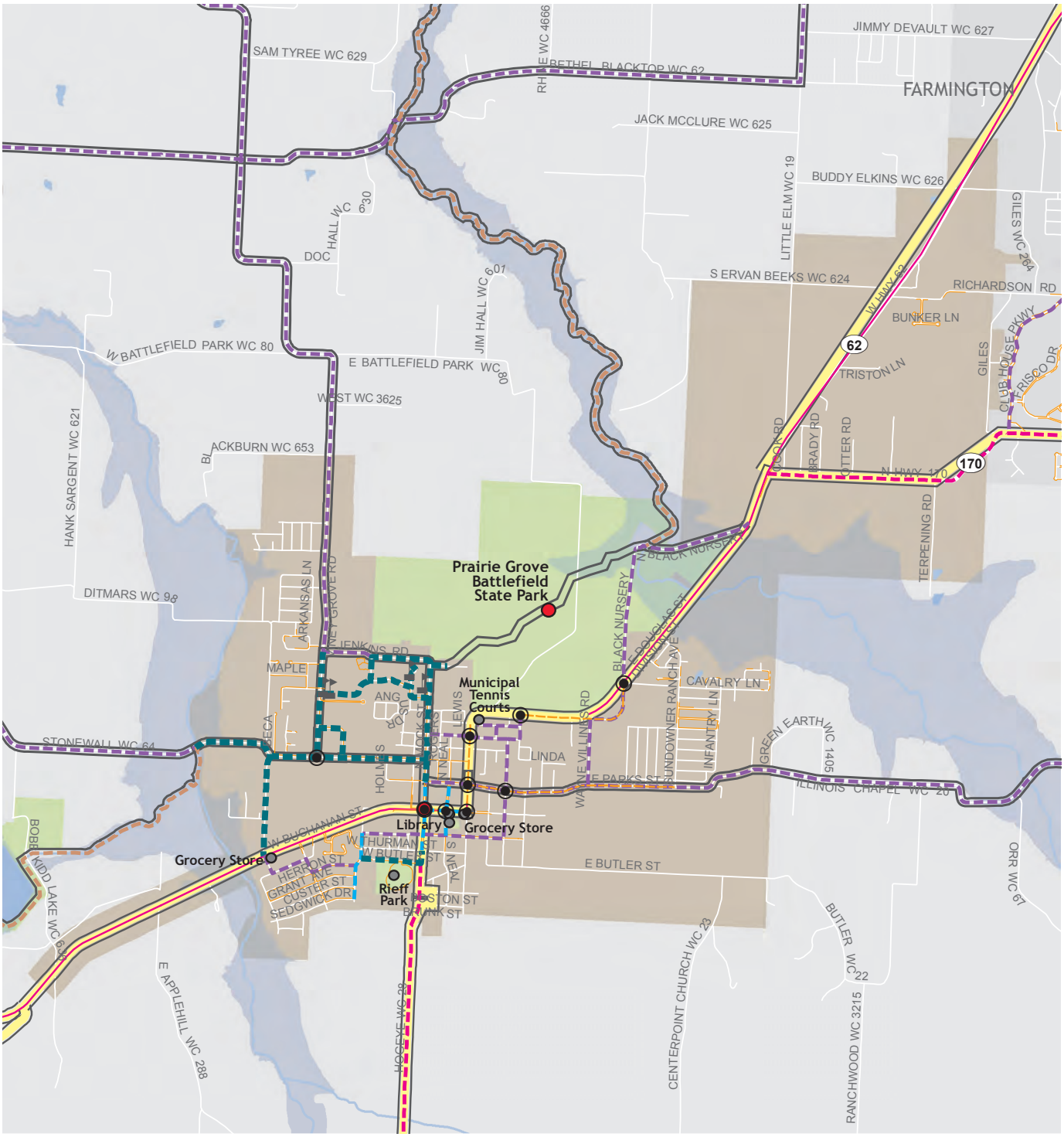
- Schools
- Rieff Park, other local parks, and library
- Grocery stores – Harp's and Walmart Express

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

REGIONAL LOCATION MAP



MAP 6.20 PRAIRIE GROVE COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Prairie Grove

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

Program & Policy Recommendations

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

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

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

ROGERS WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

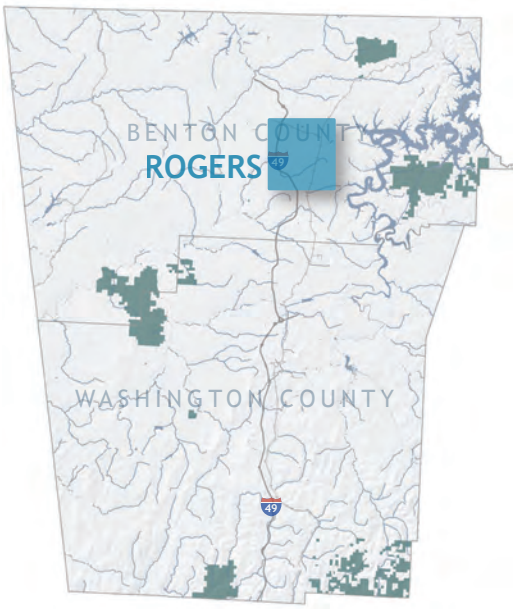
- Razorback Regional Greenway
- Lake Atalanta
- Pinnacle Hills Shopping Area
- Northwest Arkansas Community College
- Downtown

Other Key Destinations

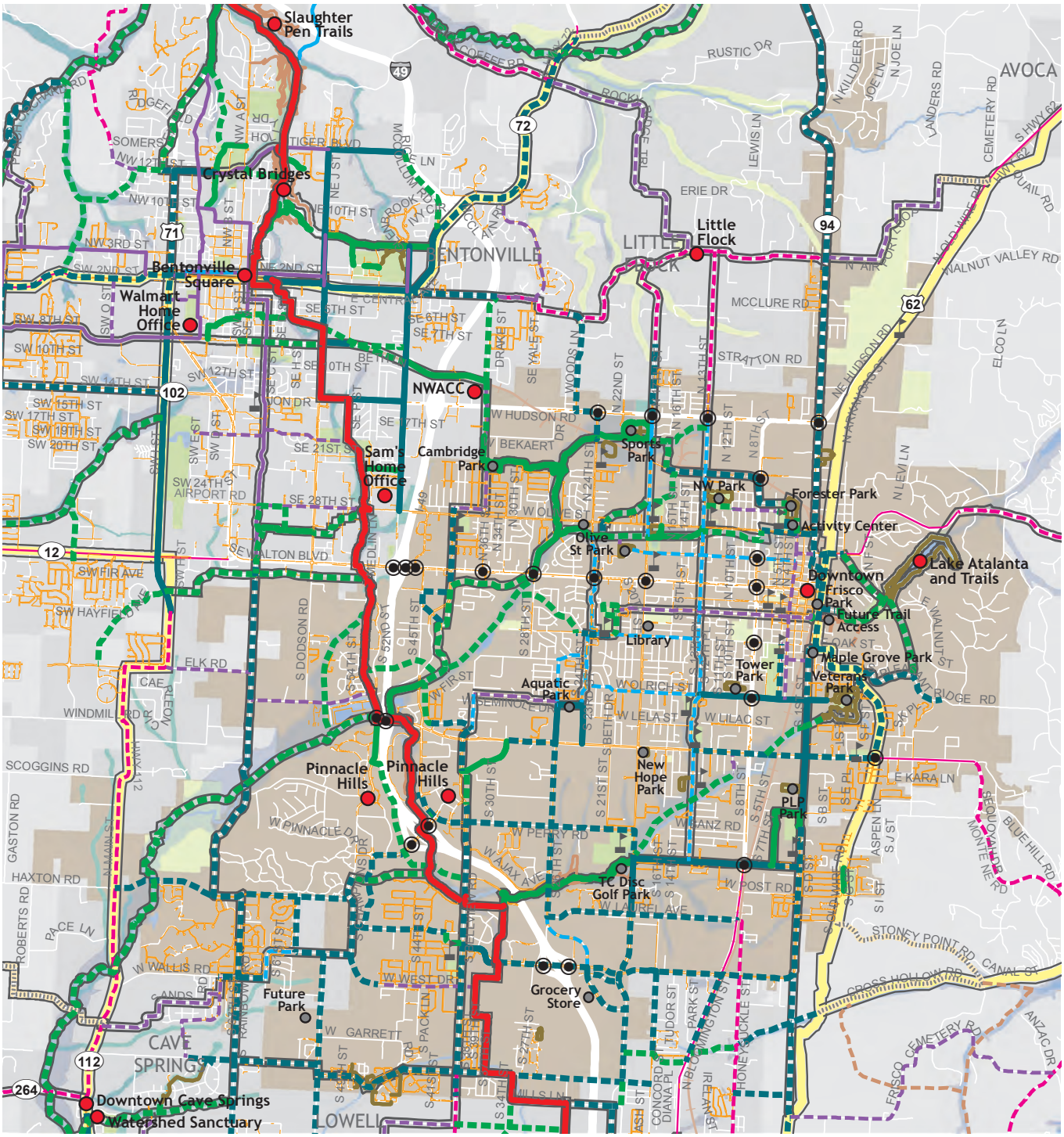
- Local parks and schools, public library
- Aquatics Center, Adult Wellness Center, Activity Center
- Residential areas

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

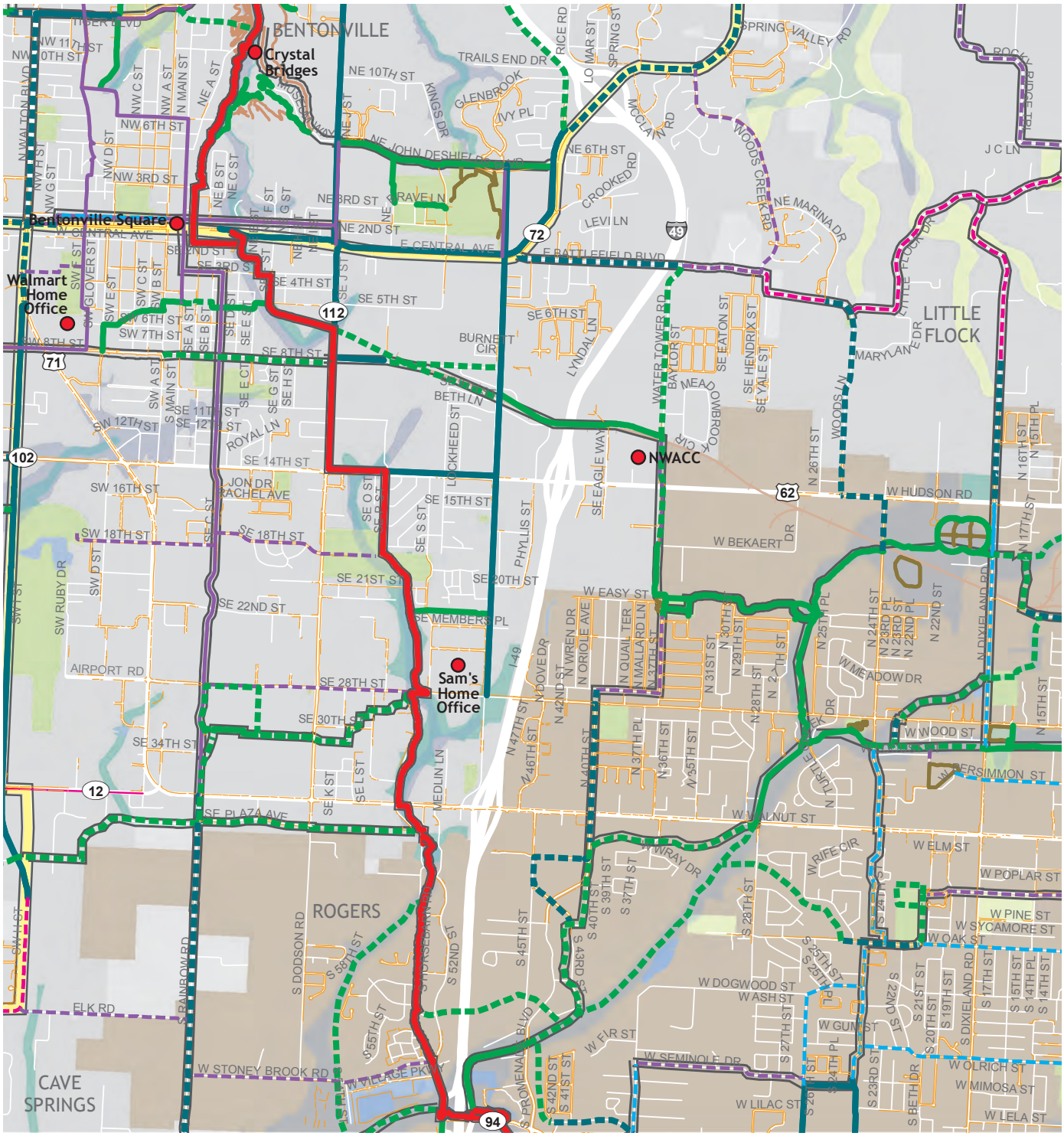
REGIONAL LOCATION MAP



MAP 6.21 ROGERS COMMUNITY PLAN



MAP 6.21-NW ROGERS NORTHWEST QUADRANT



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

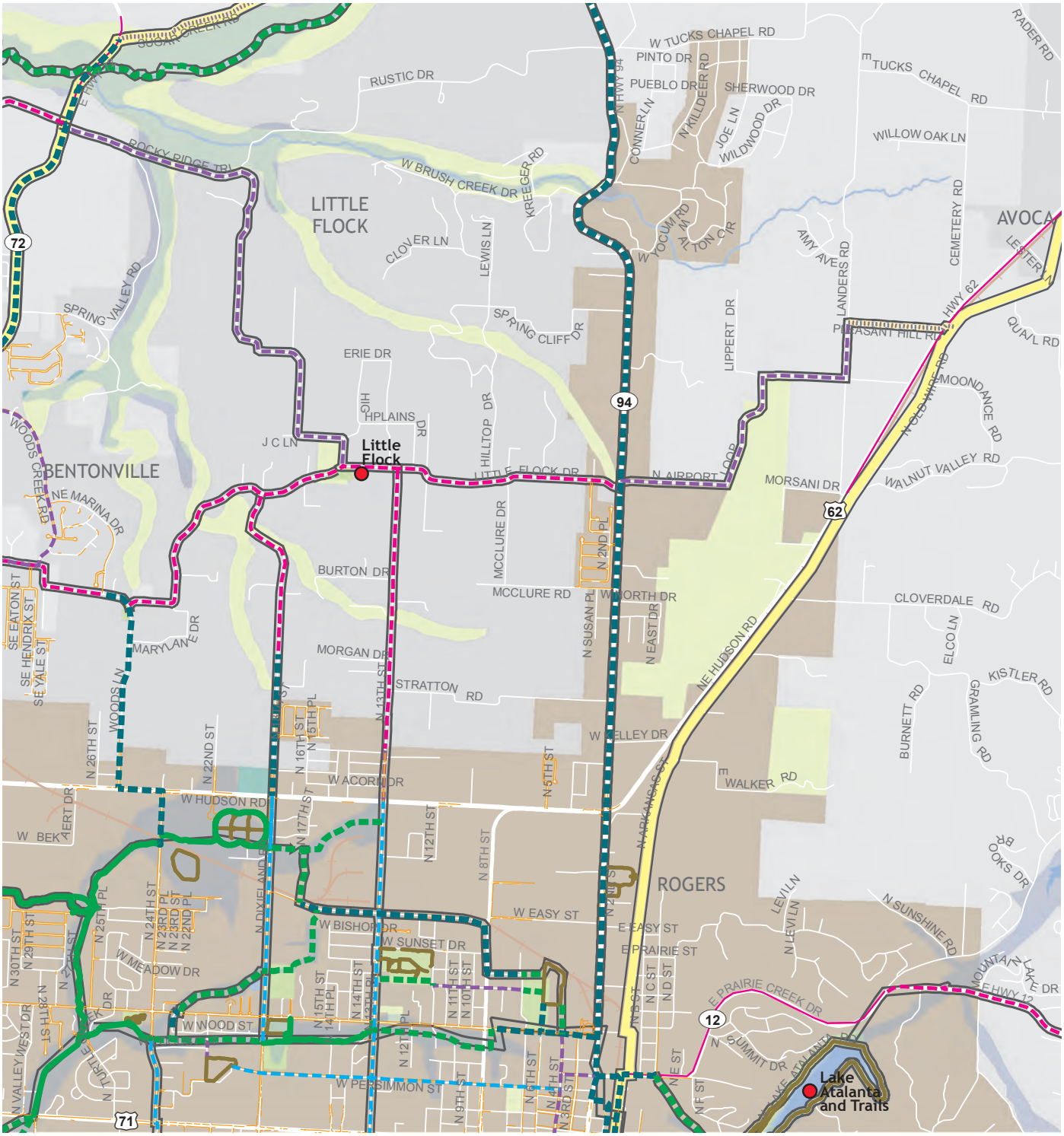
Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

MAP 6.21-NE ROGERS NORTHEAST QUADRANT



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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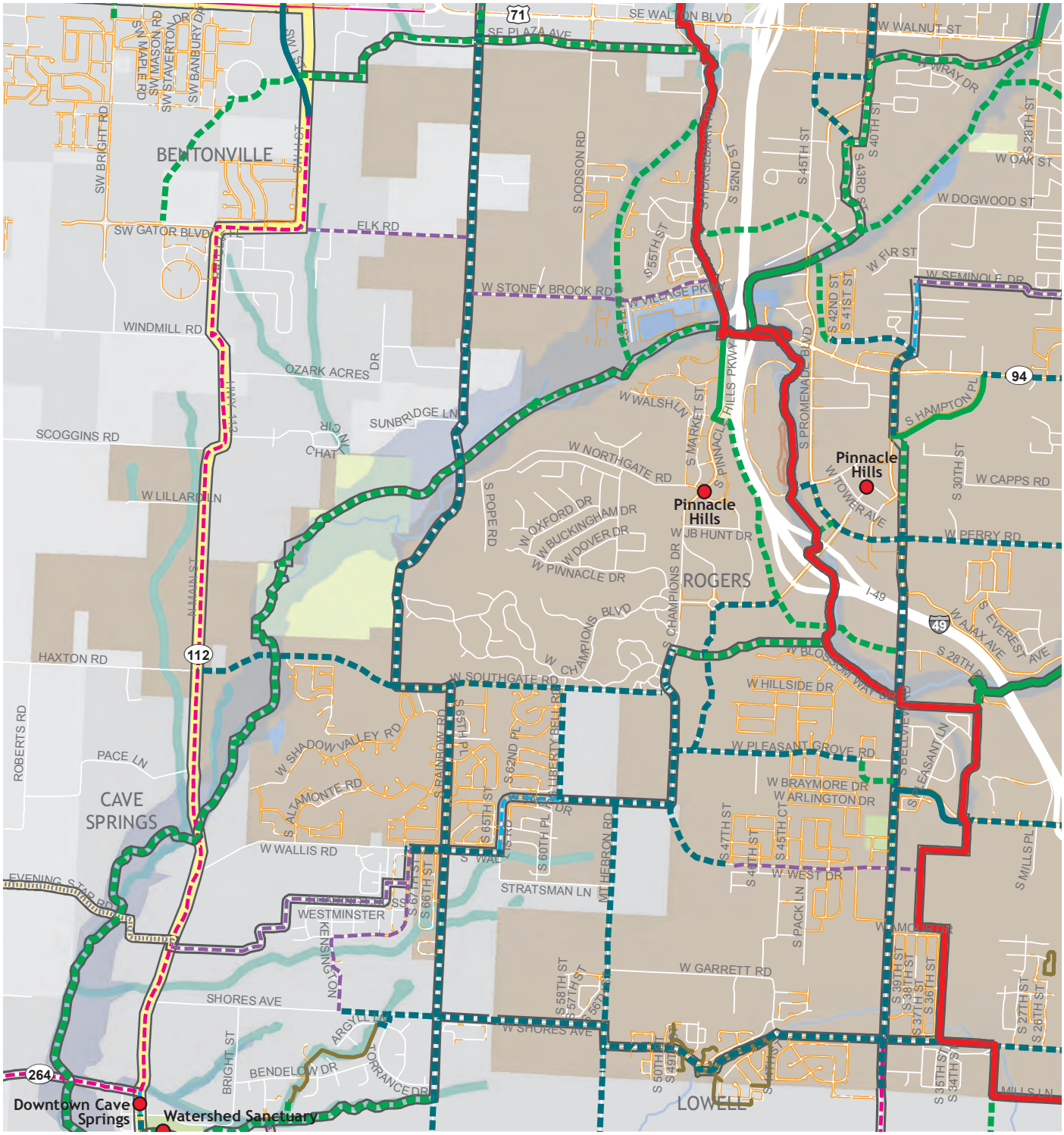
Proposed Sidepath
Existing Sidepath
Proposed Natural Surface Trail
Existing Natural Surface Trail
Crossing Improvement

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

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

MAP 6.21-SW ROGERS SOUTHWEST QUADRANT



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

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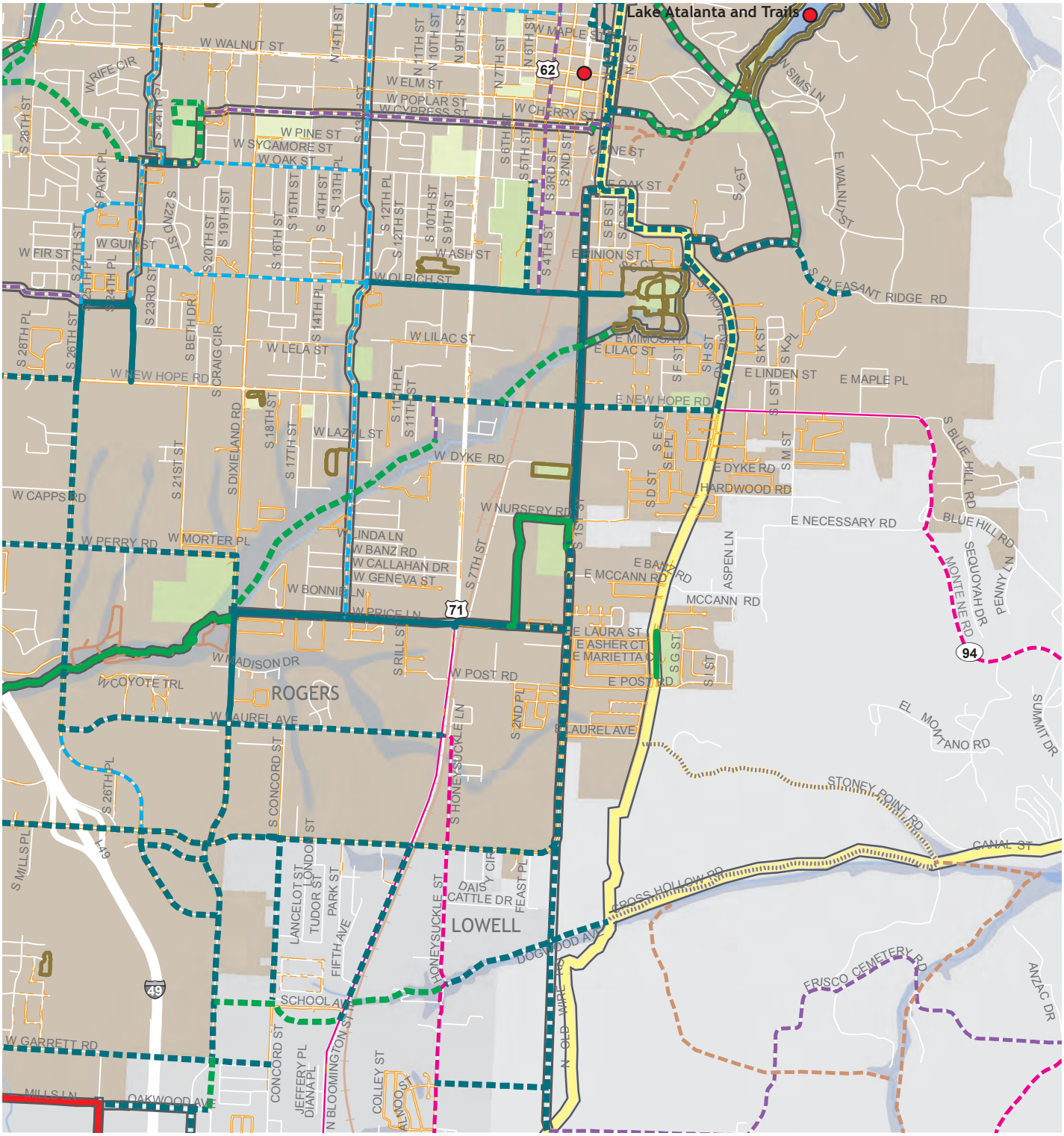
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route
Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

MAP 6.21-SE ROGERS SOUTHEAST QUADRANT



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Rogers

Topic	Key Issues & Notes
Regional Needs	» Continue developing connections to the Razorback Regional Greenway. » Continue trail development connecting Lake Atalanta and the downtown area. » I-49, US 62, and US 71B limit connectivity to surrounding communities. » Explore opportunities to connect to Beaver Lake and Hobbs State Park.
Other Key Needs	» 2014-2015 Rogers Greenways & Trails Map serves as a key guide for the bicycle and pedestrian network. » North/south rail line limits connectivity to the east side of Rogers. » Several high speed, high traffic volume corridors limit circulation through the city (New Hope Road, Walnut Street, 8th Street, I-49, Olive Street, Hudson Road, and Dixieland Road). » Extensive pedestrian network exists – limited bicycle facilities are present.

Facility Recommendation	Recommendation Detail
Sidewalks	» Continue developing sidewalks with new development, and continue filling sidewalk gaps as necessary. Continue integrating shared use paved trails and sidepaths as part of pedestrian network improvements.
Intersections	» Crossing facilities are well constructed in key locations such as the downtown area and other new facilities through town (such as Perry Road and 26th Street). Continue implementing crossing improvements, especially where feasible along higher speed/ higher traffic volume roadways such as Walnut Street, 8th Street, Hudson Street, Olive Street, New Hope Road, and Dixieland Road. Innovative intersection treatments (see design guidelines in Appendix A) should be implemented along the developing bicycle and pedestrian network.
On-Street Bike Facilities	» Separated Bikeway – 13th Street & 24th Street: Identified on the 2014-2015 Rogers Greenways & Trails Map as a bike route, these streets are key north/south routes through the city that have appropriate width in many places for incorporating separated bicycle facilities. These streets link several local schools and destinations. » Separated Bikeway – Olrich Street, Persimmon Street, and Oak Street: Similarly, these streets (Olrich and Oak Street identified in the 2014-2015 Rogers Greenways & Trails Map as a bike route) are key routes (east/west) through the city that have appropriate width in many places for incorporating separated bicycle facilities. These streets link several local schools and destinations. » Shared Roadways – 4th Street and Cypress Street: 4th Street (north/south) and Cypress Street (east/west) offer lower traffic alternatives in connecting to the downtown area, requiring little improvements in physical infrastructure.

Key Needs & Recommendations for Rogers (continued)

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

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

Program & Policy Recommendations

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

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

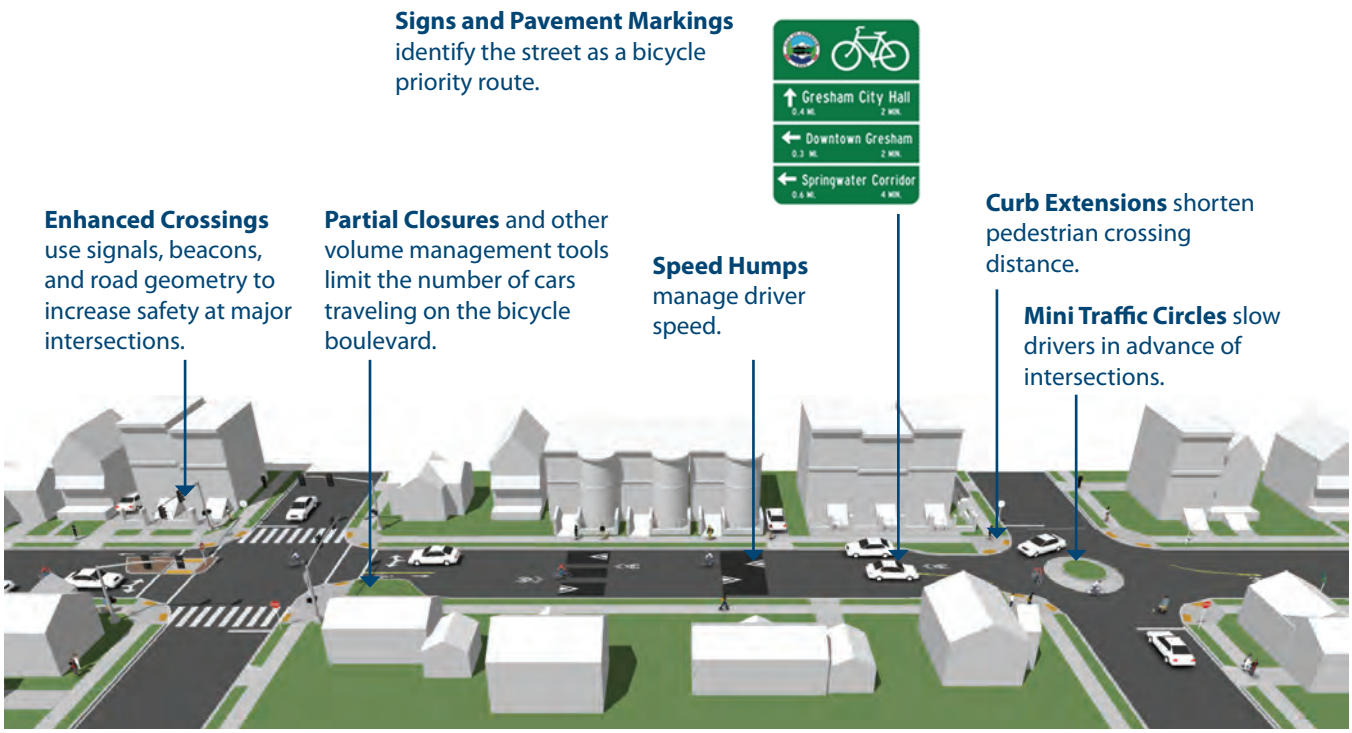
Program & Policy Recommendations

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

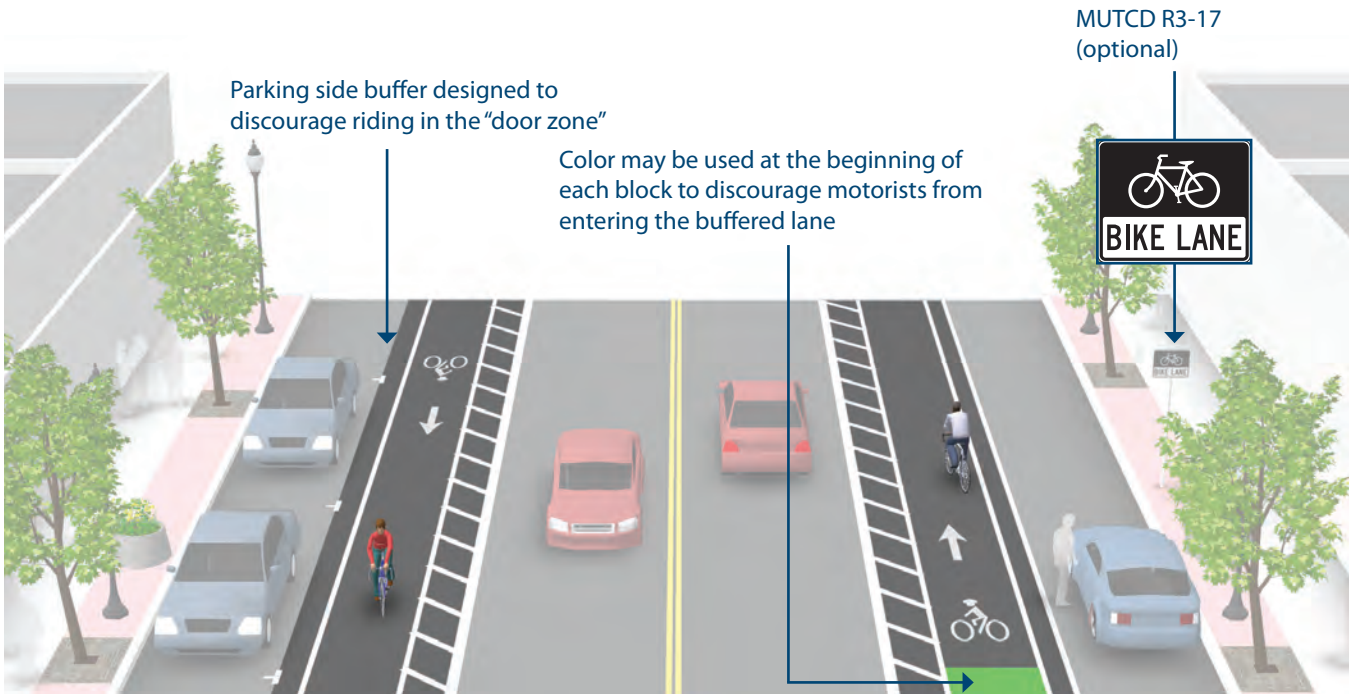
Design Guideline Examples For Rogers

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

BICYCLE BOULEVARD



BUFFERED BIKE LANE



SILOAM SPRINGS WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

- Whitewater Recreation Park
- Siloam Springs Lake
- John Brown University
- Downtown

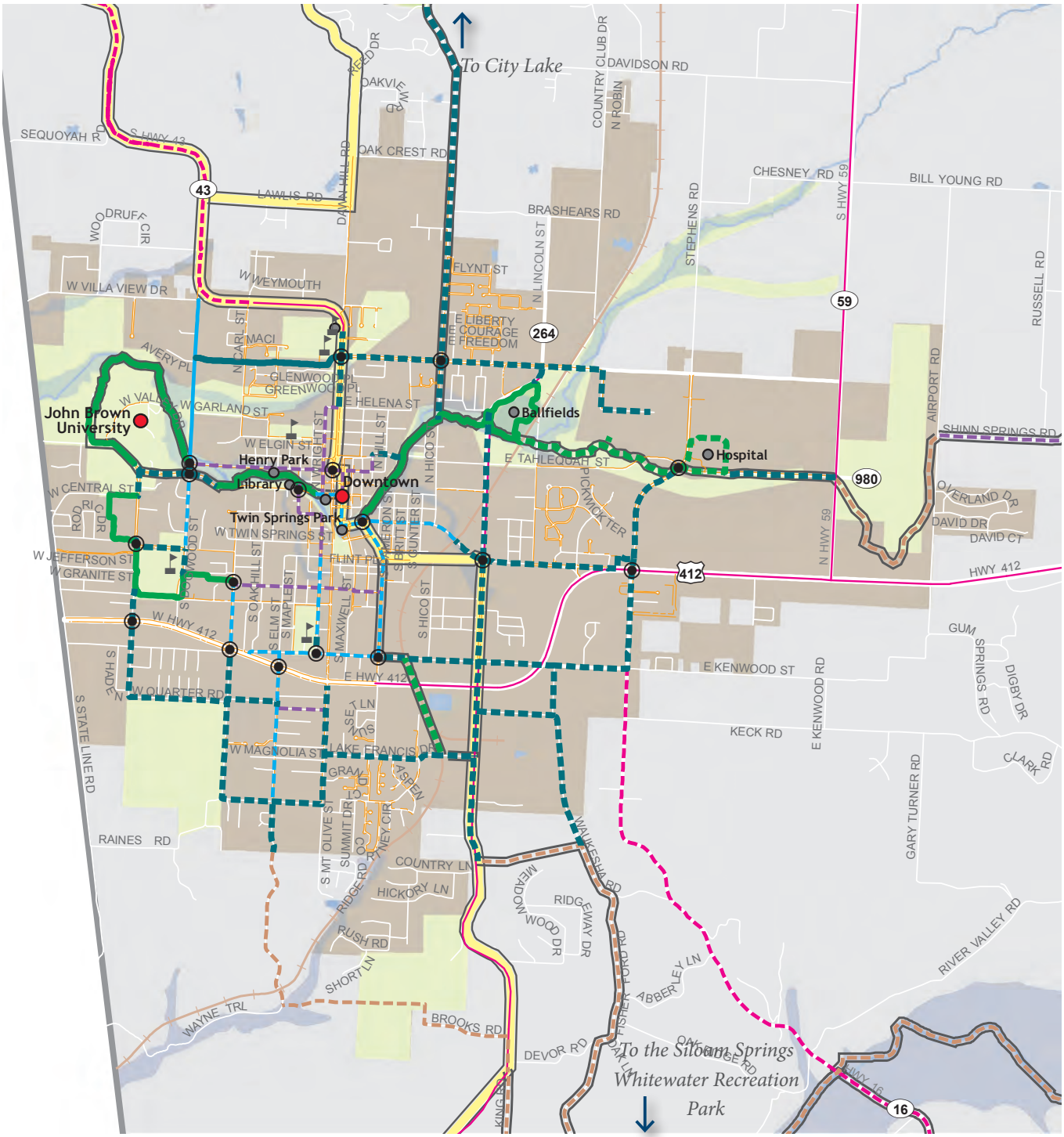
Other Key Destinations

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

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

REGIONAL LOCATION MAP

MAP 6.22 SILOAM SPRINGS COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Siloam Springs

Topic	Key Needs & Notes
Regional Needs	» Siloam Springs is over 20 miles from the urban NWA corridor, but has opportunities to improve connectivity to Gentry and Lake Wedington and Ozark National Forest. » US 412 limits connectivity to Whitewater Recreation Park.
Other Key Needs	» North/south rail line limits connectivity between west and east side. » US 412 limits connectivity to south end. » A significant sidewalk network exists, but most local roadways are narrow with limited to no space for bicycling.

Facility Recommendation	Recommendation Detail
Sidewalks	» Continue developing sidewalks with new development, and continue filling sidewalk gaps as necessary. Transition most future pedestrian improvements to shared use paved trailways and sidepaths, especially outside of the urban core.
Intersections	» Crossing facilities are well constructed in key locations such as the downtown area and along US 412. Innovative bicycle intersection treatments (see design guidelines in Appendix A) should be utilized as the network develops. Furthermore, as the bicycle and pedestrian network develops, key intersection improvements will be needed, especially around key destinations.
On-Street Bike Facilities	» Separated Bikeway – Downtown: Add separated bike facilities through downtown, utilizing wide roadways along Main Street, Broadway Street, and University Street, linking downtown ends of the Dogwood Trail. » Separated Bikeway – Washington Street: Add separated bike facilities along Washington Street in making a key connection south. This will likely include width adjustments. » Shared Roadways – Downtown links: Several downtown streets offer lower traffic alternatives in connecting through the downtown area, requiring little improvements in physical infrastructure. Key streets include Wright Street, N Broadway Street, Benton Street and Harvard Street.
Shared Use Facilities	» Shared Use Paved Trail – Ballfields to High School: Develop shared use paved trailway undercrossing the rail line along Sager Creek heading east from the Ballfields. Connect to Siloam Springs High School. » Shared Use Paved Trail – Rail with trail: Explore opportunities to develop rail with trail undercrossing of US 412 between Kenwood Street and Lake Francis Drive. This would provide a safer alternative in linking the south side of Siloam Springs. » Sidepaths – Siloam Springs Lake to Whitewater Recreation Park: Develop sidepaths along Hico Street and AR 59 in linking the northern and southern extents of Siloam Springs, including to regional destinations. » Natural Surface Trails – Whitewater Recreation Park: Develop natural surface trails in linking the new Whitewater Recreation Center, adding opportunities for mountain biking, hiking, and other trail uses.

Other Topics	Notes
Multi-Modal Connections	» Siloam Springs is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects north/south through the heart of Siloam Springs utilizing Dawn Hill Road, AR 43, and several downtown roads. It links Siloam Springs with Gentry and surrounding rural areas.

Program & Policy Recommendations

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

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

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

SPRINGDALE WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

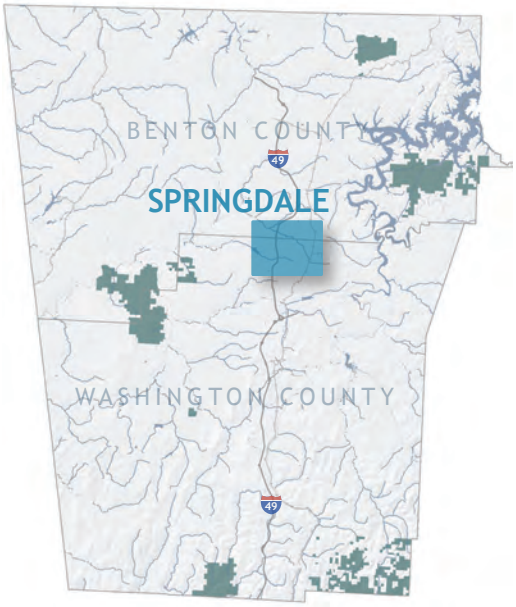
- Razorback Regional Greenway
- Arvest Ballpark
- Rodeo of the Ozarks
- The Jones Center
- Arts Center of the Ozarks
- Tyson Foods, Headquarters
- Lake Springdale
- Downtown

Other Key Destinations

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

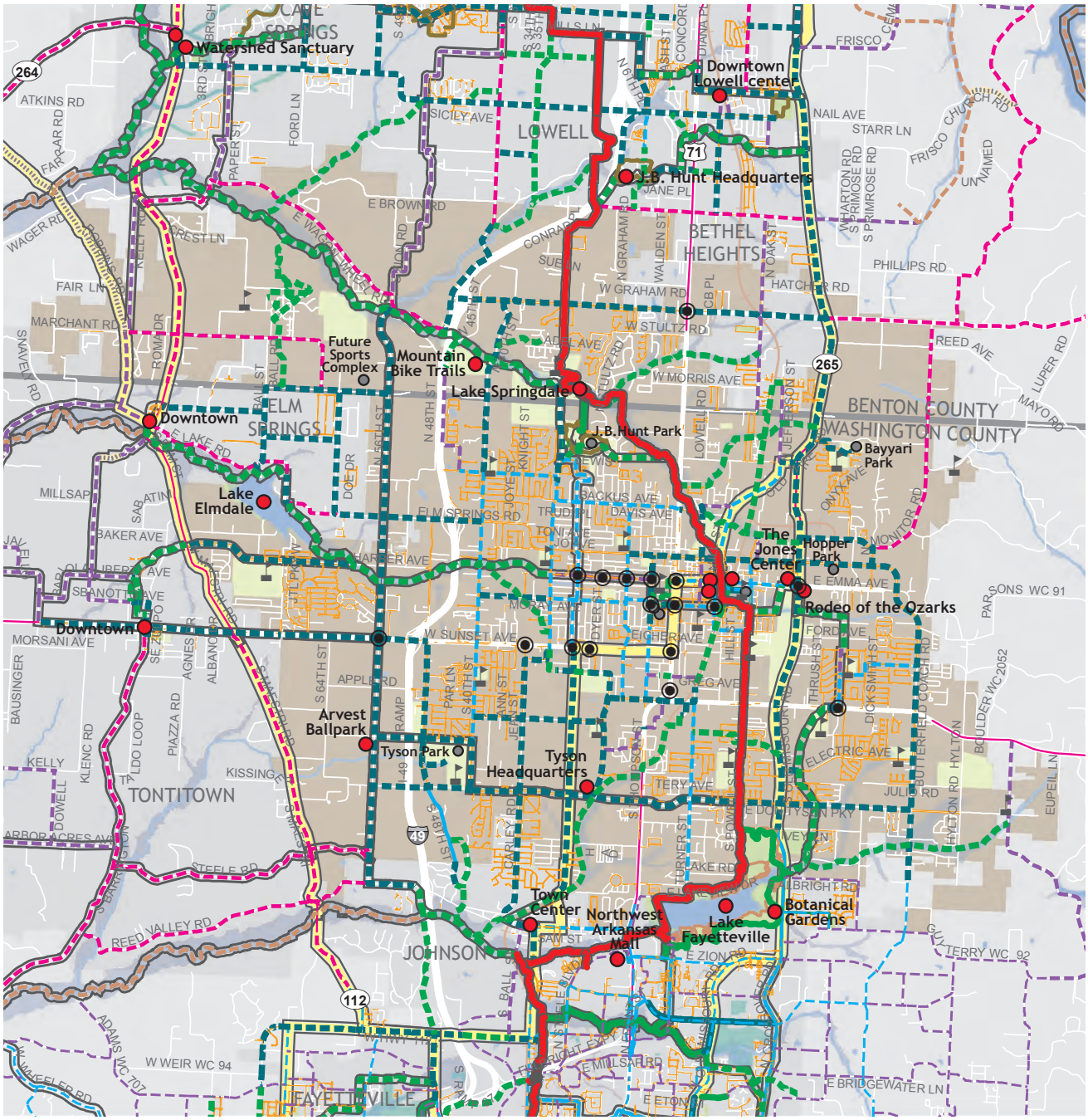
Clockwise from upper left: Downtown Springdale crosswalk; Razorback Regional Greenway informational sign; Lake Springdale boardwalk

REGIONAL LOCATION MAP



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

MAP 6.23 SPRINGDALE COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

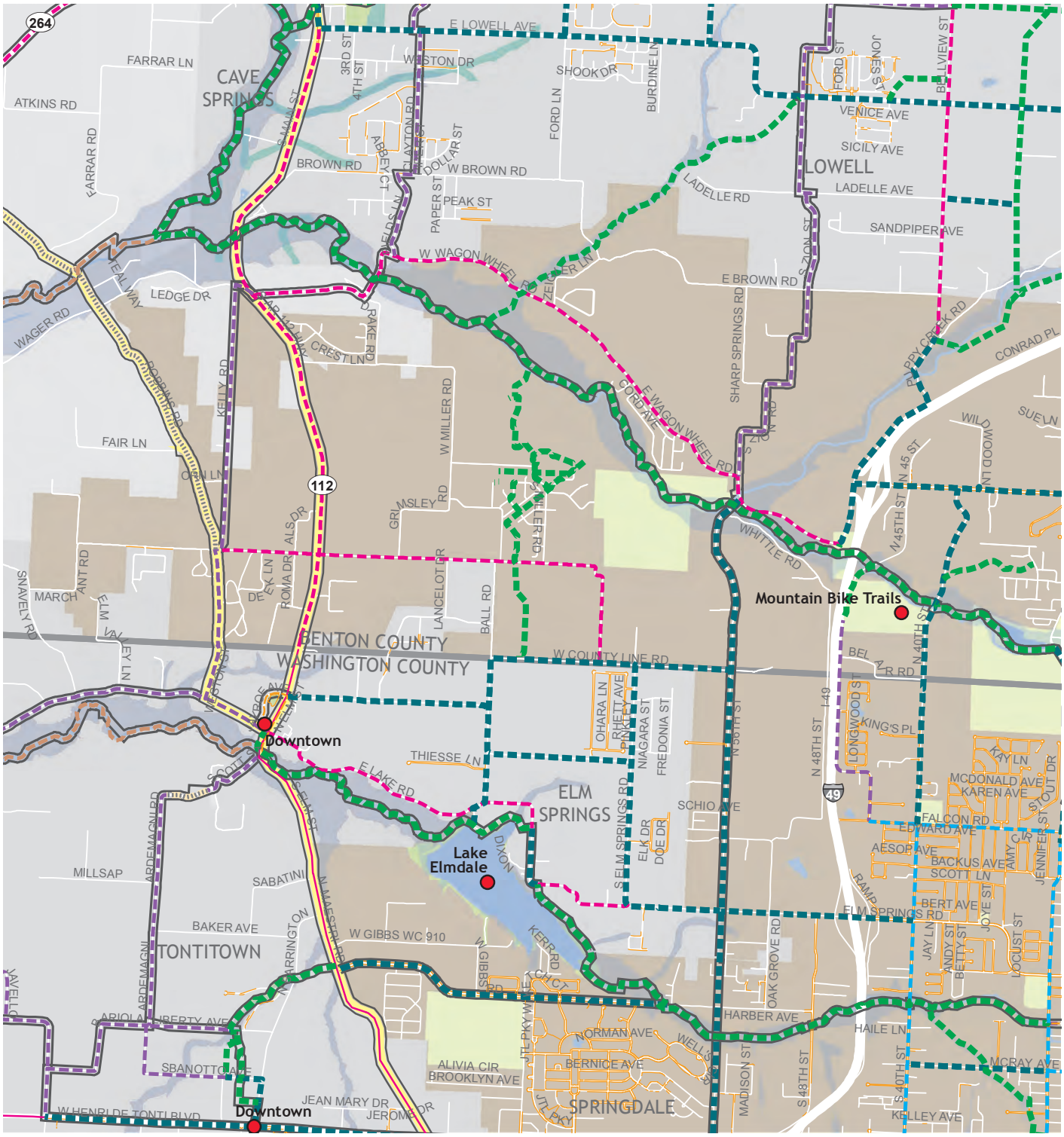
Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 1 Miles

MAP 6.23-NW SPRINGDALE NORTHWEST QUADRANT



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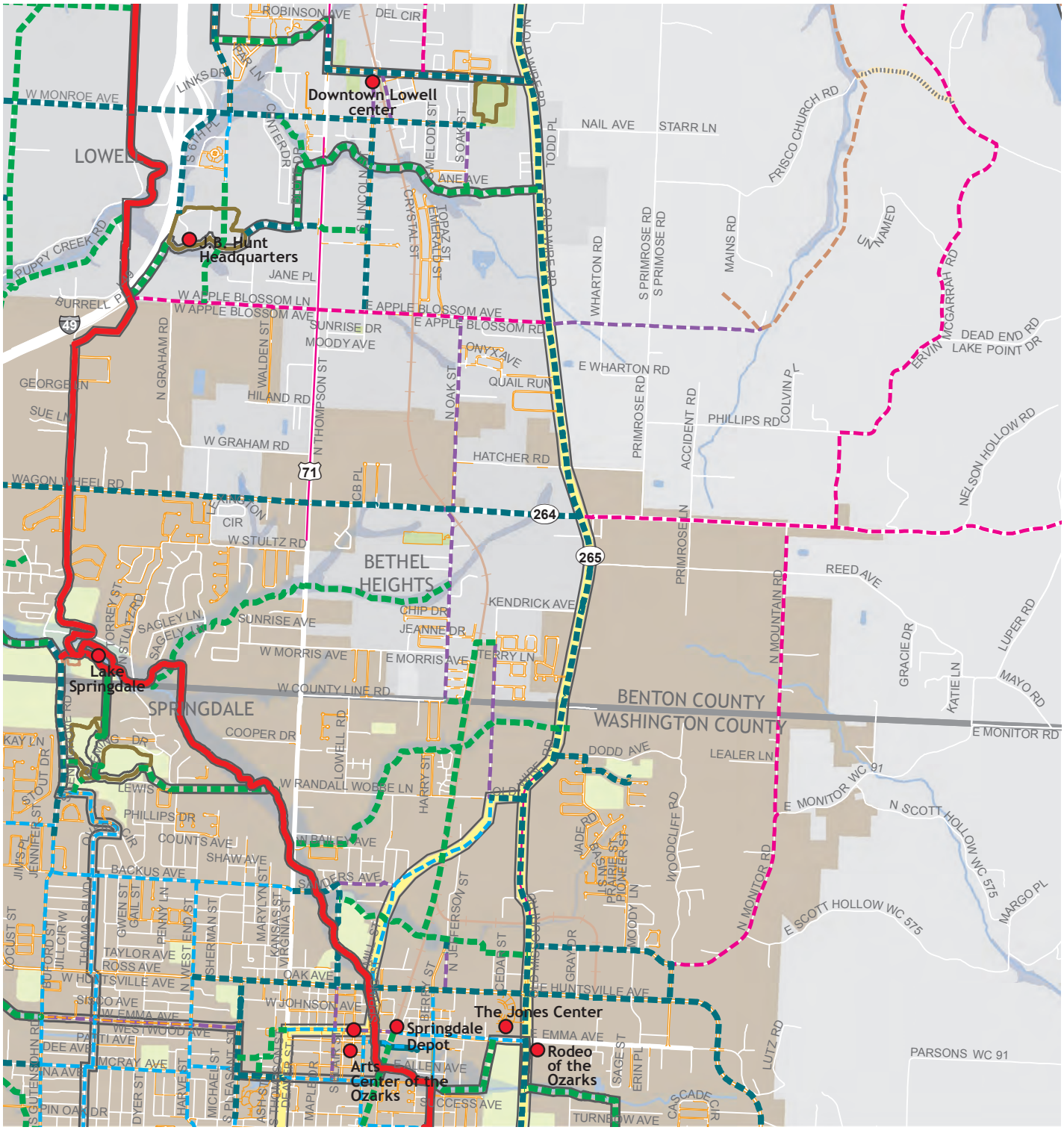
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

MAP 6.23-NE SPRINGDALE NORTHEAST QUADRANT



Razorback Greenway
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School

Shared Use Facilities
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Existing Shared Use Paved Trail
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Crossing Improvement

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Existing Separated Bikeway
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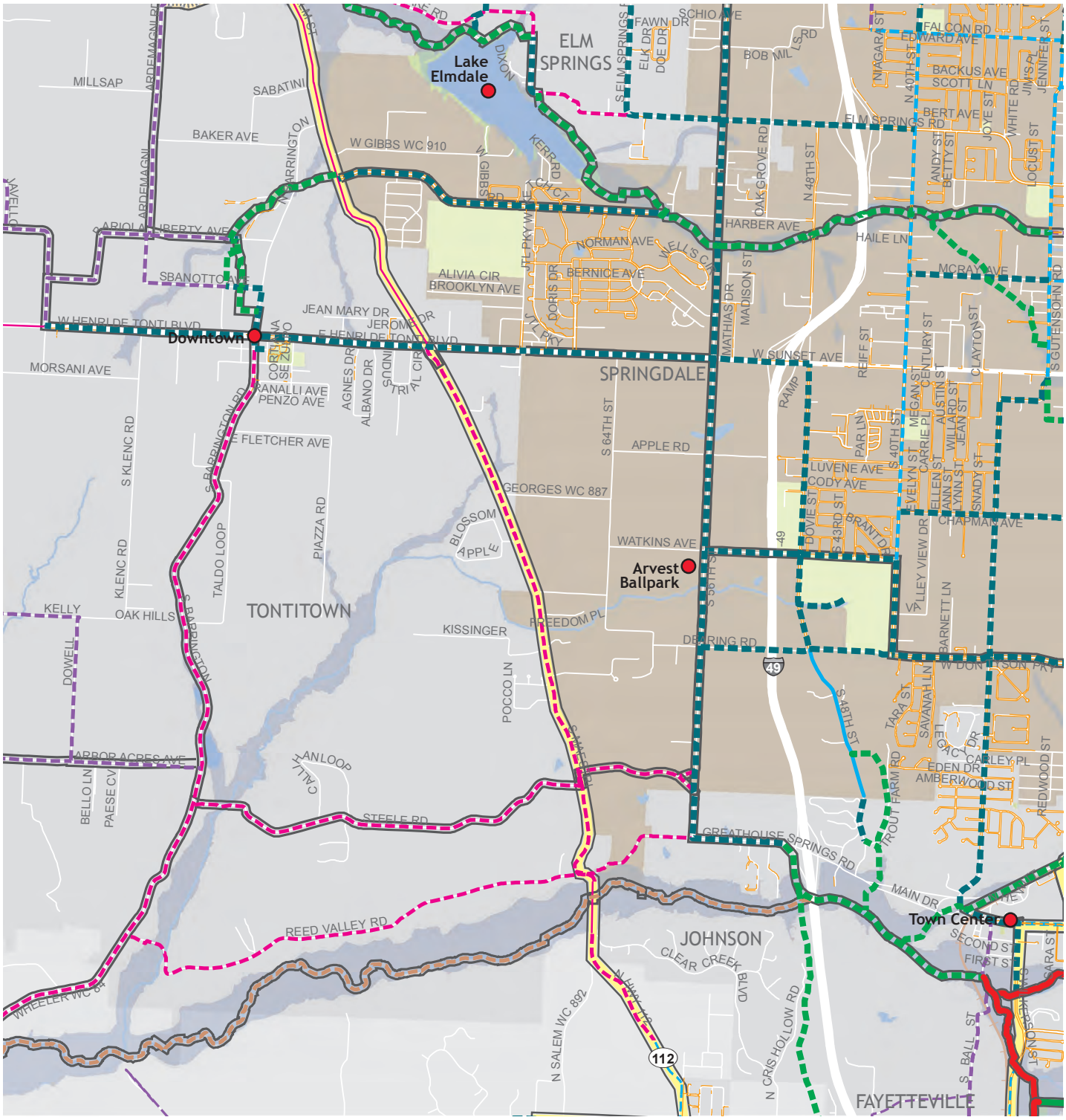
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

MAP 6.23-SW SPRINGDALE SOUTHWEST QUADRANT



Razorback Greenway
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Local Destination
School

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

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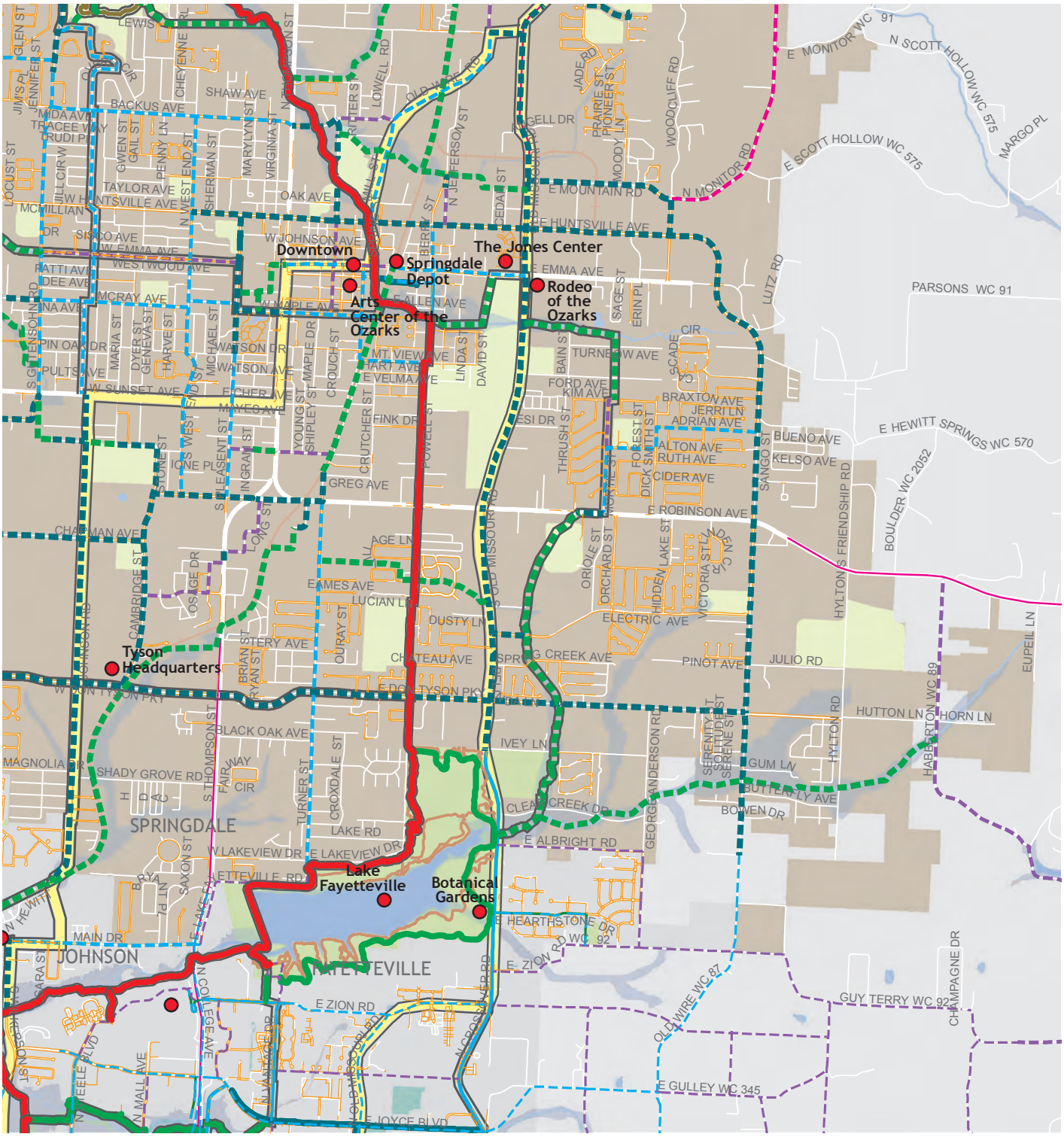
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

MAP 6.23-SE SPRINGDALE SOUTHEAST QUADRANT



Razorback Greenway
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Heritage Trail
Regional Destination
Local Destination
School

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Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Springdale

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

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

Key Needs & Recommendations for Springdale (continued)

Facility Recommendation	Recommendation Detail
Shared Use Facilities	» Shared Use Paved Trail/Sidepath – Park Street to East Emma Avenue and AR 265: Develop connection east from the Razorback Regional Greenway at Park Street, following Spring Creek toward the airport then north to Emma Avenue and the Jones Center. Develop a sidepath connection to the Emma Avenue and AR 265 intersection, linking to the Jones Center, Rodeo of the Ozarks, airport, and Heritage Trail. » Shared Use Paved Trail – Emma Avenue to Har-Ber Avenue/56th Street connection: Develop link from the western end of Emma Avenue to the eastern end of Har-Ber Avenue/northern end of 56th Street, following a tributary to Brush Creek and crossing under I-49 along the creek culvert. » Shared Use Paved Trail – Spring Creek: Develop branch of the Razorback Regional Greenway northwest along Spring Creek toward Cave Springs. This provides a link toward Cave Springs, the Watershed Sanctuary, XNA airport, and parts of Elm Springs and western Lowell. » Sidepath – AR 265: Develop a sidepath along the length of AR 265 on the east side of Springdale. This follows the Heritage Trail, connects the Jones Center, Rodeo of the Ozarks, Bethel Heights, Lowell, Fayetteville, Lake Fayetteville, with connection opportunities to Beaver Lake. » Sidepath – Don Tyson Parkway: Upgrade sidewalk along Don Tyson Parkway to sidepaths. This provides a key east/west component of the network in southern Springdale. This provides links to the Razorback Regional Greenway, the Heritage Trail, Tyson Foods Headquarters, and connections to Arvest Ballpark. » Sidepaths – S 40th Street, Watkins Avenue, and 56th Street: Develop sidepaths along the streets to complete the western loop between Don Tyson Parkway, and Emma Avenue, connecting Arvest Ballpark, and other opportunities highlighted above.

Other Topics	Notes
Multi-Modal Connections	» Springdale is connected to Ozark Regional Transit routes 61, 62, 63, and 64 & 52 with 24 stops throughout Springdale. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects north/south through the heart of Springdale along Old Missouri Road, Old Wire Road, Mill Street, Emma Avenue, US 71B, and Johnson Road. An eastern branch follows US 412 east from Old Missouri Road. An additional north/south route along the western edge of the city limits follows AR 112.

Program & Policy Recommendations

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

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

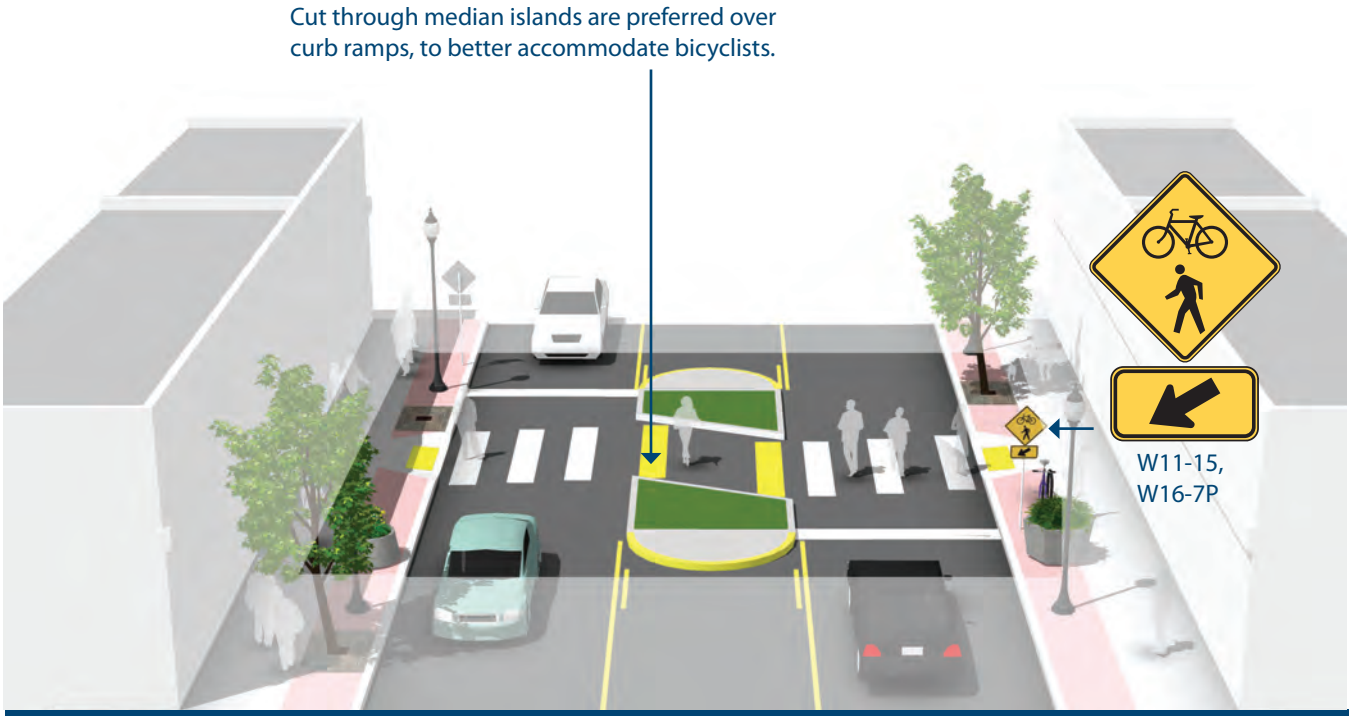
Program & Policy Recommendations

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

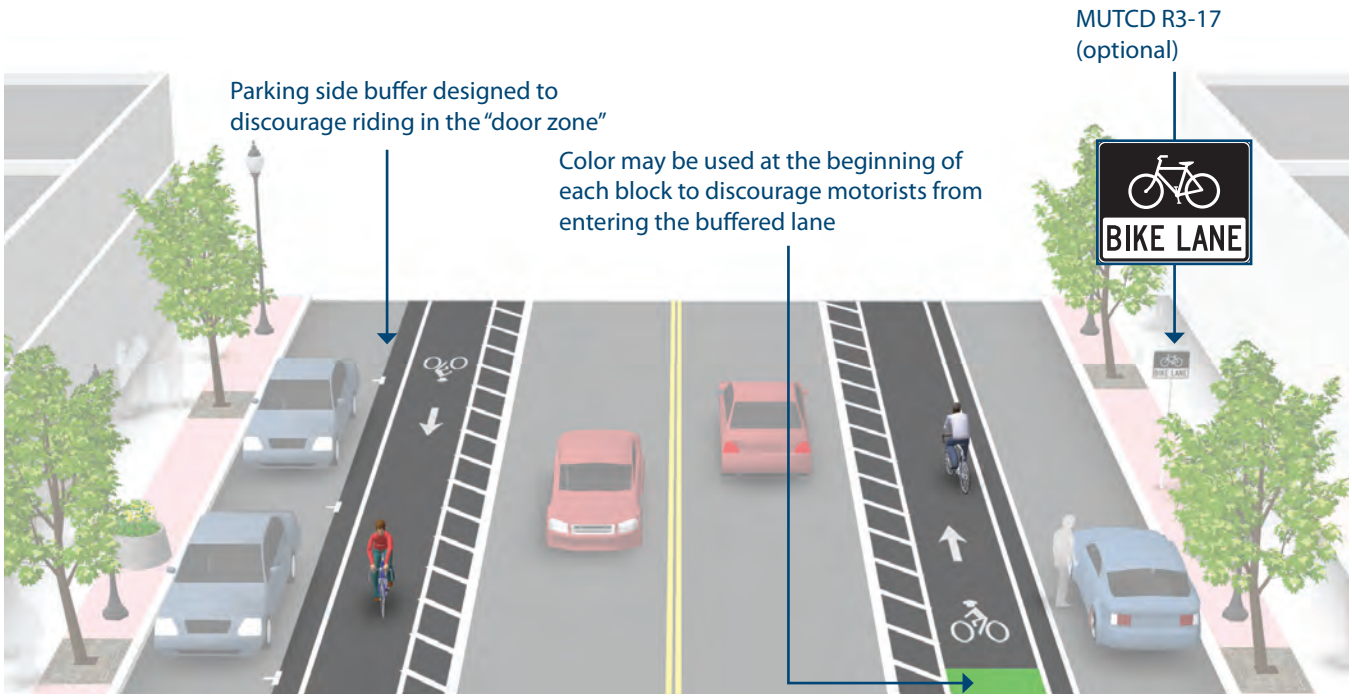
Design Guideline Examples For Springdale

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

MEDIAN REFUGE ISLANDS



BUFFERED BIKE LANE



TONTITOWN WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

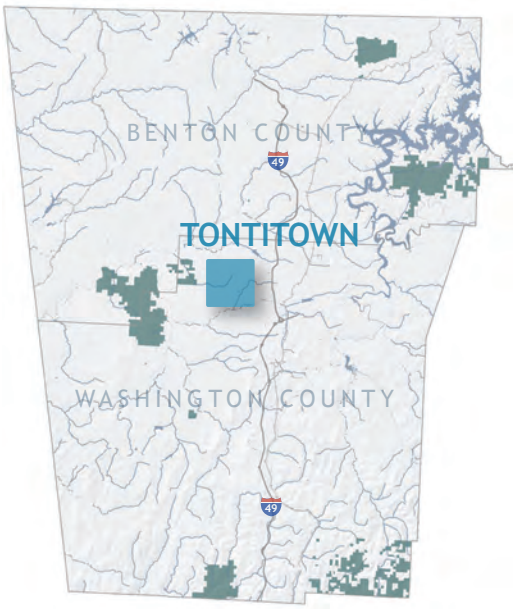
- Downtown center

Other Key Destinations

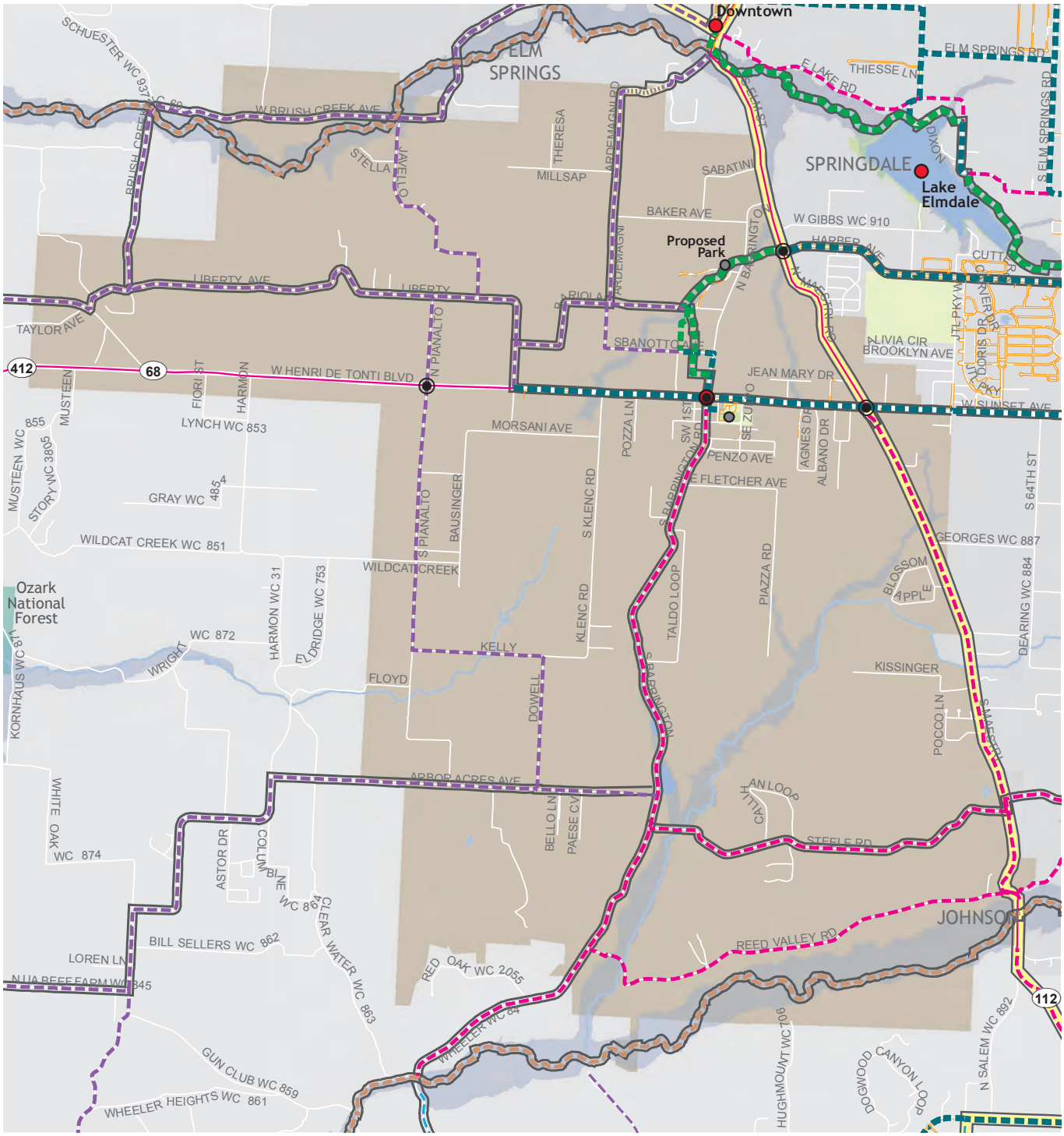
- Residential areas
- Sbanotto Park
- Potential future park site
- Har-Ber Avenue (toward Springdale Har-Ber High School)

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

REGIONAL LOCATION MAP



MAP 6.24 TONTITOWN COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

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

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.5 Miles

Key Needs & Recommendations for Tontitown

Topic	Key Needs & Notes
Regional Needs	» Provide links through the downtown area. Connect to surrounding communities and identify opportunities to connect to Lake Wedington.
Other Key Needs	» Provide links to Sbanotto Park (Sbanotto Park - also identify opportunities for potential park site). » Improve neighborhood connectivity. » Improve Har-Ber Avenue connectivity. » Provide safe crossings of US 412.

Facility Recommendation	Recommendation Detail
Sidewalks	» Residential Areas: Continue developing sidewalks with new residential development.
Intersections	» AR 412 Crossings: Crossing improvements needed along AR 412 at the Barrington Road and AR 112 intersections. Other intersection improvements may be needed as the network develops.
On-Street Bike Facilities	» Shoulder Improvements: Add paved shoulder along AR 112 and Barrington Road to provide a safer space for cyclists and cars. » Shared Roadways: Liberty Avenue, Ardemagni Road, Sbanotto Avenue, Javello Road, Brush Creek Road, Pianalto Road, Steele Road, and Reed Valley Road provide lower traffic links in and through Tontitown.
Shared Use Facilities	» Shared Use Paved Trail – Town center to Har-Ber Avenue: Develop shared use paved trail connecting the town center of Tontitown to Har-Ber Avenue (linking toward Har-Ber Avenue Springdale High School). » Sidepath – US 412: Develop sidepath along US 412 linking the town center with business clusters and residential areas toward Springdale.

Other Topics	Notes
Multi-Modal Connections	» Tontitown is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects north/south through Tontitown along AR 112 toward Elm Springs and Johnson/Fayetteville.

Program & Policy Recommendations

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

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

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

WEST FORK WALK/BIKE ACTION PLAN

OVERVIEW

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

Regional Destinations

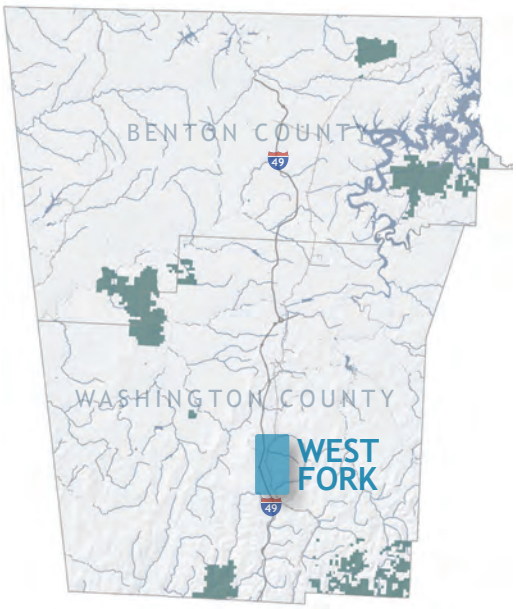
- Downtown West Fork

Other Key Destinations

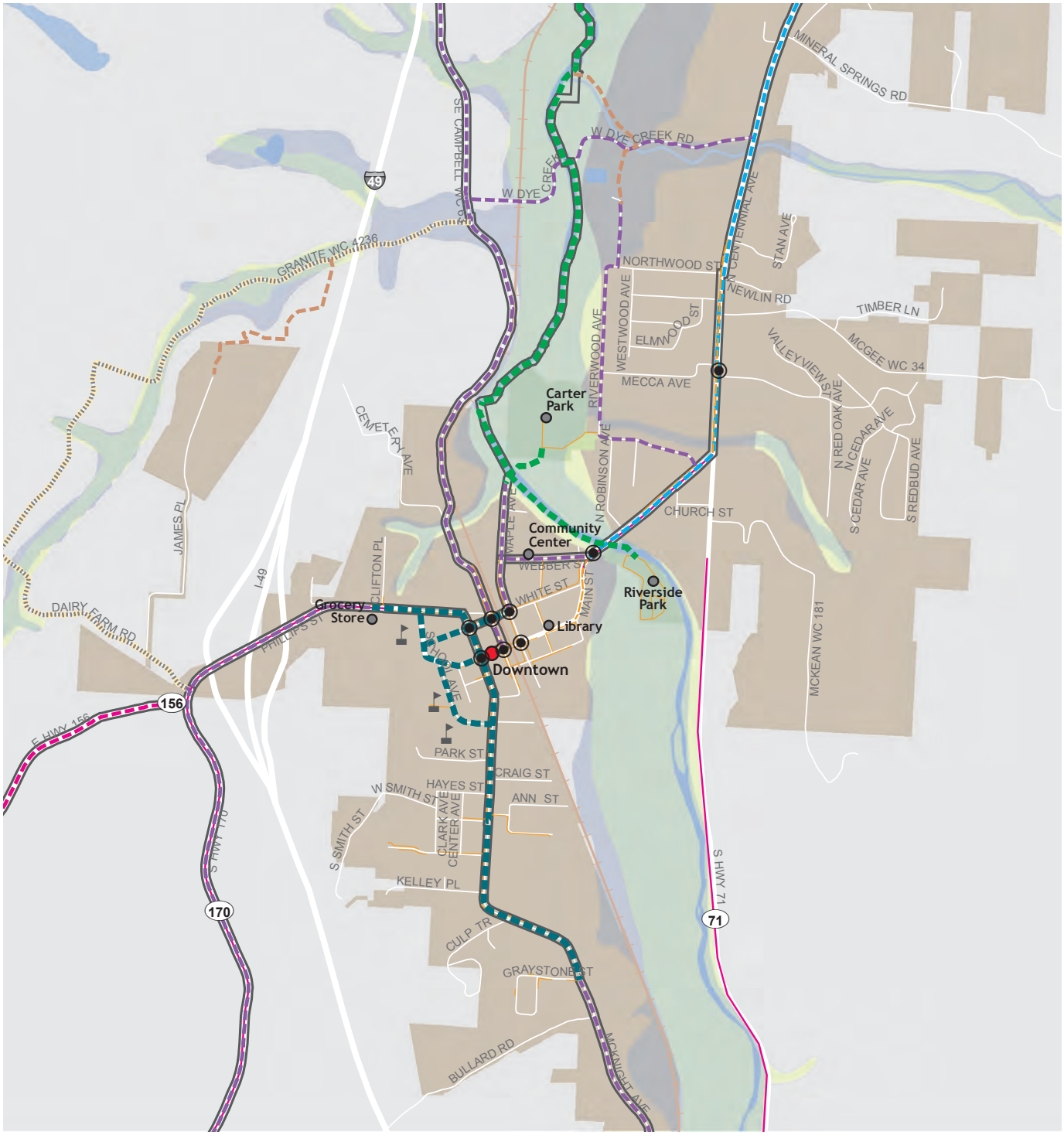
- Schools and Mueller Park
- Riverside Park and Carter Park
- Grocery Store – Harp's

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

REGIONAL LOCATION MAP



MAP 6.25 WEST FORK COMMUNITY PLAN



Razorback Greenway
Regional Network
Heritage Trail
Regional Destination
Local Destination
School

Shared Use Facilities
Proposed Shared Use Paved Trail
Existing Shared Use Paved Trail
Proposed Sidepath
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Crossing Improvement

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Proposed Shared Roadway
Gravel Grinding Route

Proposed Shoulder Improvement
Existing Shoulder

Pedestrian Facilities
Proposed Sidewalk
Existing Sidewalk
Neighborhood/Park Trails

0 0.3 Miles

Key Needs & Recommendations for West Fork

Topic	Key Needs & Notes
Regional Needs	» Connect north/south to Greenland and Devil's Den State Park.
Other Key Needs	» Connect schools, parks, and grocery store. » Provide safe crossing of the West Fork of the White River and US 71.

Facility Recommendation	Recommendation Detail
Sidewalks	» US 71 and Mecca Avenue: Continue developing the sidewalk network, filling in gaps along as needed. Provide sidewalk link along US 71 and Mecca Avenue linking neighborhoods and Carter Park and as the trail network develops. » Main Street: Connect Main Street sidewalk to Riverside Park.
Intersections	» Downtown crossings: Intersections in the downtown area, especially significant to the bicycle and pedestrian network should be improved. » Riverside Park: Improve intersection access to Riverside Park on west side of the Main Street bridge.
On-Street Bike Facilities	» Separated Bikeway – US 71: A road diet combined with on-street separated bicycle facilities will connect West Fork with Greenland and Fayetteville. » Shared Roadway – Campbell Road: Campbell Road provides a scenic, low traffic link to Greenland » Shared Roadway – Maple Avenue and Webber Street: These streets provide low traffic links as the trail network develops.
Shared Use Facilities	» Sidepaths – School links: Develop sidepath network to thoroughly connect schools, grocery store, downtown, and residential areas. » Shared Use Paved Trail/Bridge: A bicycle and pedestrian bridge will allow safe crossing of the West Fork of the White River. Currently, the Main Street bridge has little room for safe crossing. » Shared Use Paved Trail – West Fork of the White River: Develop a shared use paved trail utilizing the scenic West Fork of the White River connecting West Fork to Greenland and Fayetteville.

Other Topics	Notes
Multi-Modal Connections	» West Fork is connected by Ozark Regional Transit which servers the urban NWA corridor and parts of rural NWA. Stops in West Fork are found at Harps Grocery, city hall, the post office, park & ride lot, and the Dollar General. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail does not connect through West Fork.

Program & Policy Recommendations

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

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

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

Northwest Arkansas Regional Bicycle and Pedestrian Master Plan | 2014

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

WALK BIKE
Northwest Arkansas

APPENDIX

NWA Regional Bicycle and Pedestrian Master Plan | 2014

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

A DESIGN GUIDELINES

Appendix Outline:

Overview

Shared Use Facility Design

Pedestrian Facility Design

Bicycle Facility Design

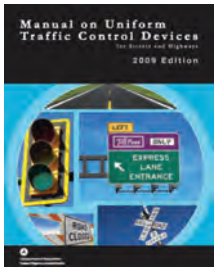
OVERVIEW

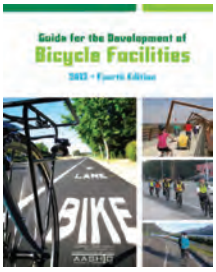
The sections that follow serve as an inventory of bicycle and pedestrian design treatments and provides guidelines for their development. These treatments and design guidelines are important because they represent the tools for creating a safe, accessible community. The guidelines are not, however, a substitute for a more thorough evaluation by a landscape architect or engineer upon implementation of facility improvements. Some improvements may also require cooperation with the Arkansas State Highway and Transportation Department for specific design solutions. The following standards and guidelines are referred to in this guide:

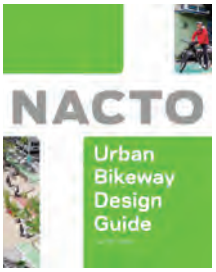
- The Federal Highway Administration's **Manual on Uniform Traffic Control Devices** (MUTCD) is the primary source for guidance on lane striping requirements, signal warrants, and recommended signage and pavement markings.
- American Association of State Highway and Transportation Officials (AASHTO) **Guide for the Development of Bicycle Facilities**, updated in June 2012 provides guidance on dimensions, use, and layout of specific bicycle facilities.
- The National Association of City Transportation Officials' (NACTO) 2012 **Urban Bikeway Design Guide** is the newest publication of nationally recognized bicycle-specific design standards, and offers guidance on the current state of the practice designs. Most NACTO treatments are compatible within AASHTO/MUTCD guidance, though some NACTO endorsed designs may not be permitted on state roads at this time.
- Offering similar guidance for pedestrian design, the 2004 AASHTO **Guide for the Planning, Design and Operation of Pedestrian Facilities** provides comprehensive guidance on planning and designing for people on foot.
- Meeting the requirements of the Americans with Disabilities Act (ADA) is an important part of any bicycle facility project. The United States Access Board's proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) and the 2010 ADA Standards for Accessible Design (2010 Standards) contain standards and guidance for the construction of accessible facilities.

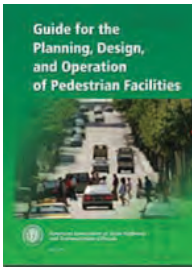
Should the national standards be revised in the future and result in discrepancies with this chapter, the national standards should prevail for all design decisions. A qualified engineer or landscape architect should be consulted for the most up to date and accurate cost estimates.

Nationally recognized bikeway standards such as NACTO, AASHTO, the MUTCD, along with guidance from the State of Arkansas shall have all informed the content of this appendix.









DESIGN NEEDS OF BICYCLISTS

The purpose of this section is to provide the facility designer with an understanding of how bicyclists operate and how their bicycle influences that operation. Bicyclists, by nature, are much more affected by poor facility design, construction and maintenance practices than motor vehicle drivers. Bicyclists lack the protection from the elements and roadway hazards provided by an automobile's structure and safety features. By understanding the unique characteristics and needs of bicyclists, a facility designer can provide quality facilities and minimize user risk.

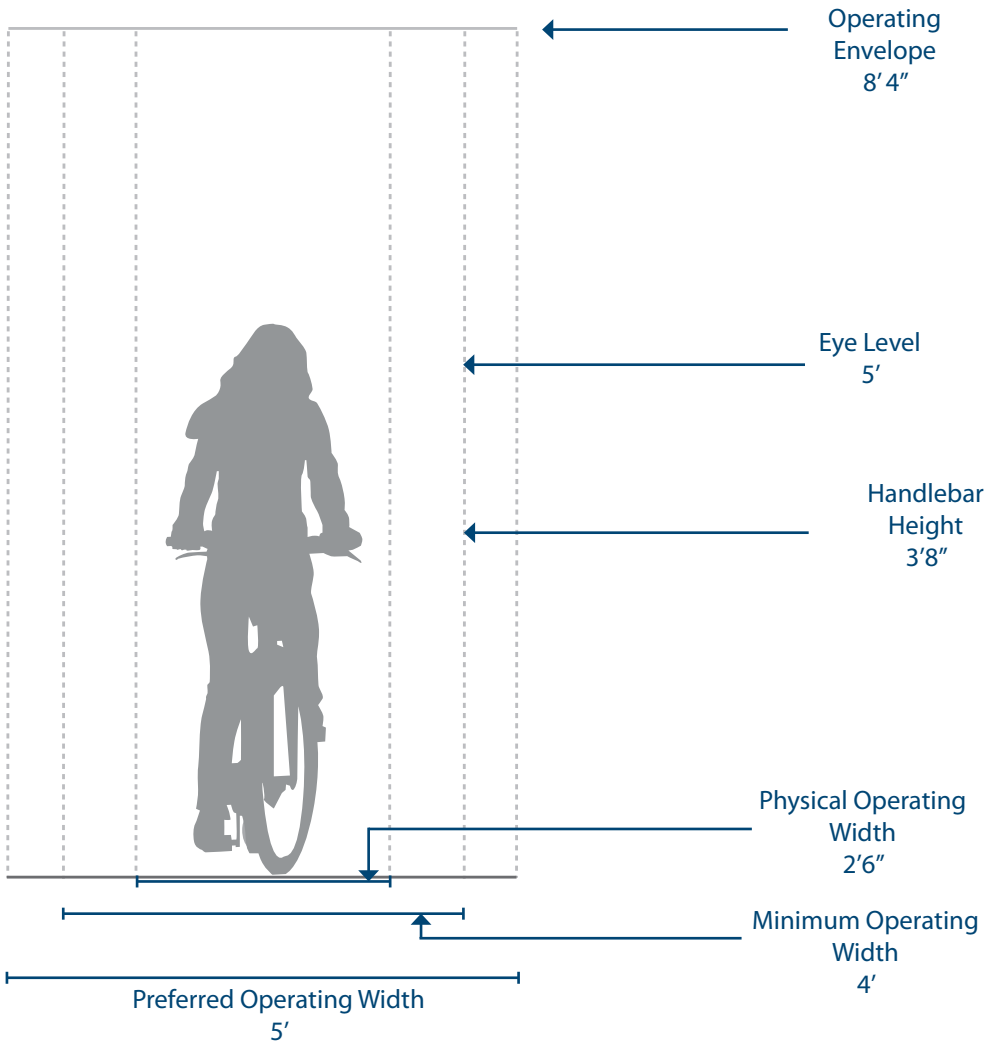
BICYCLE AS A DESIGN VEHICLE

Similar to motor vehicles, bicyclists and their bicycles exist in a variety of sizes and configurations. These variations occur in the types of vehicle (such as a conventional bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level of the bicyclist). The design of a bikeway should consider reasonably expected bicycle types on the facility and utilize the appropriate dimensions.

The figure below illustrates the operating space and physical dimensions of a typical adult bicyclist, which are the basis for typical facility design. Bicyclists require clear space to operate within a facility. This is why the minimum operating width is greater than the physical dimensions of the bicyclist. Bicyclists prefer five feet or more operating width, although four feet may be minimally acceptable.

In addition to the design dimensions of a typical bicycle, there are many other commonly used pedal-driven cycles and accessories to consider when planning and designing bicycle facilities. The most common types include tandem bicycles, recumbent bicycles, and trailer accessories. The figure and table below summarize the typical dimensions for bicycle types.

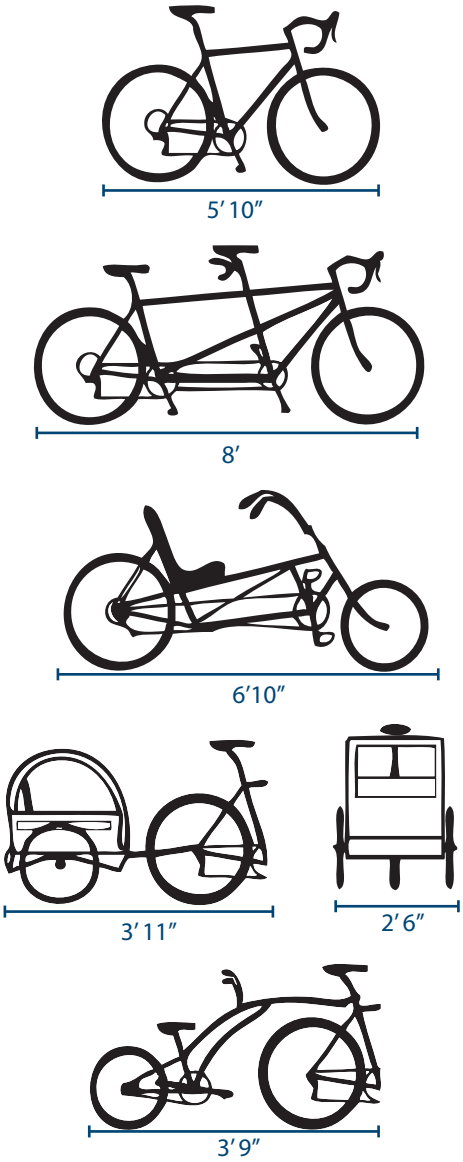
Standard Bicycle Rider Dimensions



Source: *AASHTO Guide for the Development of Bicycle Facilities*, 4th Edition. 2012.

Design Speed Expectations

The expected speed that different types of bicyclists can maintain under various conditions also influences the design of facilities such as shared use paved trails. The table to the right provides typical bicyclist speeds for a variety of conditions.



Bicycle as Design Vehicle - Typical Dimensions

Source: *AASHTO Guide for the Development of Bicycle Facilities*, 3rd Edition *AASHTO does not provide typical dimensions for tricycles.

Bicycle as Design Vehicle - Typical Dimensions

Bicycle Type	Feature	Typical Dimensions
Upright Adult Bicyclist	Physical width	2 ft 6 in
	Operating width (Minimum)	4 ft
	Operating width (Preferred)	5 ft
	Physical length	5 ft 10 in
	Physical height of handlebars	3 ft 8 in
	Operating height	8 ft 4 in
	Eye height	5 ft
	Vertical clearance to obstructions (tunnel height, lighting, etc)	10 ft
	Approximate center of gravity	2 ft 9 in - 3 ft 4 in
Recumbent Bicyclist	Physical length	6 ft 10 in
	Eye height	3 ft 10 in
Tandem Bicyclist	Physical length	8 ft
Bicyclist with child trailer	Physical length	9 ft 9 in
	Physical width	2 ft 6 in

Bicycle as Design Vehicle - Design Speed Expectations

Bicycle Type	Feature	Typical Speed
Upright Adult Bicyclist	Paved level surfacing	8-15 mph
	Downhill	20-30+ mph
	Uphill	5 -12 mph
Recumbent Bicyclist	Paved level surfacing	11-18 mph

*Tandem bicycles and bicyclists with trailers have typical speeds equal to or less than upright adult bicyclists.

Types of Bicyclists

It is important to consider bicyclists of all skill levels when creating a non-motorized plan or project. Bicyclist skill level greatly influences expected speeds and behavior, both in separated bikeways and on shared roadways. Bicycle infrastructure should accommodate as many user types as possible, with decisions for separate or parallel facilities based on providing a comfortable experience for the greatest number of people.

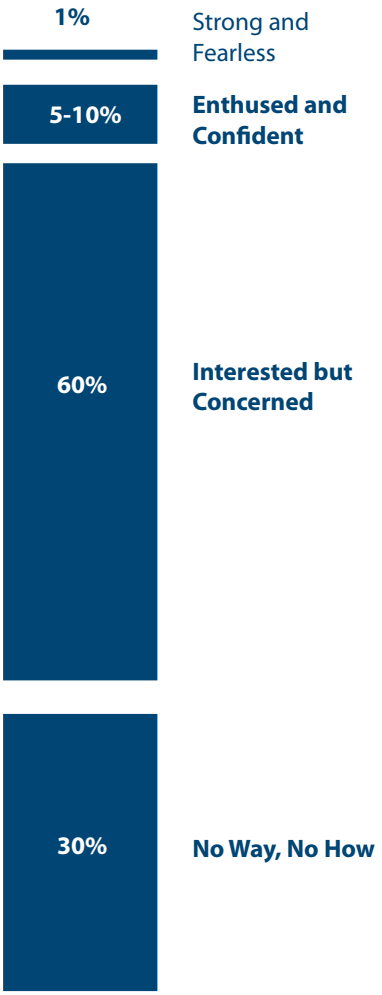
The bicycle planning and engineering professions currently use several systems to classify the population which can assist in understanding the characteristics and infrastructure preferences of different bicyclists. The current AASHTO Guide to the Development of Bicycle Facilities encourages designers to identify their rider type based on the trip purpose (Recreational vs Transportation) and on the level of comfort and skill of the rider (Causal vs Experienced). A more detailed framework for understanding of the US population's relationship to transportation focused bicycling is illustrated in the figure below. Developed by planners in Portland, OR[1] and supported by research[2], this classification provides the following alternative categories to address varying attitudes towards bicycling in the US:

- **Strong and Fearless** (approximately 1% of population) – Characterized by bicyclists that will typically ride anywhere regardless of roadway conditions or weather. These bicyclists can ride faster than other user types, prefer direct routes and will typically choose roadway connections -- even if shared with vehicles -- over separate bicycle facilities such as shared use paved trails.

- **Enthused and Confident** (5-10% of population) - This user group encompasses bicyclists who are fairly comfortable riding on all types of bikeways but usually choose low traffic streets or shared use paved trails when available. These bicyclists may deviate from a more direct route in favor of a preferred facility type. This group includes all kinds of bicyclists such as commuters, recreationalists, racers and utilitarian bicyclists.

- **Interested but Concerned** (approximately 60% of population) – This user type comprises the bulk of the cycling population and represents bicyclists who typically only ride a bicycle on low traffic streets or multi-use trails under favorable weather conditions. These bicyclists perceive significant barriers to their increased use of cycling, specifically traffic and other safety issues. These people may become "Enthused & Confident" with encouragement, education and experience.

- **No Way, No How** (approximately 30% of population) – Persons in this category are not bicyclists, and perceive severe safety issues with riding in traffic. Some people in this group may eventually become more regular cyclists with time and education. A significant portion of these people will not ride a bicycle under any circumstances.



Typical Distribution of Bicyclist Types

1 Roger Geller, City of Portland Bureau of Transportation. *Four Types of Cyclists.* http://www.portlandonline.com/transportation/index.cfm?&a=237507. 2009.

2 Dill, J., McNeil, N. *Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential.* 2012.

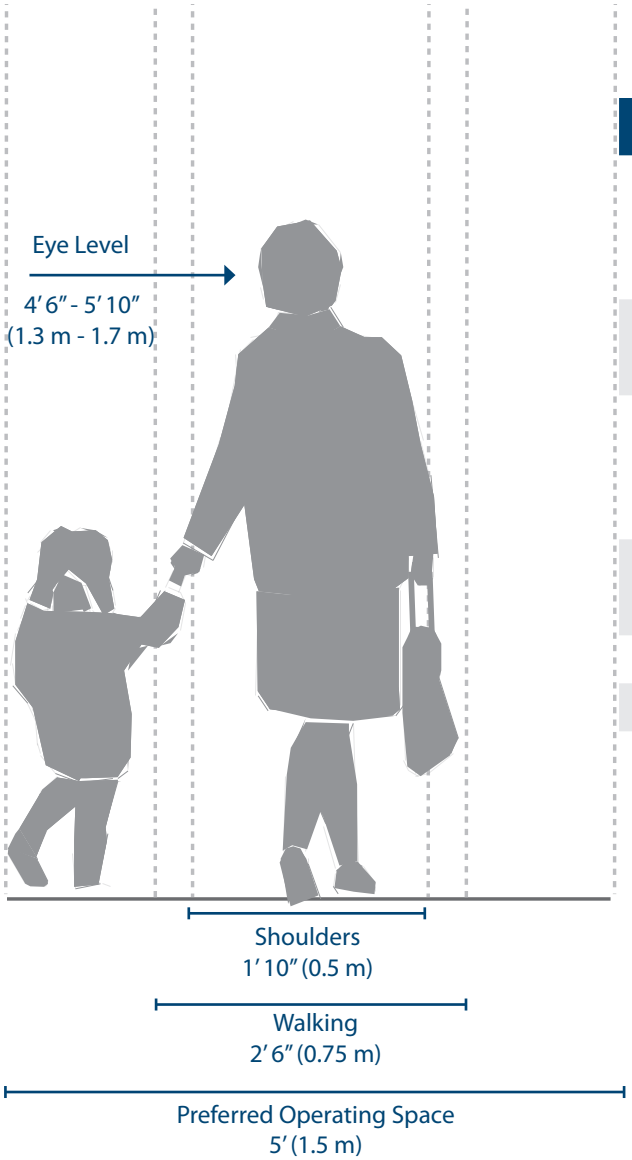
DESIGN NEEDS OF PEDESTRIANS

Types of Pedestrians

Pedestrians have a variety of characteristics and the transportation network should accommodate a variety of needs, abilities, and possible impairments. Age is one major factor that affects pedestrians' physical characteristics, walking speed, and environmental perception. Children have low eye height and walk at slower speeds than adults. They also perceive the environment differently at various stages of their cognitive development. Older adults walk more slowly and may require assistive devices for walking stability, sight, and hearing. The table below summarizes common pedestrian characteristics for various age groups.

The MUTCD recommends a normal walking speed of 3.5 feet per second when calculating the pedestrian clearance interval at traffic signals. The walking speed can drop to 3 feet per second for areas with older populations and persons with mobility impairments. While the type and degree of mobility impairment varies greatly across the population, the transportation system should accommodate these users to the greatest reasonable extent.

The table below summarizes common physical and cognitive impairments, how they affect personal mobility, and recommendations for improved pedestrian-friendly design.



Pedestrian Characteristics by Age

Age	Characteristics
0-4	Learning to walk
	Requires constant adult supervision
	Developing peripheral vision and depth perception
5-8	Increasing independence, but still requires supervision
	Poor depth perception
9-13	Susceptible to "dart out" intersection dash
	Poor judgment
	Sense of invulnerability
14-18	Improved awareness of traffic environment
	Poor judgment
19-40	Active, fully aware of traffic environment
41-65	Slowing of reflexes
65+	Difficulty crossing street
	Vision loss
	Difficulty hearing vehicles approaching from behind

Source: AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, Exhibit 2-1. 2004.

Disabled Pedestrian Design Considerations

Impairment	Effect on Mobility	Design Solution
Wheelchair and Scooter Users	Difficulty propelling over uneven or soft surfaces.	Firm, stable surfaces and structures, including ramps or beveled edges.
	Cross-slopes cause wheelchairs to veer downhill.	Cross-slopes of less than two percent.
	Require wider path of travel.	Sufficient width and maneuvering space.
Walking Aid Users	Difficulty negotiating steep grades and cross slopes; decreased stability.	Smooth, non-slipperly travel surface.
	Slower walking speed and reduced endurance; reduced ability to react.	Longer pedestrian signal cycles, shorter crossing distances, median refuges, and street furniture.
Hearing Impairment	Less able to detect oncoming hazards at locations with limited sight lines (e.g. driveways, angled intersections, channelized right turn lanes) and complex intersections.	Longer pedestrian signal cycles, clear sight distances, highly visible pedestrian signals and markings.
Vision Impairment	Limited perception of trail ahead and obstacles; reliance on memory; reliance on non-visual indicators (e.g. sound and texture).	Accessible text (larger print and raised text), accessible pedestrian signals (APS), guide strips and detectable warning surfaces, safety barriers, and lighting.
Cognitive Impairment	Varies greatly. Can affect ability to perceive, recognize, understand, interpret, and respond to information.	Signs with pictures, universal symbols, and colors, rather than text.

DESIGN NEEDS OF WHEELCHAIR USERS

As the American population ages, the number of people using mobility assistive devices (such as manual wheelchairs, powered wheelchairs) increases.

Manual wheelchairs are self-propelled devices. Users propel themselves using push rims attached to the rear wheels. Braking is done through resisting wheel movement with the hands or arm. Alternatively, a second individual can control the wheelchair using handles attached to the back of the chair.

Power wheelchairs user battery power to move the wheelchair. The size and weight of power wheelchairs limit their ability to negotiate obstacles without a ramp. Various control units are available that enable users to control the wheelchair movement, based on their ability (e.g., joystick control, breath controlled, etc).

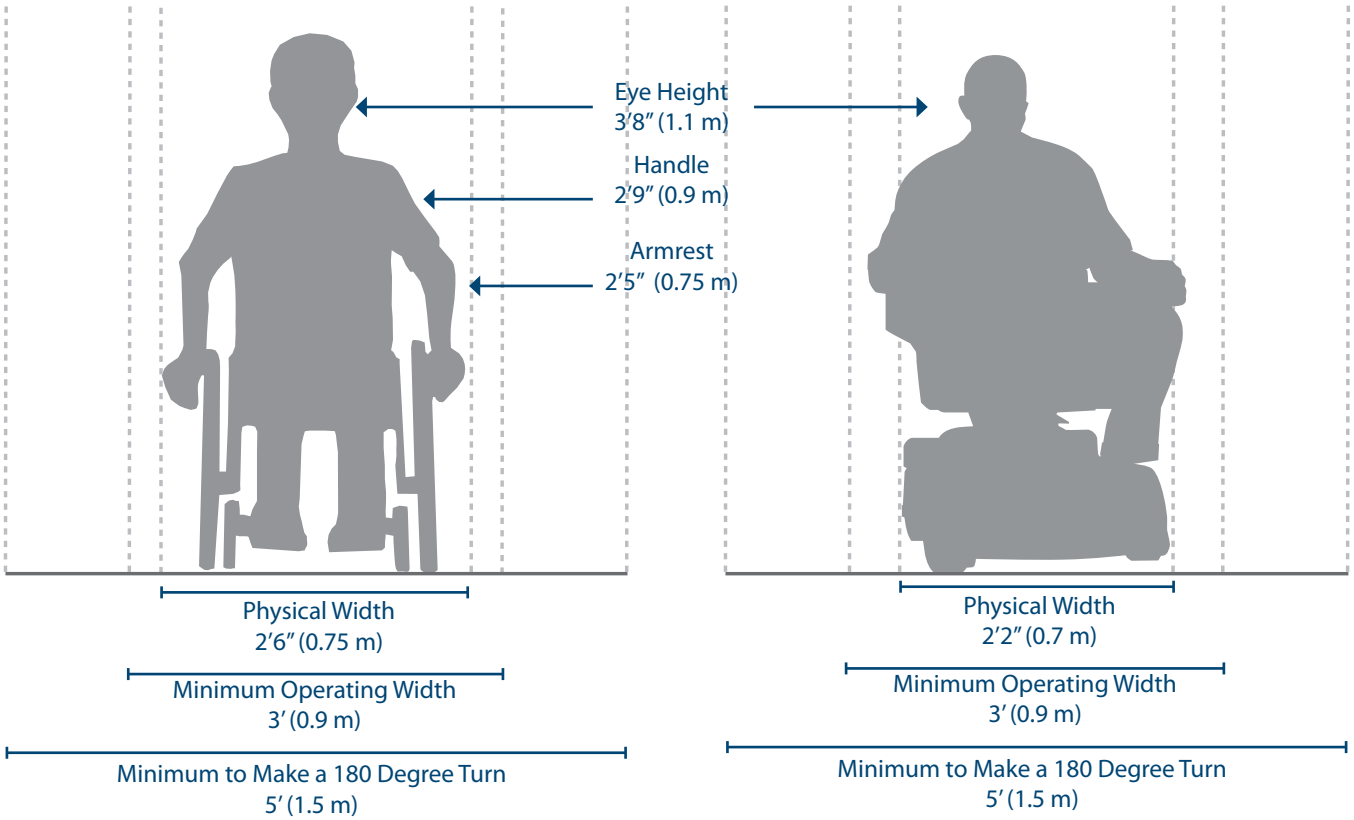
Maneuvering around a turn requires additional space for wheelchair devices. Providing adequate space for 180 degree turns at appropriate locations is an important element for accessible design.

Wheelchair User Typical Speed

User	Typical Speed
Manual Wheelchair	3.6 mph
Power Wheelchair	6.8 mph

Wheelchair User Design Considerations

Effect on Mobility	Design Solution
Difficulty propelling over uneven or soft surfaces.	Firm, stable surfaces and structures, including ramps or beveled edges.
Cross-slopes cause wheelchairs to veer downhill.	Cross-slopes of less than two percent.
Require wider path of travel.	Sufficient width and maneuvering space.



Source: FHWA. *Characteristics of Emerging Road and Trail Users and Their Safety.* 2004.
USDOJ. *2010 ADA Standards for Accessible Design.* 2010.

PEDESTRIAN CROSSING LOCATION AND FACILITY SELECTION

Midblock Crossings

Midblock crossings are an important street design element for pedestrians. They can provide a legal crossing at locations where pedestrians want to travel, and can be safer than crossings at intersections because traffic is only moving in two directions. Locations where midblock crossings should be considered include:

- long blocks (longer than 600 ft) with destinations on both sides of the street.
- locations with heavy pedestrian traffic, such as schools, shopping centers.
- at midblock transit stops, where transit riders must cross the street on one leg of their journey.

Crossing Treatment Selection

The specific type of treatment at a crossing may range from a simple marked crosswalk to full traffic signals or grade separated crossings. Crosswalk lines should not be used indiscriminately, and appropriate selection of crossing treatments should be evaluated in an engineering study should be performed before a marked crosswalk is installed. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting,and other appropriate factors.

PEDESTRIAN CROSSING CONTEXTUAL GUIDANCE At unsignalized locations		Local Streets 15-25 mph		Collector Streets 25-30 mph			Arterial Streets 30-45 mph							
FACILITY TYPE		2 lane	3 lane	2 lane	2 lane with median refuge	3 lane	2 lane	2 lane with median refuge	3 lane	4 lane	4 lane with median refuge	5 lane	6 lane	6 lane with median refuge
1	Crosswalk Only (high visibility)	✓	✓	EJ	EJ	X	EJ	EJ	X	X	X	X	X	X
2	Crosswalk with warning signage and yield lines	EJ	✓	✓	✓	✓	EJ	EJ	EJ	X	X	X	X	X
3	Active Warning Beacon (RRFB)	X	EJ	✓	✓	✓	✓	✓	✓	X	✓	X	X	X
4	Hybrid Beacon	X	X	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓	✓	✓
5	Full Traffic Signal	X	X	EJ	EJ	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓
6	Grade separation	X	X	EJ	EJ	EJ	X	EJ	EJ	EJ	EJ	EJ	✓	✓

LEGEND	
Most Desirable	✓
Engineering Judgement	EJ
Not Recommended	X

Source: Based on professional experience and recommendations from the FHWA 2005 report *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations.*

1 Marked Crosswalks

2 Crosswalk with Warning Signage

3 Active Warning Beacon (RRFB)

4 Pedestrian Hybrid Beacon

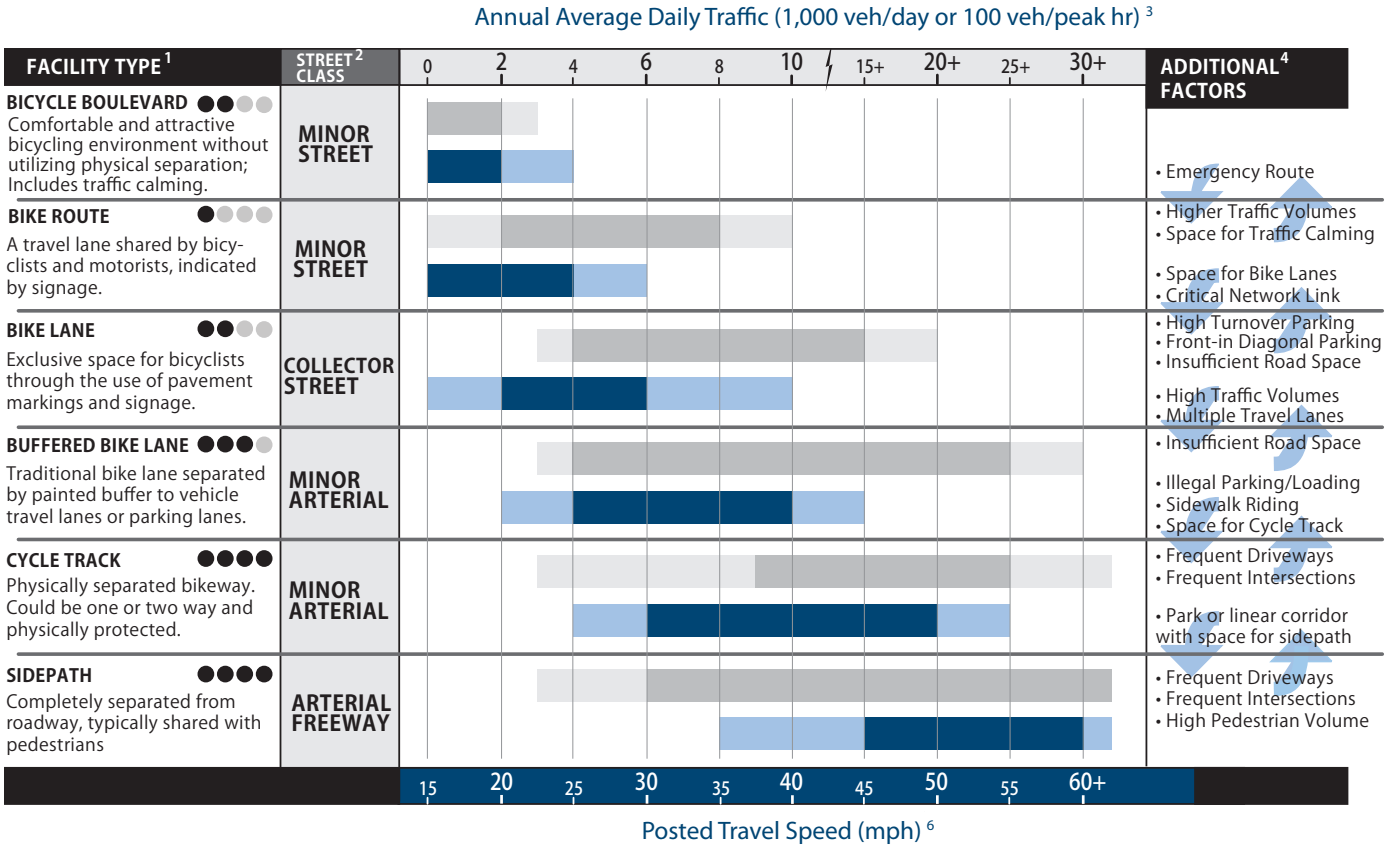
5 Full Traffic Signal

6 Grade Separation

BICYCLE FACILITY CONTEXTUAL GUIDANCE

Selecting the best bikeway facility type for a given roadway can be challenging, due to the range of factors that influence bicycle users' comfort and safety. There is a significant impact on cycling comfort when the speed differential between bicyclists and motor vehicle traffic is high and motor vehicle traffic volumes are high. As a starting point to identify a preferred facility, the chart below can be used to determine the recommended type of bikeway to be provided in particular roadway speed and volume situations. To use this chart, identify the appropriate daily traffic volume and travel speed on or the existing or proposed roadway, and locate the facility types indicated by those key variables.

Other factors beyond speed and volume which affect facility selection include traffic mix of automobiles and heavy vehicles, the presence of on-street parking, intersection density, surrounding land use, and roadway sight distance. See the right column of the chart for other key issues to consider when selecting an appropriate facility type.



LEGEND

SEPARATION 5	
●○○○	Minimal Separation
●●○○	Moderate Separation
●●●○	Good Separation
●●●●	High Separation

min	VOLUME	max
min	SPEED	max
Acceptable	Desired	Acceptable

Notes:

1. Refers to specific bicycle facilities described in the design guidelines. Many local roads function just fine as they are due to their low traffic volume and speed.

2. The use of functional classes provides some general context for the cases in which bicycle facilities are most likely to be implemented. Land use and additional factors (see 4) should always take precedence in determining which facility type to select.

3. Urban peak hour factors typically range from 8 to 12 percent of AADT. For the purposes of this chart, the peak hour is assumed to be 10 percent of AADT.

4. Noted additional factors include a selection of considerations that may influence the selection of bicycle facility type where roadway speed/volume values overlap over multiple facilities. Many of the factors that suggest increasing separation are common across multiple facility types like bike lanes, buffered bike lanes and cycle tracks.

5. Increased separation of bicycle facilities from motor vehicle traffic typically results in higher levels of user comfort and appeals to wider skill levels of bicyclists.

6. This chart considers posted speed limit only. The 85th percentile speed may vary, and may change with implementation of a bikeway.

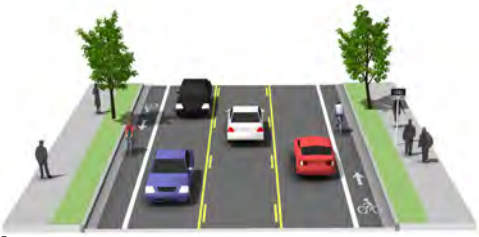
COMPLETE STREETS CROSS SECTIONS

The 2035 Northwest Arkansas Regional Transportation Plan (RTP) available at http://nwarpc.org/transportation/2035-plan/ identifies a series of recommended cross sections for streets. The recommendations offer a good starting point for cities and counties, and as encouraged by the RTP, "cross-sections should be determined on a project by project basis."

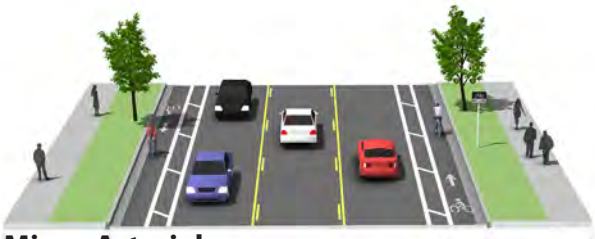
The following pages offer alternative cross-sections built upon the RTP recommendations. This set of alternative striping conforms to acceptable AASHTO standards, and illustrates how the treatments featured in this guide may be applied within the recommended standard right-of-way and curb-to-curb dimensions.

Alternative Cross Sections

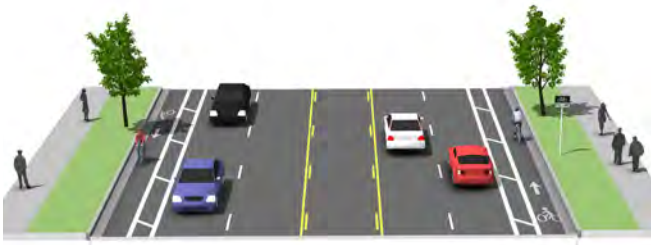
Minor Street



Collector Street



Minor Arterial



Major Arterial

MINOR STREET

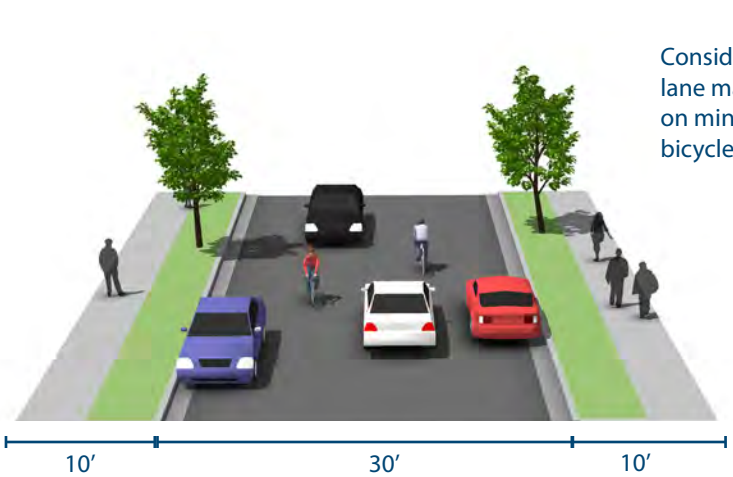
Description

Provides access to properties within a neighborhood or district. Not intended for long-distance auto trips.

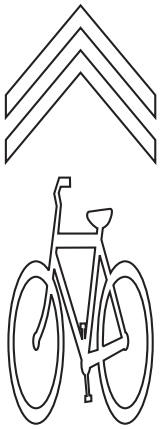
Conforms to RTP Minor Street dimensions of 30 feet from curb-to-curb.

Guidance

- Minor streets generally require no lane markings.
- Minor streets can be further optimized for bicycle travel by applying bicycle boulevard treatments described in these design guidelines.
- Parking may be permitted or prohibited based on demand and adjacent land use.



Consider shared lane markings on minor street bicycle routes.



COLLECTOR STREET

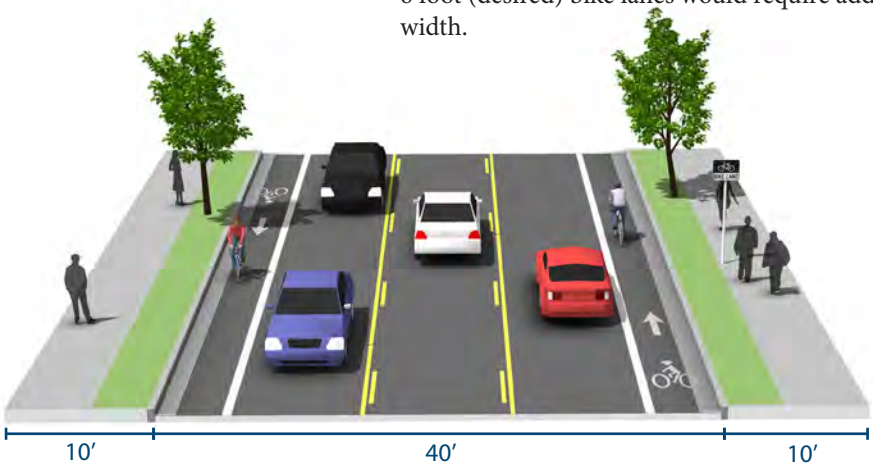
Description

Provides traffic circulation within neighborhoods, commercial and industrial areas. Collects traffic from local streets in neighborhoods and channels it into the arterial system.

Conforms to RTP Collector Street dimensions of 40 feet from curb-to-curb.

Guidance

- Providing 5 foot bike lanes within the 40 foot curb-to-curb identified in the RTP would require reducing travel lanes to 10 feet.
- A cross section without a center turn lane may allow for more generous dimensions for all users, such as 12 ft travel lanes and 8 ft buffered bike lanes.
- Providing three 12 foot travel lanes plus two 5 foot (minimum) or 6 foot (desired) bike lanes would require additional curb-to-curb width.



MINOR ARTERIAL

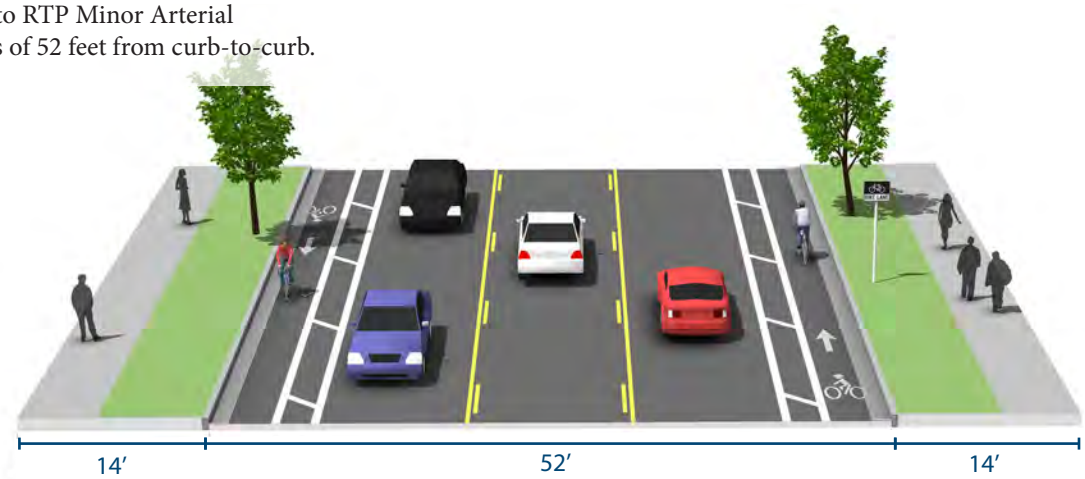
Description

Connects higher functional class facilities, activity centers, regions of the area, and major county roads at the edge of the metropolitan area. Traffic is composed predominantly of trips across and within regions.

Conforms to RTP Minor Arterial dimensions of 52 feet from curb-to-curb.

Guidance

- Providing 5 foot (minimum) bike lanes would require reducing the four travel lanes shown in the RTP to an average of 10.5 feet.
- A three lane cross section, as shown below, would allow for the provision of 12 foot travel lanes and two 8 foot buffered bike lanes (5 foot bike lane plus 3 foot buffer).



MAJOR ARTERIAL

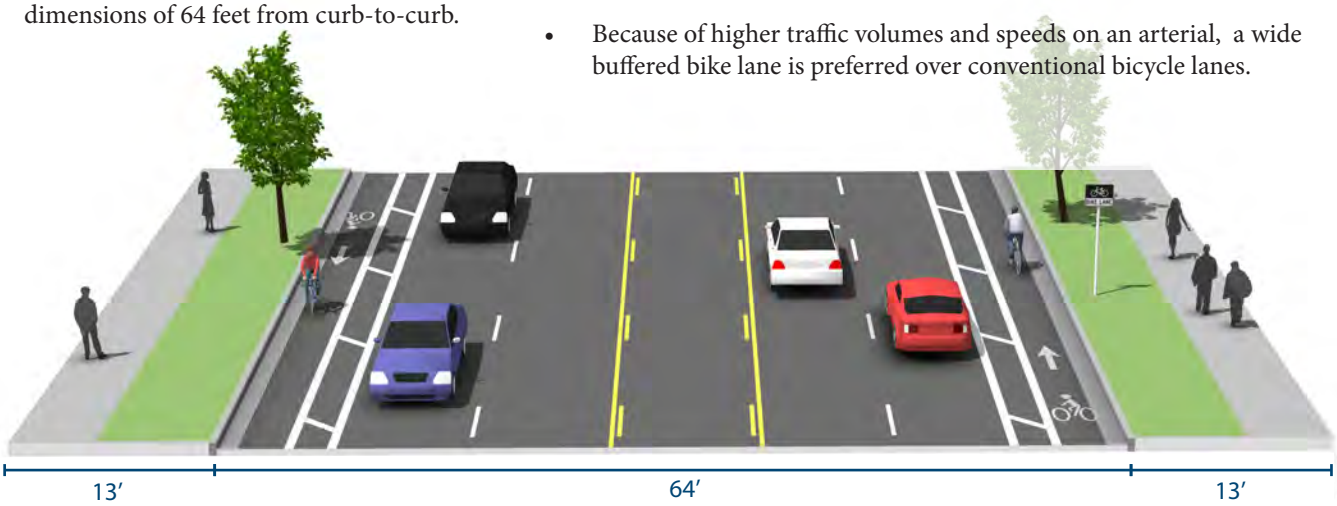
Description

Connects freeway/expressways, rural highways at the edge of the metropolitan area, and major urban activity centers within the metropolitan area. Traffic is composed predominantly of traffic across or through the city.

Conforms to RTP Major Arterial dimensions of 64 feet from curb-to-curb.

Guidance

- Providing 5 foot (minimum) bike lanes would require reducing travel lanes to approximately 10.5 feet. Reducing lane widths to 10 feet would allow for two 7 foot buffered bike lanes (5 foot bike lane plus 2 foot buffer).
- Additional curb-to-curb would be required to accommodate the desired 8 foot buffered bike lanes (5 foot bike lane plus 3 foot buffer) and wider travel lanes.
- Because of higher traffic volumes and speeds on an arterial, a wide buffered bike lane is preferred over conventional bicycle lanes.



SHARED USE PAVED TRAIL DESIGN

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SHARED USE PAVED TRAILS AND OFF-STREET FACILITIES

A shared use paved trail (also known as a greenway) allows for two-way, off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. These facilities are frequently found in parks, along rivers, beaches, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles. Trail facilities can also include amenities such as lighting, signage, and fencing (where appropriate).

Key features of shared use paved trails include:

- Frequent access points from the local road network.
- Directional signs to direct users to and from the trail.
- A limited number of at-grade crossings with streets or driveways.
- Terminating the trail where it is easily accessible to and from the street system.
- Separate treads for pedestrians and bicyclists when heavy use is expected.

Trails in River and Utility Corridors

Trails in Abandoned Rail Corridors

Trails in Existing Active Rail Corridors

Natural Surface Trail

Boardwalks

General Design Practices

Trails Along Roadways

GENERAL DESIGN PRACTICES

Description

Shared use paved trails can provide a desirable facility, particularly for recreation, and users of all skill levels preferring separation from traffic. Bicycle trails should generally provide directional travel opportunities not provided by existing roadways.

Guidance

Width

- 8 feet is the minimum allowed for a two-way bicycle trail and is only recommended for low traffic situations.
- 10 feet is recommended in most situations and will be adequate for moderate to heavy use.
- 12 feet is recommended for heavy use situations with high concentrations of multiple users. A separate track (5' minimum) can be provided for pedestrian use.

Lateral Clearance

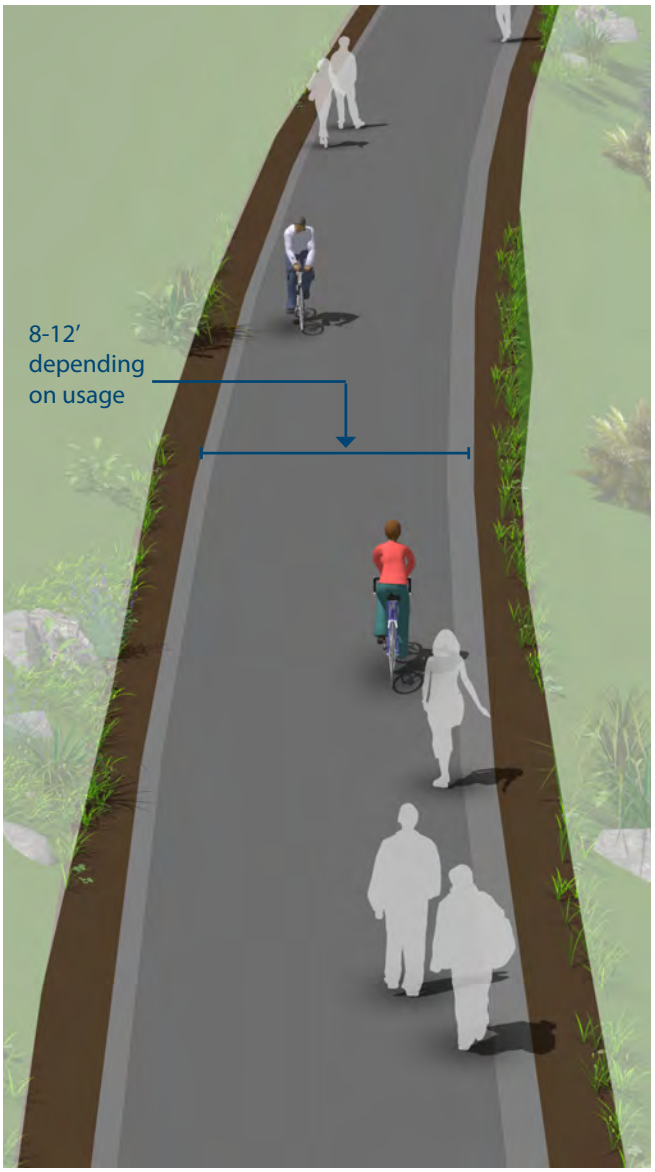
- A 2 foot or greater shoulder on both sides of the trail should be provided. An additional foot of lateral clearance (total of 3') is required by the MUTCD for the installation of signage or other furnishings.
- If bollards are used at intersections and access points, they should be colored brightly and/or supplemented with reflective materials to be visible at night.

Overhead Clearance

- Clearance to overhead obstructions should be 8 feet minimum, with 10 feet recommended.

Striping

- When striping is required, use a 4 inch dashed yellow centerline stripe with 4 inch solid white edge lines.
- Solid centerlines can be provided on tight or blind corners, and on the approaches to roadway crossings.



Discussion

Terminate the trail where it is easily accessible to and from the street system, preferably at a controlled intersection or at the beginning of a dead-end street.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
Flink, C. *Greenways: A Guide To Planning Design And Development.* 1993.

Materials and Maintenance

Asphalt is the most common surface for bicycle trails. The use of concrete for trails has proven to be more durable over the long term. Saw cut concrete joints rather than troweled improve the experience of trail users.

SHARED USE PAVED TRAILS IN ABANDONED RAIL CORRIDORS

Description

Commonly referred to as Rails-to-Trails or Rail-Trails, these projects convert vacated rail corridors into off-street trails. Rail corridors offer several advantages, including relatively direct routes between major destinations and generally flat terrain.

In some cases, rail owners may rail-bank their corridors as an alternative to a complete abandonment of the line, thus preserving the rail corridor for possible future use.

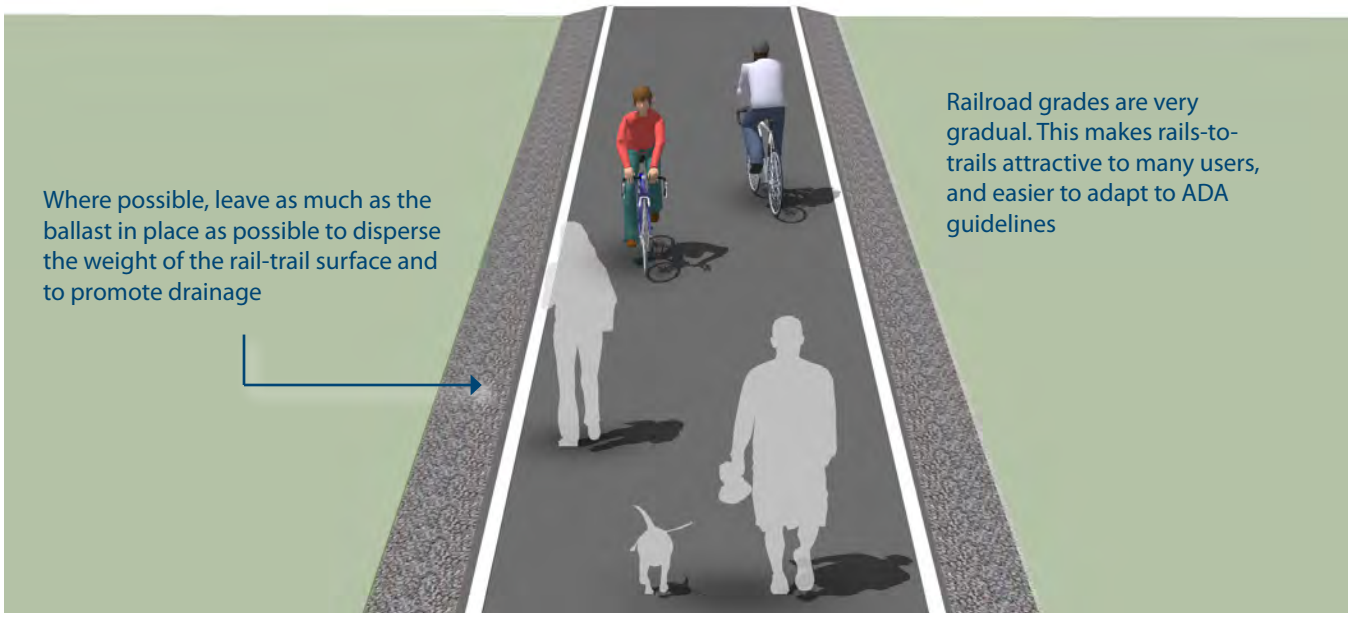
The railroad may form an agreement with any person, public or private, who would like to use the banked rail line as a trail or linear park until it is again needed for rail use. Municipalities should acquire abandoned rail rights-of-way whenever possible to preserve the opportunity for trail development.

Guidance

Shared use paved trails in abandoned rail corridors should meet or exceed general design practices. If additional width allows, wider trails, and landscaping are desirable.

In full conversions of abandoned rail corridors, the sub-base, superstructure, drainage, bridges, and crossings are already established. Design becomes a matter of working with the existing infrastructure to meet the needs of a rail-trail.

If converting a rail bed adjacent to an active rail line, see Shared use paved trails in Existing Active Rail Corridors.



Discussion

It is often impractical and costly to add material to existing railroad bed fill slopes. This results in trails that meet minimum trail widths, but often lack preferred shoulder and lateral clearance widths.

Rail-to-trails can involve many challenges including the acquisition of the right of way, cleanup and removal of toxic substances, and rehabilitation of tunnels, trestles and culverts. A structural engineer should evaluate existing railroad bridges for structural integrity to ensure they are capable of carrying the appropriate design loads.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
Flink, C. *Greenways: A Guide To Planning Design And Development.* 1993.

Materials and Maintenance

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SHARED USE PAVED TRAILS IN EXISTING ACTIVE RAIL CORRIDORS

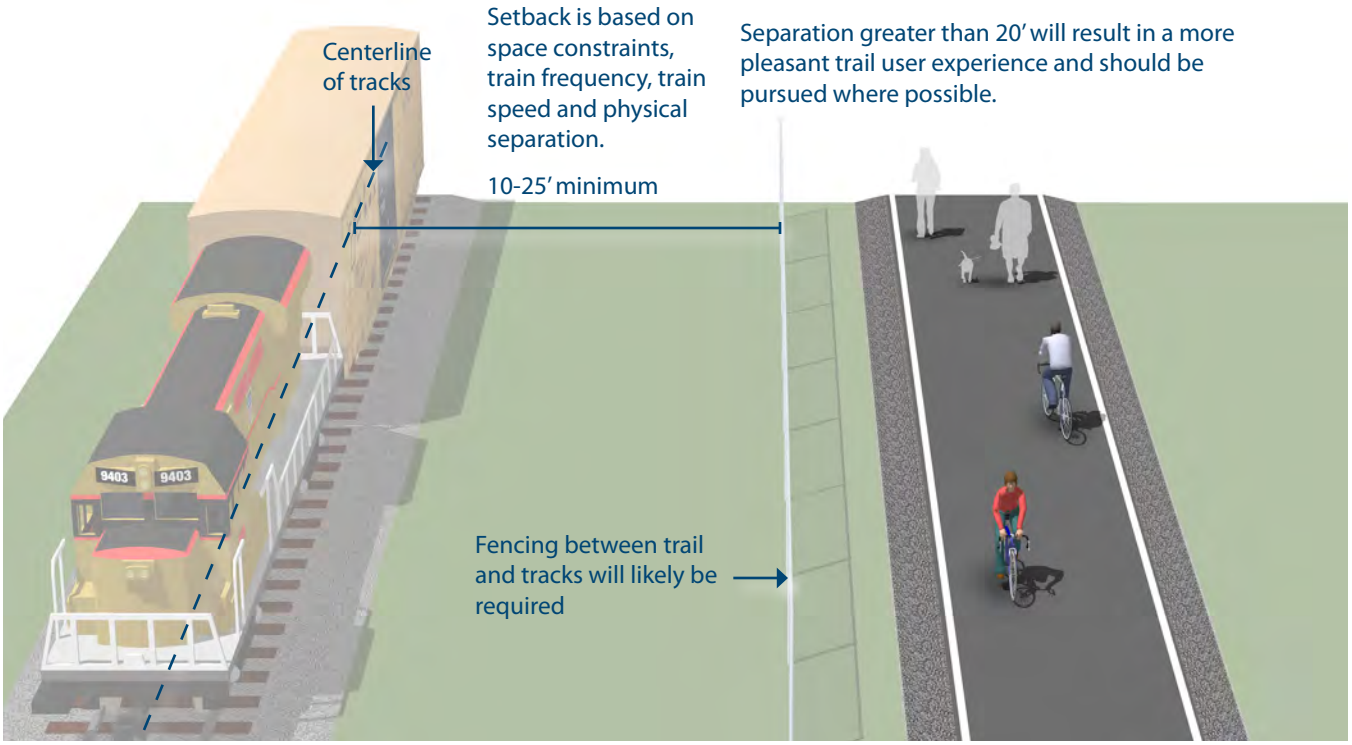
Description

Rails-with-Trails projects typically consist of trails adjacent to active railroads. It should be noted that some constraints could impact the feasibility of rail-with-trail projects. In some cases, space needs to be preserved for future planned freight, transit or commuter rail service. In other cases, limited right-of-way width, inadequate setbacks, concerns about safety/trespassing, and numerous mid-block crossings may affect a project's feasibility.

Guidance

Shared use paved trails in utility corridors should meet or exceed general design standards. If additional width allows, wider trails, and landscaping are desirable.

If required, fencing should be a minimum of 5 feet in height with higher fencing than usual next to sensitive areas such as switching yards. Setbacks from the active rail line will vary depending on the speed and frequency of trains, and available right-of-way.



Discussion

Railroads may require fencing with rail-with-trail projects. Concerns with trespassing and security can vary with the volume and speed of train traffic on the adjacent rail line and the setting of the shared use paved trail, i.e. whether the section of track is in an urban or rural setting.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities*. 2012.
FHWA. *Manual on Uniform Traffic Control Devices*. 2009.
FHWA. *Rails-with-Trails: Lessons Learned*. 2002.

Materials and Maintenance

Asphalt is the most common surface for bicycle trails. The use of concrete for trails has proven to be more durable over the long term. Saw cut concrete joints rather than troweled improve the experience of trail users.

SHARED USE PAVED TRAILS IN RIVER AND UTILITY CORRIDORS

Description

Utility and waterway corridors often offer excellent shared use paved trail development and bikeway gap closure opportunities. Utility corridors typically include powerline and sewer corridors, while waterway corridors include canals, drainage ditches, rivers, and beaches. These corridors offer excellent transportation and recreation opportunities for bicyclists of all ages and skills.

Guidance

Shared use paved trails in utility corridors should meet or exceed general design practices. If additional width allows, wider trails, and landscaping are desirable.

Access Points
Any access point to the trail should be well-defined with appropriate signage designating the trail as a bicycle facility and prohibiting motor vehicles.

Trail Closure
Public access to the trail may be prohibited during the following events:

- Canal/flood control channel or other utility maintenance activities
- Inclement weather or the prediction of storm conditions

Discussion

Similar to railroads, public access to flood control channels or canals may be undesirable. Hazardous materials, deep water or swift current, steep, slippery slopes, and debris all may constitute risks for public access. If desired, consider appropriate fencing to keep trail users within the designated travel way. Creative design of fencing is encouraged to make the trail facility feel welcoming to the user.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
Flink, C. *Greenways: A Guide To Planning Design And Development.* 1993.

Materials and Maintenance

Asphalt is the most common surface for bicycle trails. The use of concrete for trails has proven to be more durable over the long term. Saw cut concrete joints rather than troweled improve the experience of trail users.

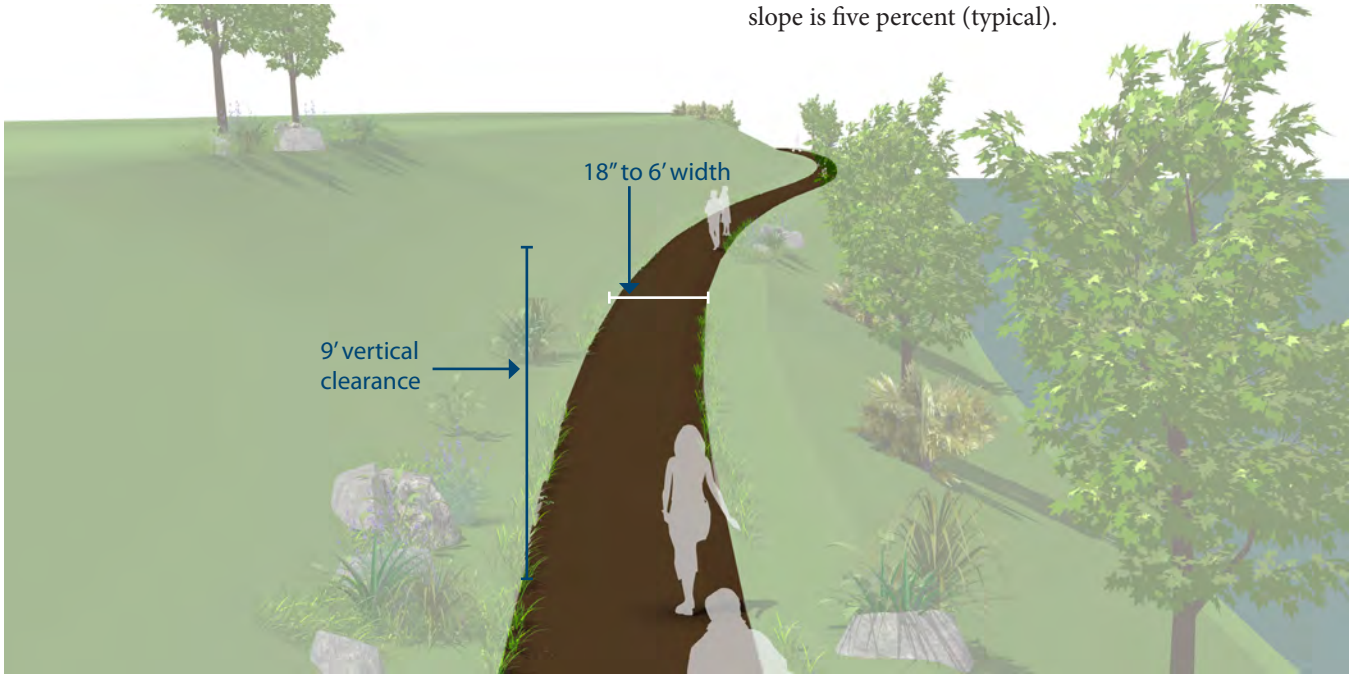
NATURAL SURFACE TRAIL

Description

Sometimes referred to as footpaths, hiking trails or single track trails, the soft surface shared use trail is used along corridors that are environmentally-sensitive but can support bare earth, wood chip, or boardwalk trails. Natural surface trails are a low-impact solution and found in areas with limited development or where a more primitive experience is desired.

Guidance

- Trails can vary in width from 18 inches to 6 feet or greater; vertical clearance should be maintained at nine-feet above grade.
- Mountain bike trails are typically 18-24 inches wide and have compacted bare earth or leaf litter surfacing.
- Base preparation varies from machine-worked surfaces to those worn only by usage.
- Trail surface can be made of dirt, rock, soil, forest litter, or other native materials. Some trails use crushed stone (a.k.a. "crush and run") that contains about 4% fines by weight, and compacts with use.
- Provide positive drainage for trail tread without extensive removal of existing vegetation; maximum slope is five percent (typical).



Discussion

Trail erosion control measures include edging along the low side of the trail, steps and terraces to contain surface material, and water bars to direct surface water off the trail; use bedrock surface where possible to reduce erosion.

Due to their narrow width and ability to contour with the natural topography, single-track mountain bike trails typically require the least amount of disturbance and support features of all types of trails.

Additional References and Guidelines

IMBA. *Managing Mountain Biking.* 2007.
IMBA. *Trail Solutions.* 2004.
Flink, C. *Greenways: A Guide To Planning Design And Development.* 1993.

Materials and Maintenance

Consider implications for accessibility when weighing options for surface treatments.

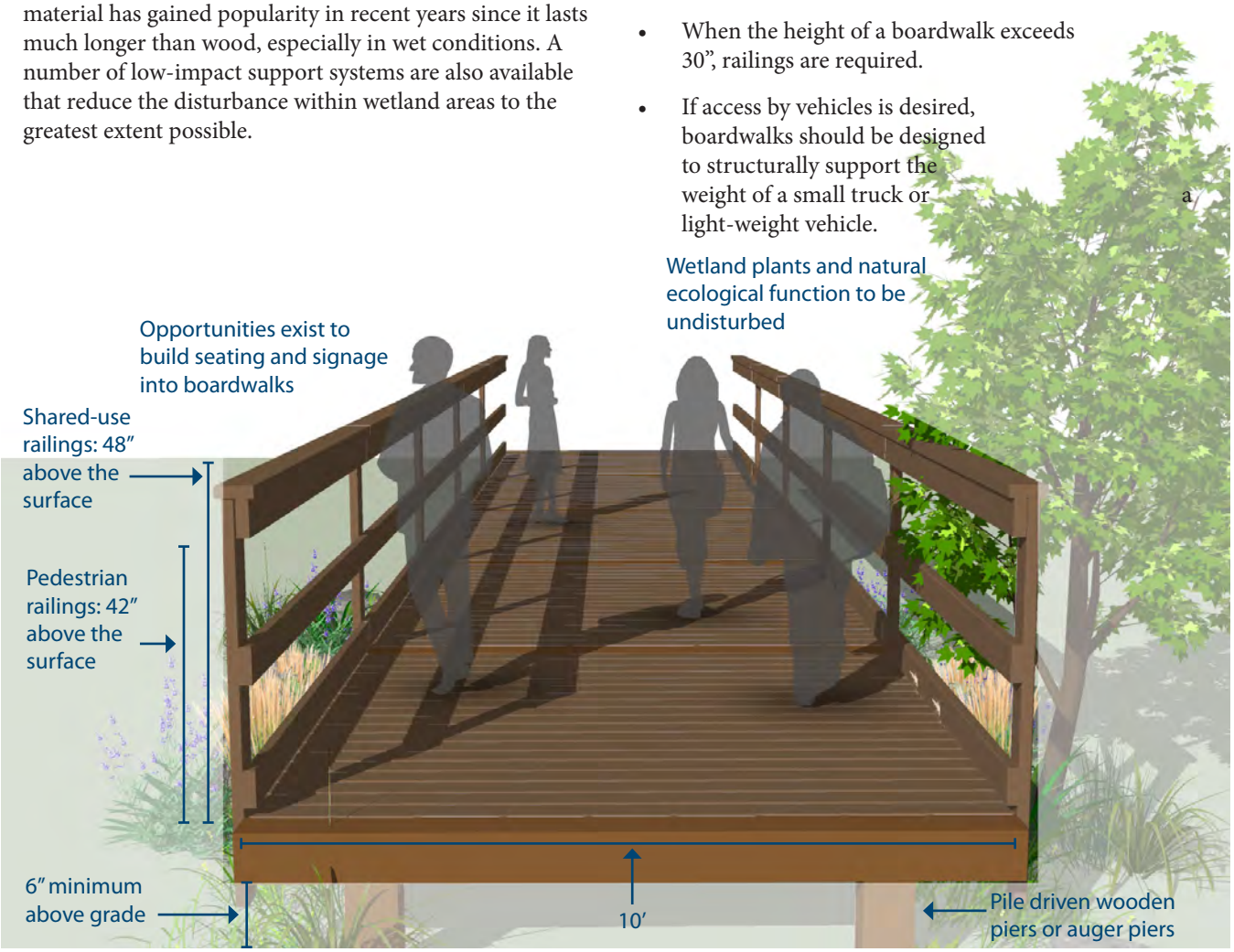
BOARDWALKS

Description

Boardwalks are typically required when crossing wetlands or other poorly drained areas. They are usually constructed of wooden planks or recycled material planks that form the top layer of the boardwalk. The recycled material has gained popularity in recent years since it lasts much longer than wood, especially in wet conditions. A number of low-impact support systems are also available that reduce the disturbance within wetland areas to the greatest extent possible.

Guidance

- Boardwalk width should be a minimum of 10 feet when no rail is used. A 12 foot width is preferred in areas with average anticipated use and whenever rails are used.
- When the height of a boardwalk exceeds 30", railings are required.
- If access by vehicles is desired, boardwalks should be designed to structurally support the weight of a small truck or light-weight vehicle.



Discussion

In general, building in wetlands is subject to regulations and should be avoided.

The foundation normally consists of wooden posts or auger piers (screw anchors). Screw anchors provide greater support and last much longer.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Wetland Trail Design and Construction.* 2007.

Materials and Maintenance

Decking should be either non-toxic treated wood or recycled plastic. Cable rails are attractive and more visually transparent but may require maintenance to tighten the cables if the trail has snow storage requirements.

SHARED USE PAVED TRAILS ALONG ROADWAYS

Description

Shared use paved trails along roadways, also called Sidepaths, are a type of trails that run adjacent to a street.

Because of operational concerns it is generally preferable to place trails within independent rights-of-way away from roadways. However, there are situations where existing roads provide the only corridors available.

Along roadways, these facilities create a situation where a portion of the bicycle traffic rides against the normal flow of motor vehicle traffic and can result in wrong-way riding where bicyclists enter or leave the trail.

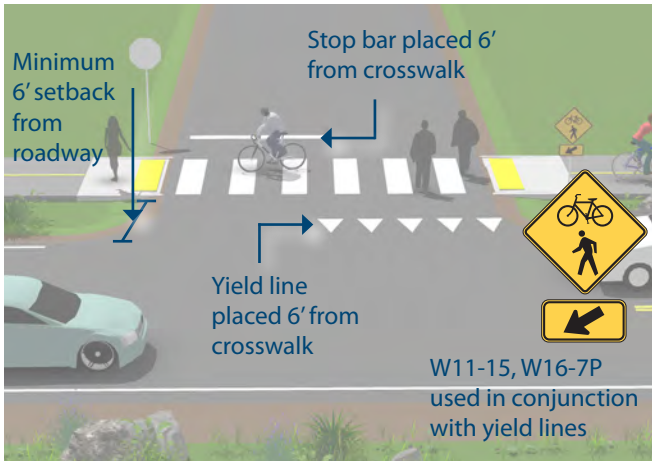
The AASHTO Guide for the Development of Bicycle Facilities cautions practitioners of the use of two-way sidepaths on urban or suburban streets with many driveways and street crossings.

In general, there are two approaches to crossings: adjacent crossings and setback crossings, illustrated below.

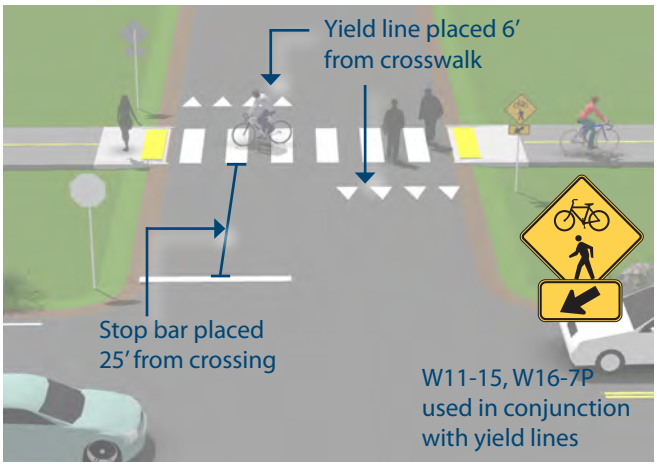
Guidance

- Guidance for sidepaths should follow that for general design practises of shared use paved trails.
- A high number of driveway crossings and intersections create potential conflicts with turning traffic. Consider alternatives to sidepaths on streets with a high frequency of intersections or heavily used driveways.
- Where a sidepath terminates special consideration should be given to transitions so as not to encourage unsafe wrong-way riding by bicyclists.
- Crossing design should emphasize visibility of users and clarity of expected yielding behavior. Crossings may be STOP or YIELD controlled depending on sight lines and bicycle motor vehicle volumes and speeds.

Adjacent Crossing - A separation of 6 feet emphasizes the conspicuity of riders at the approach to the crossing.



Setback Crossing - A set back of 25 feet separates the trail crossing from merging/turning movements that may be competing for a driver's attention.



Discussion

The provision of a shared use paved trail adjacent to a road is not a substitute for the provision of on-road accommodation such as paved shoulders or bike lanes, but may be considered in some locations in addition to on-road bicycle facilities.

To reduce potential conflicts in some situations, it may be better to place one-way sidepaths on both sides of the street.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
NACTO. *Urban Bikeway Design Guide.* See entry on Raised Cycle Tracks. 2012.

Materials and Maintenance

Asphalt is the most common surface for bicycle trails. The use of concrete for trails has proven to be more durable over the long term. Saw cut concrete joints rather than troweled improve the experience of trail users.

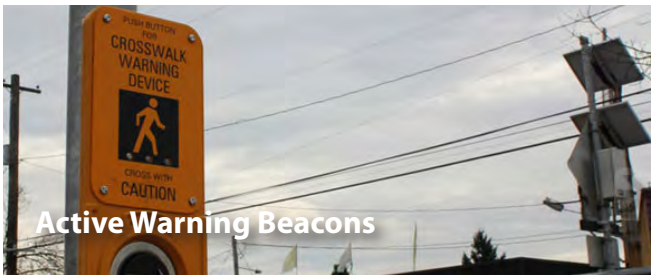
TRAIL/ROADWAY CROSSINGS

At-grade roadway crossings can create potential conflicts between trail users and motorists, however, well-designed crossings can mitigate many operational issues and provide a higher degree of safety and comfort for trail users. This is evidenced by the thousands of successful facilities around the United States with at-grade crossings. In most cases, at-grade trail crossings can be properly designed to provide a reasonable degree of safety and can meet existing traffic and safety standards. Trail facilities that cater to bicyclists can require additional considerations due to the higher travel speed of bicyclists versus pedestrians.

Consideration must be given to adequate warning distance based on vehicle speeds and line of sight, with the visibility of any signs absolutely critical. Directing the active attention of motorists to roadway signs may require additional alerting devices such as a flashing beacon, roadway striping or changes in pavement texture. Signing for trail users may include a standard "STOP" or "YIELD" sign and pavement markings, possibly combined with other features such as bollards or a bend in the trail to slow bicyclists. Care must be taken not to place too many signs at crossings lest they begin to lose their visual impact.

A number of striping patterns have emerged over the years to delineate trail crossings. A median stripe on the trail approach will help to organize and warn trail users. Crosswalk striping is typically a matter of local and State preference, and may be accompanied by pavement treatments to help warn and slow motorists. In areas where motorists do not typically yield to crosswalk users, additional measures may be required to increase compliance.

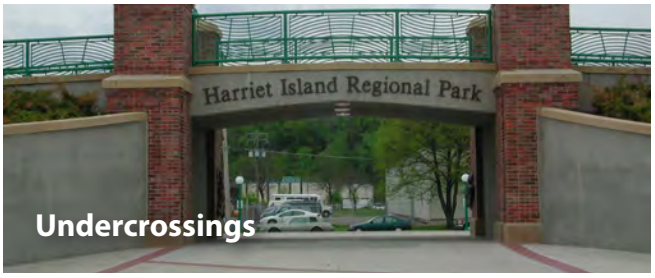
Marked/Unsignalized Crossings



Active Warning Beacons

Route Users to Existing Signals

Hybrid Beacons



Undercrossings

Overcrossings

MARKED/UNSIGNALIZED CROSSINGS

Description

A marked/unsignalized crossing typically consists of a marked crossing area, signage and other markings to slow or stop traffic. The approach to designing crossings at mid-block locations depends on an evaluation of vehicular traffic, line of sight, trail traffic, use patterns, vehicle speed, road type, road width, and other safety issues such as proximity to major attractions.

When space is available, using a median refuge island can improve user safety by providing pedestrians and bicyclists space to perform the safe crossing of one side of the street at a time.

Guidance

Maximum traffic volumes

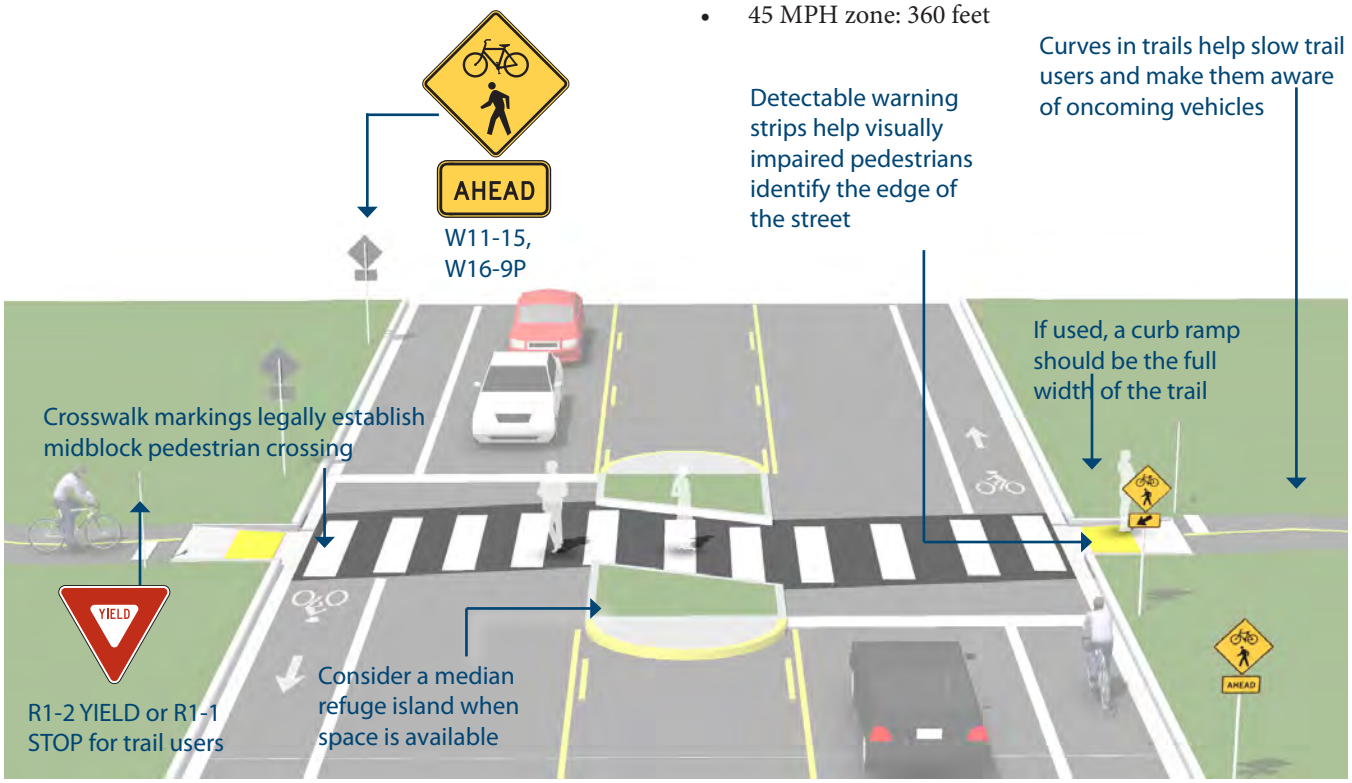
- ≤9,000-12,000 Average Daily Traffic (ADT) volume
- Up to 15,000 ADT on two-lane roads, preferably with a median
- Up to 12,000 ADT on four-lane roads with median

Maximum travel speed

- 35 MPH

Minimum line of sight

- 25 MPH zone: 155 feet
- 35 MPH zone: 250 feet
- 45 MPH zone: 360 feet



Discussion

Unsignalized crossings of multi-lane arterials over 15,000 ADT may be possible with features such as sufficient crossing gaps (more than 60 per hour), median refuges, and/or active warning devices like rectangular rapid flash beacons or in-pavement flashers, and excellent sight distance. For more information see the discussion of active warning beacons.

On roadways with low to moderate traffic volumes (<12,000 ADT) and a need to control traffic speeds, a raised crosswalk may be the most appropriate crossing design to improve pedestrian visibility and safety.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.

Materials and Maintenance

Locate markings out of wheel tread when possible to minimize wear and maintenance costs.

ACTIVE WARNING BEACONS

Description

Enhanced marked crossings are unsignalized crossings with additional treatments designed to increase motor vehicle yielding compliance on multi-lane or high volume roadways.

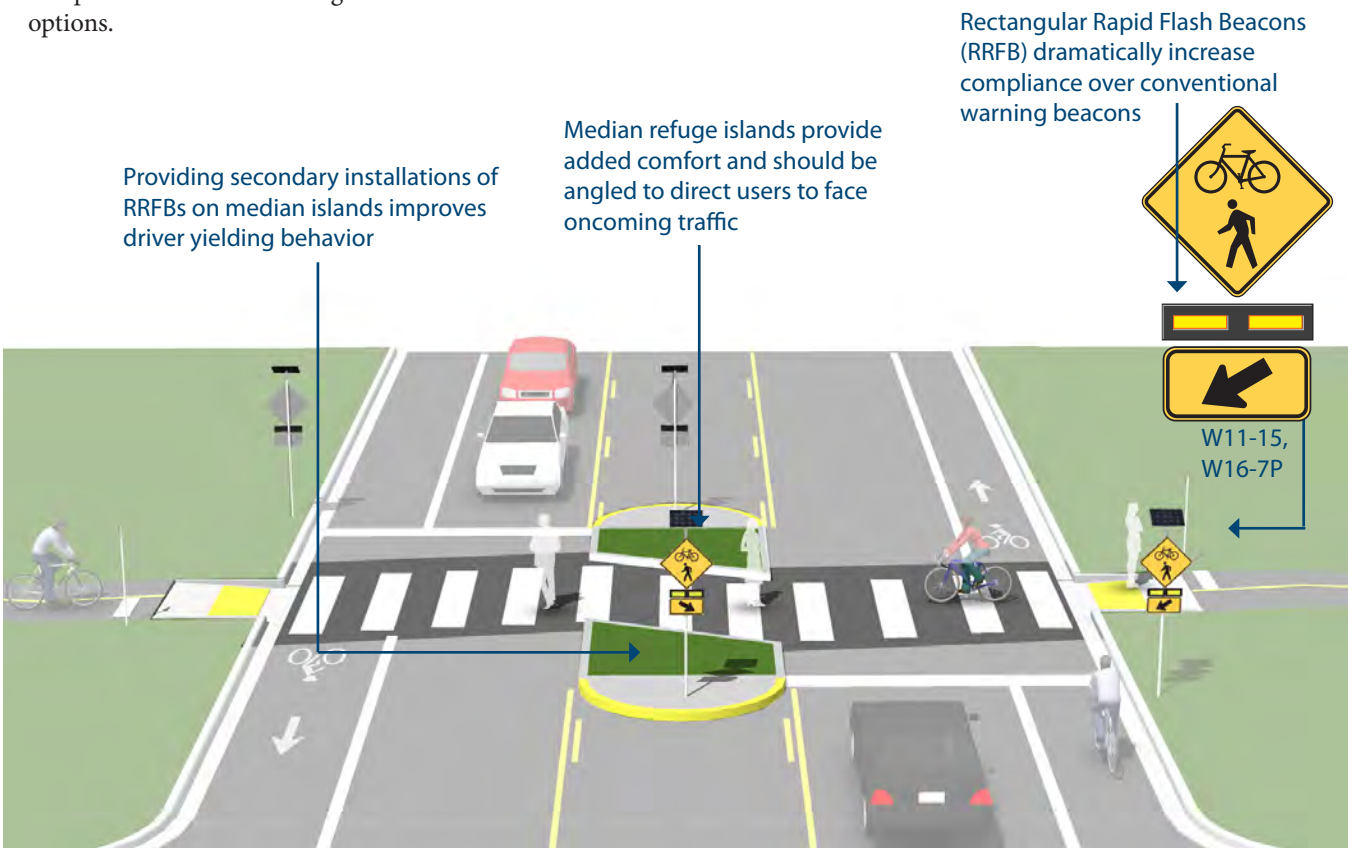
These enhancements include trail user or sensor actuated warning beacons, Rectangular Rapid Flash Beacons (RRFB) shown below, or in-roadway warning lights.

Rectangular rapid flash beacons show the most increased compliance of all the warning beacon enhancement options.

Guidance

Guidance for marked/unsignalized crossings applies.

- Warning beacons shall not be used at crosswalks controlled by YIELD signs, STOP signs, or traffic control signals.
- Warning beacons shall initiate operation based on user actuation and shall cease operation at a predetermined time after the user actuation or, with passive detection, after the user clears the crosswalk.



Discussion

An FHWA report presented study results showing of the effectiveness of going from a no-beacon arrangement to a two-beacon RRFB installation increased yielding from 18 percent to 81 percent. A four-beacon arrangement raised compliance to 88%. Additional studies of long term installations show little to no decrease in yielding behavior over time. Additional studies in Oregon reported compliance rates as high as 99% when actuated.

Additional References and Guidelines

FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
FHWA. *MUTCD - Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11).* 2008.
FHWA. *Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks.* 2010.
Alhajri, F., Carlso, K., Foster, N., Georde, D. *A Study on Driver's Compliance to Rectangular Rapid Flashing Beacons.* 2013.

Materials and Maintenance

Locate markings out of wheel tread when possible to minimize wear and maintenance costs. Signing and striping need to be maintained to help users understand any unfamiliar traffic control.

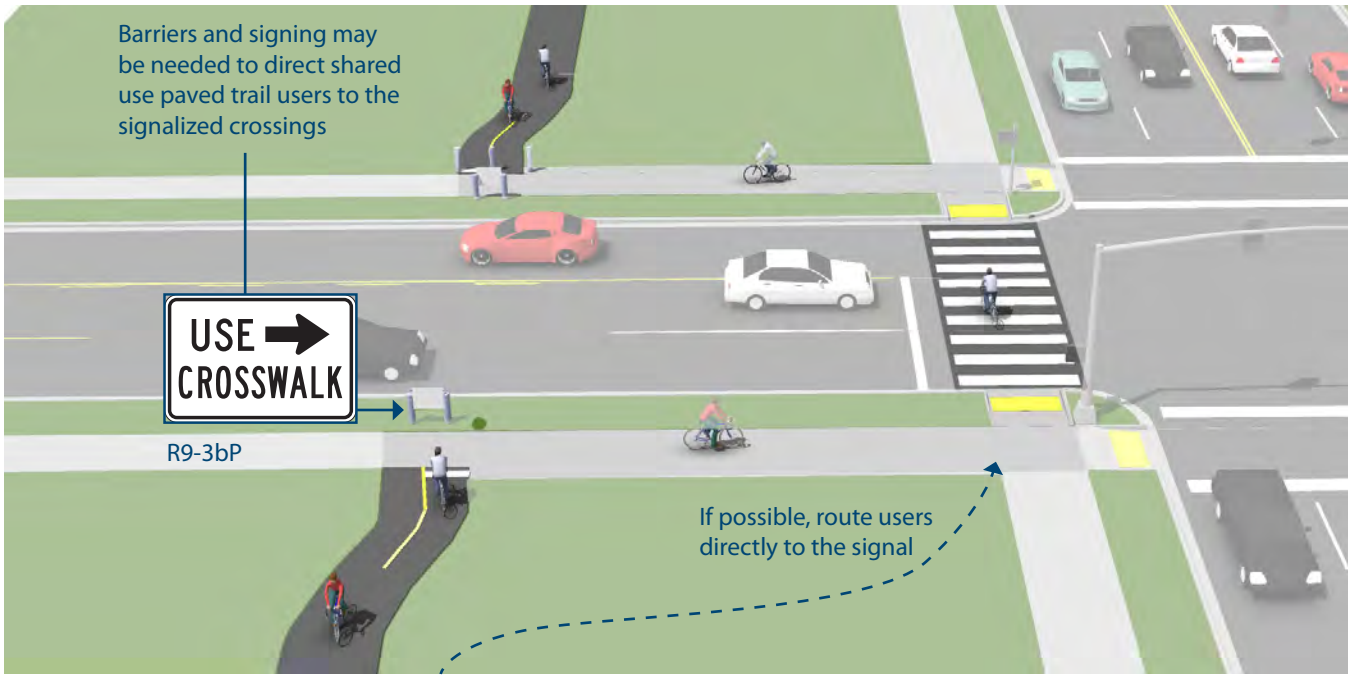
ROUTE USERS TO SIGNALIZED CROSSINGS

Description

Trail crossings within approximately 400 feet of an existing signalized intersection with pedestrian crosswalks are typically diverted to the signalized intersection to avoid traffic operation problems when located so close to an existing signal. For this restriction to be effective, barriers and signing may be needed to direct trail users to the signalized crossing. If no pedestrian crossing exists at the signal, modifications should be made.

Guidance

Trail crossings should not be provided within approximately 400 feet of an existing signalized intersection. If possible, route trail directly to the signal.



Discussion

In the US, the minimum distance a marked crossing can be from an existing signalized intersection varies from approximately 250 to 660 feet. Engineering judgement and the context of the location should be taken into account when choosing the appropriate allowable setback. Pedestrians are particularly sensitive to out of direction travel and jaywalking may become prevalent if the distance is too great.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities.* 2004.

Materials and Maintenance

If a sidewalk is used for crossing access, it should be kept clear of snow and debris and the surface should be level for wheeled users.

PEDESTRIAN HYBRID BEACON CROSSINGS

Description

Pedestrian hybrid beacons provide a high level of comfort for crossing users through the use of a red-signal indication to stop conflicting motor vehicle traffic.

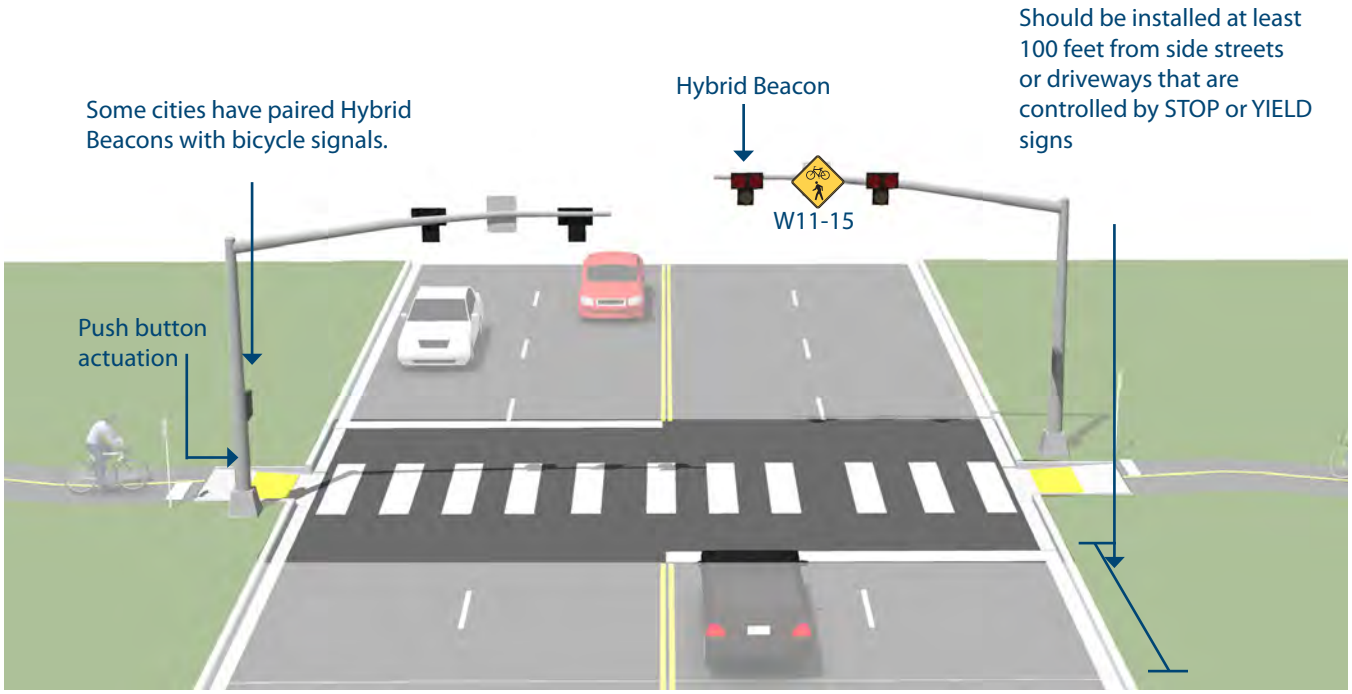
Hybrid beacon installation faces only cross motor vehicle traffic, stays dark when inactive, and uses a unique 'wig-wag' signal phase to indicate activation. Vehicles have the option to proceed after stopping during the final flashing red phase, which can reduce motor vehicle delay when compared to a full signal installation.

Guidance

Hybrid beacons (illustrated here) may be installed without meeting traffic signal control warrants if roadway speed and volumes are excessive for comfortable trail crossings.

FHWA does not allow bicycle signals to be used with Hybrid beacons, though some cities have done so successfully.

To maximize safety when used for bicycle crossings, the flashing 'wig-wag' phase should be very short and occur after the pedestrian signal head has changed to a solid "DON'T WALK" indication as bicyclists can enter an intersection quickly.



Discussion

Shared use paved trail signals are normally activated by push buttons but may also be triggered by embedded loop, infrared, microwave or video detectors. The maximum delay for activation of the signal should be two minutes, with minimum crossing times determined by the width of the street.

Each crossing, regardless of traffic speed or volume, requires additional review by a registered engineer to identify sight lines, potential impacts on traffic progression, timing with adjacent signals, capacity and safety.

Additional References and Guidelines

FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

Hybrid beacons are subject to the same maintenance needs and requirements as standard traffic signals. Signing and striping need to be maintained to help users understand any unfamiliar traffic control.

FULL TRAFFIC SIGNAL CROSSINGS

Description

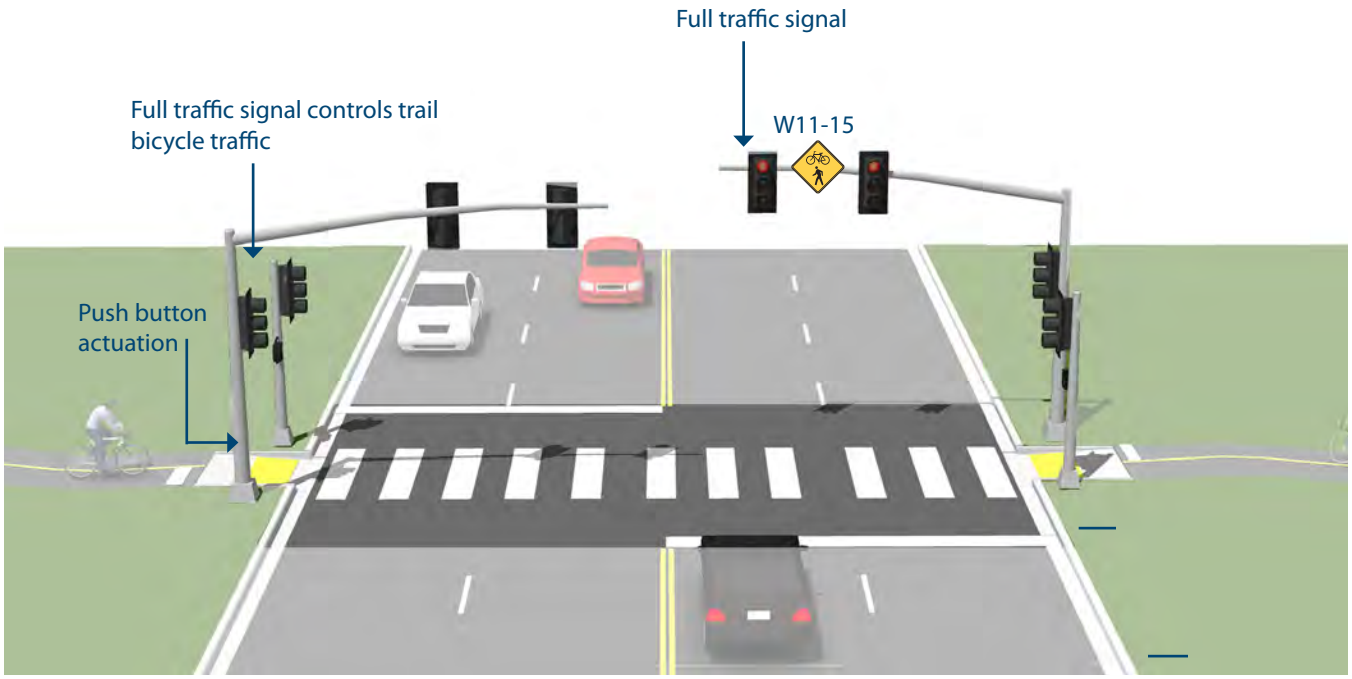
Signalized crossings provide the most protection for crossing trail users through the use of a red-signal indication to stop conflicting motor vehicle traffic.

A full traffic signal installation treats the trail crossing as a conventional 4-way intersection and provides standard red-yellow-green traffic signal heads for all legs of the intersection.

Guidance

Full traffic signal installations must meet MUTCD pedestrian, school or modified warrants. Additional guidance for signalized crossings:

- Located more than 300 feet from an existing signalized intersection
- Roadway travel speeds of 40 MPH and above
- Roadway ADT exceeds 15,000 vehicles



Discussion

Shared use paved trail signals are normally activated by push buttons but may also be triggered by embedded loop, infrared, microwave or video detectors. The maximum delay for activation of the signal should be two minutes, with minimum crossing times determined by the width of the street.

Each crossing, regardless of traffic speed or volume, requires additional review by a registered engineer to identify sight lines, potential impacts on traffic progression, timing with adjacent signals, capacity and safety.

Additional References and Guidelines

FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

Traffic signals require routine maintenance. Signing and striping need to be maintained to help users understand any unfamiliar traffic control.

UNDERCROSSINGS

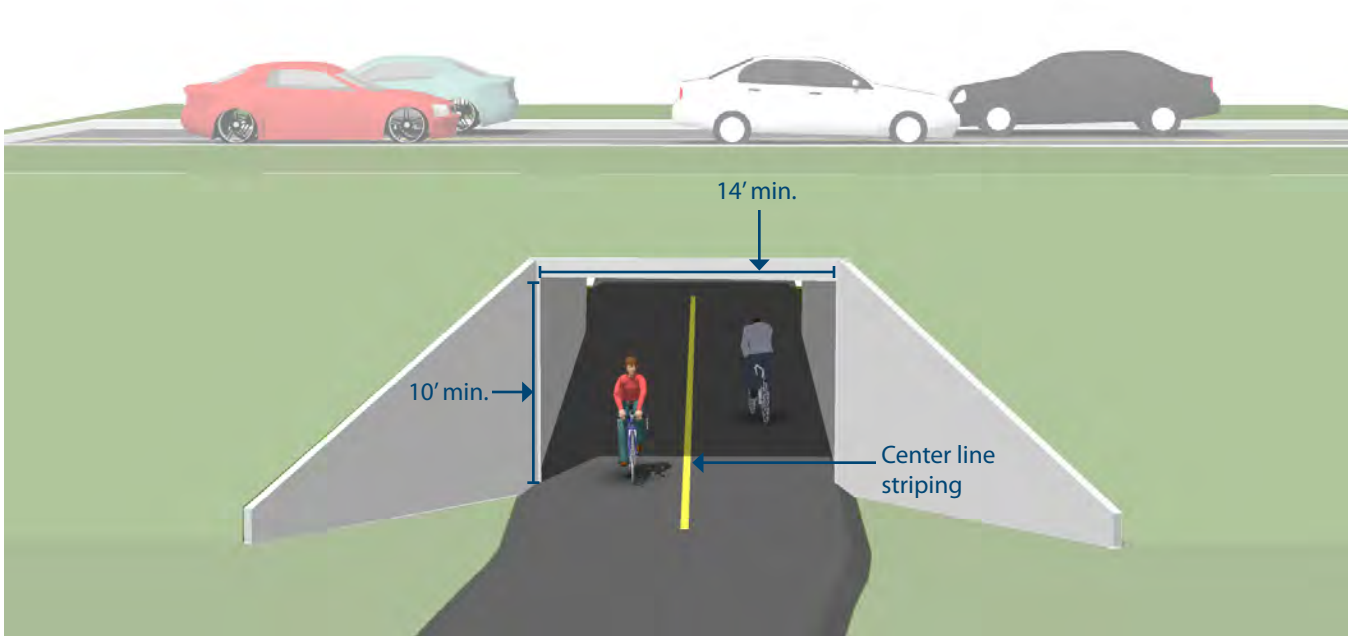
Description

Bicycle/pedestrian undercrossings provide critical non-motorized system links by joining areas separated by barriers such as railroads and highway corridors. In most cases, these structures are built in response to user demand for safe crossings where they previously did not exist.

There are no minimum roadway characteristics for considering grade separation. Depending on the type of facility or the desired user group grade separation may be considered in many types of projects.

Guidance

- 14 foot minimum width, greater widths preferred for lengths over 60 feet.
- 10 foot minimum height.
- The undercrossing should have a centerline stripe even if the rest of the trail does not have one.
- Lighting should be considered during the design process for any undercrossing with high anticipated use or in culverts and tunnels.



Discussion

Safety is a major concern with undercrossings. Shared use paved trail users may be temporarily out of sight from public view and may experience poor visibility themselves. To mitigate safety concerns, an undercrossing should be designed to be spacious, well-lit, equipped with emergency cell phones at each end and completely visible for its entire length from end to end.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities.* 2004.

Materials and Maintenance

14 foot width allows for maintenance vehicle access.

Potential problems include conflicts with utilities, drainage, flood control and vandalism.

OVERCROSSINGS

Description

Bicycle/pedestrian overcrossings provide critical non-motorized system links by joining areas separated by barriers such as deep canyons, waterways or major transportation corridors. In most cases, these structures are built in response to user demand for safe crossings where they previously did not exist.

There are no minimum roadway characteristics for considering grade separation. Depending on the type of facility or the desired user group grade separation may be considered in many types of projects.

Overcrossings require a minimum of 17 feet of vertical clearance to the roadway below versus a minimum elevation differential of around 12 feet for an undercrossing. This results in potentially greater elevation differences and much longer ramps for bicycles and pedestrians to negotiate.

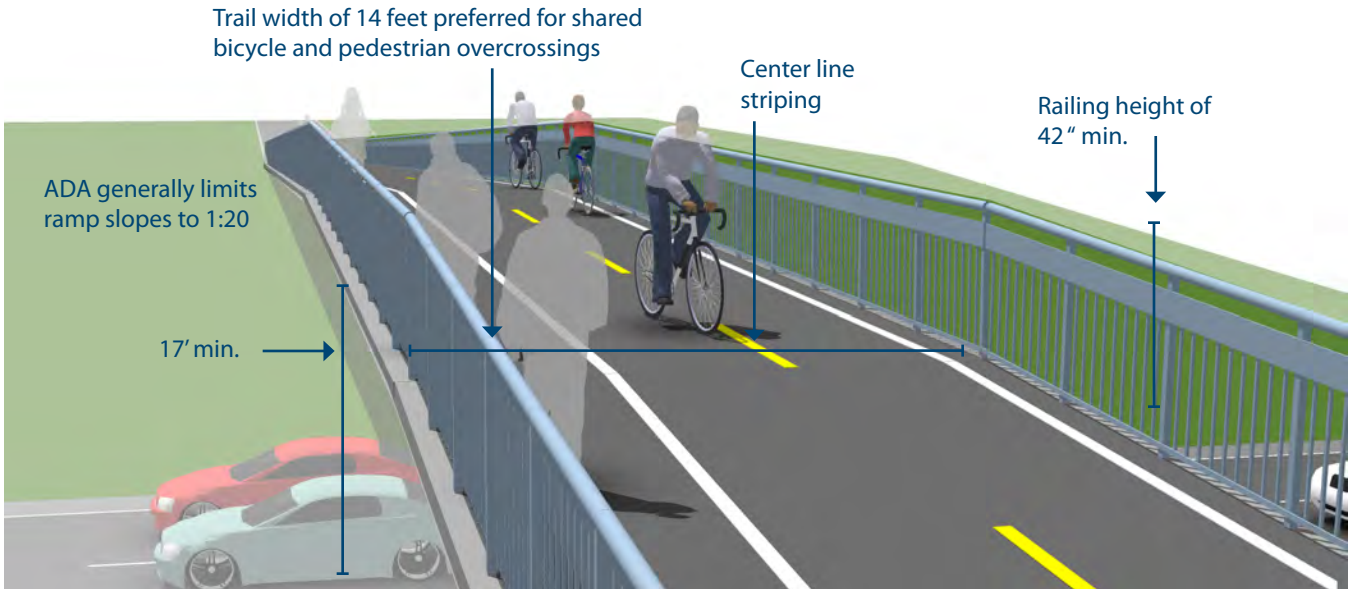
Guidance

8 foot minimum width, 14 feet preferred. If overcrossing has any scenic vistas additional width should be provided to allow for stopping. A separate 5 foot pedestrian area may be provided for facilities with high bicycle and pedestrian use.

10 foot headroom on overcrossing; clearance below will vary depending on feature being crossed.

Roadway:	17 feet
Freeway:	18.5 feet
Heavy Rail Line:	23 feet

The overcrossing should have a centerline stripe even if the rest of the trail does not have one.



Discussion

Overcrossings for bicycles and pedestrians typically fall under the Americans with Disabilities Act (ADA), which strictly limits ramp slopes to 5% (1:20) with landings at 400 foot intervals, or 8.33% (1:12) with landings every 30 feet.

Overcrossings pose potential concerns about visual impact and functional appeal, as well as space requirements necessary to meet ADA guidelines for slope.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities.* 2004.

Materials and Maintenance

Potential issues with vandalism.

Overcrossings can be more difficult to clear of snow than undercrossings.

PEDESTRIAN FACILITY DESIGN

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SIDEWALKS

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel that is separated from vehicle traffic. Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb or gutter and sometimes a landscaped planting strip area. Sidewalks are a common application in both urban and suburban environments.

Attributes of well-designed sidewalks include the following:

Accessibility: A network of sidewalks should be accessible to all users.

Adequate width: Two people should be able to walk side-by-side and pass a third comfortably. Different walking speeds should be possible. In areas of intense pedestrian use, sidewalks should accommodate the high volume of walkers.

Safety: Design features of the sidewalk should allow pedestrians to have a sense of security and predictability. Sidewalk users should not feel they are at risk due to the presence of adjacent traffic.

Continuity: Walking routes should be obvious and should not require pedestrians to travel out of their way unnecessarily.

Landscaping: Plantings and street trees should contribute to the overall psychological and visual comfort of sidewalk users, and be designed in a manner that contributes to the safety of people.

Drainage: Sidewalks should be well graded to minimize standing water.

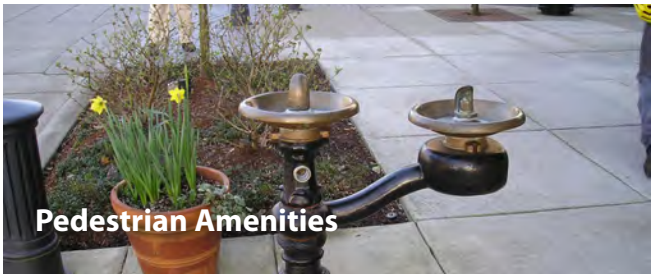
Social space: There should be places for standing, visiting, and sitting. The sidewalk area should be a place where adults and children can safely participate in public life.

Quality of place: Sidewalks should contribute to the character of neighborhoods and business districts.

Zones in the Sidewalk Corridor

Sidewalk Widths

Driveways and Sidewalk Obstructions


Pedestrian Amenities

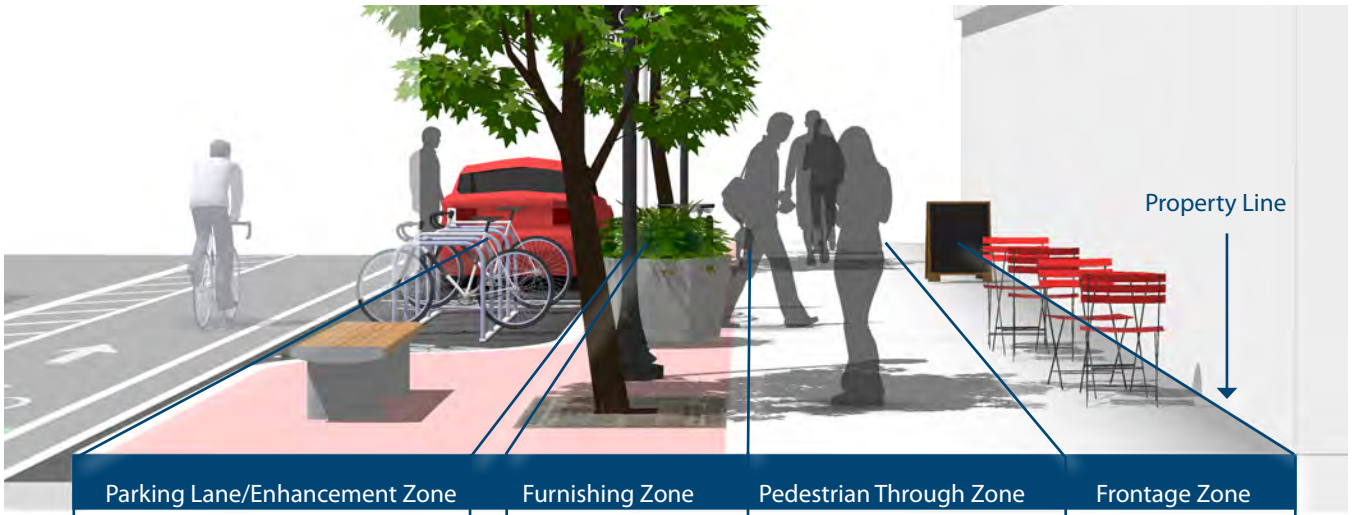
Transit Stop Infrastructure

Pedestrian-scale Lighting

ZONES IN THE SIDEWALK CORRIDOR

Description

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel separated from vehicle traffic. A variety of considerations are important in sidewalk design. Providing adequate and accessible facilities can lead to increased numbers of people walking, improved safety, and the creation of social space.



Parking Lane/Enhancement Zone	Edge Zone	Furnishing Zone	Pedestrian Through Zone	Frontage Zone
The parking lane can act as a flexible space to further buffer the sidewalk from moving traffic. Curb extensions and bike corrals may occupy this space where appropriate. In the edge zone there should be a 6 inch wide curb.		The furnishing zone buffers pedestrians from the adjacent roadway, and is also the area where elements such as street trees, signal poles, signs, and other street furniture are properly located.	The through zone is the area intended for pedestrian travel. This zone should be entirely free of permanent and temporary objects. Wide through zones are needed in downtown areas or where pedestrian flows are high.	The Frontage Zone allows pedestrians a comfortable "shy" distance from the building fronts. It provides opportunities for window shopping, to place signs, planters, or chairs. Not applicable if adjacent to a landscaped space.

Discussion

Sidewalks should be more than areas to travel; they should provide places for people to interact. There should be places for standing, visiting, and sitting. Sidewalks should contribute to the character of neighborhoods and business districts, strengthen their identity, and be an area where adults and children can safely participate in public life.

Additional References and Guidelines

USDOJ. *ADA Standards for Accessible Design.* 2010.
United States Access Board. *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public-Right-of-Way (PROWAG).* 2011.
AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities.* 2004.
NACTO. *Urban Street Design Guide.* 2013.

Materials and Maintenance

Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb or gutter and sometimes a landscaped space. Colored, patterned, or stamped concrete can add distinctive visual appeal.

SIDEWALK WIDTHS

Description

The width and design of sidewalks will vary depending on street context, functional classification, and pedestrian demand. Below are preferred widths of each sidewalk zone according to general street type. Standardizing sidewalk guidelines for different areas of the city, dependent on the above listed factors, ensures a minimum level of quality for all sidewalks.

Street Classification	Parking Lane/ Enhancement Zone	Furnishing Zone	Pedestrian Through Zone	Frontage Zone	Total
Local Streets	Varies	2 - 5 feet	4 - 6 feet	N/A	6 - 11 feet
Commercial Areas	Varies	4 - 6 feet	6 - 12 feet	2.5 - 10 feet	11 - 28 feet
Arterials and Collectors	Varies	2 - 6 feet	4 - 8 feet	2.5 - 5 feet	8 -19 feet

Areas that have significant accumulations of snow during the winter may prefer a wider furnishing zone for snow storage.

Six feet enables two pedestrians (including wheelchair users) to walk side-by-side, or to pass each other comfortably

Discussion

It is important to provide adequate width along a sidewalk corridor. Two people should be able to walk side-by-side and pass a third comfortably. In areas of high demand, sidewalks should contain adequate width to accommodate the high volumes and different walking speeds of pedestrians. The Americans with Disabilities Act requires a 4 foot clear width in the pedestrian zone plus 5 foot passing areas every 200 feet.

Additional References and Guidelines

USDOJ. *ADA Standards for Accessible Design*. 2010.
United States Access Board. *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public-Right-of-Way (PROWAG)*. 2011.
AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities*. 2004.
NACTO. *Urban Street Design Guide*. 2013.

Materials and Maintenance

Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb or gutter and sometimes a landscaped boulevard. Surfaces must be firm, stable, and slip resistant. Colored, patterned, or stamped concrete can add distinctive visual appeal.

DRIVEWAYS AND SIDEWALK OBSTRUCTIONS

Description

Driveway crossings can present challenges and potential conflicts for pedestrians, especially if they are designed with the movement of the motor vehicle prioritized at the expense of pedestrian circulation.

Reducing the number of accesses reduces the need for special provisions. This strategy should be pursued first.

Guidance

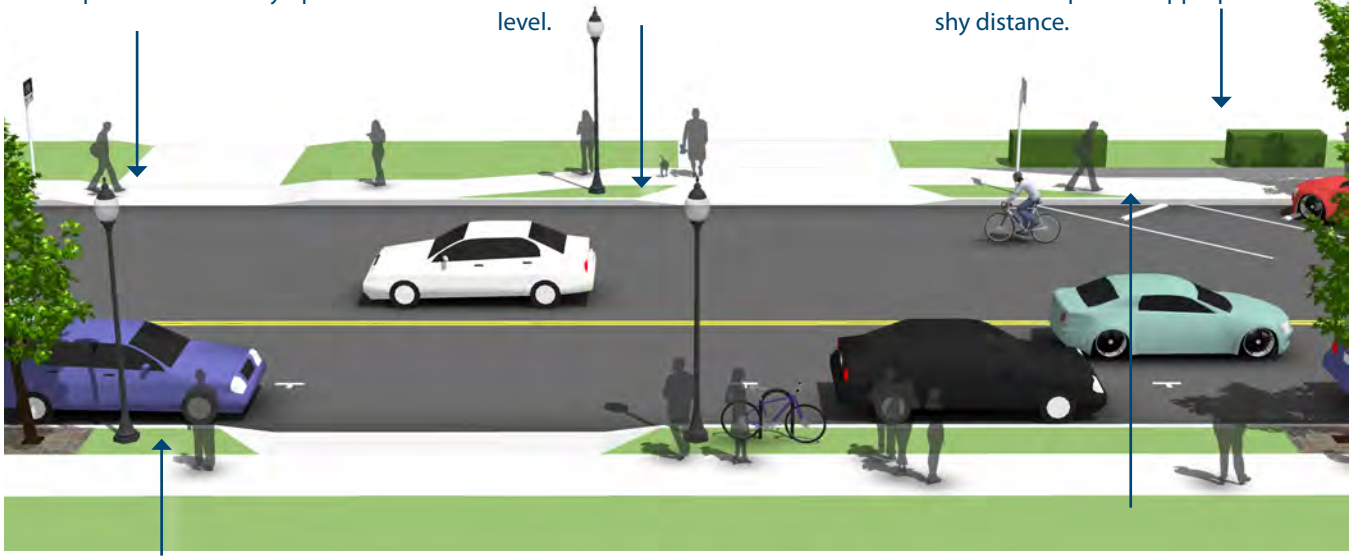
To the extent possible the sidewalk should be flat and uninterrupted through driveways, so that the priority is always with the pedestrian flow. Vehicles may be required to drive up or down to cross over the sidewalk, but this reinforces to the motorist that they need to use caution and slow speeds when crossing the pedestrian zone.

The use of a landscaped buffer area between the sidewalk and the street allows driveway slopes to occur within the landscape zone, and allows for a flat and level pedestrian through zone is always maintained through the driveway area.

Dipping the entire sidewalk at the driveway approaches keeps the cross-slope at a constant grade. This is the least-preferred driveway option.

Where constraints preclude a planter strip, wrapping the sidewalk around the driveway allows the sidewalk to still remain level.

When sidewalks abut hedges, fences, or buildings, an additional two feet of lateral clearance should be added to provide appropriate shy distance.



Planter strips allow sidewalks to remain level, with the driveway grade change occurring within the planter strip.

When sidewalks abut angled on-street parking, wheel stops should be used to prevent vehicles from overhanging in the sidewalk.

Discussion

According to the United States Federal Highway Administration (FHWA):

Well defined driveways clearly mark the area where motorists will be crossing the pedestrian's path. Non-defined vehicle access points with continuous access to parking create a long conflict area between pedestrians and motorists. This added area of ambiguity complicates the motorist's task of watching for pedestrians.

Additional References and Guidelines

United States Access Board. *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public-Right-of-Way (PROWAG).* 2011.
AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities.* 2004.
U.S. Department of Transportation Federal Highway Administration. (2006). How to Develop a Pedestrian Safety Action Plan, p 56

Materials and Maintenance

Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb or gutter and sometimes a landscaped space. Surfaces must be firm, stable, and slip resistant.

PEDESTRIAN AMENITIES

Street Trees

In addition to their aesthetic and environmental value, street trees can slow traffic and improve safety for pedestrians. Trees add visual interest to streets and narrow the street's visual corridor, which may cause drivers to slow down. It is important that trees do not block light or the vision triangle.

Street Furniture

Providing benches at key rest areas and viewpoints encourages people of all ages to use the walkways by ensuring that they have a place to rest along the way. Benches should be 20" tall to accommodate elderly pedestrians comfortably. Benches can be simple (e.g., wood slats) or more ornate (e.g., stone, wrought iron, concrete). If alongside a parking zone, street furniture should be placed to minimize interference with passenger loading.

Green Features

Green stormwater strategies may include bioretention swales, rain gardens, tree box filters, and pervious pavements (pervious concrete, asphalt and pavers).

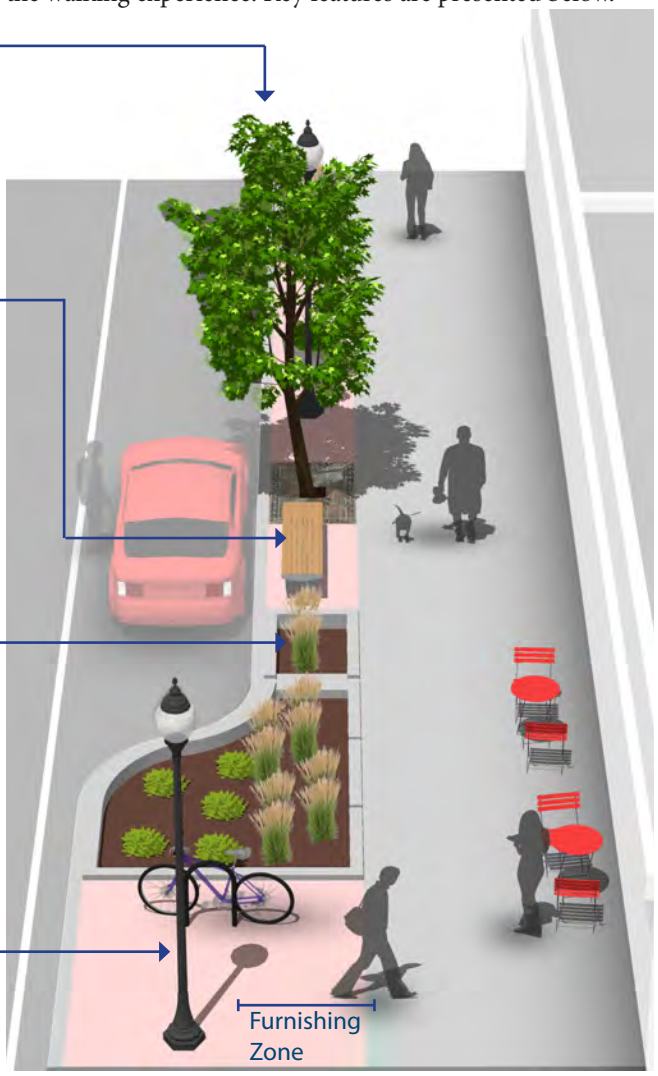
Bioswales are natural landscape elements that manage water runoff from a paved surface. Plants in the swale trap pollutants and silt from entering a river system.

Lighting

Pedestrian scale lighting improves visibility for both pedestrians and motorists - particularly at intersections. Pedestrian scale lighting can provide a vertical buffer between the sidewalk and the street, defining pedestrian areas. Pedestrian scale lighting should be used in areas of high pedestrian activity.

Description

A variety of streetscape elements can define the pedestrian realm, offer protection from moving vehicles, and enhance the walking experience. Key features are presented below.



Discussion

Additional pedestrian amenities such as banners, public art, special paving, along with historical elements and cultural references, promote a sense of place. Public activities should be encouraged and commercial activities such as dining, vending and advertising may be permitted when they do not interfere with safety and accessibility.

Pedestrian amenities should be placed in the furnishing zone on a sidewalk corridor. See Zones in the Sidewalk Corridor for a discussion of the functional parts of a sidewalk. Signs, meters, tree wells should go between parking spaces.

Additional References and Guidelines

United States Access Board. *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public-Right-of-Way (PROWAG)*. 2011.
NACTO. *Urban Street Design Guide*. 2013.

Materials and Maintenance

Establishing and caring for your young street trees is essential to their health. Green features may require routine maintenance, including sediment and trash removal, and clearing curb openings and overflow drains.

TRANSIT STOP INFRASTRUCTURE

Description

A variety of streetscape elements can define the pedestrian realm, offer protection from moving vehicles, and enhance the walking experience. Key features are presented below.

Guidance

Signs at bus stops are an important element of good transit service. Signs serve as a source of information to patrons and operators regarding the location of the bus stop and are excellent marketing tools to promote transit use.

Benches provide comfort and convenience at bus stops and are usually installed on the basis of existing or projected ridership figures. A bench may be installed by itself or as part of a shelter.

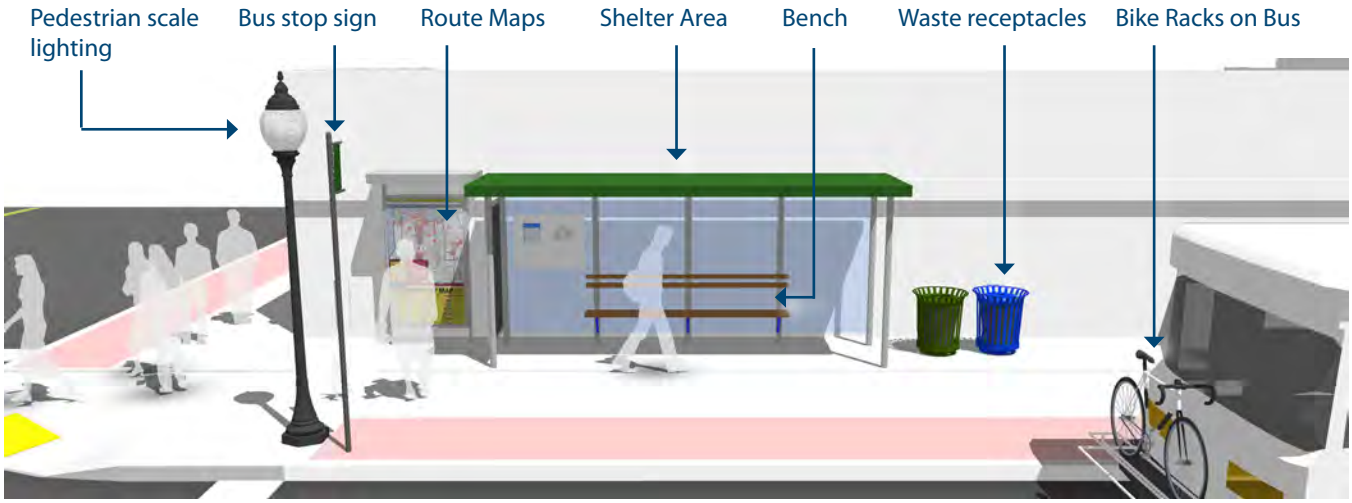
Lighting is important for safety and security of transit patrons. A brightly lit bus stop makes it easier for the bus driver to observe waiting passengers and allows motorists to see pedestrians moving to and from the bus stop.

Shelters provide protection from the elements and seating while for patrons waiting for rides. An attractive, well designed shelter can also be a positive addition to a streetscape that contributes to a sense of place. It also provides an excellent opportunity to improve the visibility of the transit service and to provide maps and other informational signage to help people use the service.

Waste receptacles can be provided at higher use transit stops to reduce unwanted items being brought on the transit vehicle.

Marked Crossings should help pedestrians safely navigate to bus stops and the surrounding destinations.

Bicycle Accommodations are important to encourage multimodal trip making. Consider bicycle racks on busses, and bike parking at transit stations.



Discussion

Signs and/or pavement markings identifying a bus stop and restricting parking are the bare minimum bus stop infrastructure. Ideally traffic regulations should be established prohibit parking, standing, or stopping at bus stops. An allowance for passenger vehicles to stop to load or unload passengers in the bus stops may be included.

Additional References and Guidelines

FHWA. (2006). *Federal Highway Administration University Course on Bicycle and Pedestrian Transportation. Lesson 18: Bicycle and Pedestrian Connections to Transit*

Materials and Maintenance

Features should be maintained to ensure proper lighting, comfort and security.

PEDESTRIAN SCALE LIGHTING

Description

Pedestrian scale lighting improves visibility for both pedestrians and motorists - particularly at intersections and in areas of high pedestrian activity.

Pedestrian scale lighting is characterized by short light poles (around 15 feet high), close spacing, low levels of illumination (except at crossings), and the use of LED lamps to produce good color rendition, long service life and high energy efficiency.

Guidance

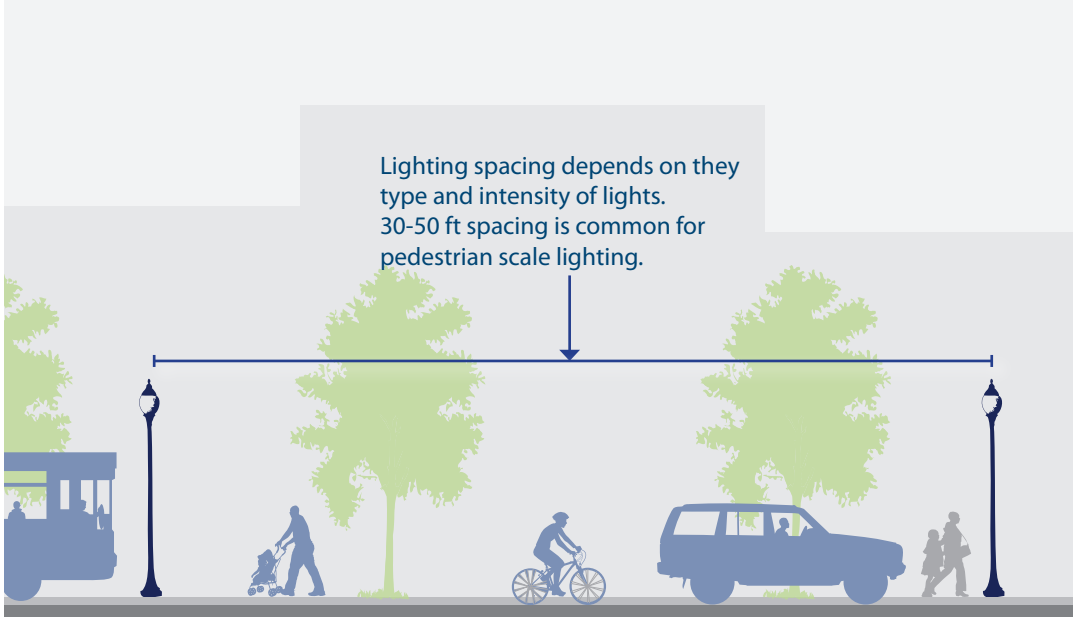
Locate lighting at the following locations:

- Pedestrian oriented areas
- Street crossings (intersection and mid block)
- Entrances and exits of bridges
- Areas near churches, schools, and community centers with nighttime pedestrian activity.

Placement details and dimensions:

- Spacing should be provid minimum illumination levels while limiting excess light pollution
- Luminaries should direct light downward
- Ligting poles should be placed in the furniture zone of the sidewalk and not interfere with pedestrian travel.

Solar powered lights are available where utility collection is difficult.



Discussion

Both street and pedestrian lighting levels should be considered for the same street corridor, especially in areas with tree canopy. “Dark Sky” lighting should be considered within residential districts.

Additional References and Guidelines

Illuminating Engineering Society of North America. *American National Standard Practice for Roadway Lighting.* 2005.
AASHTO. *Guide for the Development of Bicycle Facilities.* 2012
FHWA. *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations.* 2005.

Materials and Maintenance

Low-cost light emitting diodes (LED) offer a wide range of light levels and can reduce long term utility costs.

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PEDESTRIANS AT INTERSECTIONS

Attributes of pedestrian-friendly intersection design include:

Clear Space: Corners should be clear of obstructions. They should also have enough room for curb ramps, for transit stops where appropriate, and for street conversations where pedestrians might congregate.

Visibility: It is critical that pedestrians on the corner have a good view of vehicle travel lanes and that motorists in the travel lanes can easily see waiting pedestrians.

Legibility: Symbols, markings, and signs used at corners should clearly indicate what actions the pedestrian should take.

Accessibility: All corner features, such as curb ramps, landings, call buttons, signs, symbols, markings, and textures, should meet accessibility standards and follow universal design principles.

Separation from Traffic: Corner design and construction should be effective in discouraging turning vehicles from driving over the pedestrian area. Crossing distances should be minimized.

Lighting: Adequate lighting is an important aspect of visibility, legibility, and accessibility.

These attributes will vary with context but should be considered in all design processes. For example, suburban and rural intersections may have limited or no signing. However, legibility regarding appropriate pedestrian movements should still be taken into account during design.

Marked Crosswalks

Median Refuge Islands

Minimizing Curb Radii

Curb Extensions

ADA Compliant Curb Ramps

Pedestrians at Signalized Crossings

MARKED CROSSWALKS

Description

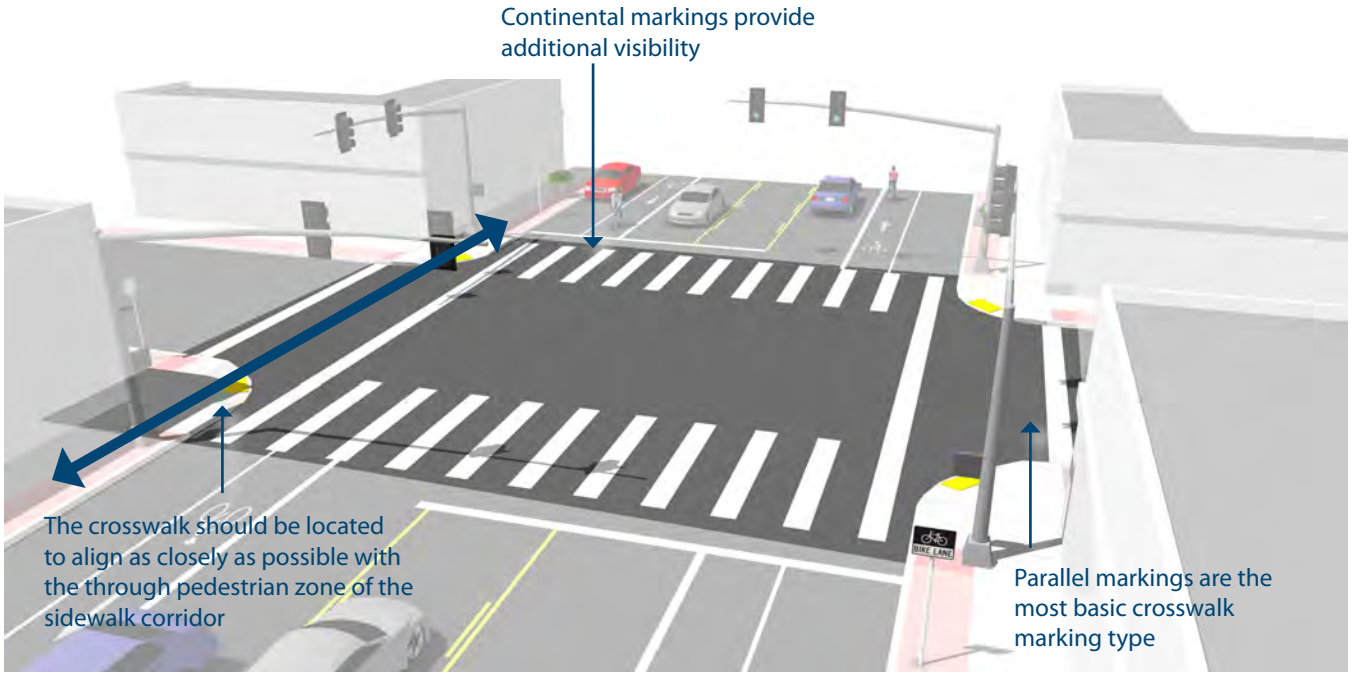
A marked crosswalk signals to motorists that they must stop for pedestrians and encourages pedestrians to cross at designated locations. Installing crosswalks alone will not necessarily make crossings safer especially on multi-lane roadways.

At mid-block locations, crosswalks can be marked where there is a demand for crossing and there are no nearby marked crosswalks.

Guidance

At signalized intersections, all crosswalks should be marked. At un-signalized intersections, crosswalks may be marked under the following conditions:

- At a complex intersection, to orient pedestrians in finding their way across.
- At an offset intersection, to show pedestrians the shortest route across traffic with the least exposure to vehicular traffic and traffic conflicts.
- At an intersection with visibility constraints, to position pedestrians where they can best be seen by oncoming traffic.
- At an intersection within a school zone on a walking route.



Discussion

Continental crosswalk markings should be used at crossings with high pedestrian use or where vulnerable pedestrians are expected, including: school crossings, across arterial streets for pedestrian-only signals, at mid-block crosswalks, and at intersections where there is expected high pedestrian use and the crossing is not controlled by signals or stop signs.

See intersection signalization for a discussion of enhancing pedestrian crossings.

Additional References and Guidelines

FHWA. *Manual on Uniform Traffic Control Devices. (3B.18). 2009.*
AASHTO. Guide for the Planning, Design, and Operation of Pedestrian Facilities. 2004.
FHWA. *Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations.* 2005.
FHWA. *Crosswalk Marking Field Visibility Study.* 2010.
NACTO. *Urban Street Design Guide.* 2013.

Materials and Maintenance

Because the effectiveness of marked crossings depends entirely on their visibility, maintaining marked crossings should be a high priority. Thermoplastic markings offer increased durability than conventional paint.

MEDIAN REFUGE ISLANDS

Description

Median refuge islands are located at the mid-point of a marked crossing and help improve pedestrian safety by allowing pedestrians to cross one direction of traffic at a time. Refuge islands minimize pedestrian exposure by shortening crossing distance and increasing the number of available gaps for crossing.

Guidance

- Can be applied on any roadway with a left turn center lane or median that is at least 6' wide.
- Appropriate at signalized or unsignalized crosswalks
- The refuge island must be accessible, preferably with an at-grade passage through the island rather than ramps and landings.
- The island should be at least 6' wide between travel lanes (to accommodate bikes with trailers and wheelchair users) and at least 20' long.
- On streets with speeds higher than 25 mph there should also be double centerline marking, reflectors, and "KEEP RIGHT" signage.

Discussion

If a refuge island is landscaped, the landscaping should not compromise the visibility of pedestrians crossing in the crosswalk. Shrubs and ground plantings should be no higher than 1 ft 6 in.

On multi-lane roadways, consider configuration with active warning beacons for improved yielding compliance.

Additional References and Guidelines

FHWA. Manual on Uniform Traffic Control Devices. 2009.
AASHTO. Guide for the Planning, Design, and Operation of Pedestrian Facilities. 2004.
NACTO. Urban Bikeway Design Guide. 2012.
NACTO. *Urban Street Design Guide*. 2013.

Materials and Maintenance

Refuge islands may collect road debris and may require somewhat frequent maintenance. Refuge islands should be visible to snow plow crews and should be kept free of snow berms that block access.

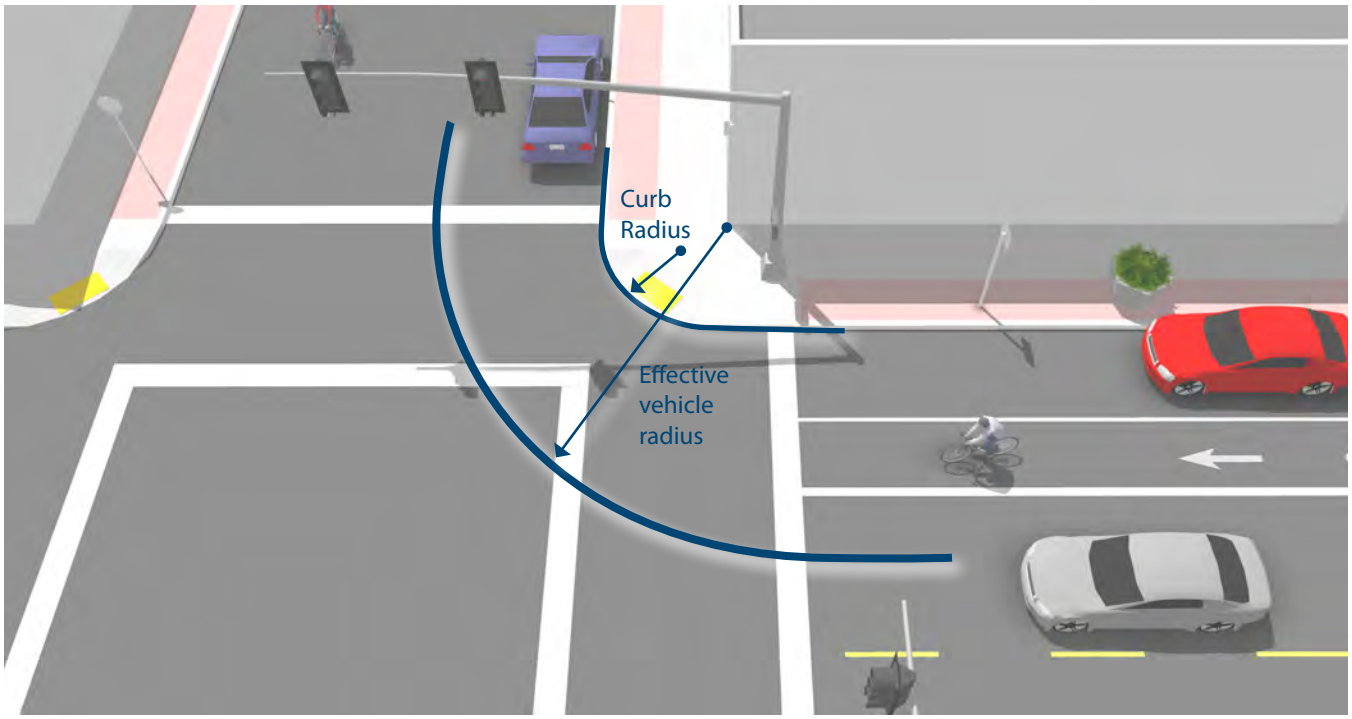
MINIMIZING CURB RADII

Description

The size of a curb's radius can have a significant impact on pedestrian comfort and safety. A smaller curb radius provides more pedestrian area at the corner, allows more flexibility in the placement of curb ramps, results in a shorter crossing distance and requires vehicles to slow more on the intersection approach. During the design phase, the chosen radius should be the smallest possible for the circumstances.

Guidance

The radius may be as small as 3 ft where there are no turning movements, or 5 ft where there are turning movements, adequate street width, and a larger effective curb radius created by parking or bike lanes.



Discussion

Several factors govern the choice of curb radius in any given location. These include the desired pedestrian area of the corner, traffic turning movements, street classifications, design vehicle turning radius, intersection geometry, and whether there is parking or a bike lane (or both) between the travel lane and the curb.

Additional References and Guidelines

AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities.* 2004.
AASHTO. *A Policy on Geometric Design of Highways and Streets.* 2004.
NACTO. *Urban Street Design Guide.* 2013.

Materials and Maintenance

Improperly designed curb radii at corners may be subject to damage by large trucks.

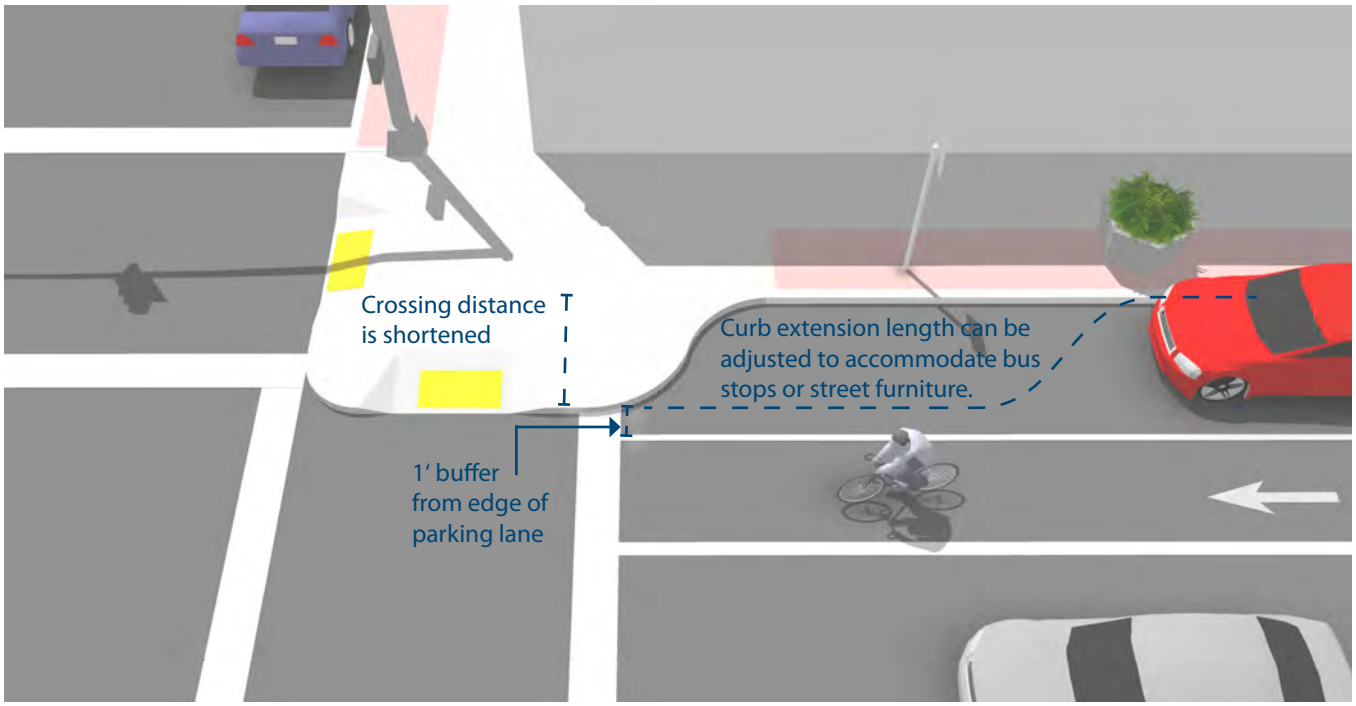
CURB EXTENSIONS

Description

Curb extensions minimize pedestrian exposure during crossing by shortening crossing distance and giving pedestrians a better chance to see and be seen before committing to crossing. They are appropriate for any crosswalk where it is desirable to shorten the crossing distance and there is a parking lane adjacent to the curb.

Guidance

- In most cases, the curb extensions should be designed to transition between the extended curb and the running curb in the shortest practicable distance.
- For purposes of efficient street sweeping, the minimum radius for the reverse curves of the transition is 10 ft and the two radii should be balanced to be nearly equal.
- Curb extensions should terminate one foot short of the parking lane to maximize bicyclist safety.



Discussion

If there is no parking lane, adding curb extensions may be a problem for bicycle travel and truck or bus turning movements.

Additional References and Guidelines

AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities.* 2004.
AASHTO. *A Policy on Geometric Design of Highways and Streets.* 2004.
NACTO. *Urban Street Design Guide.* 2013.

Materials and Maintenance

Planted curb extensions may be designed as a bioswale, a vegetated system for stormwater management.

ADA COMPLIANT CURB RAMPS

Description

Curb ramps are the design elements that allow all users to make the transition from the street to the sidewalk. There are a number of factors to be considered in the design and placement of curb ramps at corners. Properly designed curb ramps ensure that the sidewalk is accessible from the roadway. A sidewalk without a curb ramp can be useless to someone in a wheelchair, forcing them back to a driveway and out into the street for access.

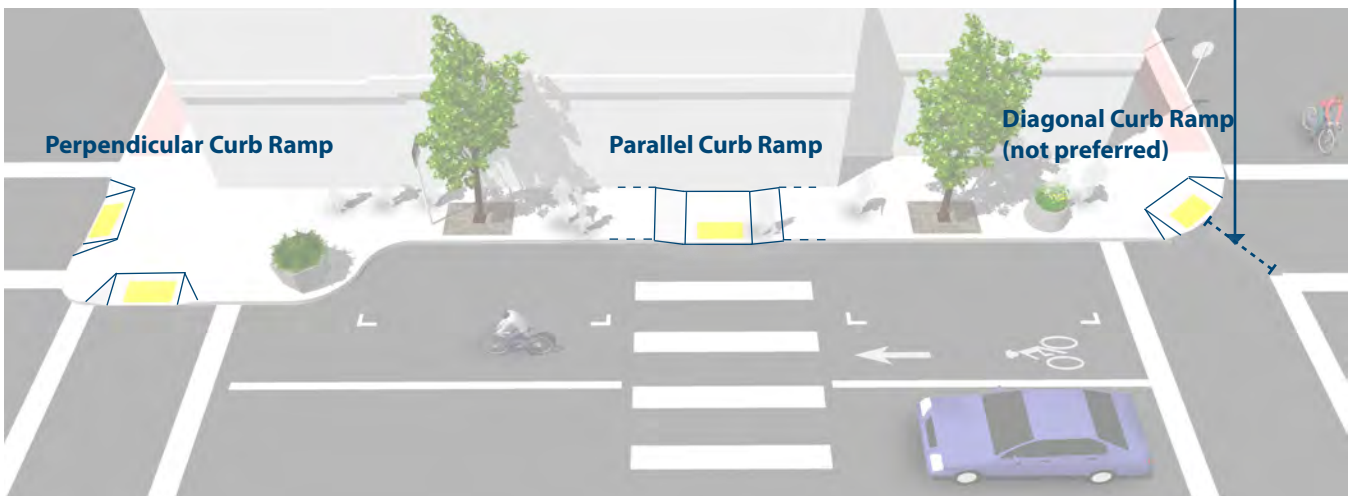
Although diagonal curb ramps might save money, they create potential safety and mobility problems for pedestrians,including reduced maneuverability and increased interaction with turning vehicles, particularly in areas with high traffic volumes. Diagonal curb ramp configurations are the least preferred of all options.

Guidance

- The landing at the top of a ramp shall be at least 4 feet long and at least the same width as the ramp itself.
- The ramp shall slope no more than 1:12 , with a maximum cross slope of 2.0%.
- If the ramp runs directly into a crosswalk, the landing at the bottom will be in the roadway.
- If the ramp lands on a dropped landing within the sidewalk or corner area where someone in a wheelchair may have to change direction, the landing must be a minimum of 5'-0" long and at least as wide as the ramp, although a width of 5'-0" is preferred.

Diagonal ramps shall include a clear space of at least 48" within the crosswalk for user maneuverability

Curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles. Three configurations are illustrated below.



Crosswalk spacing not to scale. For illustration purposes only.

Discussion

The edge of an ADA compliant curb ramp may be marked with a tactile warning device (also known as truncated domes) to alert people with visual impairments to changes in the pedestrian environment. Contrast between the raised tactile device and the surrounding infrastructure is important so that the change is readily evident. These devices are most effective when adjacent to smooth pavement so the difference is easily detected. The devices should provide color contrast so partially sighted people can see them.

Additional References and Guidelines

United States Access Board. *Accessibility Guidelines for Buildings and Facilities.* 2002.
United States Access Board. *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public-Right-of-Way (PROWAG).* 2011.
USDOJ. *ADA Standards for Accessible Design.* 2010.

Materials and Maintenance

It is critical that the interface between a curb ramp and the street be maintained adequately. Asphalt street sections can develop potholes at the foot of the ramp, which can catch the front wheels of a wheelchair.

PEDESTRIANS AT SIGNALIZED CROSSINGS

Description

Pedestrian Signal Head

Pedestrian signal indicators demonstrate to pedestrians when to cross at a signalized crosswalk. All traffic signals should be equipped with pedestrian signal indications except where pedestrian crossing is prohibited by signage.

Countdown pedestrian signals are particularly valuable for pedestrians, as they indicate whether a pedestrian has time to cross the street before the signal phase ends. Countdown signals should be used at all signalized intersections.

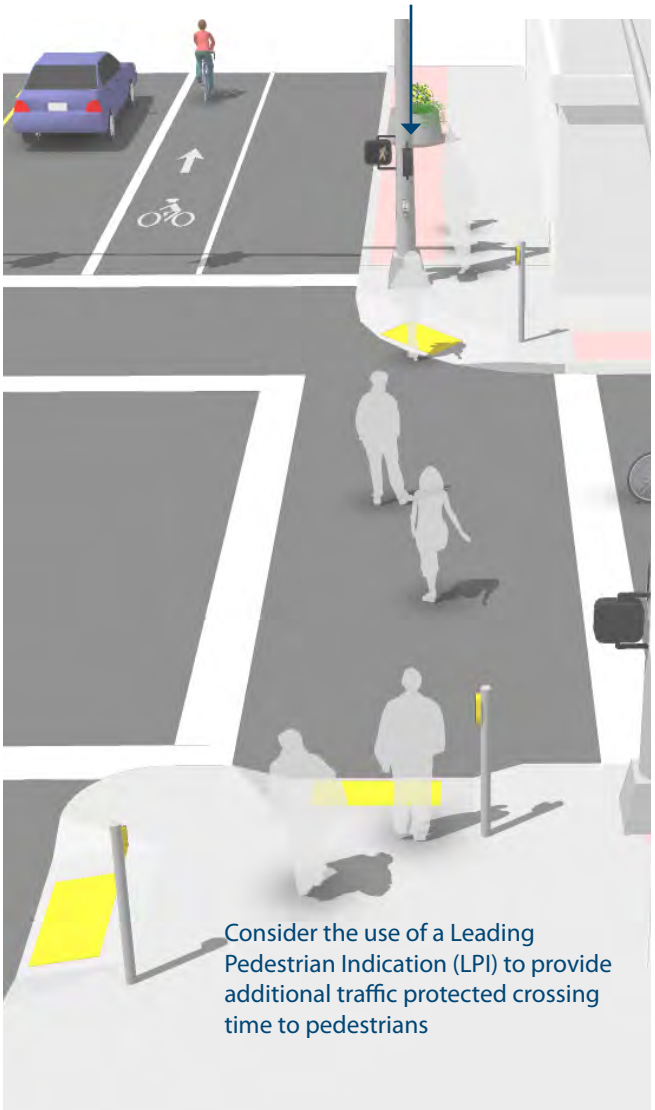
Signal Timing

Providing adequate pedestrian crossing time is a critical element of the walking environment at signalized intersections. The MUTCD recommends traffic signal timing to assume a pedestrian walking speed of 3.5' per second, meaning that the length of a signal phase with parallel pedestrian movements should provide sufficient time for a pedestrian to safely cross the adjacent street.

At crossings where older pedestrians or pedestrians with disabilities are expected, crossing speeds as low as 3' per second may be assumed. Special pedestrian phases can be used to provide greater visibility or more crossing time for pedestrians at certain intersections.

In busy pedestrian areas such as downtowns, the pedestrian signal indication should be built into each signal phase, eliminating the requirement for a pedestrian to actuate the signal by pushing a button.

Audible pedestrian traffic signals provide crossing assistance to pedestrians with vision impairment at signalized intersections



Discussion

When push buttons are used, they should be located so that someone in a wheelchair can reach the button from a level area of the sidewalk without deviating significantly from the natural line of travel into the crosswalk, and marked (for example, with arrows) so that it is clear which signal is affected.

In areas with very heavy pedestrian traffic, consider an all-pedestrian signal phase to give pedestrians free passage in the intersection when all motor vehicle traffic movements are stopped.

Additional References and Guidelines

United States Access Board. *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public-Right-of-Way (PROWAG).* 2011.
AASHTO. *Guide for the Planning, Design, and Operation of Pedestrian Facilities.* 2004.
NACTO. *Urban Street Design Guide.* 2013.

Materials and Maintenance

It is important to repair or replace traffic control equipment before it fails. Consider semi-annual inspections of controller and signal equipment, intersection hardware, and loop detectors.

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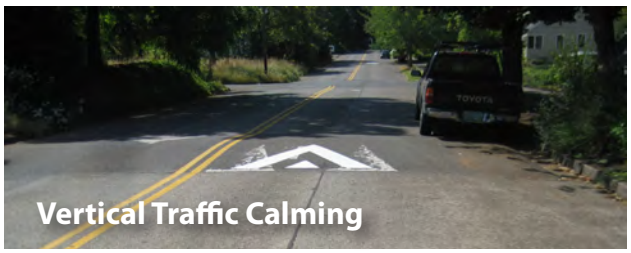
TRAFFIC CALMING

Traffic calming is a design principle that seeks to lower vehicular traffic speeds using physical and visual cues. These tools are typically self-enforcing: the roadway's physical conditions influence drivers rather than regulatory devices and enforcement measures. Traffic calming works best on local streets with residential areas and highly trafficked commercial corridors. Extensive research shows that slower motorist speeds reduce overall crash severity and frequency, and improve cyclist and pedestrian comfort within and adjacent to traffic. Slower traffic also tends to reduce roadway noise, which contributes to overall neighborhood livability and walking comfort.

An area applying traffic calming measures must make special considerations for bicyclists. Measures such as narrowing the roadway may adversely affect bicyclists' ability to share the road, while introducing vertical or horizontal deflections to slow traffic may introduce an unexpected hazard to the cyclist. Conversely, carefully designed and applied traffic calming measures can enhance bicyclist safety and access.


Vertical Traffic Calming

Horizontal Traffic Calming

Traffic Diversion

VERTICAL TRAFFIC CALMING

Description

Motor vehicle speeds affect the severity of crashes that can occur with pedestrians and bicyclists. Maintaining low motor vehicle speeds greatly improves the comfort of people walking along and across a street. Slower vehicular speeds also improve motorists' ability to see and react to bicyclists and minimize conflicts at driveways and other turning locations.

Vertical speed control measures are composed of slight rises in the pavement, on which motorists and bicyclists must reduce speed to cross.

Guidance

- Local neighborhood streets should have a maximum posted speed of 25 mph. Use traffic calming to maintain an 85th percentile speed below 22 mph.
- Speed humps are raised areas usually placed in a series across both travel lanes. A 14' long hump reduces impacts to emergency vehicles. Speed humps can be challenging for bicyclists, gaps can be provided in the center or by the curb for bicyclists and to improve drainage. Speed humps can also be offset to accommodate emergency vehicles.
- Speed lumps or cushions have gaps to accommodate the wheel tracks of emergency vehicles.
- Speed tables are longer than speed humps and flat-topped. Raised crosswalks are speed tables that are marked and signed for a pedestrian crossing.
- For all vertical traffic calming, slopes should not exceed 1:10 or be less steep than 1:25. Tapers should be no greater than 1:6 to reduce the risk of bicyclists losing their balance. The vertical lip should be no more than a 1/4" high.

Speed Hump

Offset Speed Hump

Temporary Speed Cushion

Raised Crosswalk

Discussion

Emergency vehicle response times should be considered where vertical deflection is used. Because emergency vehicles have a wider wheel base than passenger cars, speed lumps/cushions allow them to pass unimpeded while slowing most other traffic. Alternatively, speed tables are recommended because they cannot be straddled by a truck, decreasing the risk of bottoming out. Traffic calming can also deter motorists from driving on a street. Monitor vehicle volumes on adjacent streets to determine whether traffic calming results in inappropriate volumes. Traffic calming can be implemented on a trial basis.

Additional References and Guidelines

Ewing, Reid. *Traffic Calming: State of the Practice.* 1999.
Ewing, Reid and Brown, Steven. *U.S. Traffic Calming Manual.* 2009.
NACTO. *Urban Street Design Guide.* 2013.

Materials and Maintenance

Traffic calming should be designed to minimize impacts to snowplows. Vegetation should be regularly trimmed to maintain visibility and attractiveness.

HORIZONTAL TRAFFIC CALMING

Description

Horizontal traffic calming devices cause drivers to slow down by constricting the roadway space or by requiring careful maneuvering.

Such measures may reduce the design speed of a street, and can be used in conjunction with reduced speed limits to reinforce the expectation of lowered speeds.

Guidance

- Maintain a minimum clear width of 20 feet (or 28 feet with parking on both sides), with a constricted length of at least 20 feet in the direction of travel.
- Chicanes are a series of raised or delineated curb extensions, edge islands, or parking bays on alternating sides of a street forming an "S"-shaped curb, which reduce vehicle speeds by requiring motorists to shift laterally through narrowed travel lanes.
- Pinchpoints are curb extensions placed on both sides of the street, narrowing the travel lane and encouraging all road users to slow down. When placed at intersections, pinchpoints are known as chokers or neckdowns. They reduce curb radii and further lower motor vehicle speeds.
- Traffic circles are raised or delineated islands placed at intersections that reduce vehicle speeds by narrowing turning radii and the travel lane. Traffic circles can also include a paved apron to accommodate the turning radii of larger vehicles like fire trucks or school buses.

Temporary Curb Extension

Chicane

Choker or Neckdown

Pinchpoint with Bicycle Access

Discussion

Horizontal speed control measures should not infringe on bicycle space. Where possible, provide a bicycle route outside of the element so bicyclists can avoid having to merge into traffic at a narrow pinch point. This technique can also improve drainage flow and reduce construction and maintenance costs. Traffic calming can also deter motorists from driving on a street. Monitor vehicle volumes on adjacent streets to determine whether traffic calming results in inappropriate volumes. Traffic calming can be implemented on a trial basis.

Additional References and Guidelines

Ewing, Reid. *Traffic Calming: State of the Practice.* 1999.
Ewing, Reid and Brown, Steven. *U.S. Traffic Calming Manual.* 2009.
NACTO. *Urban Street Design Guide.* 2013.

Materials and Maintenance

Traffic calming should be designed to minimize impacts to snowplows. Vegetation should be regularly trimmed to maintain visibility and attractiveness.

TRAFFIC DIVERSION

Description

Motor vehicle traffic volumes affect the quality of life on local neighborhood streets. Higher vehicle volumes reduce user comfort and can result in more conflicts.

Implement volume control treatments based on the context of the neighborhood greenway, using engineering judgment. Target motor vehicle volumes range from 1,000 to 3,000 vehicles per day, above which the route should be striped as a bike lane or considered a signed shared roadway.

Guidance

- Traffic diversion treatments reduce motor vehicle volumes by completely or partially restricting through traffic on a neighborhood greenway.
- Partial closures restrict vehicle access to one way traffic at that point.
- Diagonal diverters require all motor vehicle traffic to turn.
- Street closures create a "T" that blocks motor vehicles from continuing along a street at an intersection. Full closures can accommodate emergency vehicles with the use of mountable curbs (maximum of six inches high).

No matter what form of traffic diversion is used, bicycle access through the diverter should be maintained and accommodated.

Partial Closure

Diagonal Diverter

Median Diverter

Full Closure

Discussion

A good volume target for local neighborhood streets is 3,000 maximum vehicles per day.

Additional References and Guidelines

Ewing, Reid. *Traffic Calming: State of the Practice.* 1999.
Ewing, Reid and Brown, Steven. *U.S. Traffic Calming Manual.* 2009.
Oregon Department of Transportation. *Right-In Right-Out Channelization.* 1998.

Materials and Maintenance

Depending on the diverter type, these treatments can be challenging to keep clear of snow and debris. Vegetation should be regularly trimmed to maintain visibility and attractiveness.

BICYCLE FACILITY DESIGN

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SHARED ROADWAYS

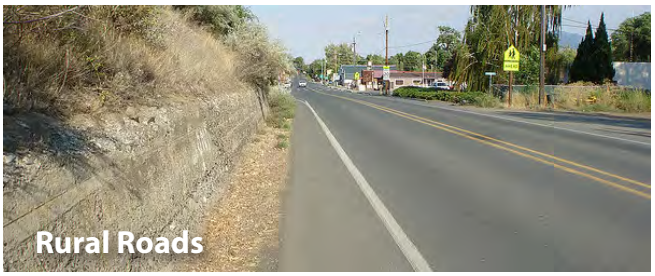
On shared roadways, bicyclists and motor vehicles use the same roadway space. Sharing may include side-by-side operation, or single lane in-line operation depending on the configuration.

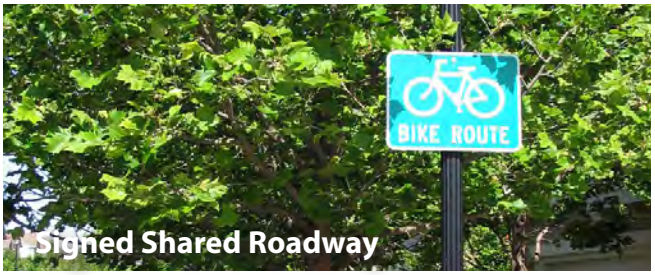
These facilities are typically used on roads with low speeds and traffic volumes, however they can be used on higher volume roads with wide outside lanes or shoulders. A motor vehicle driver will usually have to cross over into the adjacent travel lane to pass a bicyclist, unless a wide outside lane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

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

Bicycle Boulevards

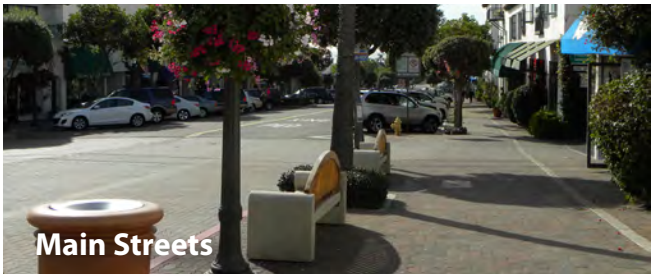
Bicycle boulevards are a special class of shared roadways designed for a broad spectrum of bicyclists. They are low-volume local streets where motorists and bicyclists share the same travel lane. Treatments for bicycle boulevards are selected as necessary to create appropriate automobile volumes and speeds, and to provide safe crossing opportunities of busy streets.


Rural Roads



Signed Shared Roadway

Marked Shared Roadway


Main Streets

Bicycle Boulevards

RURAL ROADS

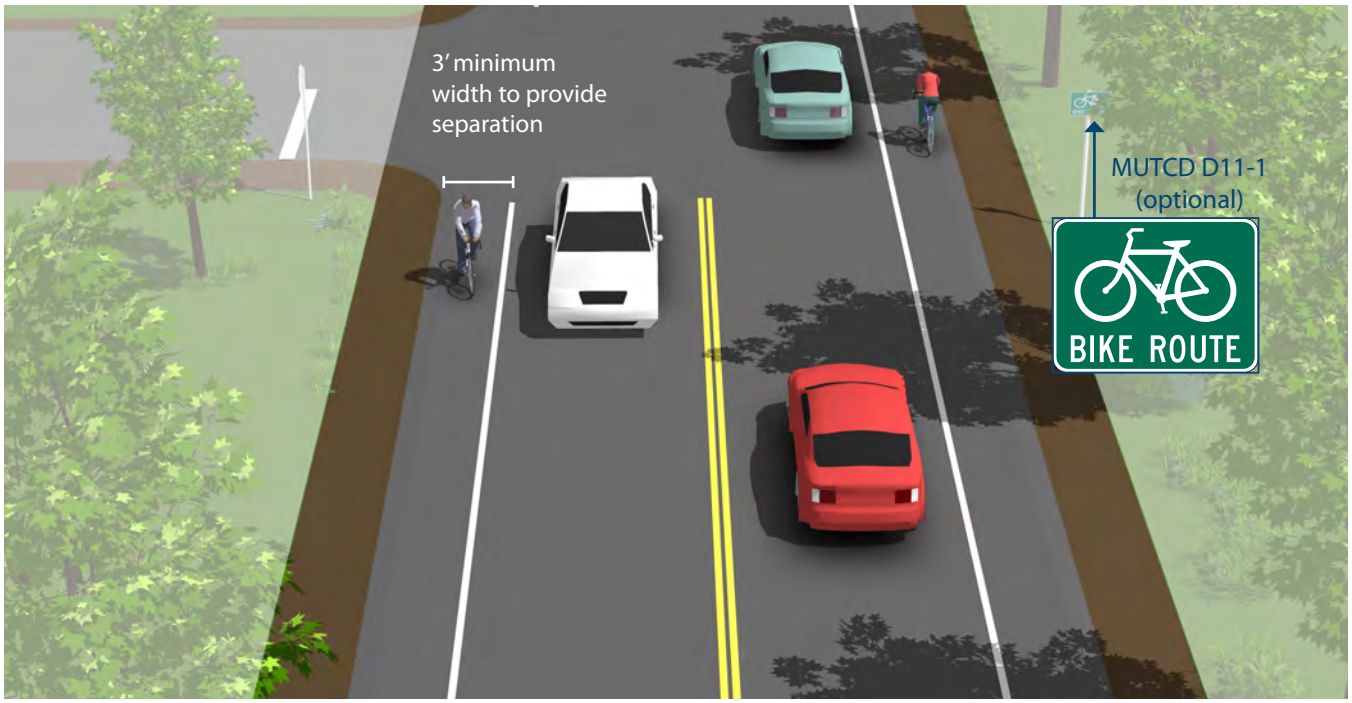
Description

Rural roads are often the primary routes connecting communities. These roads pass through less-dense areas, and are usually paved roadways with striped shoulders, but no curb and gutter. Sidewalk provision on rural roads is uncommon.

Shoulders wide enough for bicycle travel are the preferred type of bicycle facility on rural roads. Shoulder bikeways often, but not always, include signage alerting motorists to expect bicycle travel along the roadway.

Guidance

- If 4 feet or more is available for bicycle travel, the full bike lane treatment of signs, legends, and an 6" bike lane line would be provided.
- If it is not possible to meet minimum bicycle lane dimensions, a reduced width paved shoulder can still improve conditions for bicyclists on constrained roadways. In these situations, a minimum of 3 feet of operating space should be provided.
- Rumble strips are not recommended on shoulders used by bicyclists unless there is a minimum 4 foot clear path. 12 foot gaps every 40-60 feet should be provided to allow access as needed.



Discussion

A wide outside lane may be sufficient accommodation for bicyclists on streets with insufficient width for bike lanes but which do have space available to provide a wider (14'-16') outside travel lane. Consider configuring as a marked shared roadway in these locations.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.

Materials and Maintenance

Paint can wear more quickly in high traffic areas or in winter climates. Shoulder bikeways should be cleared of snow through routine snow removal operations.

SIGNED SHARED ROADWAY

Description

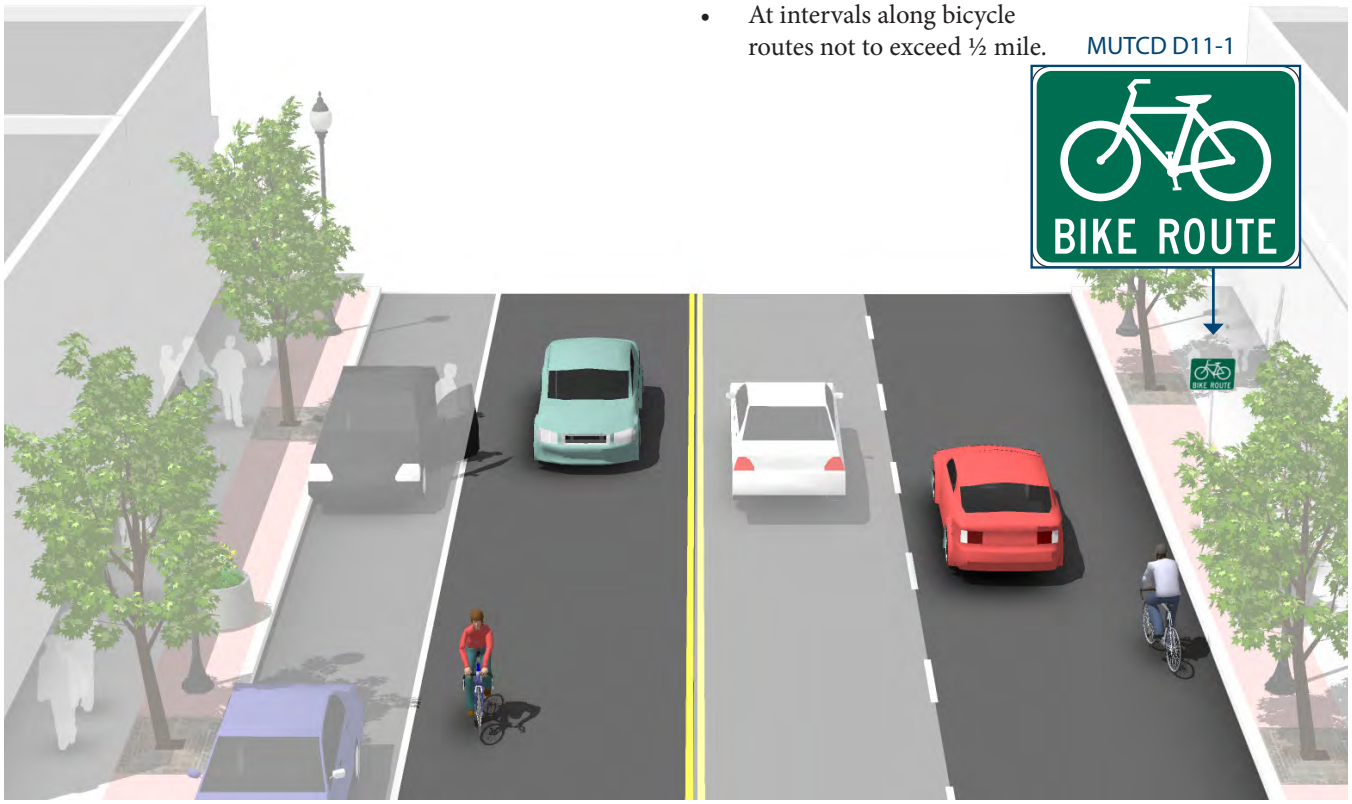
Signed shared roadways are facilities shared with motor vehicles. They are typically used on roads with low speeds and traffic volumes, however can be used on higher volume roads with wide outside lanes or shoulders. A motor vehicle driver will usually have to cross over into the adjacent travel lane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

Guidance

Lane width varies depending on roadway configuration.

Bike route signage (D11-1) should be applied at intervals frequent enough to keep bicyclists informed of changes in route direction and to remind motorists of the presence of bicyclists. Commonly, this includes placement at:

- Beginning or end of Bicycle Route.
- At major changes in direction or at intersections with other bicycle routes.
- At intervals along bicycle routes not to exceed ½ mile.



Discussion

Signed Shared Roadways serve either to provide continuity with other bicycle facilities (usually bike lanes) or to designate preferred routes through high-demand corridors.

This configuration differs from a neighborhood greenway due to a lack of traffic calming, wayfinding, pavement markings and other enhancements designed to provide a higher level of comfort for a broad spectrum of users.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.

Materials and Maintenance

Maintenance needs for bicycle wayfinding signs are similar to other signs, and will need periodic replacement due to wear.

MARKED SHARED ROADWAY

Description

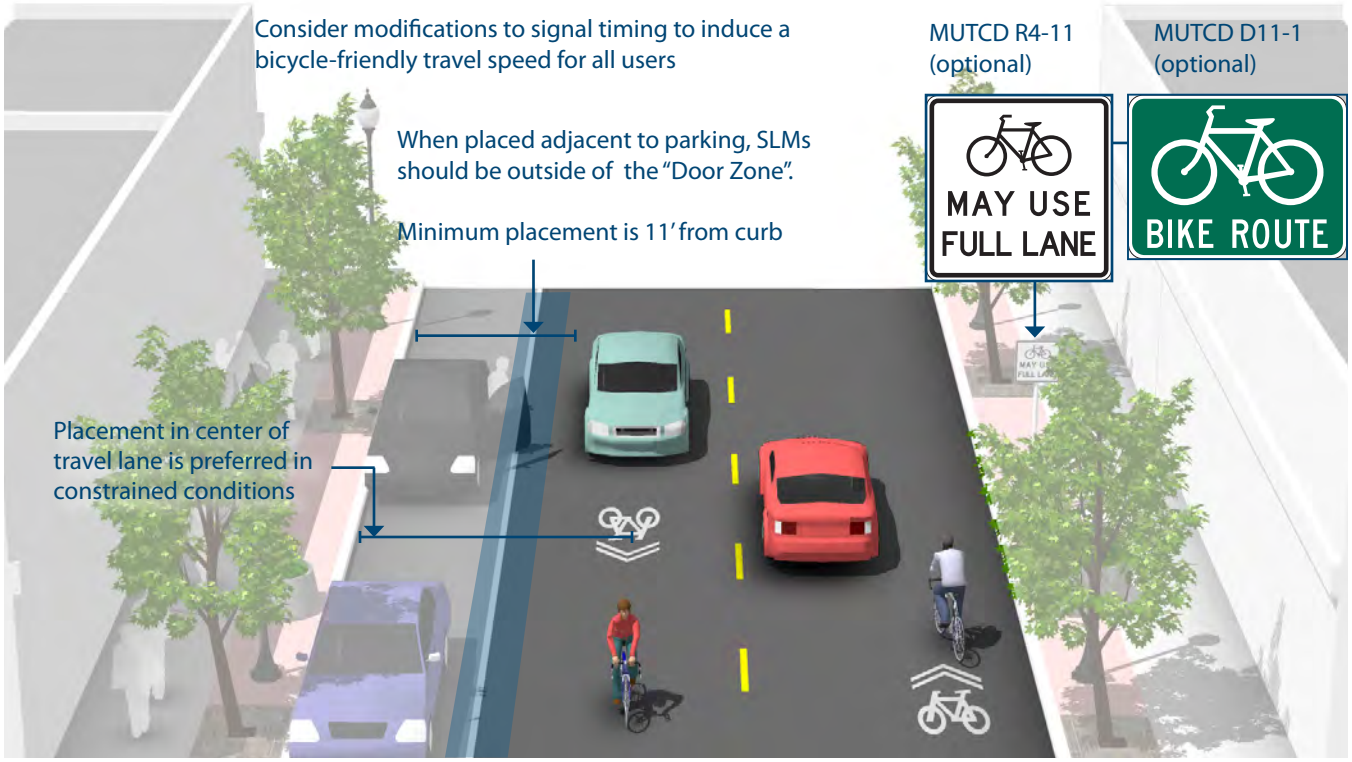
A marked shared roadway is a general purpose travel lane marked with shared lane markings (SLM) used to encourage bicycle travel and proper positioning within the lane.

In constrained conditions, the SLMs are placed in the middle of the lane to discourage unsafe passing by motor vehicles. On a wide outside lane, the SLMs can be used to promote bicycle travel to the right of motor vehicles.

In all conditions, SLMs should be placed outside of the door zone of parked cars.

Guidance

- May be used on streets with a speed limit of 35 mph or under. Lower than 30 mph speed limit preferred.
- In constrained conditions, preferred placement is in the center of the travel lane to minimize wear and promote single file travel.
- Minimum placement of SLM marking centerline is 11 feet from edge of curb where on-street parking is present, 4 feet from edge of curb with no parking. If parking lane is wider than 7.5 feet, the SLM should be moved further out accordingly.



Regular Lane Adjacent to Parking **Wide Lane without Parking**

Discussion

If collector or arterial, this should not be a substitute for dedicated bicycle facilities if space is available.

Bike Lanes should be considered on roadways with outside travel lanes wider than 15 feet, or where other lane narrowing or removal strategies may provide adequate road space. SLMs shall not be used on shoulders, in designated bike lanes, or to designate bicycle detection at signalized intersections. (MUTCD 9C.07)

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

Placing SLMs between vehicle tire tracks will increase the life of the markings and minimize the long-term cost of the treatment.

MAIN STREETS

Description

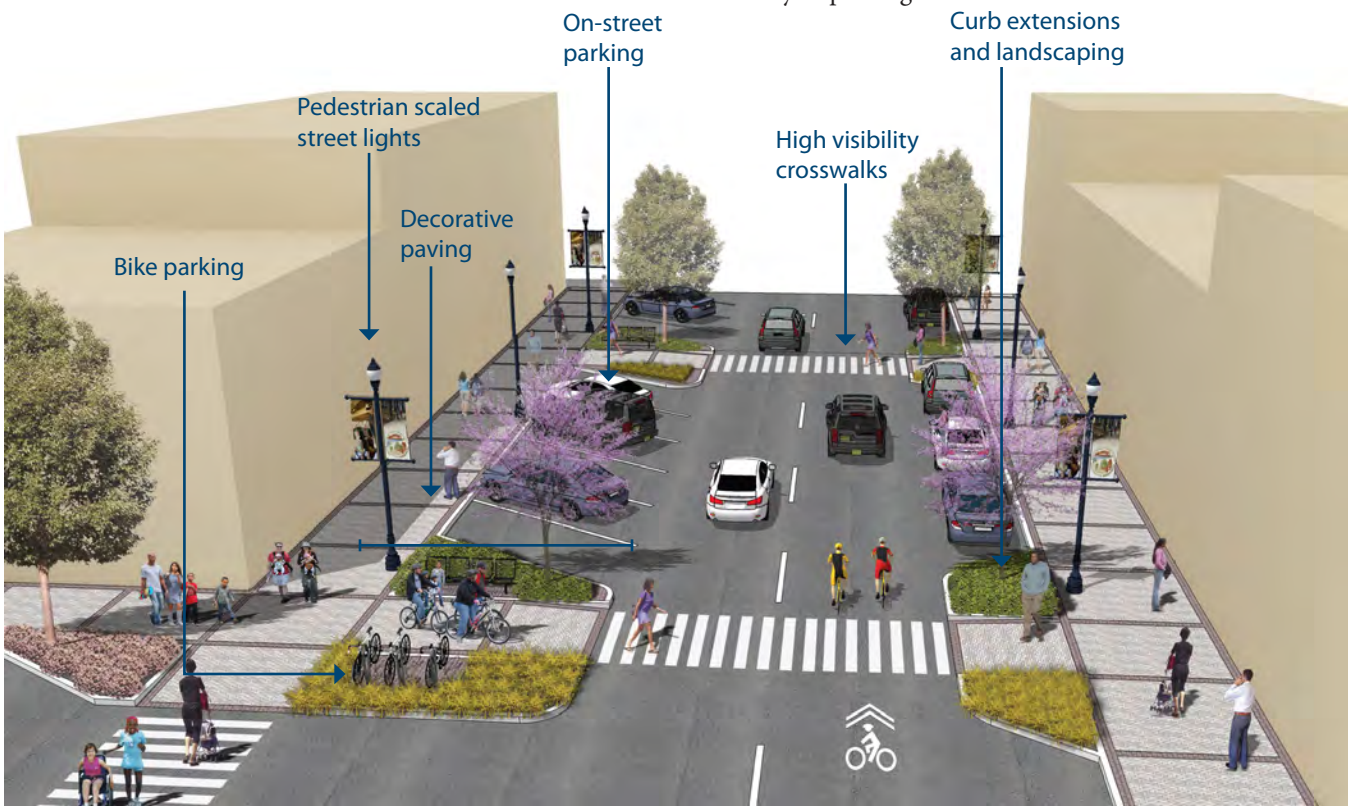
Inviting, walkable streets form the historic and cultural core of many communities. These streets are the primary streets through the middle of community "downtowns," and they serve many uses as a commercial hub, social space and transportation corridor.

Main streets should prioritize the needs of pedestrians through the urban form of land uses, the provision of on street parking and the calming of traffic to make street crossing opportunities frequent, safe and comfortable.

Guidance

Main Streets have a variety of design characteristics in different communities, but they often include the following key components:

- Wide sidewalks
- Lighting and furnishings
- Parking between the sidewalk and lanes of travel
- Curb extensions
- Landscaping
- Decorative pavers
- High visibility crosswalks
- Bicycle parking



Discussion

If the main street area is configured as a couplet, these design elements should extend, at a minimum, to both ends of the couplet, and on both streets.

Other streets within a main street district can also benefit from improvements. If connecting streets have commercial uses or functions as a secondary gateway to the main street, they should at a minimum, have wide sidewalks, pedestrian lighting and street trees.

Additional References and Guidelines

ITE. *Designing Walkable Urban Thoroughfares.* 2010.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
NACTO. *Urban Street Design Guide.* 2013.

Materials and Maintenance

Placing Shared Lane Markings between vehicle tire tracks will increase the life of the markings and minimize the long-term cost of the treatment.

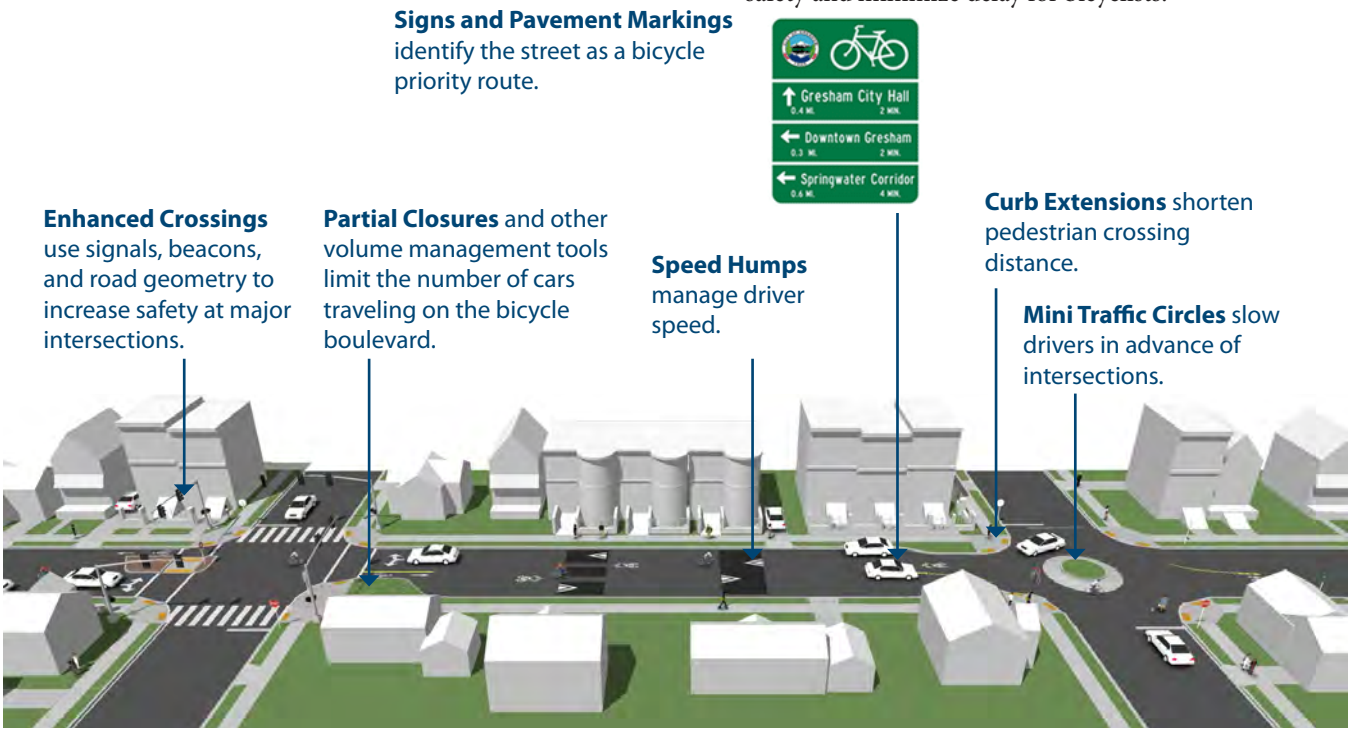
BICYCLE BOULEVARD

Description

Bicycle boulevards are low-volume, low-speed streets modified to enhance bicyclist comfort by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction, and intersection modifications. These treatments allow through movements of bicyclists while discouraging similar through-trips by non-local motorized traffic.

Guidance

- Signs and pavement markings are the minimum treatments necessary to designate a street as a bicycle boulevard.
- Bicycle boulevards should have a maximum posted speed of 25 mph. Use traffic calming to maintain an 85th percentile speed below 22 mph.
- Implement volume control treatments based on the context of the bicycle boulevard, using engineering judgment. Target motor vehicle volumes range from 1,000 to 3,000 vehicles per day in most communities.
- Intersection crossings should be designed to enhance safety and minimize delay for bicyclists.



Discussion

Bicycle boulevard retrofits to local streets are typically located on streets without existing signalized accommodation at crossings of collector and arterial roadways. Without treatments for bicyclists, these intersections can become major barriers along the bicycle boulevard and compromise safety.

Traffic calming can deter motorists from driving on a street. Anticipate and monitor vehicle volumes on adjacent streets to determine whether traffic calming results in inappropriate volumes. Traffic calming can be implemented on a trial basis. For more information see the *Traffic Calming* section in this guide.

Additional References and Guidelines

Alta Planning + Design and IBPI. *Bicycle Boulevard Planning and Design Handbook*. 2009.
BikeSafe. *Bicycle countermeasure selection system*.
Ewing, Reid and Brown, Steven. *U.S. Traffic Calming Manual*. 2009.

Materials and Maintenance

Vegetation should be regularly trimmed to maintain visibility and attractiveness.

SEPARATED BIKEWAYS

Designated exclusively for bicycle travel, separated bikeways are segregated from vehicle travel lanes by striping, and can include pavement stencils and other treatments. Separated bikeways are most appropriate on arterial and collector streets where higher traffic volumes and speeds warrant greater separation.

Separated bikeways can increase safety and promote proper riding by:

- Defining road space for bicyclists and motorists, reducing the possibility that motorists will stray into the bicyclists' path.
- Discouraging bicyclists from riding on the sidewalk.
- Reducing the incidence of wrong way riding.
- Reminding motorists that bicyclists have a right to the road.

Shoulder Bikeways

Bicycle Lanes

Buffered Bike Lanes

Cycle Tracks

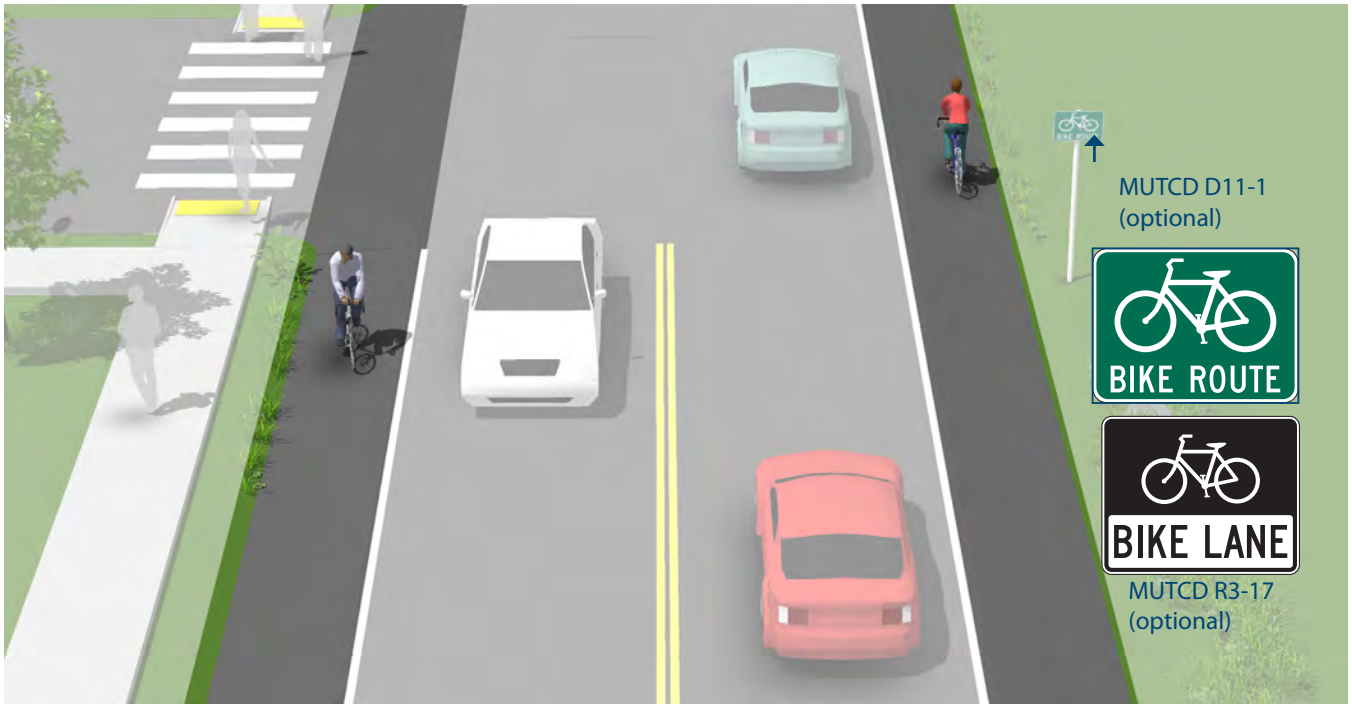
SHOULDER BIKEWAYS

Description

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

Guidance

- If 4 feet or more is available for bicycle travel, the full bike lane treatment of signs, legends, and an 8" bike lane line would be provided.
- If it is not possible to meet minimum bicycle lane dimensions, a reduced width paved shoulder can still improve conditions for bicyclists on constrained roadways. In these situations, a minimum of 3 feet of operating space should be provided.
- Rumble strips are not recommended on shoulders used by bicyclists unless there is a minimum 4 foot clear path. 12 foot gaps every 40-60 feet should be provided to allow access as needed.



Discussion

A wide outside lane may be sufficient accommodation for bicyclists on streets with insufficient width for bike lanes but which do have space available to provide a wider (14'-16') outside travel lane. Consider configuring as a marked shared roadway in these locations.

Where feasible, roadway widening should be performed with pavement resurfacing jobs.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.

Materials and Maintenance

Paint can wear more quickly in high traffic areas or in winter climates. Shoulder bikeways should be cleared of snow through routine snow removal operations.

BICYCLE LANE

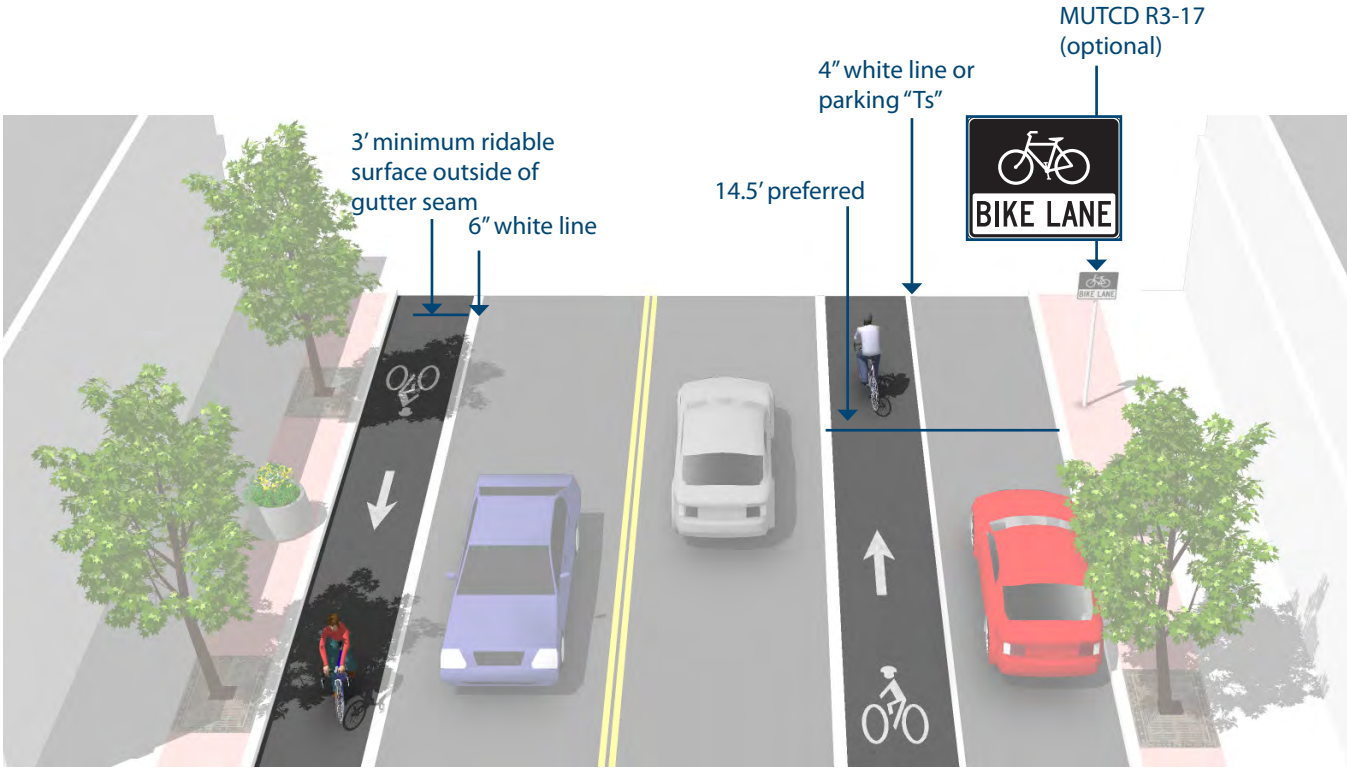
Description

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and is used in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge or parking lane.

Many bicyclists, particularly less experienced riders, are more comfortable riding on a busy street if it has a striped and signed bikeway than if they are expected to share a lane with vehicles.

Guidance

- 4 foot minimum when no curb and gutter is present.
- 5 foot minimum when adjacent to curb and gutter or 3 feet more than the gutter pan width if the gutter pan is wider than 2 feet.
- 14.5 foot preferred from curb face to edge of bike lane. (12 foot minimum).
- 7 foot maximum width for use adjacent to arterials with high travel speeds. Greater widths may encourage motor vehicle use of bike lane.



Discussion

Wider bicycle lanes are desirable in certain situations such as on higher speed arterials (45 mph+) where use of a wider bicycle lane would increase separation between passing vehicles and bicyclists. Appropriate signing and stenciling is important with wide bicycle lanes to ensure motorists do not mistake the lane for a vehicle lane or parking lane. Consider buffered bike lanes when further separation is desired.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

Paint can wear more quickly in high traffic areas or in winter climates. Bicycle lanes should be cleared of snow through routine snow removal operations.

BUFFERED BIKE LANE

Description

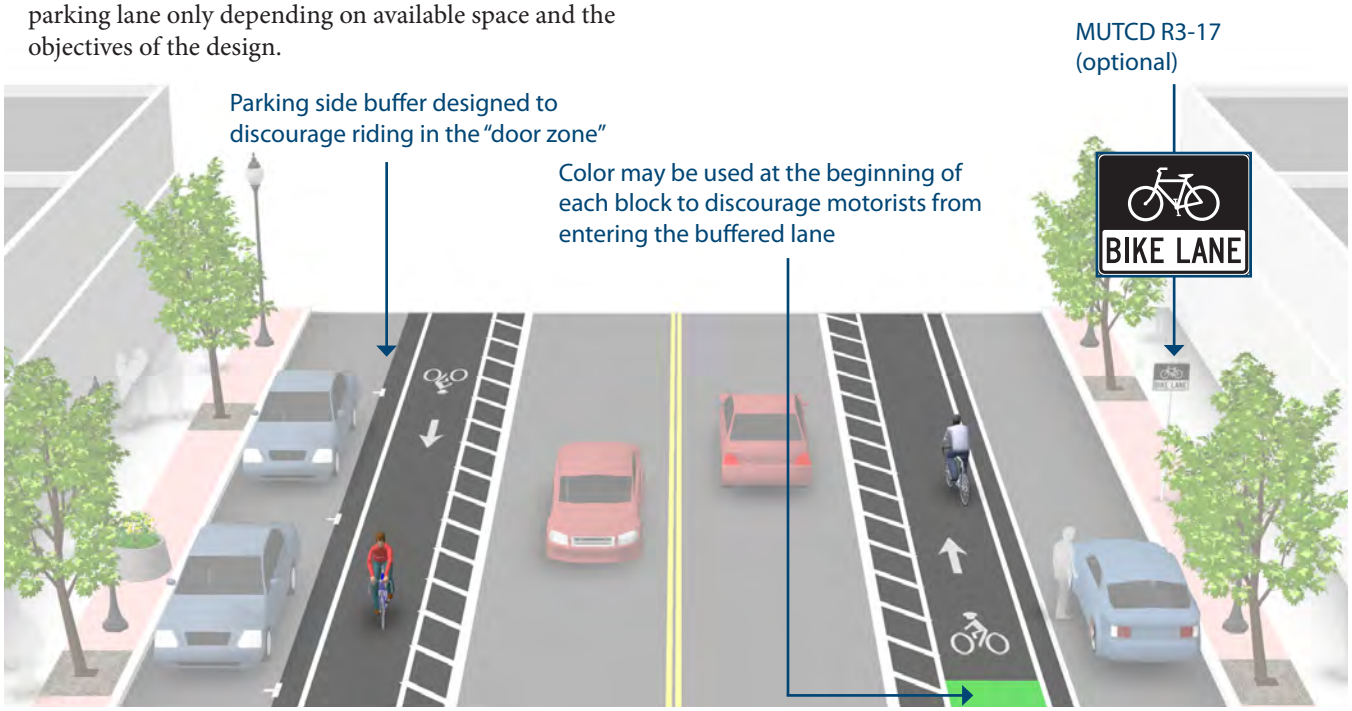
Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes follow general guidance for buffered preferential vehicle lanes as per MUTCD guidelines (section 3D-01).

Buffered bike lanes are designed to increase the space between the bike lane and the travel lane and/or parked cars. This treatment is appropriate for bike lanes on roadways with high motor vehicle traffic volumes and speed, adjacent to parking lanes, or a high volume of truck or oversized vehicle traffic.

Buffered bike lanes can buffer the travel lane only, or parking lane only depending on available space and the objectives of the design.

Guidance

- The minimum bicycle travel area is 5 feet wide.
- Buffers should be at least 2 feet wide. If 3 feet or wider, mark with diagonal or chevron hatching. For clarity at driveways or minor street crossings, consider a dotted line for the inside buffer boundary where cars are expected to cross.



Discussion

Frequency of right turns by motor vehicles at major intersections should determine whether continuous or truncated buffer striping should be used approaching the intersection. Commonly configured as a buffer between the bicycle lane and motor vehicle travel lane, a parking side buffer may also be provided to help bicyclists avoid the 'door zone' of parked cars.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices. (3D-01).* 2009.
NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

Paint can wear more quickly in high traffic areas or in winter climates. Bicycle lanes should be cleared of snow through routine snow removal operations.

CYCLE TRACKS

Guidance

Cycle tracks should ideally be placed along streets with long blocks and few driveways or mid-block access points for motor vehicles.

One-Way Cycle Tracks

- 7 foot recommended minimum to allow passing. 5 foot minimum width in constrained locations.

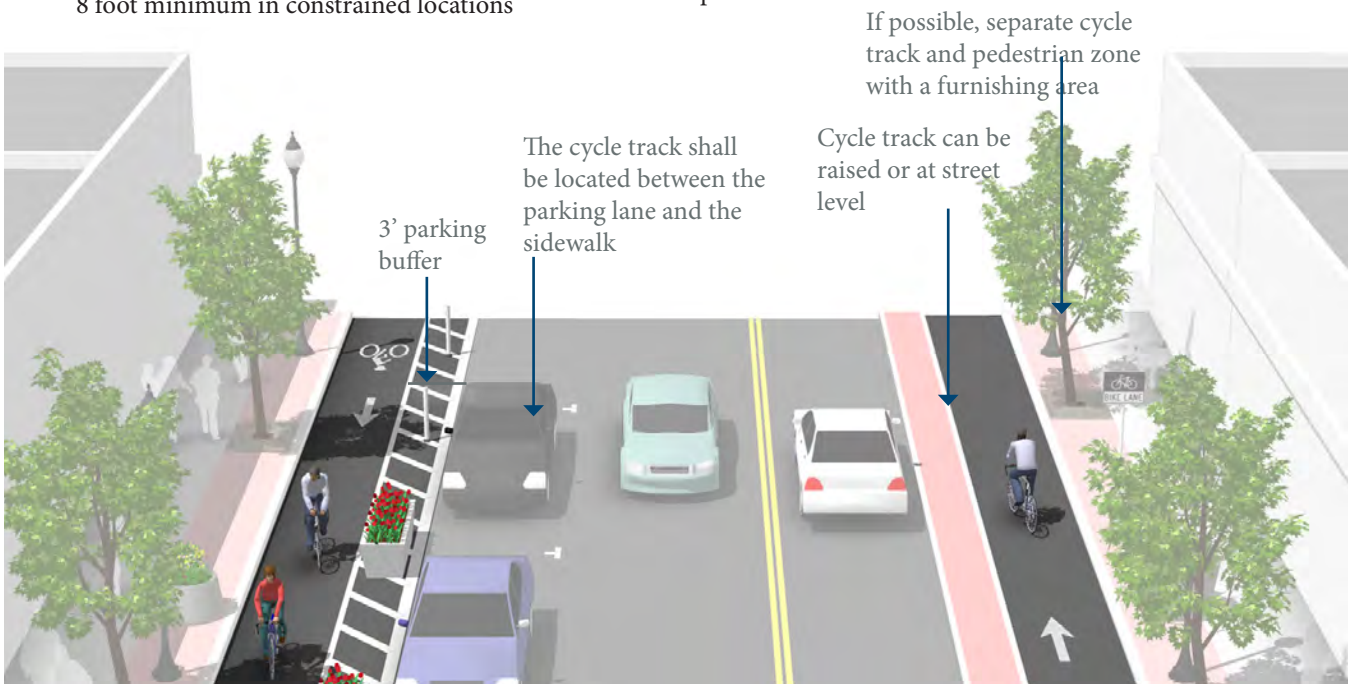
Two-Way Cycle Tracks

- Cycle tracks located on one-way streets have fewer potential conflict areas than those on two-way streets.
- 12 foot recommended minimum for two-way facility. 8 foot minimum in constrained locations

Description

A cycle track is an exclusive bike facility that combines the user experience of a separated trail with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used by bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks.

Raised cycle tracks may be at the level of the adjacent sidewalk or set at an intermediate level between the roadway and sidewalk to separate the cycle track from the pedestrian area.



Discussion

Special consideration should be given at transit stops to manage bicycle and pedestrian interactions. Driveways and minor street crossings are unique challenges to cycle track design. Parking should be prohibited within 30 feet of the intersection to improve visibility. Color, yield markings and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic. If configured as a raised cycle track, the crossing should be raised so that the sidewalk and cycle track maintain their elevation through the crossing.

Additional References and Guidelines

NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

In cities with winter climates, barrier separated and raised cycle tracks may require special equipment for snow removal.

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SEPARATED BIKEWAYS AT INTERSECTIONS

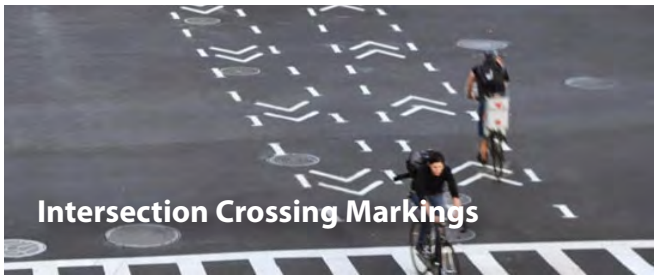
Intersections are junctions at which different modes of transportation meet and facilities overlap. An intersection facilitates the interchange between bicyclists, motorists, pedestrians and other modes in order to advance traffic flow in a safe and efficient manner. Designs for intersections with bicycle facilities should reduce conflict between bicyclists (and other vulnerable road users) and vehicles by heightening the level of visibility, denoting clear right-of-way and facilitating eye contact and awareness with other modes. Intersection treatments can improve both queuing and merging maneuvers for bicyclists, and are often coordinated with timed or specialized signals.

The configuration of a safe intersection for bicyclists may include elements such as color, signage, medians, signal detection and pavement markings. Intersection design should take into consideration existing and anticipated bicyclist, pedestrian and motorist movements. In all cases, the degree of mixing or separation between bicyclists and other modes is intended to reduce the risk of crashes and increase bicyclist comfort. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, and the adjacent street function and land use.

Bike Boxes

Bike Lanes at Right Turn Only Lanes

Colored Bike Lanes in Conflict Areas


Intersection Crossing Markings

Two Stage Turn Boxes

Single Lane Modern Roundabouts

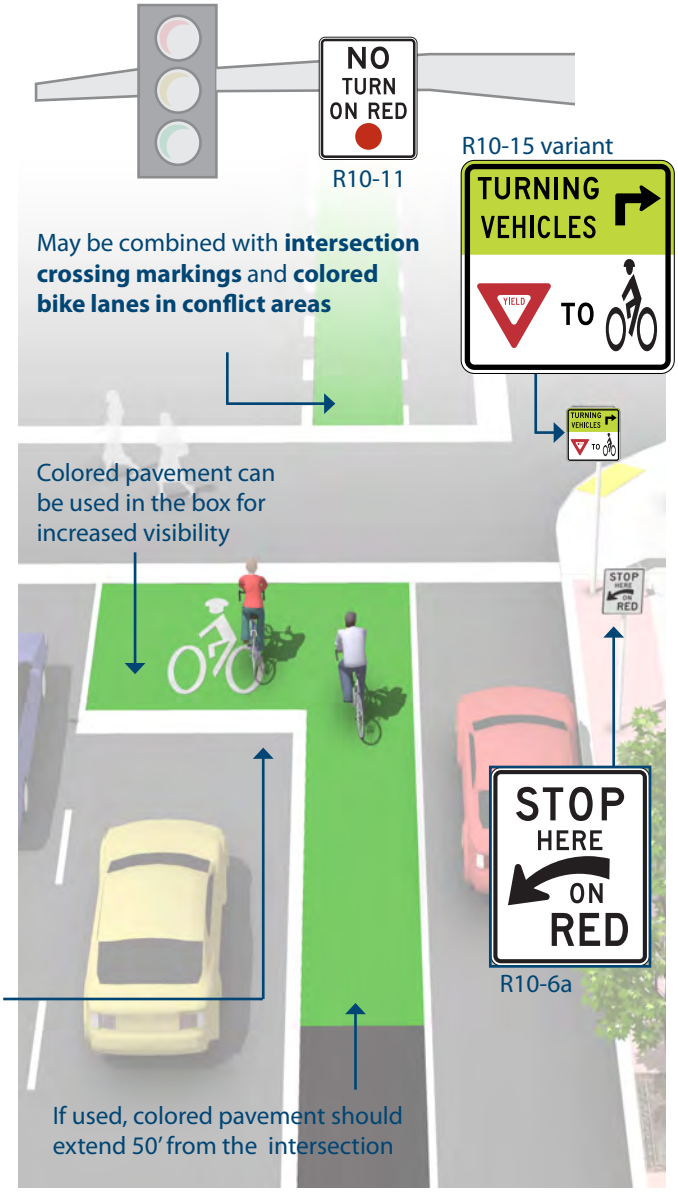
BIKE BOX

Description

A bike box is a designated area located at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible space to get in front of queuing motorized traffic during the red signal phase. Motor vehicles must queue behind the white stop line at the rear of the bike box.

Guidance

- 14' minimum depth
- A "No Turn on Red" (MUTCD R10-11) sign shall be installed overhead to prevent vehicles from entering the Bike Box.
- A "Stop Here on Red" sign should be post-mounted at the stop line to reinforce observance of the stop line.
- A "Yield to Bikes" sign should be post-mounted in advance of and in conjunction with an egress lane to reinforce that bicyclists have the right-of-way going through the intersection.
- An ingress lane should be used to provide access to the box.
- A supplemental "Wait Here" legend can be provided in advance of the stop bar to increase clarity to motorists.



Discussion

Bike boxes are considered experimental by the FHWA.

Bike boxes should be placed only at signalized intersections, and right turns on red shall be prohibited for motor vehicles. Bike boxes should be used in locations that have a large volume of bicyclists and are best utilized in central areas where traffic is usually moving more slowly. Prohibiting right turns on red improves safety for bicyclists yet does not significantly impede motor vehicle travel.

Additional References and Guidelines

NACTO. *Urban Bikeway Design Guide.* 2012.
FHWA. Interim Approval (IA-14) has been granted. Requests to use green colored pavement need to comply with the provisions of Paragraphs 14 through 22 of Section 1A.10. 2011.

Materials and Maintenance

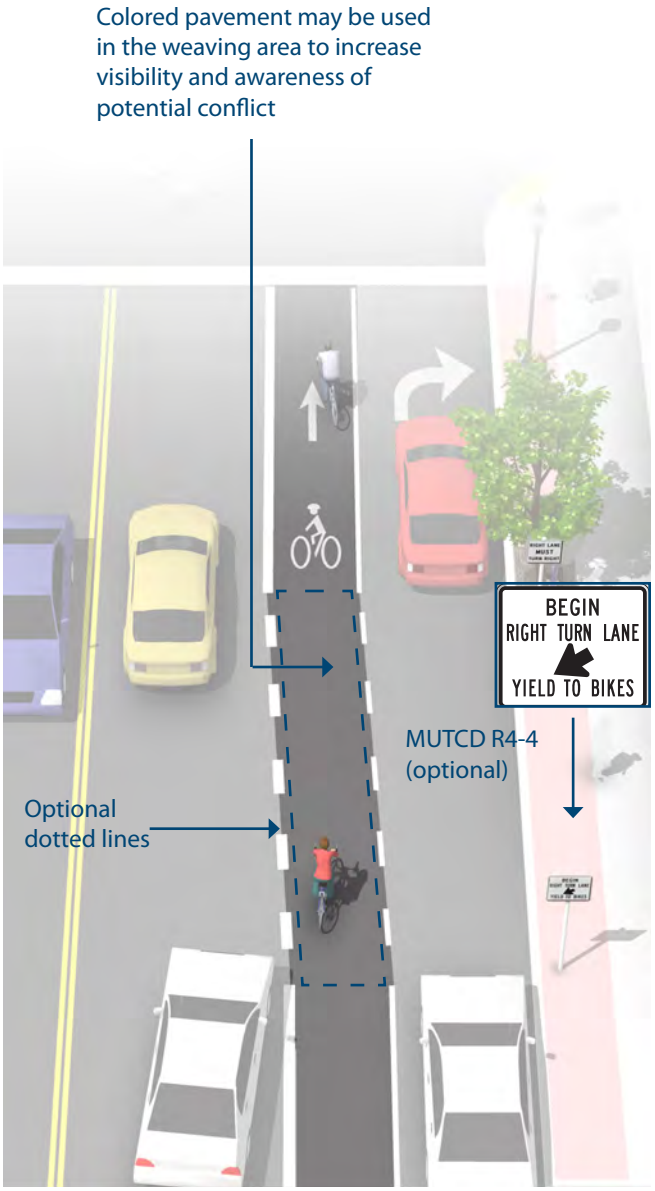
Because the effectiveness of markings depends entirely on their visibility, maintaining markings should be a high priority.

BIKE LANES AT RIGHT TURN ONLY LANES

Description

The appropriate treatment at right-turn lanes is to place the bike lane between the right-turn lane and the right-most through lane or, where right-of-way is insufficient, to use a shared bike lane/turn lane.

The design (right) illustrates a bike lane pocket, with signage indicating that motorists should yield to bicyclists through the conflict area.



Guidance

At auxiliary right turn only lanes (add lane):

- Continue existing bike lane width; standard width of 5 to 6 feet or 4 feet in constrained locations.
- Use signage to indicate that motorists should yield to bicyclists through the conflict area.
- Consider using colored conflict areas to promote visibility of the mixing zone.

Where a through lane becomes a right turn only lane:

- Do not define a dotted line merging path for bicyclists.
- Drop the bicycle lane in advance of the merge area.
- Shared lane markings may be used to indicate shared use of the lane in the merging zone.

Discussion

For other potential approaches to providing accommodations for bicyclists at intersections with turn lanes, please see shared bike lane/turn lane, bicycle signals, and colored bike facilities.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

Because the effectiveness of markings depends entirely on their visibility, maintaining markings should be a high priority.

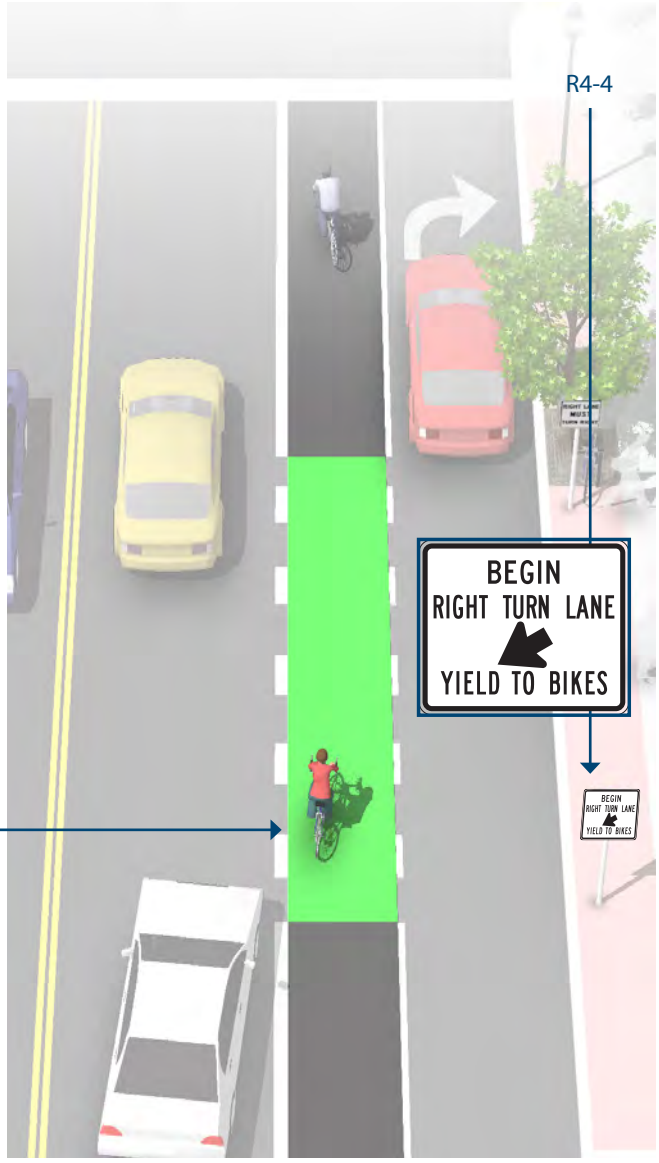
COLORED BIKE LANES IN CONFLICT AREAS

Description

Colored pavement within a bicycle lane increases the visibility of the facility and reinforces priority of bicyclists in conflict areas.

Guidance

- Green colored pavement was given interim approval by the Federal Highways Administration in March 2011. See interim approval for specific color standards.
- The colored surface should be skid resistant and retro-reflective.
- A "Yield to Bikes" sign should be used at intersections or driveway crossings to reinforce that bicyclists have the right-of-way in colored bike lane areas.



Discussion

Evaluations performed in Portland, OR, St. Petersburg, FL and Austin, TX found that significantly more motorists yielded to bicyclists and slowed or stopped before entering the conflict area after the application of the colored pavement when compared with an uncolored treatment.

Additional References and Guidelines

FHWA. Interim Approval (IA-14) has been granted. Requests to use green colored pavement need to comply with the provisions of Paragraphs 14 through 22 of Section 1A.10. 2011.
NACTO. *Urban Bikeway Design Guide*. 2012.

Materials and Maintenance

Because the effectiveness of markings depends entirely on their visibility, maintaining markings should be a high priority.

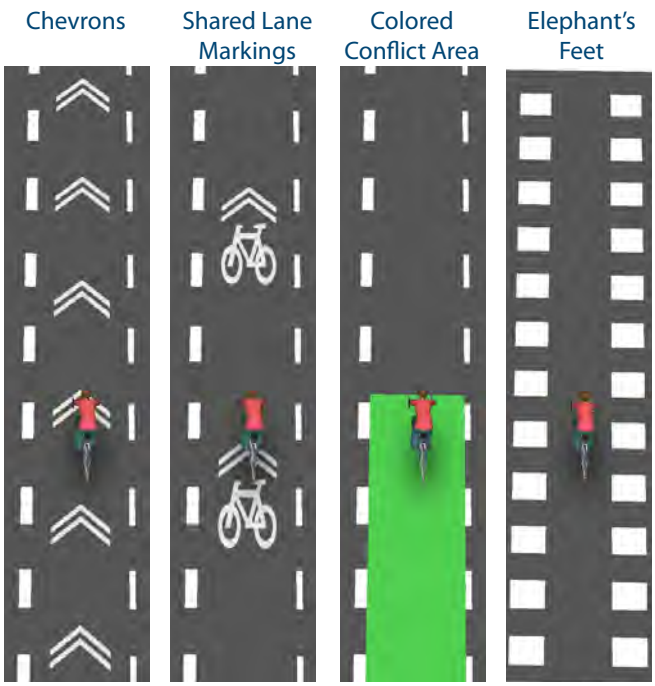
INTERSECTION CROSSING MARKINGS

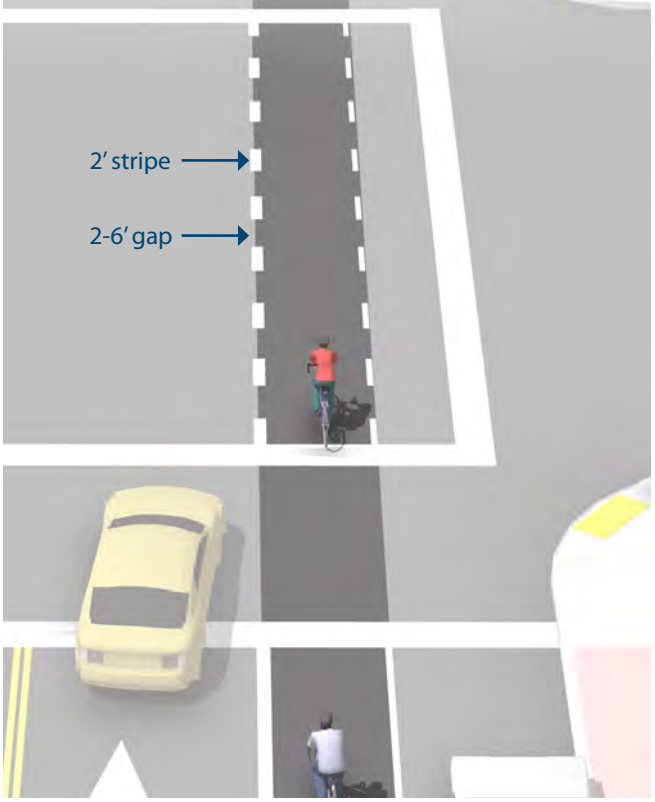
Description

Bicycle pavement markings through intersections indicate the intended path of bicyclists through an intersection or across a driveway or ramp. They guide bicyclists on a safe and direct path through the intersection and provide a clear boundary between the paths of through bicyclists and either through or crossing motor vehicles in the adjacent lane.

Guidance

- See MUTCD Section 3B.08: "dotted line extensions"
- Crossing striping shall be at least six inches wide when adjacent to motor vehicle travel lanes. Dotted lines should be two-foot lines spaced two to six feet apart.
- Chevrons, shared lane markings, or colored bike lanes in conflict areas may be used to increase visibility within conflict areas or across entire intersections. Elephant's Feet markings are common in Europe and Canada.





Discussion

Additional markings such as chevrons, shared lane markings, or colored bike lanes in conflict areas are strategies currently in use in the United States and Canada. Cities considering the implementation of markings through intersections should standardize future designs to avoid confusion.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices. (3A.06).* 2009.
NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

Because the effectiveness of marked crossings depends entirely on their visibility, maintaining marked crossings should be a high priority.

TWO-STAGE TURN BOXES

Description

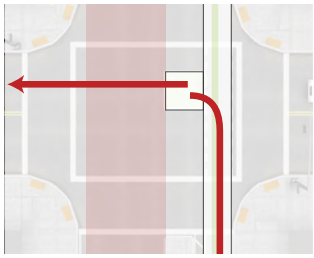
Two-stage turn queue boxes offer bicyclists a safe way to make left turns at multi-lane signalized intersections from a right side cycle track or bike lane.

On right side cycle tracks, bicyclists are often unable to merge into traffic to turn left due to physical separation, making the provision of two-stage left turn boxes critical. Design guidance for two-stage turns apply to both bike lanes and cycle tracks.

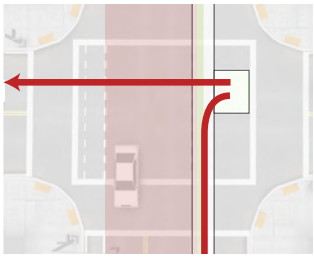
Guidance

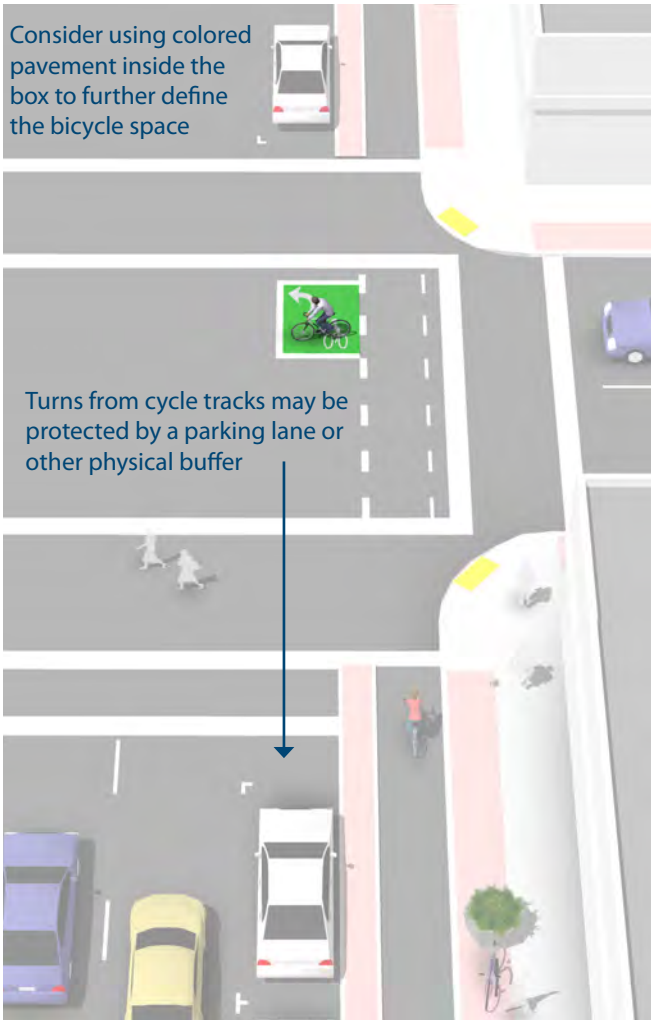
- The queue box shall be placed in a protected area. Typically this is within an on-street parking lane or cycle track buffer area.
- 6' minimum depth of bicycle storage area
- Bicycle stencil and turn arrow pavement markings shall be used to indicate proper bicycle direction and positioning.
- A "No Turn on Red" (MUTCD R10-11) sign may be installed on the cross street to prevent vehicles from entering the turn box.

Cycle track turn box protected by physical buffer:



Bike lane turn box protected by parking lane:





Discussion

Two-Stage Turn boxes are considered experimental by FHWA.

While two stage turns may increase bicyclist comfort in many locations, this configuration will typically result in higher average signal delay for bicyclists due to the need to receive two separate green signal indications (one for the through street, followed by one for the cross street) before proceeding.

Additional References and Guidelines

NACTO. *Urban Bikeway Design Guide*. 2012.

Materials and Maintenance

Paint can wear more quickly in high traffic areas or in winter climates.

BICYCLISTS AT SINGLE LANE MODERN ROUNDABOUTS

Description

Roundabouts are circular intersection designed with yield control for all entering traffic, channelized approaches and geometry to induce desirable speeds. They are used as an alternative to intersection signalization.

Other circulatory intersection designs exist but they function differently than the modern roundabout. These include:

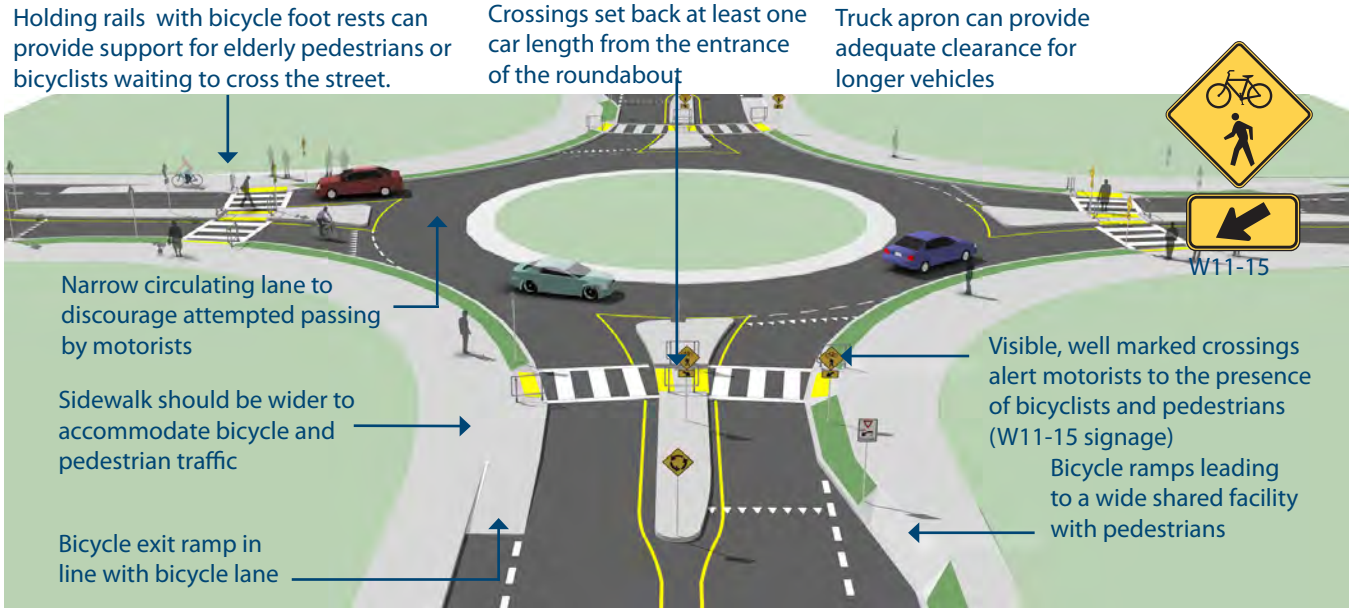
Traffic circles (also known as rotaries) are old style circular intersections used in some cities in the US where traffic signals or stop signs are used to control one or more entry.

Neighborhood Traffic Circles are small-sized circular intersections of local streets. They may be uncontrolled or stop controlled, and do not channelize entry.

Guidelines

It is important to indicate to motorists, bicyclists and pedestrians the right-of-way rules and correct way for them to circulate, using appropriately designed signage, pavement markings, and geometric design elements.

- 25 mph maximum circulating design speed.
- Design approaches/exits to the lowest speeds possible.
- Encourage bicyclists navigating the roundabout like motor vehicles to "take the lane."
- Maximize yielding rate of motorists to pedestrians and bicyclists at crosswalks.
- Provide separated facilities for bicyclists who prefer not to navigate the roundabout on the roadway.



Discussion

Research indicates that while single-lane roundabouts may benefit bicyclists and pedestrians by slowing traffic, multi-lane roundabouts may present greater challenges and significantly increase safety problems for these users.

On bicycle routes a roundabout or neighborhood traffic circle is preferable to stop control as bicyclists do not like to lose their momentum due to physical effort required. At intersections of shared use paved trails, pedestrian and bicycle only roundabouts are an excellent form of non-motorized user traffic control.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
TRB. *NCHRP 672 Roundabouts: An Informational Guide.* 2010.
TRB. *NCHRP Report 572 Roundabouts in the United States.* 2007.
Hourdos, John et al. *Investigation of Pedestrian/Bicyclist Risk in Minnesota Roundabout Crossings.* 2012
TRB. *NCHRP 674 Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities.* 2011.
Shaw and Moler. *Bicyclist- and Pedestrian-Only Roundabouts.* 2009. FHWA.
Brown, Rick. *The Case of Roundabouts: Doing Laps Around the Circle City.* 2012.

Materials and Maintenance

Signage and striping require routine maintenance.

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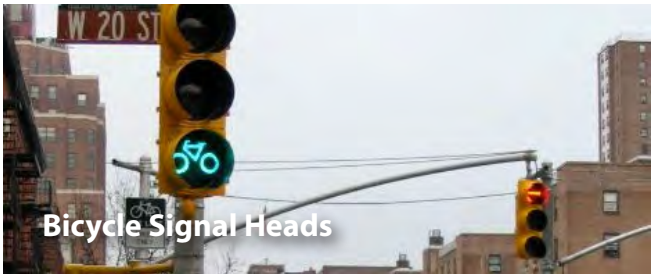
BIKEWAY SIGNALIZATION

Bicycle signals and beacons facilitate bicyclist crossings of roadways. Bicycle signals make crossing intersections safer for bicyclists by clarifying when to enter an intersection and by restricting conflicting vehicle movements. Bicycle signals are traditional three lens signal heads with green, yellow and red bicycle stenciled lenses that can be employed at standard signalized intersections. Flashing amber warning beacons can be utilized at unsignalized intersection crossings. Push buttons, signage, and pavement markings may be used to supplement these facilities for both bicyclists and motorists.

Determining which type of signal or beacon to use for a particular intersection depends on a variety of factors. These include speed limits, Average Daily Traffic (ADT), anticipated bicycle crossing traffic, and the configuration of planned or existing bicycle facilities. Signals may be necessary as part of the construction of a protected bicycle facility such as a cycle track with potential turning conflicts, or to decrease vehicle or pedestrian conflicts at major crossings. An intersection with bicycle signals may reduce stress and delays for a crossing bicyclist, and discourage illegal and unsafe crossing maneuvers.

Bicycle Detection and Actuation

Hybrid Beacons (HAWK)



Bicycle Signal Heads

BICYCLE DETECTION AND ACTUATION

Description

Push Button Actuation

User-activated button mounted on a pole facing the street.

Loop Detectors

Bicycle-activated loop detectors are installed within the roadway to allow the presence of a bicycle to trigger a change in the traffic signal. This allows the bicyclist to stay within the lane of travel without having to maneuver to the side of the road to trigger a push button.

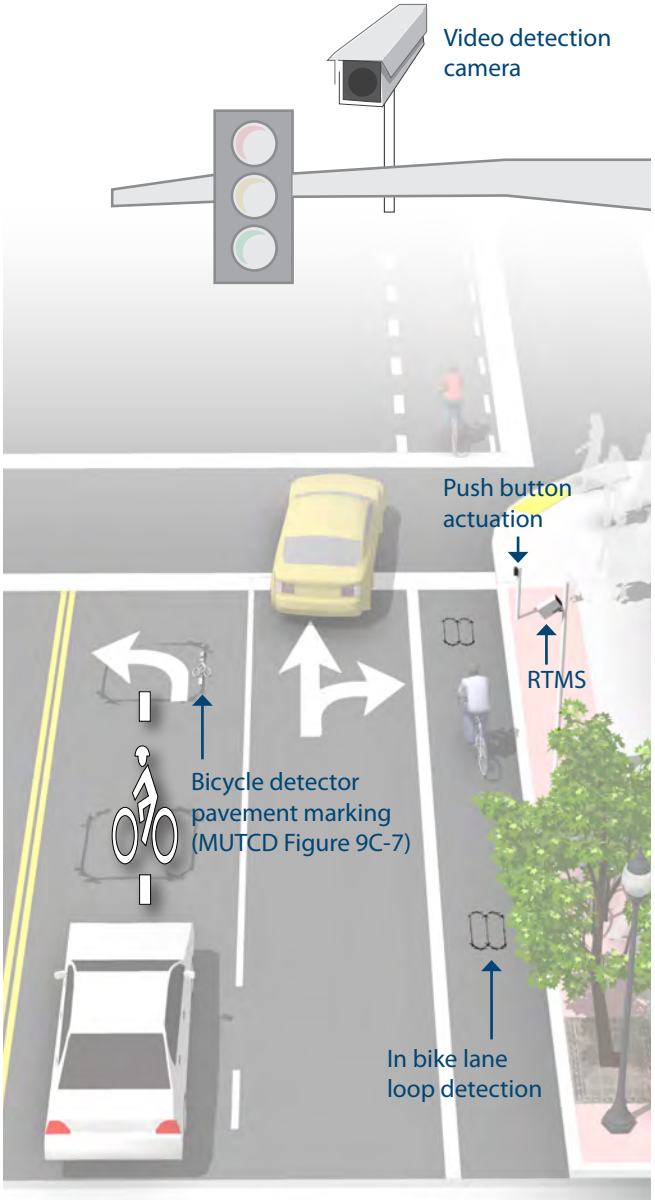
Loops that are sensitive enough to detect bicycles should be supplemented with pavement markings to instruct bicyclists how to trip them.

Video Detection Cameras

Video detection systems use digital image processing to detect a change in the image at a location. These systems can be calibrated to detect bicycles. Video camera system costs range from $20,000 to $25,000 per intersection.

Remote Traffic Microwave Sensor Detection (RTMS)

RTMS is a system which uses frequency modulated continuous wave radio signals to detect objects in the roadway. This method marks the detected object with a time code to determine its distance from the sensor. The RTMS system is unaffected by temperature and lighting, which can affect standard video detection.



Discussion

Proper bicycle detection should meet two primary criteria: 1) accurately detects bicyclists and 2) provides clear guidance to bicyclists on how to actuate detection (e.g., what button to push, where to stand).

Bicycle loops and other detection mechanisms can also provide bicyclists with an extended green time before the light turns yellow so that bicyclists of all abilities can reach the far side of the intersection.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

Signal detection and actuation for bicyclists should be maintained with other traffic signal detection and roadway pavement markings.

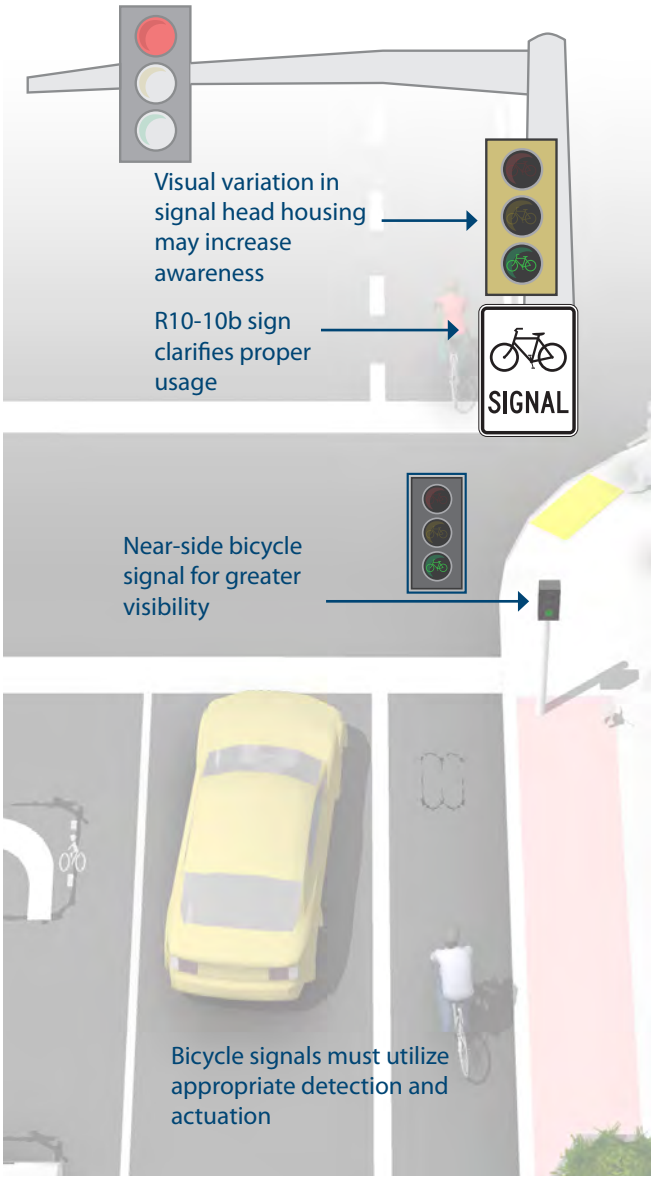
BICYCLE SIGNAL HEADS

Description

A bicycle signal is an electrically powered traffic control device that should only be used in combination with an existing traffic signal. Bicycle signals are typically used to improve identified safety or operational problems involving bicycle facilities. Bicycle signal heads may be installed at signalized intersections to indicate bicycle signal phases and other bicycle-specific timing strategies. Bicycle signals can be actuated with bicycle sensitive loop detectors, video detection, or push buttons.

Bicycle signals are typically used to provide guidance for bicyclists at intersections where they may have different needs from other road users (e.g., bicycle-only movements).

FHWA currently limits the use of bicycle signal faces to where bicyclists would not be in conflict with any other vehicle movements, however many cities have successfully experimented with bicycle signals in other ways including the use of leading bicycle intervals.



Guidance

Specific locations where bicycle signals have had a demonstrated positive effect include:

- Those with high volume of bicyclists at peak hours
- Those with high numbers of bicycle/motor vehicle crashes, especially those caused by turning vehicle movements
- At T-intersections with major bicycle movement along the top of the "T."
- At the confluence of an off-street bike trail and a roadway intersection
- Where separated bike paths run parallel to arterial streets

Discussion

Local municipal code should be checked or modified to clarify that at intersections with bicycle signals, bicyclists should only obey the bicycle signal heads. For improved visibility, smaller (4 inch lens) near-sided bicycle signals should be considered to supplement far-side signals.

Additional References and Guidelines

FHWA. *MUTCD - Interim Approval for Optional Use of a Bicycle Signal Face (IA-16).* 2013.
NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

Bicycle signal heads require the same maintenance as standard traffic signal heads, such as replacing bulbs and responding to power outages.

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BIKEWAY SIGNING

The ability to navigate through a city is informed by landmarks, natural features and other visual cues. Signs throughout the city should indicate to bicyclists:

- Direction of travel
- Location of destinations
- Travel time/distance to those destinations

These signs will increase users' comfort and accessibility to the bicycle systems.

Signage can serve both wayfinding and safety purposes including:

- Helping to familiarize users with the bicycle network
- Helping users identify the best routes to destinations
- Helping to address misperceptions about time and distance
- Helping overcome a "barrier to entry" for people who are not frequent bicyclists (e.g., "interested but concerned" bicyclists)

A community-wide bicycle wayfinding signage plan would identify:

- Sign locations
- Sign type – what information should be included and design features
- Destinations to be highlighted on each sign – key destinations for bicyclists
- Approximate distance and travel time to each destination

Bicycle wayfinding signs also visually cue motorists that they are driving along a bicycle route and should use caution. Signs are typically placed at key locations leading to and along bicycle routes, including the intersection of multiple routes. Too many road signs tend to clutter the right-of-way, and it is recommended that these signs be posted at a level most visible to bicyclists rather than per vehicle signage standards.

WAYFINDING SIGN TYPES

Description

A bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes. There are three general types of wayfinding signs:

Confirmation Signs

Indicate to bicyclists that they are on a designated bikeway. Make motorists aware of the bicycle route.

Can include destinations and distance/time. Do not include arrows.

Turn Signs

Indicate where a bikeway turns from one street onto another street. Can be used with pavement markings.

Include destinations and arrows.

Decisions Signs

Mark the junction of two or more bikeways.

Inform bicyclists of the designated bike route to access key destinations.

Destinations and arrows, distances and travel times are optional but recommended.

Discussion

There is no standard color for bicycle wayfinding signage. Section 1A.12 of the MUTCD establishes the general meaning for signage colors. Green is the color used for directional guidance and is the most common color of bicycle wayfinding signage in the US, including those in the MUTCD.

See image at right for an example of a regional logo used for visual communication for the Razorback Regional Greenway.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

Maintenance needs for bicycle wayfinding signs are similar to other signs and will need periodic replacement due to wear.

WAYFINDING SIGN PLACEMENT

Along a route to indicate a nearby destination.

Confirmation Signs

Every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along on-street bicycle facilities, unless another type of sign is used (e.g., within 150 ft of a turn or decision sign). Should be placed soon after turns to confirm destination(s). Pavement markings can also act as confirmation that a bicyclist is on a preferred route.

Turn Signs

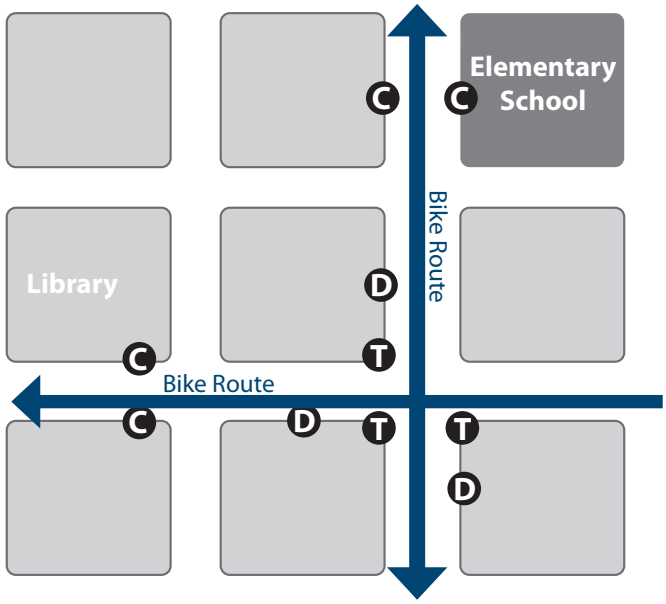
Near-side of intersections where bike routes turn (e.g., where the street ceases to be a bicycle route or does not go through). Pavement markings can also indicate the need to turn to the bicyclist.

Guidance

Signs are typically placed at decision points along bicycle routes – typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.

Decisions Signs

Near-side of intersections in advance of a junction with another bicycle route.



Discussion

It can be useful to classify a list of destinations for inclusion on the signs based on their relative importance to users throughout the area. A particular destination's ranking in the hierarchy can be used to determine the physical distance from which the locations are signed. For example, primary destinations (such as the downtown area) may be included on signage up to 5 miles away. Secondary destinations (such as a transit station) may be included on signage up to two miles away. Tertiary destinations (such as a park) may be included on signage up to one mile away.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
FHWA. *Manual on Uniform Traffic Control Devices.* 2009.
NACTO. *Urban Bikeway Design Guide.* 2012.

Materials and Maintenance

Maintenance needs for bicycle wayfinding signs are similar to other signs and will need periodic replacement due to wear.

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BICYCLE SUPPORT FACILITIES

Bicycle Parking

Bicyclists expect a safe, convenient place to secure their bicycle when they reach their destination. This may be short-term parking of 2 hours or less, or long-term parking for employees, students, residents, and commuters.

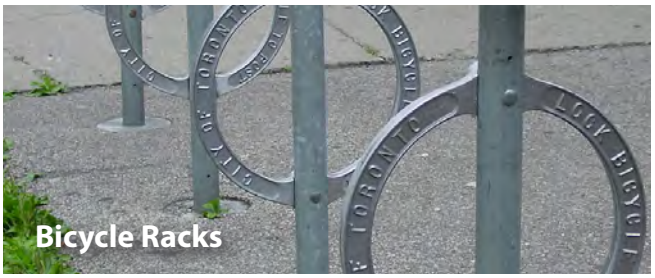
Access to Transit

Safe and easy access to bicycle parking facilities is necessary to encourage commuters to access transit via bicycle. Providing bicycle access to transit and space for bicycles on buses and rail vehicles can increase the feasibility of transit in lower-density areas, where transit stops are beyond walking distance of many residences. People are often willing to walk only a quarter- to half-mile to a bus stop, while they might bike as much as two or more miles to reach a transit station.

Roadway Construction and Repair

Safety of all roadway users should be considered during road construction and repair. Wherever bicycles are allowed, measures should be taken to provide for the continuity of a bicyclist's trip through a work zone area.

Only in rare cases should pedestrians and bicyclists be detoured to another street when travel vehicle lanes remain open. Contractors performing work should be made aware of the needs of bicyclists and be properly trained in how to safely route bicyclists through or around work zones.



BICYCLE RACKS

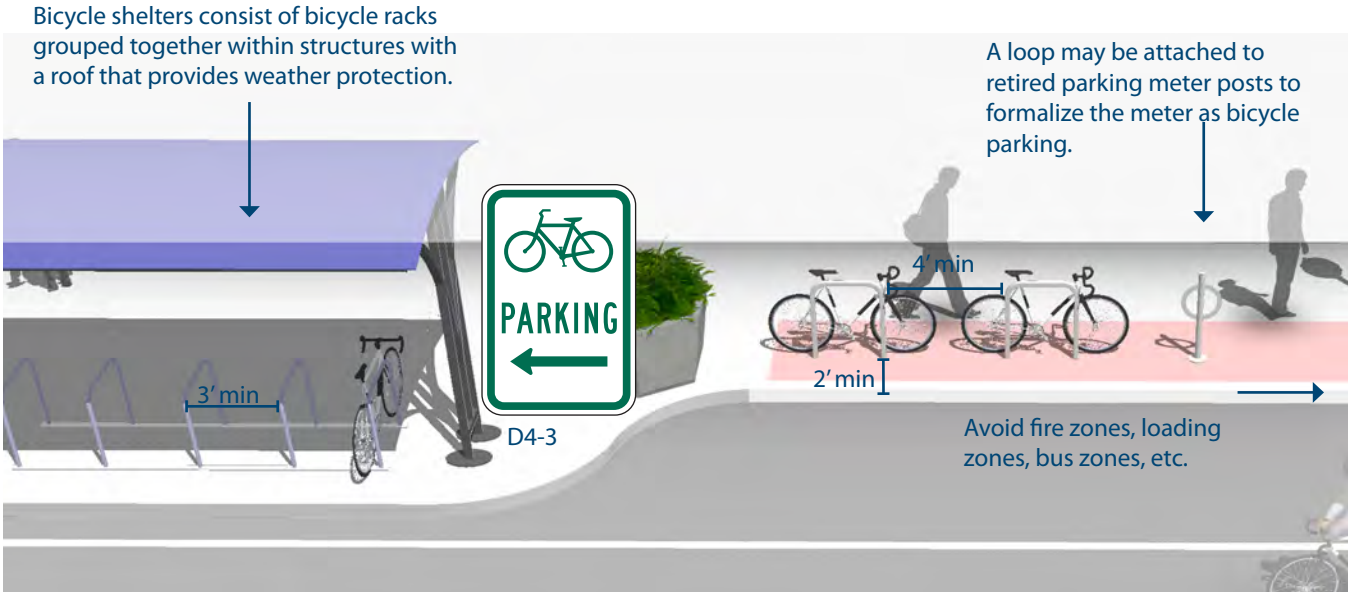
Description

Short-term bicycle parking is meant to accommodate visitors, customers, and others expected to depart within two hours. It should have an approved standard rack, appropriate location and placement, and weather protection. The Association for Pedestrian and Bicycle Professionals (APBP) recommends selecting a bicycle rack that:

- Supports the bicycle in at least two places, preventing it from falling over.
- Allows locking of the frame and one or both wheels with a U-lock.
- Is securely anchored to ground.
- Resists cutting, rusting and bending or deformation.

Guidance

- 2' minimum from the curb face to avoid 'dooring.'
- Close to destinations; 50' maximum distance from main building entrance.
- Minimum clear distance of 6' should be provided between the bicycle rack and the property line.
- Should be highly visible from adjacent bicycle routes and pedestrian traffic.
- Locate racks in areas that cyclists are most likely to travel.



Discussion

Where the placement of racks on sidewalks is not possible (due to narrow sidewalk width, sidewalk obstructions, street trees, etc.), bicycle parking can be provided in the street where on-street vehicle parking is allowed in the form of on-street bicycle corrals.

Some types of bicycle racks may meet design criteria, but are discouraged except in limited situations. This includes undulating "wave" racks, schoolyard "wheel bender" racks, and spiral racks.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
APBP. *Bicycle Parking Guide 2nd Edition.* 2010.

Materials and Maintenance

Use of proper anchors will prevent vandalism and theft. Racks and anchors should be regularly inspected for damage. Educate snow removal crews to avoid burying racks during winter months.

ON-STREET BICYCLE CORRAL

Description

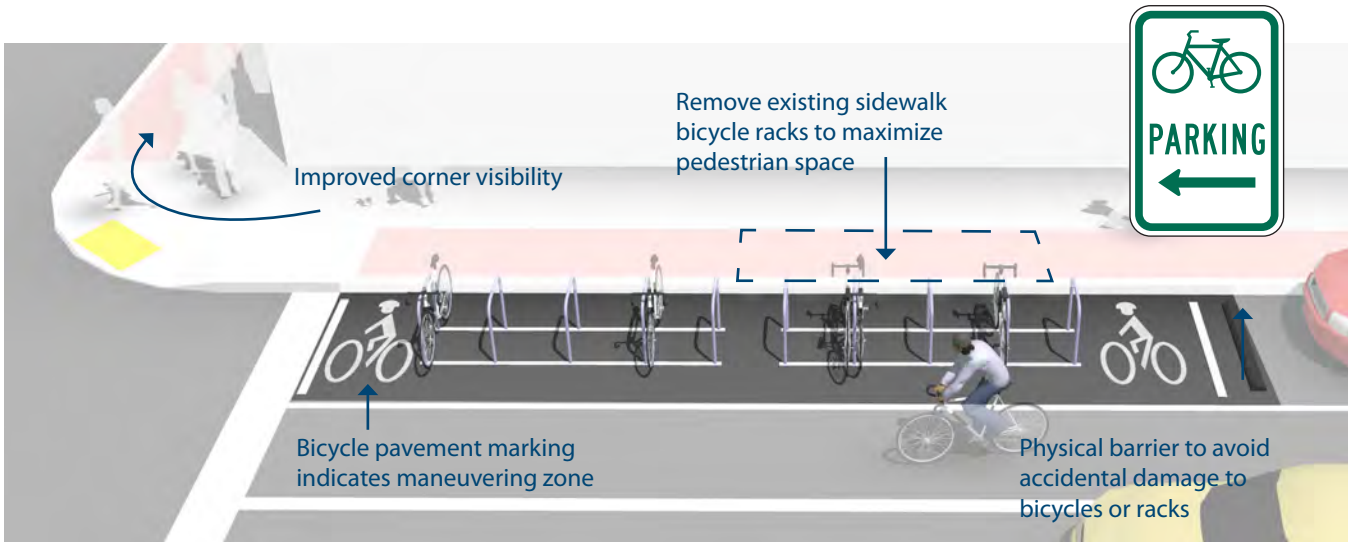
Bicycle corrals (also known as on-street bicycle parking) consist of bicycle racks grouped together in a common area within the street traditionally used for automobile parking. Bicycle corrals are reserved exclusively for bicycle parking and provide a relatively inexpensive solution to providing high-volume bicycle parking. Bicycle corrals can be implemented by converting one or two on-street motor vehicle parking spaces into on-street bicycle parking. Each motor vehicle parking space can be replaced with approximately 6-10 bicycle parking spaces.

Bicycle corrals move bicycles off the sidewalks, leaving more space for pedestrians, sidewalk café tables, etc. Because bicycle parking does not block sightlines (as large motor vehicles would do), it may be possible to locate bicycle parking in 'no-parking' zones near intersections and crosswalks.

Guidance

See guidelines for sidewalk bicycle rack placement and clear zones.

- Bicyclists should have an entrance width from the roadway of 5' – 6'.
- Can be used with parallel or angled parking.
- Parking stalls adjacent to curb extensions are good candidates for bicycle corrals since the concrete extension serves as delimitation on one side.



Discussion

In many communities, the installation of bicycle corrals is driven by requests from adjacent businesses, and is not a city-driven initiative. In such cases, the city does not remove motor vehicle parking unless it is explicitly requested. In other areas, the city provides the facility and business associations take responsibility for the maintenance of the facility. Communities can establish maintenance agreements with the requesting business. Bicycle corrals can be especially effective in areas with high bicycle parking demand or along street frontages with narrow sidewalks where parked bicycles would be detrimental to the pedestrian environment.

Additional References and Guidelines

APBP. *Bicycle Parking Guide 2nd Edition*. 2010.

Materials and Maintenance

Physical barriers may obstruct drainage and collect debris. Establish a maintenance agreement with neighboring businesses. In snowy climates the bicycle corral may need to be removed during the winter months.

BICYCLE LOCKERS

Description

Bicycle lockers are intended to provide long-term bicycle storage for employees, students, residents, commuters, and others expected to park more than two hours. Long-term facilities protect the entire bicycle, its components and accessories against theft and against inclement weather, including snow and wind-driven rain.

Bicycle lockers provide space to store a few accessories or rain gear in addition to containing the bicycle. Some lockers allow access to two users - a partition separating the two bicycles can help users feel their bike is secure. Lockers can also be stacked, reducing the footprint of the area, although that makes them more difficult to use.

Guidance

- Minimum dimensions: width (opening) 2.5'; height 4'; depth 6'.
- 4 foot side clearance and 6 foot end clearance.
- 7 foot minimum distance between facing lockers.
- Locker designs that allow visibility and inspection of contents are recommended for increased security.
- Access is controlled by a key or access code.

Discussion

Long-term parking facilities are more expensive to provide than short-term facilities, but are also significantly more secure. Although many bicycle commuters would be willing to pay a nominal fee to guarantee the safety of their bicycle, long-term bicycle parking should be free wherever automobile parking is free. Potential locations for long-term bicycle parking include transit stations, large employers, and institutions where people use their bikes for commuting and not consistently throughout the day.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
APBP. *Bicycle Parking Guide 2nd Edition.* 2010.

Materials and Maintenance

Regularly inspect the functioning of moving parts and enclosures. Change keys and access codes periodically to prevent access to unapproved users.

SECURE PARKING AREAS (SPA)

Description

A Secure Parking Area for bicycles, also known as a BikeSPA or Bike & Ride (when located at transit stations), is a semi-enclosed space that offers a higher level of security than ordinary bike racks. Accessible via key-card, combination locks, or keys, BikeSPAs provide high-capacity parking for 10 to 100 or more bicycles. Increased security measures create an additional transportation option for those whose biggest concern is theft and vulnerability.

Guidance

Key features may include:

- Closed-circuit television monitoring.
- Double high racks & cargo bike spaces.
- Bike repair station with bench.
- Bike tube and maintenance item vending machine.
- Bike lock "hitching post" – allows people to leave bike locks.
- Secure access for users.

Discussion

Long-term parking facilities are more expensive to provide than short-term facilities, but are also significantly more secure. Although many bicycle commuters would be willing to pay a nominal fee to guarantee the safety of their bicycle, long-term bicycle parking should be free wherever automobile parking is free. BikeSPAs are ideal for transit centers, airports, train stations, or wherever large numbers of people might arrive by bicycle and need a secure place to park while away.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities.* 2012.
APBP. *Bicycle Parking Guide 2nd Edition.* 2010.

Materials and Maintenance

Regularly inspect the functioning of moving parts and enclosures. Change keys and access codes periodically to prevent access to unapproved users.

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BIKEWAY MAINTENANCE

Regular bicycle facility maintenance includes sweeping, maintaining a smooth roadway, ensuring that the gutter-to-pavement transition remains relatively flat, and installing bicycle-friendly drainage grates. Pavement overlays are a good opportunity to improve bicycle facilities. The following recommendations provide a menu of options to consider to enhance a maintenance regimen.

Recommended Walkway and Bikeway Maintenance Activities

Maintenance Activity	Frequency
Inspections	Seasonal – at beginning and end of Summer
Pavement sweeping/ blowing	As needed, with higher frequency in the early Spring and Fall
Pavement sealing	5 - 15 years
Pothole repair	1 week – 1 month after report
Culvert and drainage grate inspection	Before Winter and after major storms
Pavement markings replacement	As needed
Signage replacement	As needed
Shoulder plant trimming (weeds, trees, brambles)	Twice a year; middle of growing season and early Fall
Tree and shrub plantings, trimming	1 – 3 years
Major damage response (washouts, fallen trees, flooding)	As soon as possible

This Section Includes:

- Sweeping
- Signage
- Roadway Surface
- Pavement Overlays
- Drainage Grates
- Gutter to Pavement Transition
- Landscaping
- Maintenance Management Plan

SWEEPING

Description

Bicyclists often avoid shoulders and bike lanes filled with gravel, broken glass and other debris; they will ride in the roadway to avoid these hazards, potentially causing conflicts with motorists. Debris from the roadway should not be swept onto sidewalks (pedestrians need a clean walking surface), nor should debris be swept from the sidewalk onto the roadway. A regularly scheduled inspection and maintenance program helps ensure that roadway debris is regularly picked up or swept.

Guidance

- Establish a seasonal sweeping schedule that prioritizes roadways with major bicycle routes.
- Sweep walkways and bikeways whenever there is an accumulation of debris on the facility.
- In curbed sections, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders.
- Pave gravel driveway approaches to minimize loose gravel on paved roadway shoulders.
- Perform additional sweeping in the Spring to remove debris from the Winter.
- Perform additional sweeping in the Fall in areas where leaves accumulate .

SIGNAGE

Description

Bike lanes, shared shoulders, Bicycle Boulevards and trails all have different signage types for wayfinding and regulations. Such signage is vulnerable to vandalism or wear, and requires periodic maintenance and replacement as needed.

Guidance

- Check regulatory and wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear.
- Replace signage along the bikeway network as-needed.
- Perform a regularly-scheduled check on the status of signage with follow-up as necessary.
- Create a Maintenance Management Plan.

ROADWAY SURFACE

Description

Bicycles are much more sensitive to subtle changes in roadway surface than are motor vehicles. Various materials are used to pave roadways, and some are smoother than others. Compaction is also an important issue after trenches and other construction holes are filled. Uneven settlement after trenching can affect the roadway surface nearest the curb where bicycles travel. Sometimes compaction is not achieved to a satisfactory level, and an uneven pavement surface can result due to settling over the course of days or weeks. When resurfacing streets, use the smallest chip size and ensure that the surface is as smooth as possible to improve safety and comfort for bicyclists.

Guidance

- Maintain a smooth pothole-free surface.
- Ensure that on new roadway construction, the finished surface on bikeways does not vary more than ¼".
- Maintain pavement so ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Inspect the pavement 2 to 4 months after trenching construction activities are completed to ensure that excessive settlement has not occurred.
- If chip sealing is to be performed, use the smallest possible chip on bike lanes and shoulders. Sweep loose chips regularly following application.
- During chip seal maintenance projects, if the pavement condition of the bike lane is satisfactory, it may be appropriate to chip seal the travel lanes only. However, use caution when doing this so as not to create an unacceptable ridge between the bike lane and travel lane.

PAVEMENT OVERLAYS

Description

Pavement overlays represent good opportunities to improve conditions for bicyclists if done carefully. A ridge should not be left in the area where bicyclists ride (this occurs where an overlay extends part-way into a shoulder bikeway or bike lane). Overlay projects also offer opportunities to widen a roadway, or to re-stripe a roadway with bike lanes.

Guidance

- Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- If the shoulder or bike lane pavement is of good quality, it may be appropriate to end the overlay at the shoulder or bike lane stripe provided no abrupt ridge remains.
- Ensure that inlet grates, manhole and valve covers are within ¼ inch of the finished pavement surface and are made or treated with slip resistant materials.
- Pave gravel driveways to property lines to prevent gravel from being tracked onto shoulders or bike lanes.

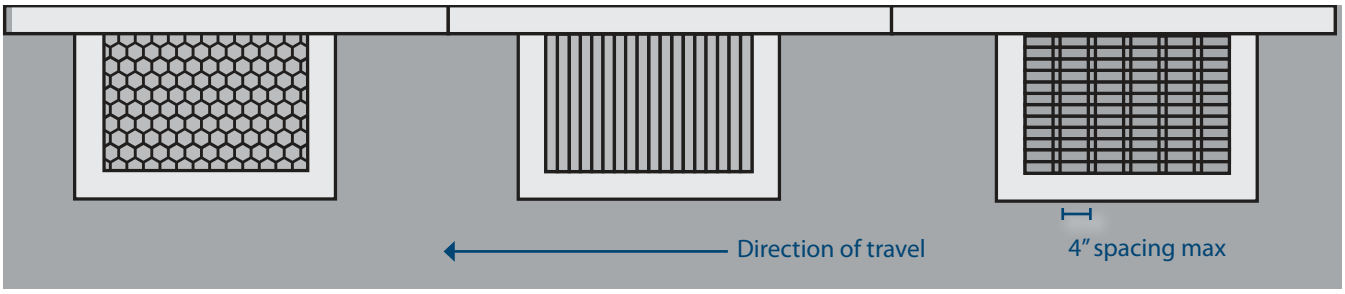
DRAINAGE GRATES

Description

Drainage grates are typically located in the gutter area near the curb of a roadway. Drainage grates typically have slots through which water drains into the municipal storm sewer system. Many older grates were designed with linear parallel bars spread wide enough for a tire to become caught so that if a bicyclist were to ride on them, the front tire could become caught in the slot. This would cause the bicyclist to tumble over the handlebars and sustain potentially serious injuries.

Guidance

- Require all new drainage grates be bicycle-friendly, including grates that have horizontal slats on them so that bicycle tires and assistive devices do not fall through the vertical slats.
- Similarly, tree grates that are in the path of travel for bicycles and assitive devices should also have slats that are perpendicular to the direction of travel.
- Create a program to inventory all existing drainage grates, and replace hazardous grates as necessary – temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement.



GUTTER TO PAVEMENT TRANSITION

Description

On streets with concrete curbs and gutters, 1 to 2 feet of the curbside area is typically devoted to the gutter pan, where water collects and drains into catch basins. On many streets, the bikeway is situated near the transition between the gutter pan and the pavement edge. This transition can be susceptible to erosion, creating potholes and a rough surface for travel.

The pavement on many streets is not flush with the gutter, creating a vertical transition between these segments. This area can buckle over time, creating a hazardous condition for bicyclists.

Guidance

- Ensure that gutter-to-pavement transitions have no more than a ¼" vertical transition.
- Examine pavement transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.
- Inspect the pavement 2 to 4 months after trenching construction activities are completed to ensure that excessive settlement has not occurred.
- Provide at least 3 feet of pavement outside of the gutter seam.

LANDSCAPING

Description

Bikeways can become inaccessible due to overgrown vegetation. All landscaping needs to be designed and maintained to ensure compatibility with the use of the bikeways. After a flood or major storm, bikeways should be checked along with other roads, and fallen trees or other debris should be removed promptly.

Guidance

- Ensure that shoulder plants do not hang into or impede passage along bikeways
- After major damage incidents, remove fallen trees or other debris from bikeways as quickly as possible

MAINTENANCE MANAGEMENT PLAN

Description

Bikeway users need accommodation during construction and maintenance activities when bikeways may be closed or unavailable. Users must be warned of bikeway closures and given adequate detour information to bypass the closed section. Users should be warned through the use of standard signing approaching each affected section (e.g., “Bike Lane Closed,” “Trail Closed”), including information on alternate routes and dates of closure. Alternate routes should provide reasonable directness, equivalent traffic characteristics, and be signed.

Guidance

- Provide fire and police departments with map of system, along with access points to gates/bollards
- Enforce speed limits and other rules of the road
- Enforce all trespassing laws for people attempting to enter adjacent private properties

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B SAMPLE COMPLETE STREETS RESOLUTION

Appendix Contents:

Sample Complete Streets Resolution for NWA Communities

SAMPLE COMPLETE STREETS RESOLUTION FOR NWA COMMUNITIES

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

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

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

By including this fourth exception, a jurisdiction gains considerable flexibility, but at the cost of potentially implementing Complete Streets practices less thoroughly. Jurisdictions should consider this trade-off in determining whether to include this exception.

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

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

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C NEEDS ANALYSIS

Appendix Contents:

Technical Memo: User Needs Assessment

TECHNICAL MEMO: USER NEEDS ASSESSMENT

This document provides an assessment of user needs for walking and biking. It is comprised of three sections. The first estimates existing and future bicycle and pedestrian trips and their corresponding benefits, including reduced emissions and health care costs. The second section identifies needs from a safety perspective based on a review of crash data and existing safety education programs. The final section presents a methodology for using counts to benchmark walking and bicycling levels and measure changes over time.

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MEMORANDUM

To: John McLarty, Northwest Arkansas Regional Planning Commission

From: Dennis Blind, Matt Berkow, and Stephen Bzomowski, Alta Planning + Design

Date: February 28, 2014

Re: User Needs Assessment (Task 5)

This document provides an assessment of user needs for walking and biking. It is comprised of three sections. The first estimates existing and future bicycle and pedestrian trips and their corresponding benefits, including reduced emissions and health care costs. The second section identifies needs from a safety perspective based on a review of crash data and existing safety education programs. The final section presents a methodology for using counts to benchmark walking and bicycling levels and measure changes over time.

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1 BICYCLE / PEDESTRIAN DEMAND AND BENEFITS ANALYSIS

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

1.1 Economic Benefits of Bicycling and Walking

The following benefit analysis uses the methodology pioneered in the 2010 Razorback Regional Greenway TIGER II grant application. Monetizing the benefits of the walking and bicycling projects helps to demonstrate the financial return on an investment, and will be an important part of attracting ongoing economic development in Northwest Arkansas, ultimately helping the region compete successfully for state and federal funding dollars.

Calculating these benefits requires several different sources. Data from the US Census Bureau captures work commute trips made by foot or by bicycle. Safe Routes to School data are used to estimate daily walking and bicycling trips to school or college, while the 2009 National Household Travel Survey and 2004 University of Arkansas Travel Survey data are used to estimate the number of shopping and other utilitarian trips made by area residents. Together, these databases are used to estimate annual trip making, by trip types, which, when combined with an average length per trip type, provides an estimate of the total number of miles walked or biked. A variety of benefits can then be extrapolated based on the estimated number of reduced vehicle miles traveled (VMT), local emissions factors and health and maintenance costs.

Baseline (Current) Benefits

Current levels of walking and bicycling in Northwest Arkansas are estimated to create $27 million in annual benefits to the region, using the estimation method described above, which conservatively describes the reduction in vehicle miles traveled caused by current walking and bicycling activity. Vehicle miles traveled reductions are calculated using average bicycle trip distances for each trip purpose category and the vehicular mode share of that trip type. These benefits are actualized through improved air quality, reduced traffic congestion and crashes, and savings in maintenance, transportation, and health care costs.

Table 1 – Estimated annual benefits of walking and bicycling in the NWA region

	Annual Benefits		
Benefit Factor	**Bicycling**	**Walking**	**Combined**
Annual Vehicle Miles Traveled (VMT) Reduced	1,891,035	16,443,233	18,334,268
Reduced Hydrocarbons (pounds/year)	5,670	49,302	54,971
Reduced Particulate Matter (pounds/year)	42	366	408

Benefit Factor	Annual Benefits		
	Bicycling	Walking	Combined
Reduced Nitrous Oxides (pounds/year)	3,961	34,439	38,399
Reduced Carbon Monoxide (pounds/year)	51,696	449,514	501,210
Reduced Carbon Dioxide (pounds/year)	1,538,368	13,376,664	14,915,032

Table 2 - Estimated annual benefits of walking and bicycling in the NWA region (monetized)[1]

Benefit Factor	Annual Benefits		
	Bicycling	Walking	Combined
Reduced Vehicle Emissions	$39,862	$346,613	$386,475
Reduced Traffic Congestion	$77,524	$674,100	$751,624
Reduced Vehicle Crashes	$1,058,979	$9,208,210	$10,267,190
Roadway Maintenance Costs	$283,655	$2,466,485	$2,750,140
Household Transportation Savings	$1,068,435	$9,290,427	$10,358,861
Reduced Health Care Costs	$187,300	$2,782,955	$2,970,254
Total Annual Benefits	**$2,715,755**	**$24,768,790**	**$27,484,544**

Potential Future Benefits/Community Comparison

By creating new opportunities for the region's residents to walk and bike, the NWA Regional Bicycle and Pedestrian Master Plan projects will increase these economic benefits associated with bicycling and walking. Over time, regional investments in greenways and other facilities can grow walking and bicycling rates in Northwest Arkansas to levels similar to the comparison metro areas referenced in Table 3 below.

Table 3 - Bicycling and walking rates in Northwest Arkansas and comparison metro areas

Metro Area	Bile Mode Share	Walk Mode Share	Combined Bike/Walk Mode Share
Little Rock, AR	0.09%	1.24%	1.33%
Chattanooga, TN	0.20%	1.87%	2.07%
Austin, TX	0.81%	1.84%	2.65%
Northwest Arkansas	**0.18%**	**2.57%**	**2.75%**
Dayton, OH	0.32%	2.55%	2.87%
Columbia, MO	0.88%	4.81%	5.69%
Portland, OR	2.24%	3.48%	5.72%
Boulder, CO	4.28%	4.50%	8.78%

Source: 2008-2012 American Community Survey 5-Year Estimates

[1] Monetized benefits are drawn from studies and reports that have placed an estimated dollar value for each benefit type as a function of VMT reduction or newly physically active persons. Source authors include AAA, EPA, IRS and academic and professional journals.

Potential Bicycling and Walking Rates and Benefits in NWA

The table below features a range of potential low, medium, and high mode share scenarios for Northwest Arkansas. As indicated in Table 5 and Table 6, increased walking and bicycling as a result of implementing the NWA Regional Bicycle and Pedestrian Master Plan will result in significant benefits to the region.

Table 4 – Existing and potential bicycling and walking rates in the NWA region

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

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

Building on the projections in Table 4, the following tables identify the benefits that would result from increased levels of walking and bicycling.

Table 5 – Potential annual benefits of walking and bicycling in the NWA region

	Annual Walking and Bicycling Benefits			
Benefit Factor	**Baseline**	**Low Scenario**	**Medium Scenario**	**High Scenario**
Annual VMT Reduced	18,334,268	27,466,522	46,755,325	68,227,588
Reduced Hydrocarbons (pounds/year)	54,971	82,353	140,186	204,566
Reduced Particulate Matter (pounds/year)	408	612	1,041	1,519
Reduced Nitrous Oxides (pounds/year)	38,399	57,526	97,924	142,895
Reduced Carbon Monoxide (pounds/year)	501,210	750,861	1,278,165	1,865,159
Reduced Carbon Dioxide (pounds/year)	14,915,032	22,344,174	38,035,726	55,503,535

Table 6 – Estimated annual benefits of walking and bicycling in the NWA region (monetized)

	Annual Walking and Bicycling Benefits			
Benefit Factor	**Baseline**	**Low Scenario**	**Medium Scenario**	**High Scenario**
Reduced Vehicle Emissions	$386,475	$578,978	$985,575	$1,438,198
Reduced Traffic Congestion	$751,624	$1,126,007	$1,916,763	$2,797,031
Reduced Vehicle Crashes	$10,267,190	$15,381,252	$26,182,982	$38,207,449
Roadway Maintenance Costs	$2,750,140	$4,119,978	$7,013,299	$10,234,138
Household Transportation Savings	$10,358,861	$15,518,585	$26,416,759	$38,548,587
Reduced Health Care Costs	$2,970,254	$3,944,740	$5,706,420	$7,889,337
Total Annual Benefits	**$27,484,544**	**$40,669,540**	**$68,221,798**	**$99,114,740**

Benchmarking and Evaluation

Continued efforts to track increases in walking and bicycling, and quantify the resulting benefits, will be an invaluable tool to demonstrate the value of the Razorback Regional Greenway and the NWA Regional Bicycle and Pedestrian Master Plan. A comprehensive benchmarking program will use usage and facility data such as those in the example table presented below to track future progress towards the goal of creating a more livable and vibrant Northwest Arkansas. The NWA Regional Bicycle and Pedestrian Master Plan will include recommendations for benchmarking and evaluation strategies, such as an annual report card to highlight the successes of NWA Regional Bicycle and Pedestrian Master Plan projects while identifying levels of investment, safety trends and the number of people walking and bicycling.

Report Cards

Some jurisdictions develop regular reports to monitor bicycle and pedestrian facility investment and usage. For example, US cities such as San Francisco, Portland and New York issue annual bicycle count and facility lane mile reports. Other excellent examples come from outside of the United States and include cities such as Copenhagen and Melbourne, who bring metrics of the bicycle network and cycling rates together with survey results of cyclists' perceptions into bi-annual Bicycle Account reports. These user-friendly reports use a table format to report progress towards plan goals and show bi-annual indicators such as miles of bicycle facilities, the number of crashes, cycling volumes and perceptions of the network (see figure below from the *Melbourne Bicycle Account*).

Overall cycling	2008	2007	2006
Bikes as a percentage of vehicles in the central city[1] between 7am and 10am	9%	8%	4%
Cycling infrastructure and safety	**2008**	**2007**	**2006**
Pedestrian/cyclist shared lanes	66km	63km	61km
On-road cycle lane	51km	50km	47km
On-road green painted cycle lane	0.7km (20 locations)	0.5 km (15 locations)	0.3km (8 locations)
'Copenhagen' cycle lane	1km	1km	0km
Cycle track maintenance (AUD)	$230,000	$230,000	$230,000
Cycling capital works (AUD)	$2,300,000	$3,000,000	$2,390,000
On-street cycle parking spaces	1,450	1,330	1,220

Figure 1 - This table presents a number of cycling metrics in a single table, including kilometers of facilities, number of bike parking spaces, bicycles as a percentage of central city vehicles, and annual maintenance expenditures.
Source: Melbourne Bicycle Account Cycling Census 2008, City of Melbourne.

Report cards are also an excellent way to measure progress towards achieving stated policy goals. For example, a key purpose of the Copenhagen Bicycle Account is to measure the City's progress in achieving its goals set out in "Good, Better, Best - The City of Copenhagen's Bicycle Strategy 2012 – 2025." Some of Copenhagen's goals relate to:

- Increasing the proportion of people who cycle to their place of work and education.
- Reducing the number of cyclists seriously injured in Copenhagen traffic
- Increasing the proportion of Copenhagen cyclists who feel safe in traffic.

COPENHAGEN'S BICYCLE STRATEGY 2011-2025

	'96	'98	'00	'02	'04	'06	'08	'10	'12	'15	'20	'25
Percentage that cycle to work or education (%)*	30	30	34	32	36	36	37	35	36	50	50	50
Percentage of cyclists that feel safe (%)*	60	58	57	56	58	53	51	67	76	80	85	90
Seriously injured cyclists (number per year)*	252	173	146	152	125	97	121	92	102	56	45	34
Share of the PLUS net that has three lanes (%)**									17	40	60	80
Reduction in cyclists' travel time (%)**									0	5	10	15
Satisfaction with the condition of cycle tracks (%)	48	51	40	45	50	48	54	50	61	70	75	80
Satisfaction with bicycle culture's benefit to city life (%)								67	73	70	75	80

*) These goals appear in the City of Copenhagen's 'Eco-metropolis - Our Vision for Copenhagen 2015' **) New methodology starting in 2012

- Accomplishment of goal requires dramatically increased municipal commitment.
- Goal will be achieved with increased municipal commitment.
- Goal will be achieved in time with unchanged level of municipal commitment.

Figure 2 – Copenhagen measures its progress towards achieving its policy goals around cycling in a bi-annual Cycling Account Report. Source: Copenhagen City of Cyclists Bicycle Account 2012, City of Copenhagen.

Figure 3 - This effective figure, adapted from the annual City of Portland Bike Count Report (2013) shows the number of bikeway miles and the number of cyclists crossing four main Portland bridges.

A Northwest Arkansas Walking and Bicycling Report Card should be developed to track trends for relevant metrics such as levels of investment (e.g., miles of facilities), the number of people walking and bicycling (e.g., count volumes), and crash history / safety trends, as well as user perceptions (if desired). To help gather the required data at the regional scale, NWARPC should develop a format for local communities to submit their walking and bicycling facility inventory and investments to NWARPC on an annual or bi-annual basis. The levels of walking and biking will be informed by the count data recommended later in this report, while the safety metrics can be updated by periodically requesting data from the Arkansas State Highway and Transportation Department. This report card will help NWA measure its progress toward achieving its policy goals.

2 SAFETY NEEDS ANALYSIS

2.1 Existing Pedestrian and Bicycle Safety Education Programs

In addition to providing appropriate infrastructure to facilitate walking and bicycling, education and enforcement actions can play a significant role in the safety of pedestrians and bicyclists. As part of this planning process, the 25 communities across the region were invited to complete a survey of existing practices based on the Walk Friendly Community and Bike Friendly Community assessment surveys. Each of these surveys is based on best practices from across the country. At the time of this document, 17 of the 25 communities had submitted a completed survey.

This section provides a review of community responses that relate to promoting safety through education and enforcement activities that are suggested by these audits to result in more walk and bike friendly communities. There is significant variation in the number and type of active bicycle and pedestrian education and enforcement programs reported. Bentonville, Fayetteville, and Rogers employ the widest range of safety related education and enforcement strategies. There is a great opportunity to build on existing efforts and increase educational and enforcement programming, particularly in the smaller towns in the region.

Below is a summary of the programs or activities that are most and least commonly practiced in Northwest Arkansas communities. Refer to Table 7 for a more complete summary of responses to the survey questions relevant to safety.

The following activities are more commonly practiced in the NWA region:

- Police Officer Training - More than half (59%) of communities reported that they train officers in issues specifically related to walking and bicycling safety.
- Police Officer Patrol on Bicycles - Roughly one third of communities surveyed employ public safety or other law enforcement officers that patrol on bicycles, for at least part of the year.
- Police Collaboration with City Staff - Law enforcement officers collaborate with planners and engineers to identify areas in need of pedestrian countermeasures in approximately one-third of NWA communities.
- Safe Routes to School (SRTS) - About a quarter of communities have an existing Safe Routes to School program, although not all of these include programmatic educational or enforcement components (they are infrastructure only).
- Walking/Biking Maps - About a quarter of communities offer walking maps or walking tours. While only 20% of communities distribute an up-to-date bicycle map, these communities (Bentonville, Fayetteville, and Rogers) do cover a large portion of the geographic area.

The following activities are not as common in the NWA region:

- Safety Education for Adults - Only Bentonville and Fayetteville have offered adult safety education courses.
- Systematic Approach to Identifying Pedestrian Safety Countermeasures - Only two communities in NWA have a systematic approach to identifying pedestrian safety

countermeasures. No communities report having a plan or program to reduce cyclist/motor vehicle crashes.

- Training Programs for City Staff - Only Fayetteville has offered training programs for city staff on bicycle and pedestrian safety.
- Targeted Enforcement Actions - Only Fayetteville has deployed targeted enforcement actions.
- Safety Campaigns - Education and/or promotional campaigns focusing on bicycle and pedestrian safety are not common.

Table 7 – Summary of community responses to Bike and Pedestrian Audit questions related to safety education and enforcement activities

Question	Yes	No	Description of Current Practices
3.1 Does your community have Traffic Safety officers that are trained in traffic law as it applies to pedestrians and bicyclists?	10 (59%)	7 (41%)	• Bella Vista, Bentonville, Cave Springs, Centerton, Decatur, Fayetteville, Gravette, Greenland, Rogers, and Siloam Springs have Traffic Safety Officers that are trained in traffic law as it applies to pedestrians and bicyclists.
3.2 Does your community have law enforcement or other public safety officers on bikes?	5 (29%)	12 (71%)	• Bentonville, Fayetteville, Rogers, Siloam Springs, and Springdale have law enforcement/public safety officers that patrol on bikes. • In Rodgers, School Resource Officers act as bike patrol officers on a full time basis in the summer months. For the rest of the year, all trained officers are authorized overtime to patrol on bicycles. • Siloam Springs' bicycle patrol program is also limited to the summer months. • Centerton ended this practice in 2006.
3.6 Do police work regularly with traffic engineers and planners to review sites in need of safety?	5 (29%)	12 (71%)	• Police Officers regularly work with traffic engineers and planners to review sites in need of safety in Bentonville, Decatur, Rogers, Springdale, and Siloam Springs. • In Bentonville, this practice is formalized through the Traffic Safety and Signage committee. • Police are involved with site review in Bella Vista only when development calls for changes to a roadway and/or intersection improvements.
2.1 Has your community implemented Safe Routes to School (SRTS) programs in any of the local schools within the last 18 months? Does it include both bicycle and pedestrian education?	4 (24%)	13 (76%)	• Bentonville Public Schools and Fayetteville-area schools have implemented Safe Routes to School programs. • The City of Springdale has implemented SRTS infrastructure improvements but has not offered educational programming to date. • The City of Decatur recently received a SRTS planning grant. • The City of Centerton and the City of Gravette have applied for STRS grants; neither has been awarded funds.

Question	Yes	No	Description of Current Practices
2.9 Does your community offer walking route maps, guides, or tours for residents and visitors?	4 (24%)	13 (76%)	• Bentonville, Fayetteville, Gravette, and Siloam Springs offer walking route maps, guides, or tours for residents and visitors. Fayetteville's Trail Guide is available at hotels and the visitor's bureau.
2.4 Does your community have an up-to-date bicycle map?	3 (18%)	14 (82%)	• Bentonville, Fayetteville, and Rodgers currently have up-to-date bicycle maps.
2.3 Does your community educate motorists, pedestrians and cyclists on their rights and responsibilities as road users (e.g., as part of drivers education curriculum, test manual, or bus driver training)	2 (13%)	14 (88%)	• Bentonville periodically includes articles on this topic in the City newsletter that is distributed to all utility customers. • The State of Arkansas driver's education manual includes questions that deal with walking and bicycling as well as driving.
2.2 Are there bicycling education courses available for adults in the community?	2 (12%)	15 (88%)	• Adult bicycling education courses are available in Bentonville. • League Cycling Instructor (LCI) certification courses have been offered in Fayetteville periodically. • Adult bicycling courses have been offered in Centerton in the past, but not in the past 5-7 years.
3.5 Does your community have a systematic strategy for selecting locations and countermeasures for traffic and pedestrian safety?	2 (12%)	15 (88%)	• Gravette and Rodgers have systematic strategies for selecting safety countermeasures locations. • In Rogers, the ten intersections with the most collisions are monitored on a monthly and annual basis. Enforcement efforts are then focused on these intersections.
2.7 Has your community implemented any education and training programs related to pedestrian education, safety, or design for city staff?	1 (6%)	16 (94%)	• Only Fayetteville has implemented pedestrian safety trainings for city staff: Crosswalk Safety Awareness Day
3.4 Does your community use targeted enforcement programs to promote pedestrian safety in crosswalks (such as a "crosswalk sting", media campaign regarding pedestrian-related laws, progressive ticketing, etc.)	1 (6%)	15 (94%)	• The City of Fayetteville conducts crosswalk enforcements at North Street and the Scull Creek Trail.

2.2 Crash Data Analysis

This section reviews data (2009-2011) for crashes involving pedestrians and bicyclists in Benton and Washington Counties, as reported by the Arkansas State Highway and Transportation Department.

What

Number of Crashes - Per Figure 4, in the Northwest Arkansas Region from 2009-2011 there were:

- 163 reported pedestrian crashes
- 91 reported bicycle crashes

Bicycle crashes in particular appear to be trending upwards, perhaps reflecting the fact that bicycling is becoming more common. Additional data on the number of bicycle trips that took place each year would be needed to understand if the crash rate (i.e., crashes per bicycle trip) is going up or down.

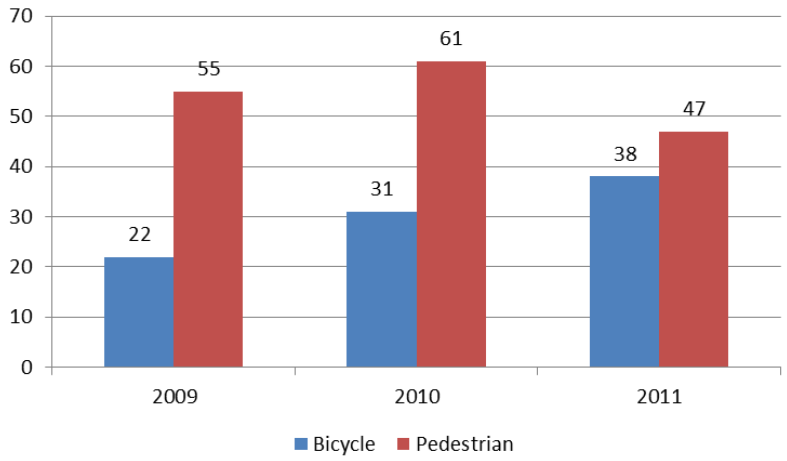


Figure 4 - Number of bicycle and pedestrian crashes (2009-2011)

Severity of Crashes - Table 8 illustrates that the 254 pedestrian and bicycle crashes resulted in:

- 15 fatalities (14 were pedestrians)
- 27 incapacitating (severe) injuries
- 102 less severe injuries

Table 8 - Number and severity of bicycle and pedestrian crashes (2009-2011)

Year	Bicycle	Pedestrian	Total
Fatal Injury	1	14	15
Incapacitating Injury	8	19	27
Non-Incapacitating Injury	30	72	102
Possible Injury	29	42	71
Non-Injury/Property Damage Only	23	16	39
Grand Total	91	163	254

When

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

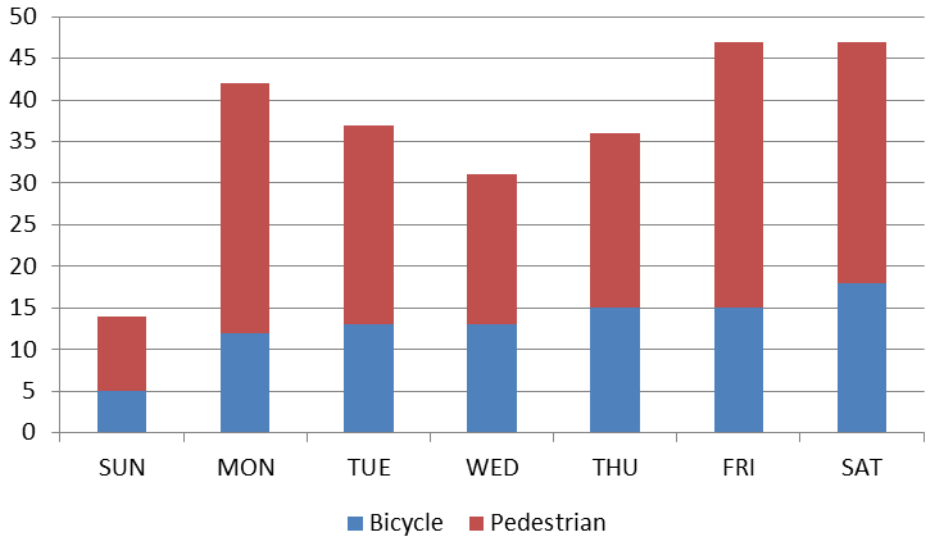


Figure 5 – Number of bicycle and pedestrian crashes (Day of Week)

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

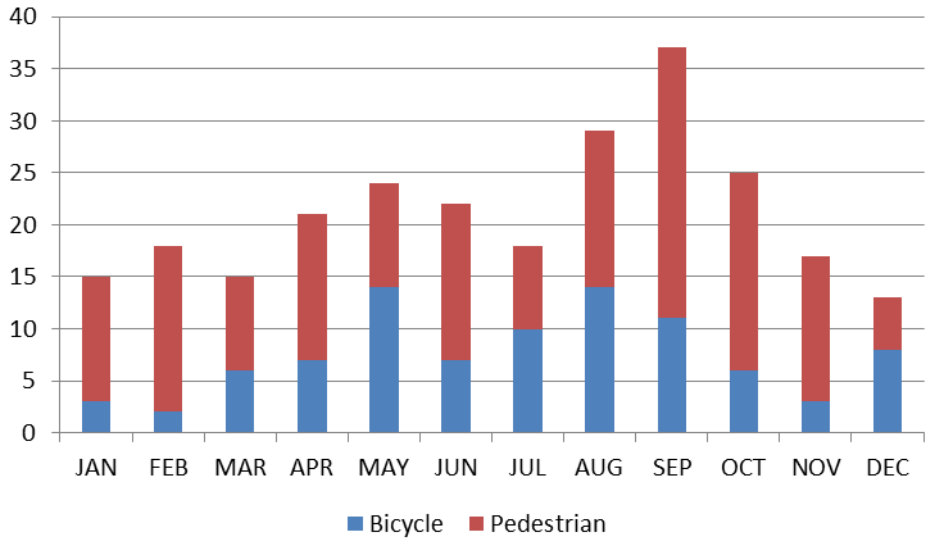


Figure 6 – Number of bicycle and pedestrian crashes (Month)

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

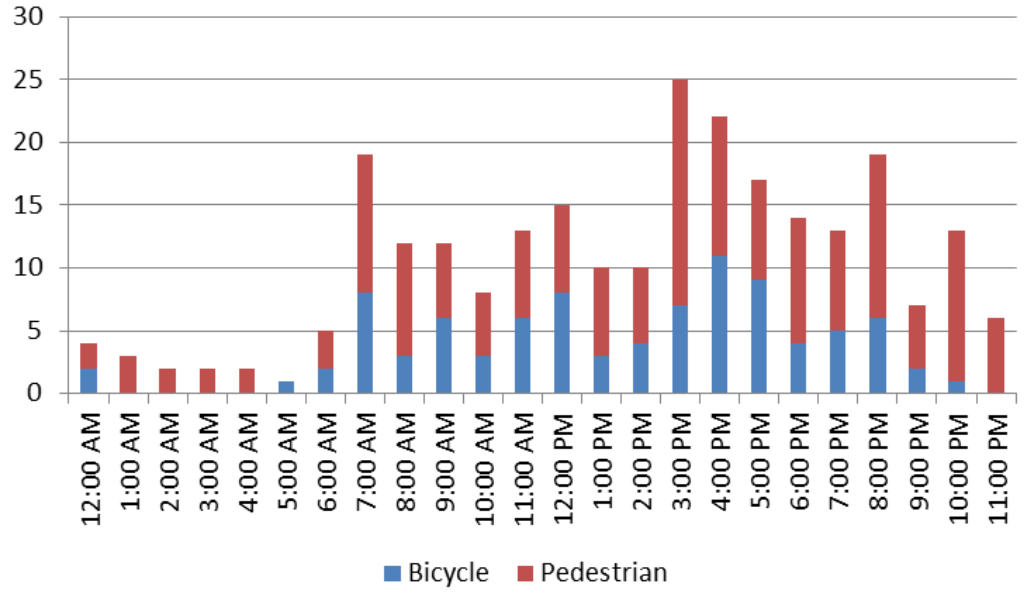


Figure 7 –Number of bicycle and pedestrian crashes (Time of Day)

Why

The contributing factors for bicycle and pedestrian collisions during this period were identified for less than half of the collisions. This data is extremely important for the development of effective education and enforcement programs. Figure 8 indicates that there may be opportunities to improve reporting of the contributing factor of crashes involving pedestrians or bicycles.

- More than 40% of crashes listed the contributing factor as 'none' while another 15% listed the factor as 'unknown'.
- The most common categories were 'careless/prohibited driving' and 'failure to yield.'

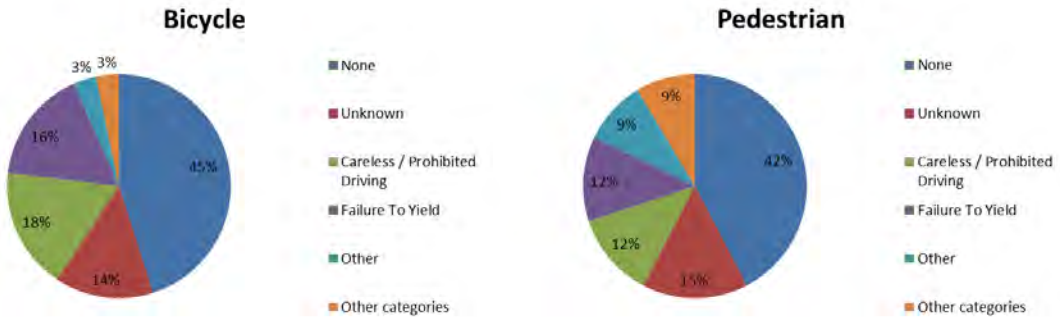


Figure 8 –Contributing factor of bicyle and pedestrian crashes

Where

Location on Roadway - As illustrated in Figure 9, pedestrian and bicycle crashes exhibit different trends:

- Pedestrian crashes were most common away from intersections (e.g., mid-block locations) representing 52% of all crashes. Another 36% took place at intersections or were intersection related, while 12% took place at driveways.
- Bicycle crashes, by contrast, most commonly occurred at intersections or were intersection related (66%). 21% took place away from intersections, and 12% took place at driveways.

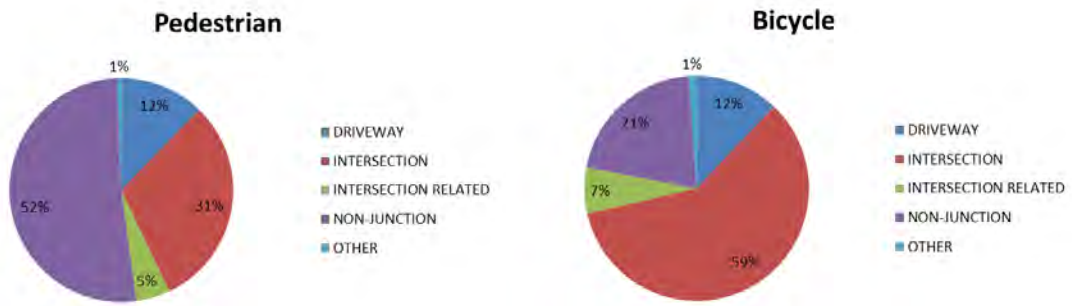


Figure 9 – Location of pedestrian and bicyle crashes

Vehicle Action - Table 9 identifies the vehicle action during the crash. Most crashes involve vehicles traveling straight, including 71% of pedestrian collisions and 53% of bicycle collisions. The single most common vehicle action involved a vehicle going straight away from an intersection, representing 45% of all pedestrian collisions. Vehicles turning left or right at intersections accounted for 11% of pedestrian crashes and 27% of bicycle crashes.

Table 9 – Summary of location and vehicle action

	Crash Location					
Vehicle Action	**Inter-section**	**Inter-section Related**	**Non-junction**	**Driveway**	**Other**	**Total**
Pedestrian Crashes						
Going Straight	16%	4%	45%	5%	1%	**71%**
Making left turn	7%	0%	0%	2%	0%	**9%**
Making Right Turn	4%	1%	0%	1%	0%	**6%**
Other	4%	0%	6%	4%	0%	**14%**
Total	**31%**	**5%**	**52%**	**12%**	**1%**	**100%**
Bicycle Crashes						
Going Straight	25%	4%	16%	5%	1%	**53%**
Making left turn	11%	0%	0%	0%	0%	**11%**
Making Right Turn	16%	1%	0%	3%	0%	**21%**
Other	7%	1%	4%	3%	0%	**15%**
Total	**59%**	**7%**	**21%**	**12%**	**1%**	**100%**

Pedestrian/Bicycle Action - A pedestrian action/location field indicates the action of the pedestrian and bicyclist involved in crashes. Figure 10, a response of other or N/A was provided for 31% of pedestrian crashes and nearly 70% of bicycle crashes. Regular trainings with police officers could result in a higher response rate to this category for both bicycle and pedestrian involved crashes.

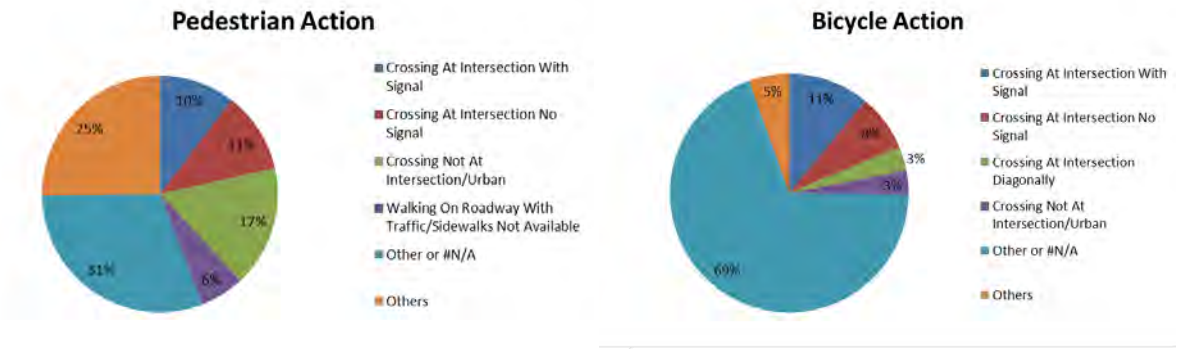


Figure 10 – Bicycle and Pedestrian Actions

Crashes by City

Table 10 identifies the number of crashes that have occurred in individual cities in Northwest Arkansas. As expected, bicycle and pedestrian crashes are more common in larger cities where there are likely more people walking and bicycling. It is important to note that cities with higher numbers of crashes are not necessarily less safe than those with fewer crashes. Indeed, cities that have invested in walking and bicycling improvements may have higher activity levels and thus are more likely to have crashes. To assess relative safety, it would be necessary to have data on the amount of walk and bike activity so the number of crashes could be compared (or normalized) to the amount of activity.

Table 10 - Bicycle and pedestrian crashes by city

	In City				Outside of City		
City	Bicycle	Pedestrian	Total		Bicycle	Pedestrian	Grand Total
Bentonville	10	13	23		-	1	24
Bentonville Junction	1	-	1		-	-	1
Bethel Heights	-	2	2		-	-	2
Canehill	-	-	0		-	1	1
Centerton	-	1	1		-	-	1
Elkins	-	-	0		-	1	1
Farmington	1	2	3		-	-	3
Fayetteville	40	67	107		-	1	108
Gentry	1	1	2		-	1	3
Gravette	-	1	1		1	-	2
Lincoln	-	1	1		-	3	4
Pea Ridge	1	-	1		1	1	3
Prairie Grove	2	1	3		-	-	3
Rogers	16	22	38		-	-	38
Siloam Springs	7	3	10		-	-	10

	In City				Outside of City		
City	**Bicycle**	**Pedestrian**	**Total**		**Bicycle**	**Pedestrian**	**Grand Total**
Sonora	-	-	0		-	1	1
Springdale	10	35	45		-	1	46
Sulphur Springs	-	-	0		-	1	1
West Fork	-	-	0		-	2	2
Grand Total	**89**	**149**	**238**		**2**	**14**	**254**

Roadway Ownership

As indicated in Figure 11, approximately 70% of bicycle crashes occurred on city streets, more than 10% occurred on State Highways and 15% occurred on US Highways. For pedestrians, approximately 50% occurred on city streets, 20% occurred on State Highways and another 20% occurred on US Highways.

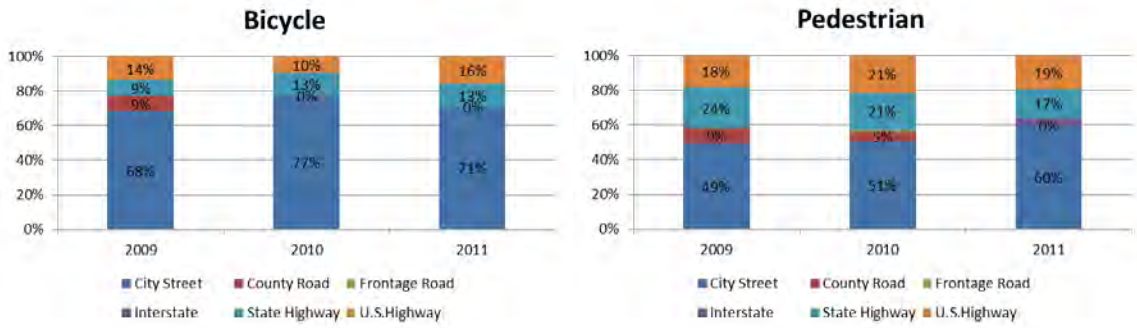


Figure 11- Crashes by roadway ownership

Who

Driver

As indicated in Figure 12, young adults aged 16-25 are most likely to be the drivers in crashes involving bicyclists or pedestrians. Males are slightly over-represented as drivers (60% of all crashes).

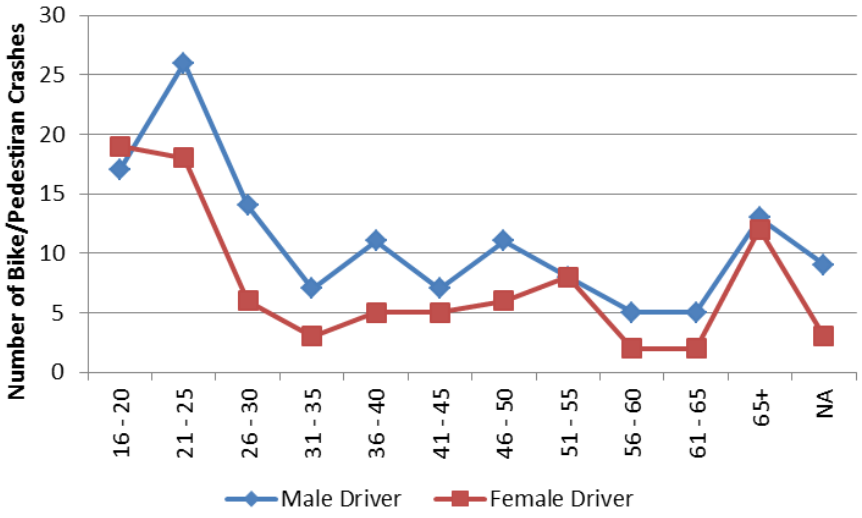


Figure 12 – Age and gender of drivers involved in pedestrian and bicycle crashes

Bicycle

As indicated in Figure 13, males are much more likely to be involved in bicycle crashes (nearly 80% of all crashes). This is likely indicative of males being over-represented in the total population of people bicycling. Nearly ¼ of people involved in bicycle crashes were 15 years old or younger.

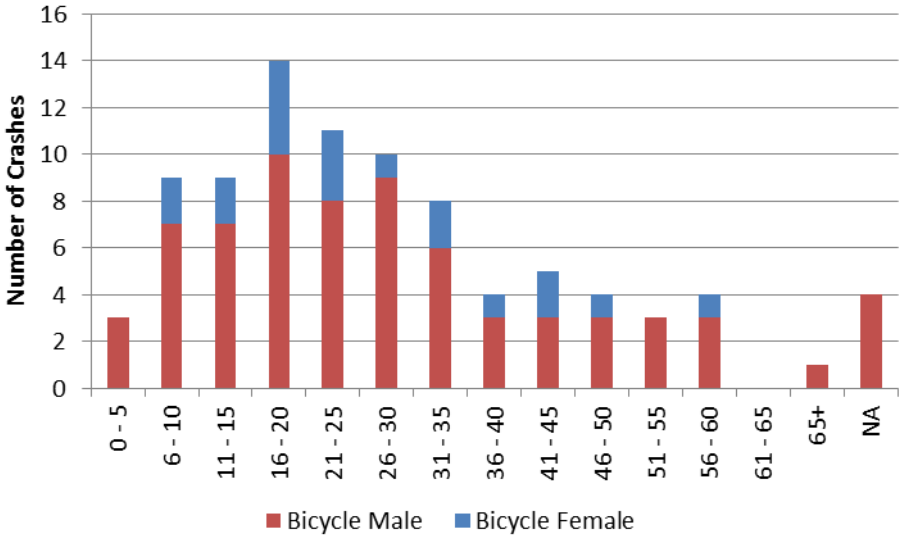


Figure 13 - Age and gender of bicyclists involved in crashes

Pedestrian

As indicated in Figure 14, there is more parity in the number of men and women involved in pedestrian crashes as compared to bicycle crashes, with a split of approximately 60% male to 40% female. Nearly ¼ of people involved in bicycle crashes were 15 years old or younger. Nearly 10% of crashes involve people 65 or older.

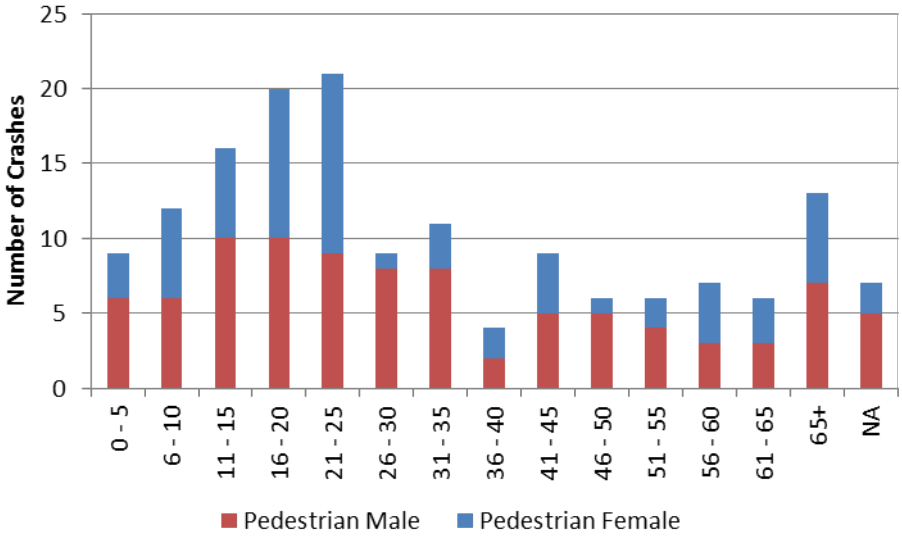


Figure 14 - Age and gender of pedestrians involved in crashes

Bicycle and Pedestrian Crash Maps

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

- Location and severity of pedestrian crashes (Figure 15)
- Location and severity of bicycle crashes (Figure 16)
- Zoomed in views of pedestrian and bicycle crashes in Bentonville/Rogers (Figure 17) and Fayetteville/Springdale (Figure 18)

These maps illustrate several themes:

- Downtown Centers – Clusters of bicycle and pedestrian crashes are found in the downtown centers of Rogers, Springdale, and Fayetteville. Within these cities, there are many crashes along higher traffic corridors where bicyclists and pedestrians are likely attempting to access business, schools, and connect to residential areas. These higher crash corridors include:
    - Walnut St, Dixieland Rd, and 8th St in Rogers
    - Thompson St and Sunset Ave in Springdale
    - North St, Garland Ave, Razorback Rd, Maple St, US 71B, and Martin Luther King Jr Blvd in Fayetteville
- University of Arkansas – Thousands of students from the University of Arkansas in downtown Fayetteville walk and bike to campus daily. The crash data highlights several corridors through campus where conflicts occurs, with Garland Ave, Razorback Rd, Dickson St, Maple St, and Martin Luther King Blvd each experiencing multiple crashes.
- Arterial corridors – Northwest Arkansas has many wide, high traffic roads that are difficult to walk or bike along and which also serve as barriers that inhibit connectivity between adjacent areas that are more comfortable for walking and biking. Several of these corridors have experienced multiple reported crashes, including US 71, AR 112, US 62, and US 412. See Table 11 below for a list of streets that have experienced multiple bicycle and pedestrian crashes.

Table 11 – Streets in NWA that experienced multiple bicycle and pedestrian crashes from 2009-2011.

Street	Bicycle	Pedestrian	Total	% of Total	City (number of crashes)
US 71	6	19	25	10%	Rogers (9), Fayetteville (8), Springdale(5)
AR 112	3	16	19	7%	Fayetteville (16)
US 62	4	7	11	4%	Rogers (3), Fayetteville (3), Prairie Grove (2), Farmington (2)
US 412	2	7	9	4%	Springdale(5), Siloam Springs (3)
AR 265	2	4	6	2%	Fayetteville (3), Springdale (3)
AR 102	1	4	5	2%	Bentonville (4)
AR 16	1	3	4	2%	Fayetteville (4)

Street	Bicycle	Pedestrian	Total	% of Total	City (number of crashes)
AR 180	2	2	4	2%	Fayetteville (4)
North St	4		4	2%	Fayetteville (4)
I-49		3	3	1%	West Fork (2)
Maple St	1	2	3	1%	Fayetteville (3)
N West Ave		3	3	1%	Fayetteville (3)
Others	65	93	158	62%	
Total	91	163	254	100%	

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

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

- 8th Street in Bentonville – Hundreds of employees cross SW 8th St in Bentonville on a daily basis to travel between a parking lot and Walmart's home office. Only one pedestrian crash was recorded along this section, perhaps due to the highly visible crosswalks, pedestrian signage, and lower speed limits along this high traffic road.
- Bike lanes – While Northwest Arkansas currently has only 11 miles of bike lanes, there was only one reported bicycle crash along a roadway with a bike lane (US 62 in Farmington).

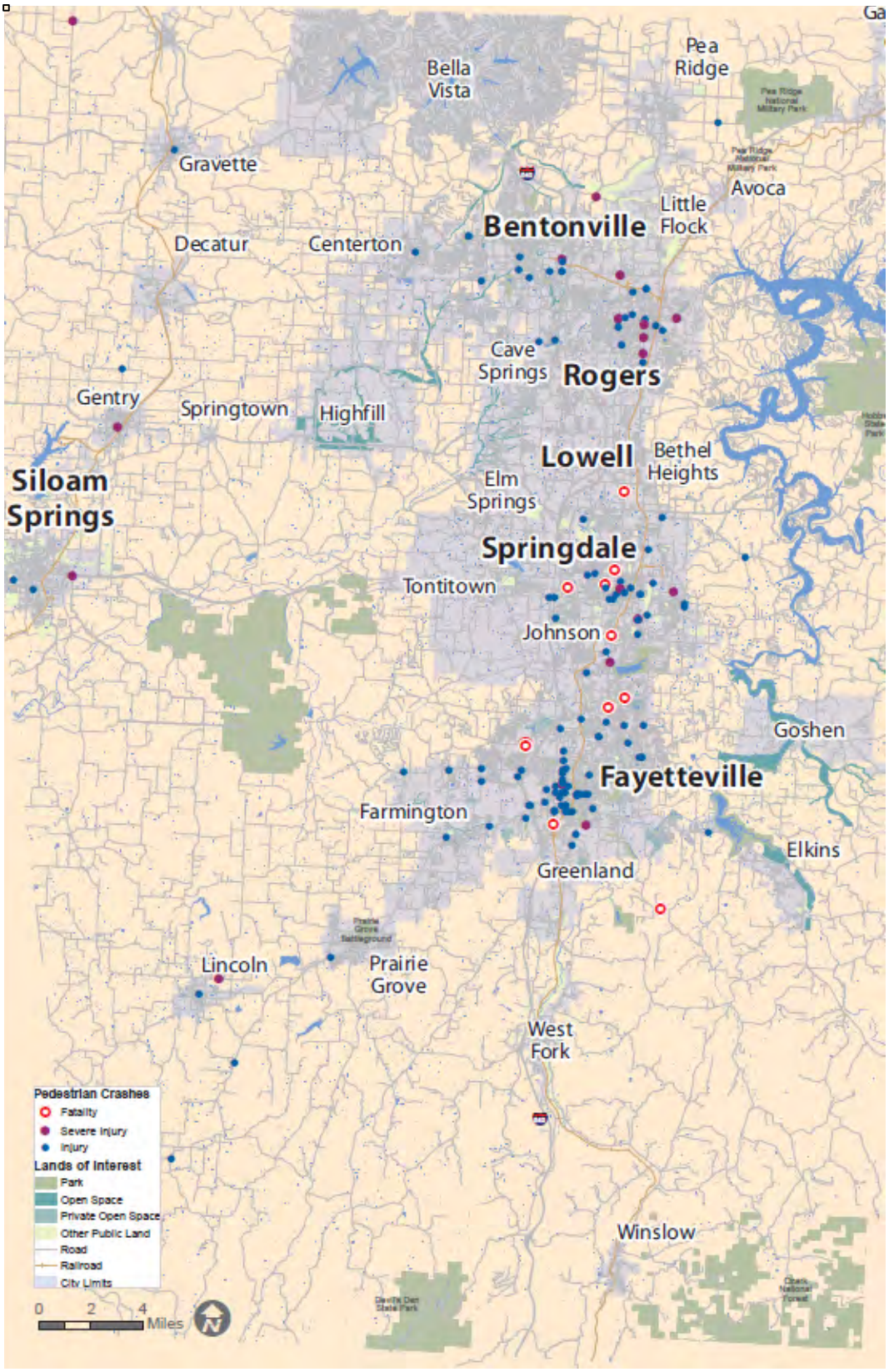


Figure 15 - Pedestrian crash locations in Northwest Arkansas by severity (2009-2011)

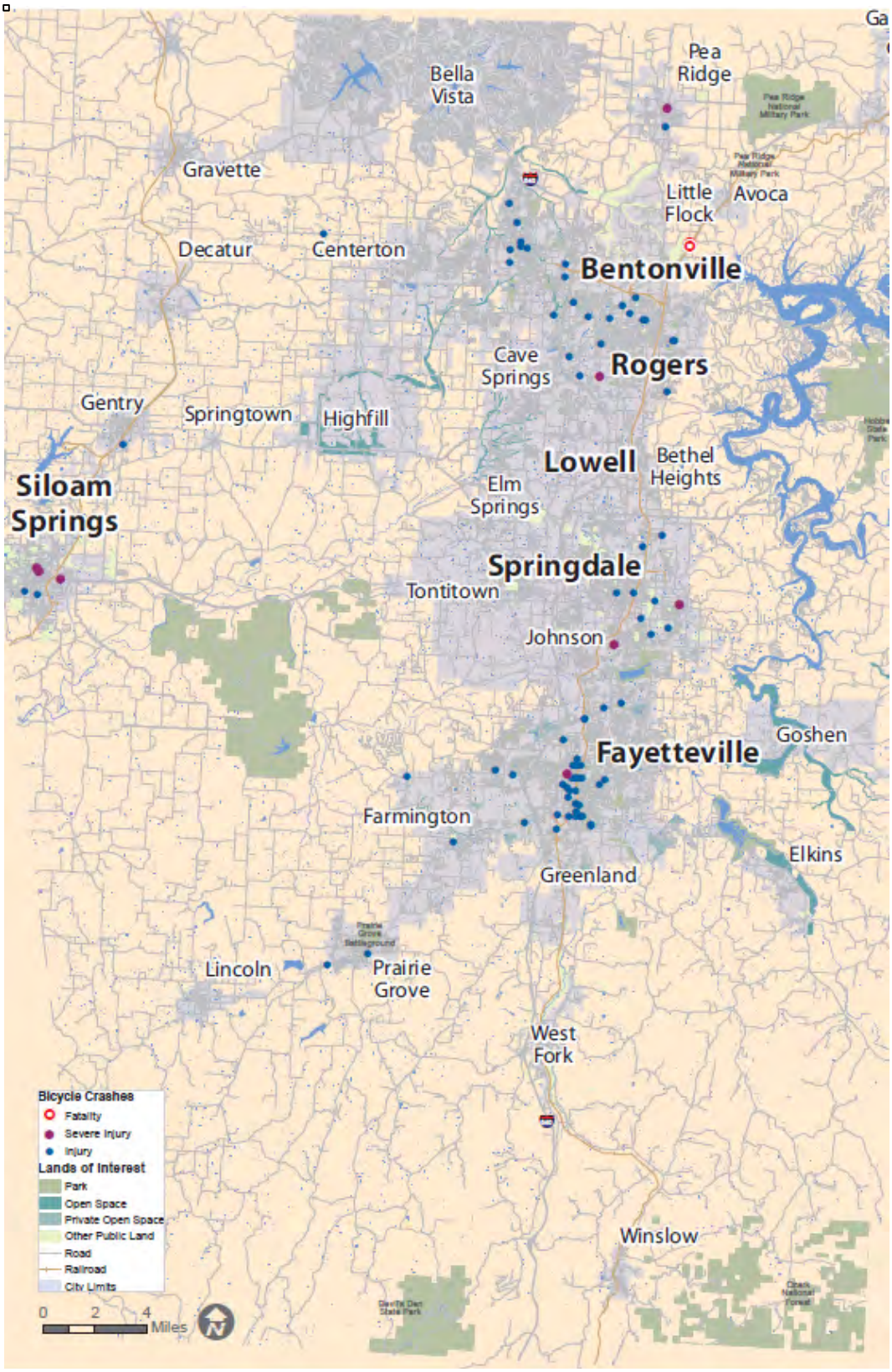


Figure 16 - Bicycle crash locations in Northwest Arkansas by severity (2009-2011)

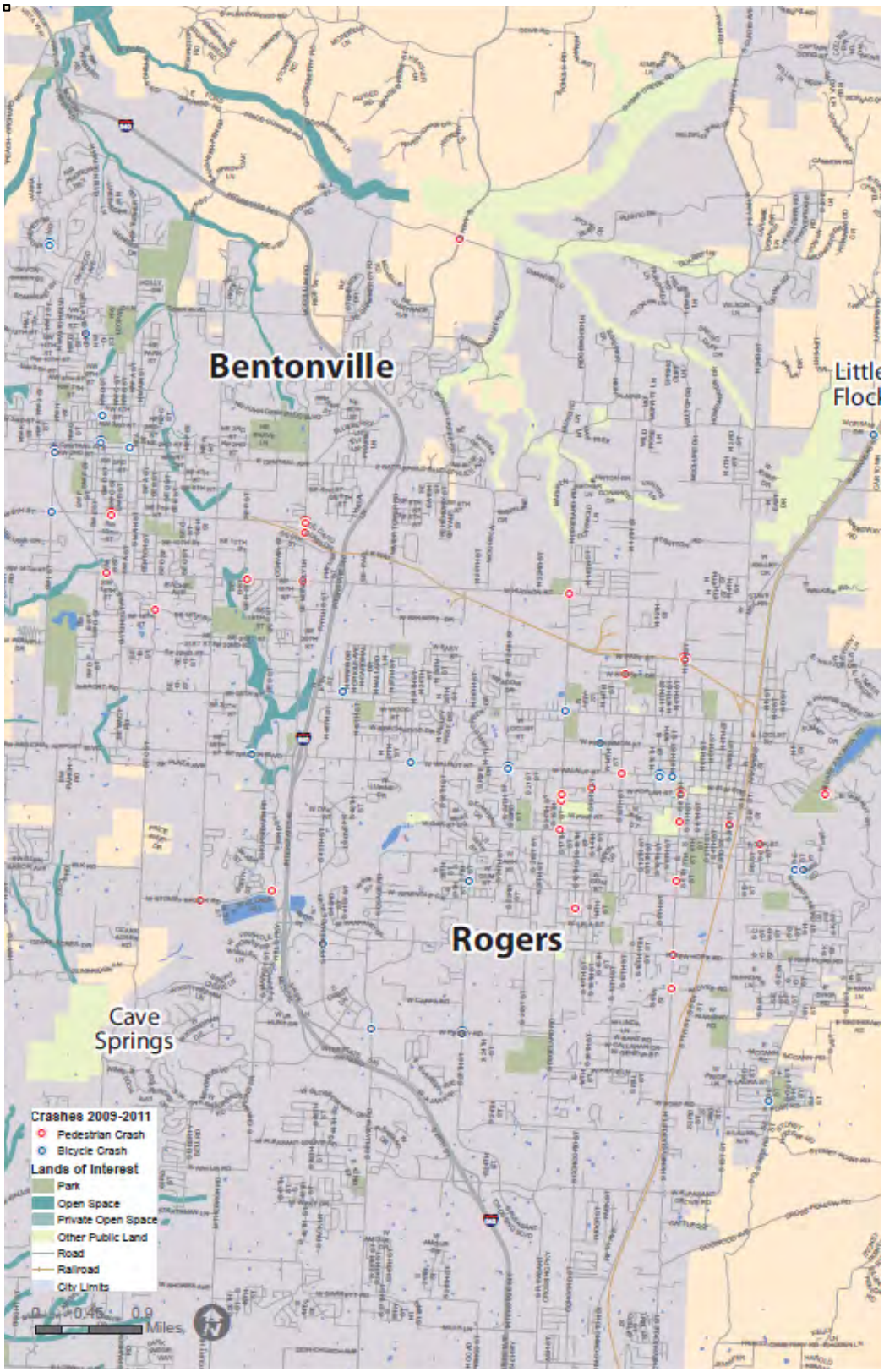


Figure 17 - Bicycle & Pedestrian Crash Locations (Bentonville & Rogers) (2009-2011)

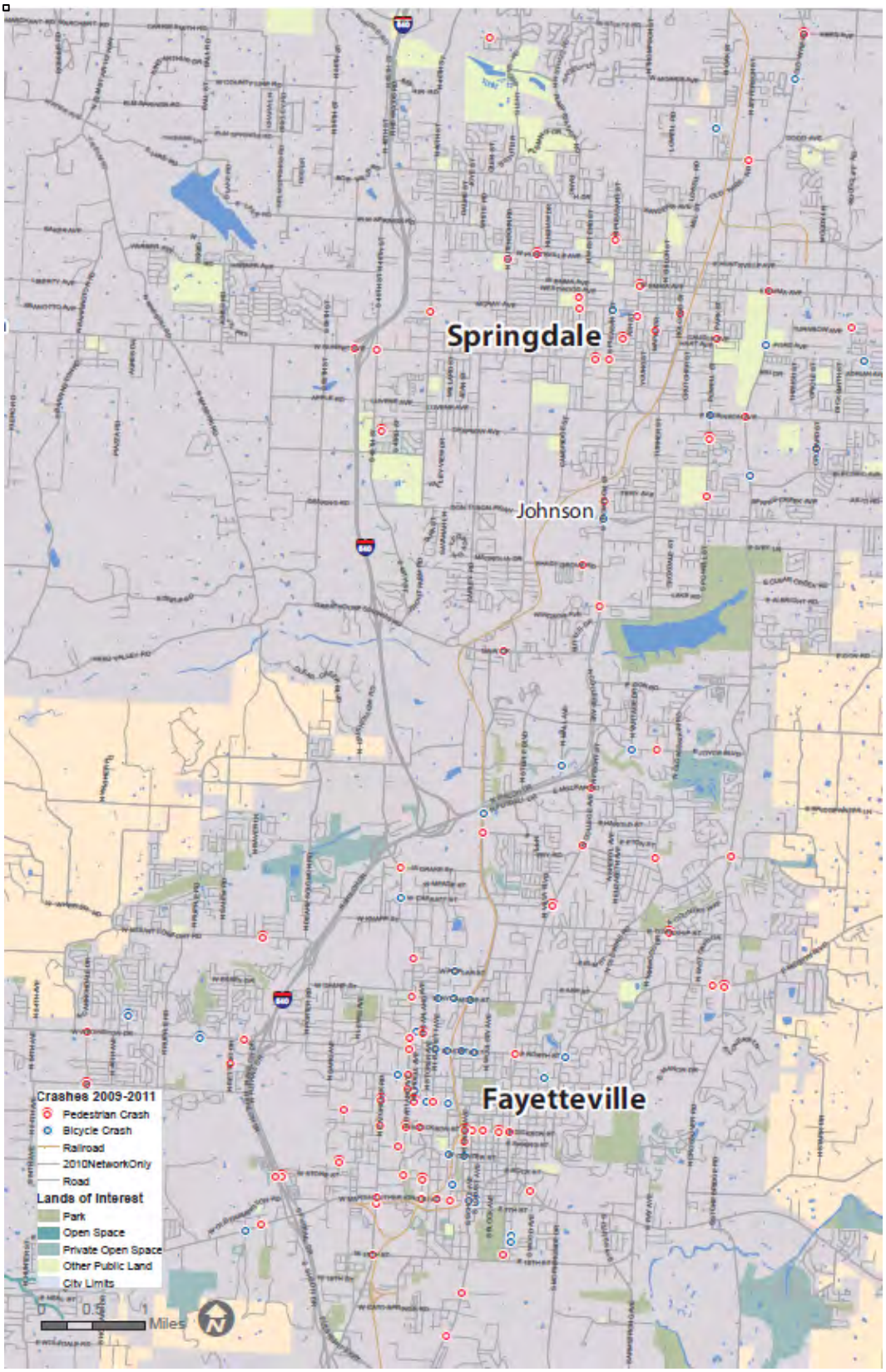


Figure 18 - Bicycle & Pedestrian Crash Locations (Fayetteville & Springdale) (2009-2011)

3 BICYCLIST AND PEDESTRIAN COUNTS

3.1 Data Collection Methodology

A regular bicycle and pedestrian count program is instrumental for measuring change over time. This empirical data can be used to monitor the plan's success at helping residents of the Northwest Arkansas region walk and bicycle more. This section identifies a methodology and locations for an annual bicycle and pedestrian count data collection program. It includes suggested count dates and times, pre-count preparation steps, and resources that will help agency staff with the count effort. The end of this section identifies 15 potential locations to include in the count program.

Pedestrian and Bicycle Counts Program

The purpose of initiating a count program in NWA is to gather important benchmarking information about walking and bicycling rates. This information will be useful to Agency staff, and local and regional stakeholders, for understanding the whether there is an association between plan implementation and walking and bicycling activity. A manual count program, with annual data collection efforts, requires the partnership of community members. In Northwest Arkansas, the likely partners are the NWARPC, advisory committees, and cycling clubs.

At a minimum, this program should tally the number of pedestrians and bicyclists at key locations around the region (particularly at pinch points, in downtowns, near schools, and on trails); the same locations should be counted in the same manner annually. If major walking or greenway infrastructure projects are planned, baseline and post-construction user counts can be performed through this coordinated annual count process for maximum efficiency. This will provide the Northwest Arkansas Regional Planning Commission (NWARPC) and partner agencies with information about growth of walking and bicycling.

It is recommended that the data collection program use methodology developed by the National Bicycle and Pedestrian Documentation Project (NBPD). Counters can be volunteers or agency staff, as long as proper training and support is provided. Alternatively, NWARPC may prefer to invest in automatic bicycle and pedestrian counters rather than coordinate a manual count program.

If desired, surveys can also be included in the data collection effort to learn more about walking and bicycling demographics, trip origin/destinations, etc. The NBPD website includes count and survey instructions, forms, and participant training materials: http://bikepeddocumentation.org. NBPD recommends conducting screenline rather than intersection counts. Screenline counts document the number of users passing an imaginary line at either a mid-block or intersection location.

Selecting Count Locations

NWARPC should conduct counts at 15 locations in the Northwest Arkansas region where high levels of walking and biking are expected. Locations should be visited prior to the count date to ensure the location will capture the maximum bicycle and pedestrian flows in the area, as bicyclists and pedestrians may tend towards certain routes, intersections, or areas, so it is important to verify that the count location will capture that activity.

The NBPD website provides guidelines for selecting count locations, based on access to transit, proximity to main entrances for shopping or employment areas, and high density downtown or residential areas. Locations with recently completed or planned bicycle or pedestrian projects also should be considered. Based on these guidelines, NWARPC should conduct counts at 15 locations in the Northwest Arkansas region where high levels of walking and bicycling are expected. Since some communities are expected to see more change than others, the list includes multiple counts in Bentonville and Fayetteville. If NWARPC desires greater geographic parity in its count program, additional count locations should be chosen.

Count Dates and Times

As described on the National Bicycle and Pedestrian Documentation Project (NBPD) website www.bikepeddocumentation.org, counts at each location should be performed on both a weekday and a weekend during the second week in September as follows:

- Weekday counts: Tuesday, Wednesday, or Thursday from 5-7 PM
- Weekend counts: Saturday from noon – 2 pm

Addressing Variability in Bicycle and Pedestrian Count Data

Bicycle and pedestrian count volumes tend to vary from day to day, including due to factors such as weather. This variation can make it more difficult for a count program to measure changes in walking and bicycling activity over time. There are several ways to address this issue:

- A greater number of counts provides more data points and can help reduce variability in the count data. This can be achieved by either counting a large number of different locations or by conducting two weekday and two weekend counts at each location during the recommended time period (see above) each year.
- Automatic counters that monitor activity continuously year round eliminate the variability inherent in a short-duration (e.g., 2 hour) count.

Resources from National Bicycle and Pedestrian Documentation Project website

The National Bicycle and Pedestrian Documentation project provides logistic and training recommendations for the site selection and for the counters. The following resources can be found on the Downloads page (http://bikepeddocumentation.org/downloads):

- Instructions – select the Data Collection Instructions link for detailed instructions on performing counts.
- Count Forms – select the Forms link and use the Standard Screenline Count Form found on p. 3.
- Count Training – select the Volunteer Training Presentation - Counts link for a presentation that can be delivered to volunteer counters.

Automatic Counters

Data collected by automatic bike and pedestrian count equipment offers additional information on trends in walking and bicycling as compared to an annual count program where counts are conducted over a two hour period. Multiple data points over time tend to be more reliable indicators of change and can be instrumental in understanding a region's daily, monthly and seasonal variation or establishing extrapolation factors for locations where manual counts are conducted. A continuous counter provides information on:

- How many people are using the facility? The data allows for an understanding of annual, monthly, daily and hourly totals.
- When are people using the facility? The data identifies activity levels by month of year, day of the week, and hour of the day as well as peak travel periods.
- What purpose are people using the facility? Relative activity levels and usage patterns between weekend and weekdays provide insight into trip purpose (i.e., recreational vs. utilitarian trips).

Existing Counts

Several communities in Northwest Arkansas already have automatic counters, including:

- Bentonville - counters at the Bella Vista Lake Trail, Crystal Bridges Trail, Town Branch Trail and South Bentonville Trail.
- Rogers - one counter on 1st Street near Nursery Road (near several schools).
- Fayetteville - has several counters that it rotates throughout its trail system.

These counters are thoughtfully placed to document trail use in Bentonville and Fayetteville and school use in Rogers. The next section recommends additional count locations in the region.

3.2 Suggested Count Locations

The following 15 locations are proposed for inclusion in an annual count program or for installation of automatic counters, depending on the preference of NWARPC. If NWARPC desires greater geographic parity in its count program, an additional 10-15 count locations should be chosen. A map of proposed count locations is provided in Figure 19 on the following page.

Table 12 - Proposed locations for annual pedestrian and bicycle counts

#	Location	Reason for count location	Jurisdiction
1	Central Avenue and SW A Street	Downtown Bentonville	Bentonville
2	Razorback Regional Greenway at 3rd Street (Crystal Bridges Trailhead)	Razorback Regional Greenway in Bentonville	Bentonville
3	Downtown Trail at SW E Street	Access to Walmart home office	Bentonville
4	1st Street at Elm Street	Downtown Rogers	Rogers
5	Razorback Regional Greenway at I-49 and New Hope Road	Razorback Regional Greenway in Rogers	Rogers
6	Emma Avenue at US 71B	Downtown Springdale	Springdale
7	Razorback Regional Greenway at Emma Ave	Razorback Regional Greenway in Springdale	Springdale
8	Razorback Regional Greenway just north of Don Tyson Boulevard	Razorback Regional Greenway in Springdale	Springdale
9	Mountain Street and Block Avenue	Downtown Fayetteville Square	Fayetteville
10	Razorback Regional Greenway between Maple Street and Arsaga's Espresso café	Razorback Regional Greenway in Fayetteville	Fayetteville
11	Maple Street at Garland Avenue (AR 112)	Captures walk / bike activity at University of Arkansas access point.	Fayetteville
12	University Street and Broadway Street or Dogwood Springs Trail at University Street	Downtown Siloam Springs. Lively walking area with university nearby.	Siloam Springs
13	E Main Street at Collins Avenue	Central location near library.	Gentry
14	E Buchanan Street between Mock Street and Neal Street	Downtown Prairie Grove. High pedestrian traffic, antique stores.	Prairie Grove
15	Creekside Park Trail	Recreational destination	Farmington
16	Lake Lincoln Trail	Regional recreational destination	Lincoln

Note that while the count locations proposed in Bentonville and Fayetteville appear close together on the map, they represent different contexts that are either highly trafficked and/or will experience investments in the near future. Table 12 identifies the reason for each proposed count location.

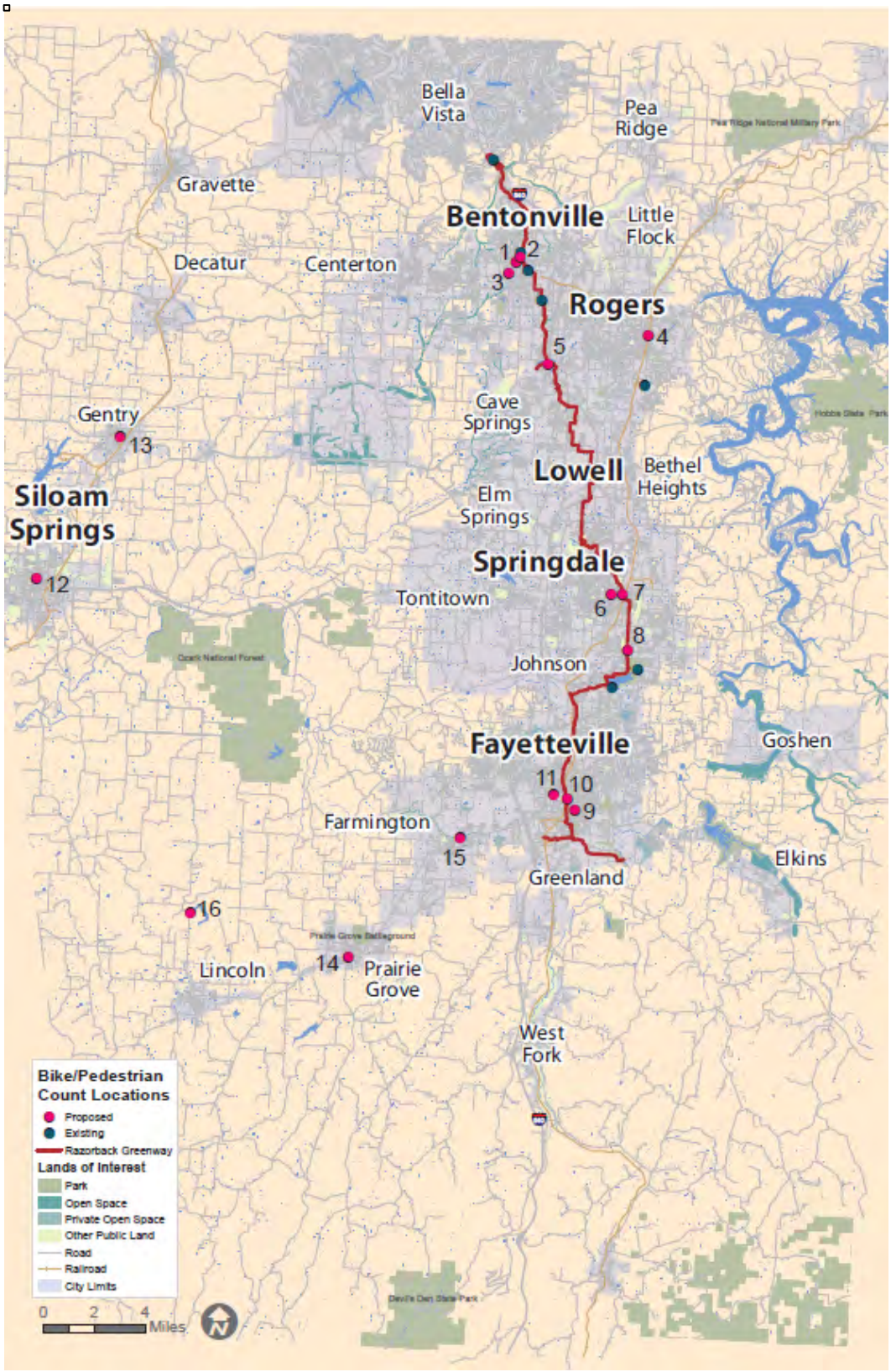


Figure 19 – Map of proposed bicycle and pedestrian count locations.

4 CONCLUSIONS AND RECOMMENDATIONS

This memo provides an overview of existing walking and biking activity and corresponding benefits, issues related to safety that are likely preventing more people from walking biking, and a methodology for conducting counts to track activity over time. This section summarizes the trends, and recommends action items to address the needs of people walking and biking.

Reporting and Benchmarking

- Develop an annual or bi-annual report card at the regional level that tracks trends for relevant metrics such as levels of investment (e.g., miles of facilities), the number of people walking and bicycling (e.g., count volumes), and crash history / safety trends, as well as user perceptions.
- Develop a format for local communities to submit their walking and bicycling facility inventory and investments to NWARPC on an annual or bi-annual basis to inform the regional report.

Opportunities for Improved Safety Programs

- NWA has a strong foundation of local programs in select Northwest Arkansas communities that contribute to pedestrian and bicycle safety. These include police officer training related to walking and biking safety, police collaboration with city staff to identify areas in need of improved bicycle and pedestrian accommodation, and safe routes to school programs. These programs should serve as models for developing regional resources and programs that facilitate more communities in Northwest Arkansas engaging in these activities.
- There are additional actions that are uncommon in the region that would contribute positively to pedestrian and bicycle safety. These include safety campaigns, trainings for city staff on bicycle and pedestrian safety needs, targeted enforcement actions, and systematic processes for identifying locations and countermeasures to improve pedestrian and bicycle safety. Several of these items can be orchestrated at the regional level to increase local participation (e.g., regional trainings of local staff) and reduce unnecessary duplication of effort (e.g., developing a regional walking and bicycling safety campaign).

Walking and Bicycling Safety Issues Identified in the Crash Data

- The crash data indicate approximately 80-90 reported crashes annually that have resulted in 150 or more injuries and 15 fatalities over the course of three years. Crashes occur throughout the week and at all times of year, likely indicating that many people in NWA walk and bike on a regular basis. Bicycle crashes appear to be trending upwards, potentially indicative of increased levels of bicycling combined with limited facilities to accommodate it.
- The crash maps indicate that many of these crashes are occurring in the most densely populated downtown centers as well as along wide, high speed urban and rural corridors. These areas should be targeted for more detailed collision analysis and potential improvements. The streets with the highest number of collisions are identified in Table 11.

- Bicycle crashes were most common at intersections (66%), with about half of those involving a turning vehicle. The design guidelines developed as part of this plan will include treatments for accommodating bicycles at intersections.
- Over half of pedestrian crashes occurred away from intersections. Additional mid-block crossing opportunities, including facilities such as median refuge islands, can help pedestrians across wide, high volume streets.
- 12% of both pedestrian and bicycle crashes occurred at driveways. Design standards for driveways, which will be developed as part of this plan, can help alert drivers to be more aware of the potential presence of pedestrians and bicyclists.
- Young adults aged 16-25 are most likely to be the drivers in crashes involving bicyclists or pedestrians, with males slightly over-represented as drivers (60% of all crashes). Nearly ¼ of people involved in collisions while riding a bicycle or while walking were15 or younger, while 10% of pedestrian crashes involved people 65 or older. These trends in the age and gender of drivers and victims can inform the development of targeted educational and other campaigns to improve safety.
- NWARPC should coordinate with state and federal agencies to address safety issues on State Highways (10% of bicycle crashes, 20% of pedestrian crashes) and US Highways (15% of bicycle crashes, 20% of pedestrian crashes).

Opportunities for Improved Crash Data

- The crash data provides only limited information to understand the nature of crashes involving pedestrian and bicycle involved crashes. Below are three categories that could be improved or added to the data to provide greater clarity and increase the ability to match appropriate countermeasures with particular safety issues:
    - There may be opportunities to change and increase use of the contributing factor field for collision reports. More than 40% of crashes listed the contributing factor as 'none' while another 15% listed the factor as 'unknown'. Common contributing factors are 'careless/prohibited driving' and 'failure to yield,' which yield little insight.
    - Similarly, the pedestrian action/location listed a response of other or N/A for 31% of pedestrian crashes and nearly 70% of bicycle crashes. Regular trainings with police officers could result in a higher response rate to this category for both bicycle and pedestrian involved crashes.

Count Data

- Conduct annual manual counts or install automatic counters at the 15 locations recommended in this memorandum to track trends in walking and bicycling. Include results in the regional report card.
- Carefully planned before and after counts and surveys can be used to identify changes in use, understand interactions between vehicles and non-motorized users, and gauge perceptions of safety.

D PROGRAM RECOMMENDATIONS

Chapter Contents:

Introduction
Engineering
Education
Encouragement
Enforcement
Evaluation
Economy
Conclusion

INTRODUCTION

This section identifies potential programs to improve bicycle and pedestrian engineering, education, encouragement, enforcement and evaluation efforts. Each program description includes the recommended action, a description of existing efforts around the region (based on a Community Self-Evaluation survey), identification of regional and local roles for implementation, and sample programs from elsewhere in the country. The conclusion of this memo presents the programmatic recommendations as short-, medium-, and long-term priorities. The short-term priorities for each 'E' are identified in the next section.

A Comprehensive Approach

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

Engineering

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

Short Term Program Recommendations:

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

Education

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

Short Term Program Recommendations:

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

Encouragement

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

Short Term Program Recommendations:

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

Enforcement

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

Short Term Program Recommendations:

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

Evaluation

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

adopt policies that promote investment in and improvements to the bicycling and walking environment in accordance with the recommendations of this Plan.

Short Term Program Recommendations:

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

Equity

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

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

The following sections describe best practices within each category to create a menu of options to select from for making NWA communities more bikeable and walkable.

Engineering

Complete Streets Policy

Develop resources to support the development of complete streets policies in cities throughout the region. Complete streets policies direct transportation planners and engineers to consistently design the right of way to accommodate all users (drivers, transit riders, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities). Fayetteville has a full Complete Streets policy. Bentonville, Gentry, Gravette, and Siloam Springs have sidewalk requirements for new subdivision developments, but these policies do not address bicycle infrastructure.

Lead Agency: Local municipalities

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

Local Role: Adopt local complete streets policies

Sample/Model Programs: National Complete Streets Coalition: http://www.smartgrowthamerica.org/complete-streets

NACTO Urban Street Design Guide: http://nacto.org/usdg/

ITE - Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: http://www.ite.org/css/RP-036A-E.pdf

ADA Transition Plans

Assist communities in the region to increase universal access by creating an online source of information with guidance on the development of Americans with Disabilities Act (ADA) transition plans and design recommendations for accessible rights of way. The webpage may include sample ADA plans, field survey forms and best practice plans. The goal is for accessibility considerations and infrastructure designs to be made on a planned, network-wide basis to ensure accessibility and non-motorized connectivity to community destinations for persons with disabilities.

ADA is a civil rights act which specifies that physical access to facilities must be granted to all, regardless of their ability status. The United States Access Board's proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) and the 2010 ADA Standards for Accessible Design (2010 Standards) contain standards and guidance for improving the public way.

Commonly used road treatments discussed throughout ADA transition plans are upgrades such as: truncated domes, accessible pedestrian signals, curb ramps, and high visibility crosswalks. More than half (57%) of local cities report having some form of accommodations for people with disabilities, however the type of accommodations vary considerably.

Lead Agency: Local municipalities

Regional Role: Develop online source for best practices for inventorying accessibility features and barriers along local transport networks, recommend method for prioritizing locations for accessibility improvements, and current PROWAG expectations; facilitate coordination meetings with local cities and other agencies

Local Role: Develop ADA Transition Plan(s), which include inventorying existing resources and barriers; access regional resources and guidance to define the plan process. Fund an annual program for increasing access in the public way.

Sample Program: ADA Transition Plans for Your Community: Accessibility for People with Disabilities- Chicago Metropolitan Agency for Planning (CMAP): http://www.cmap.illinois.gov/documents/10180/96803/ADA_Transition_Plans_Community_Briefing_Paper.pdf/5cb74bd0-061a-42d7-a494-0007173f5378

http://www.cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/ada-transition-plans

Non-Motorized Transportation Training for Engineers and Planners

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

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

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

Lead Agency: NWARPC

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

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

Sample/Model Programs: FHWA Bike and Pedestrian Webinars: http://safety.fhwa.dot.gov/ped_bike/ped_focus/webinar.cfm

The Kickstand Sessions- Copenhagenize Design Company/ Mobycon: http://kickstandsessions.com

ThinkBike- Dutch Cycling Embassy: http://www.dutchcycling.nl/index.cfm?page=ThinkBike+workshops

The Green Lane Project- People for Bikes: http://www.peopleforbikes.org/green-lane-project/pages/events

Initiative for Bicycle & Pedestrian Innovation at Portland State University: http://www.pdx.edu/ibpi/professional_development

Bicycle Parking

Expand bike parking mandates and incentives to private commercial developments to increase the density and number of trust-worthy bicycle parking places. NWARPC could also seek funding to support the implementation of bicycle parking by purchasing racks in bulk and then working with jurisdictions on their installation.

Three local cities report having bike parking "readily available" throughout the community. The scope of this parking and under what circumstances it is mandated varies considerably. For example, Downtown Bentonville offers bike parking in all public parks and at all public schools. Fayetteville requires all new developments to install bike parking. Most other local cities experience a dearth of bicycle parking. Although bicycles can be locked to street furniture such as light poles or signs, these are less effective in stopping crime and do not provide riders confidence that they will have 'end-of-trip facilities' available once they arrive at their destination. Guidance on providing short-term and long-term bicycle parking is found in the design guidelines developed as part of this Plan.

Lead Agency: Local municipalities

Regional Role: Funding role (e.g., bulk purchase of bicycle racks); distribution and coordination

Local Role: Provide input regarding advantageous parking locations (or apply for bike parking racks as part of regional program); install bike parking following this plan's design guidance

Sample/Model Program: APBP Bicycle Parking Guidelines, 2nd Edition: http://www.apbp.org/store/ViewProduct.aspx?id=502098

Regional Trail Wayfinding Program

Establish a regional trail wayfinding program to increase user confidence and accessibility to the trail system, providing consistent information that aids user to navigate the existing and growing network of regional trails, by providing destination, distance, and directional information. NWARPC can provide guidance on placement, standard design and relevant destinations.

Lead Agency: Northwest Arkansas Council, NWARPC

Regional Role: Expand regional wayfinding guidelines developed for the Razorback Regional Greenway for use with additional regional trails

Local Role: Implement signage in accordance with adopted wayfinding guidelines

Sample/Model Program: MUTCD Chapter 9 (Section 9b.20)

NACTO Urban Bikeway Design Guide http://nacto.org/cities-for-cycling/design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system/

Enhanced Funding for Bike and Pedestrian Projects

Identify additional funding for bicycle and pedestrian projects. MAP-21 provides Metropolitan Planning Organizations (MPO) with the flexibility to shift funds from each major funding program to fit the priorities of the region. Bicycle and pedestrian projects are eligible for all major federal highway funding programs, and establishing a set percentage of Surface Transportation Program, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality programs that will be dedicated to bicycle and pedestrian projects can help align policy goals with spending. As the region's MPO, NWARCP must distribute funds via a competitive grant process. Targets for bicycle and pedestrian investments can either be built into the terms of the competitive grant process for STP, HSIP, and CMAQ; or at the state level, Arkansas DOT can transfer up to 50% of funds from these pots into the Transportation Alternatives (TA) program. If federal funding sources are insufficient to meet the goals of implementing this Plan, other funding solutions include a local transportation sales tax, which has helped build infrastructure in other places in the US.

Lead Agency: NWARPC, local municipalities

Regional Role: Explore options from public and private sources for increasing funding for bicycle and pedestrian projects.

Local Role: Similar to the regional role, local municipalities can consider additional revenue sources to fund bicycle and pedestrian projects.

Sample Program: Capital Area Metropolitan Planning Organization (CAMPO) - Austin: http://www.campotexas.org/

Seattle, WA: http://www.seattle.gov/transportation/bridgingthegap.htm

Nashville, TN: http://www.nashvillempo.org/plans_programs/tip/TDOT_MMAF.aspx

Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings

Include bicycle and pedestrian facilities in standard roadway details. As described in the Complete Streets Policy section, it is important to consider the needs of all roadway users in roadway design. The 2035 Northwest Arkansas Regional Transportation Plan (RTP) identifies a series of recommended cross sections for different street typologies. Most of these cross sections include accommodation for

pedestrians but not bicycles. The Complete Streets Cross Sections of the design guidelines developed as part of this Plan offer alternative cross-sections that build upon the RTP recommendations to include bicycle accommodations.

NWARPC can use these cross sections to update the Regional Transportation Plan and local agencies can use them when creating local Master Street Plans. NWARPC can also provide webinars or in person trainings (Non-Motorized Transportation Training for Engineers and Planners) and plan review services.

Lead Agency: NWARPC, local municipalities

Regional Role: Update RTP cross sections to include bicycle facilities on appropriate roadway types (refer to Complete Streets Cross Sections found in the design guidelines developed as part of this Plan); provide trainings (see Non-Motorized Transportation Training for Planners and Engineers) and plan review services to local communities

Local Role: Update Master Street Plans to include the bicycle and pedestrian networks identified in the individual community plans; update road design standards to include pedestrian and bicycle accommodation (refer to Complete Streets Cross Sections found in the design guidelines developed as part of this Plan); consider the needs of pedestrians and bicyclists in all roadway design projects

Sample/Model Programs: The Master Street Plan for Fayetteville has typical roadway sections that include bicycle and pedestrian facilities

Transportation Planning and Land Use Planning Considerations

Evaluate current state and regional transportation planning policy to ensure land use is considered in concert with transportation. Providing enhanced, ongoing staff support to surrounding communities would help coordinate land use and transportation planning efforts.

Land use and transportation are closely related, inasmuch as the size and distribution of different land uses affect the location and capacity of streets, and subsequently, how easy it is to make trips on foot or by bicycle. While land use planning and transportation planning decisions are often made separately, the importance of each on achieving outcomes related to active transportation, economic development and other factors has led many areas to increase efforts to coordinate land use and transportation planning. Although land use decisions are made locally, since these decisions can impact both local and regional transportation, the NWA region should take steps to provide model land use planning practices for use by cities in the region.

Lead Agency: NWARPC

Regional Role: Develop a best practices report of land use strategies to support active transportation; develop regular conferences and meetings to foster interest and knowledge pertaining to the topic

Local Role: Attend local planning trainings, conferences, and/or webinars related to this topic; apply concepts to update local policies related to land development

Sample/Model Programs: Congress for the New Urbanism: https://www.cnu.org/

Congress for the New Urbanism, Arkansas planning documents (Fayetteville 2025: Controlled Growth, Fayetteville 2025 Development Plan Aerial): http://www.cnu.org/taxonomy/term/1004

Education

Safe Routes to School (SRTS)

Safe Routes to School (SRTS) programs enable students to safely walk and bicycle for their school commute. SRTS includes planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution around schools. A regional SRTS program will coordinate local efforts and provide resources efficiently to schools and parents. A regional task force, SRTS coordinator, and website will coordinate efforts and initiate region-wide encouragement programs and evaluation efforts. Individual school teams can connect with technical assistance and resources. A funding task force will identify and expand available SRTS funding sources.

Local jurisdictions are starting to participate in formal SRTS programs. Bentonville Public Schools and Fayetteville-area schools have implemented SRTS programs, including three Bike Train groups in Fayetteville, who ride together to school. The City of Springdale has implemented SRTS infrastructure improvements. Several local cities are planning for future SRTS programs: Prairie Grove will implement a program in 2014 and Decatur has received a planning grant. The Bicycle Coalition of the Ozarks (BCO) currently provides bicycle educational programming to third and fifth graders in Fayetteville schools and has helped schools throughout the region acquire bicycles for future programming. BCO also helps organize Walk to School days in the region.

Lead Agency: Bicycle Coalition of the Ozarks and Bike Bentonville

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

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

Model Program: Spare the Air Youth: San Francisco Bay Area Regional SRTS program: http://www.sparetheairyouth.org/,

East Central Wisconsin's SRTS program: http://eastcentralsrts.org/

LCI Instructor Training

The League of American Bicyclists (LAB) organizes a training program for those interested in teaching adult and child bicycle skills classes. Per the LAB website, the 'goal is to help people feel more secure about getting on a bike, to create a mindset that bikes are treated as a vehicle, and to ensure that people on bikes know how to ride safely and legally .' Completing the program earns participants recognition as League Certified Instructors (LCI) and enables individuals to teach the League's Smart Cycling classes to children and adults.

Two communities in the region reported having adult education courses available. Fayetteville has periodically offered LCI certification courses. Organizing annual LCI trainings in the NWA region would build capacity for local communities. The sustainability of the bicycle education program can be achieved by teaching new participants how to lead classes themselves.

Lead Agency: Northwest Arkansas Council

Regional Role (Regional Trails Coordinator): Arrange periodic LCI trainings in coordination with local advocacy organizations such as Bicycle Coalition of the Ozarks

Local Role: Publicize trainings to encourage local community members to become league certified instructors; organize trainings in local community

Model Program: LCI Program Website: https://www.bikeleague.org/content/become-instructor

League Certified Bicycling Skills Classes

Organize LAB Smart Cycle classes, led by League Certified Instructors (LCIs), to educate the general public about bicycle skills, safety and use of bicycles for transportation. Provide courses in both English and Spanish, at rotating locations to serve the widest geographic area possible.

Lead Agency: Northwest Arkansas Council

Regional Role (Regional Trails Coordinator): Coordinate dates and session organizing with LAB and local advocacy organizations such as Bicycle Coalition of the Ozarks (BCO).

Local Role: Publicize skills classes to encourage attendance by local community members; assist in organization of skills classes in local community

Model Program: League of American Bicyclists Smart Cycling program: https://www.bikeleague.org/content/take-class

Share the Road Campaign

Develop and implement regional bicycle and/or pedestrian safety education campaigns, with a goal of reducing the frequency and severity of bicycle and pedestrian involved crashes. Educating the public about the over-representation of bicyclists and pedestrians in local and national crash data helps the general public

acknowledge the need to protect 'vulnerable' road users. Safety campaigns can specifically highlight the hazards to children and the elderly as well as the need for planning initiatives to lower risks to people when they are walking or bicycling. Campaigns can correspond with road or trail improvement projects to alert the community to new investments, remind them to be aware of active transportation users, and encourage them to take advantage of enhanced transportation options.

NWARPC or another regional entity can develop campaign materials, while local communities can access the regional resources and spread safety messaging by including them in utility bills or other routine mailings, through print and social media campaigns, or by placing pavement markings, posters, or other signs in the public way. FHWA offers resources for developing pedestrian safety campaigns (see Sample/Model Programs Below).

Lead Agency: Bicycle Coalition of the Ozarks, Bike Bentonville and Northwest Arkansas Council

Regional Role: Create messaging (including wording, images, and overall graphic design); distribute materials to local cities; provide funding for campaigns

Local Role: Implement campaigns at the local level; provide recommendations to regional campaigns regarding preferences of local residents for receiving information

Sample/Model Programs: Federal Highway Administration (FHWA) Pedestrian Safety Campaign: http://safety.fhwa.dot.gov/local_rural/pedcampaign/

Bikes Belong Foundation – A Review of Bicycle Safety Campaigns http://bikesbelong.oli.us/Bikes%20Belong%20Foundation%20Safety%20Campaign%20Best%20Practices%20Report_reduced.pdf

University Pedestrian and Bicycle Planning & Design Studio

A Pedestrian and Bicycle Planning & Design Studio, potentially within the University of Arkansas, would serve to educate college students on active transportation planning, engineering, and design concepts and professions. This type of programming at the university level would over time increase the number of transportation professions in the region and beyond that can practice innovative non-motorized transportation planning and design practices.

There are several examples of similar programs. For example, the Initiative for Bicycle and Pedestrian Innovation at Portland State University teaches students about best practices, uses the city as a "living laboratory", and provides information sharing through professional development webinars and courses. The University of Washington offers a ScanDesign Fellowship directed by the College of Built Environments. Students study public space and public life, including the role of bicycle and pedestrian improvements, with professional architects.

Lead Agency: Potential partnership with the University of Arkansas

Regional Role: Assist in planning and researching lessons learned from established programs.

Local Role: Promote the program; collaborate to promote the new studio at planning-related events and fairs for high school and college students

Sample Programs: Initiative for Bicycle & Pedestrian Innovation at Portland State University: http://www.pdx.edu/ibpi/

Scan | Design Fellowship at University of Washington: http://www.be.washington.edu/scandesign/learnaboutfellowship.html

University of Albany – Initiative for Healthy Infrastructure: http://www.albany.edu/ihi/

Encouragement

Regional Biking, Walking, and Trails Website

The NWARPC website currently has a section devoted to Trails (Bikes/Pedestrian) Network. Redeveloping the website to provide more resources for biking and walking more generally would increase public knowledge of these transportation choices. The availability of these resources should be promoted to local agencies in order to reach a broader range of residents and visitors.

The Northwest Arkansas Council Regional Trails Coordinator is currently organizing encouragement activities and has a goal to make the Northwest Arkansas Trails website a clearinghouse for trail event listings (e.g., Clear Creek Trail Celebration) and planning information (e.g., Fayetteville City Council). NWARPC should collaborate to ensure events are cross-promoted on each website and that each references a complete directory related to upcoming events.

Lead Agency: Northwest Arkansas Council

Regional Role (Regional Trails Coordinator): Develop, host, and distribute content related to trails as well as other walking and bicycling materials and events to the public and local jurisdictions; coordinate content between NWARPC and Northwest Arkansas Council websites; host a common regional events calendar

Local Role: Distribute content to constituents, publicize resources

Sample Program: Minnesota statewide biking website: http://www.pedalmn.com/

Regional Walking, Bicycling and Trails Maps

Encourage walking and biking by providing route and facility information and highlighting walking and bicycling destinations. NWARPC maintains digital and physical copies of several trail maps, some of which are available on the NWARPC website while others such as the NWA Heritage Trail Map are also available in hard copy at the NWARPC office. On a local level, Bentonville, Fayetteville, and Rogers currently have up-to-date bicycle maps.

Ideally, NWARPC would develop regional walking, bicycling, and trails maps, which would be supplemented by more detailed local maps of communities in the region. Maps should be printed as needed, regularly updated, and actively distributed to residents and visitors. An online map (PDF or other format) should also be posted,

and information about it disseminated through municipalities, social media, and biking and walking clubs. Websites that host regional and local maps should also contain information telling residents and visitors where to find the maps in person.

Lead Agency: NWARPC and Northwest Arkansas Council

Regional Role: Develop regional walking and bicycling maps and make them available online at the Northwest Arkansas Council website and in print at various locations across the region; periodically update maps; manage print resources; provide guidance to local communities on developing local walking and bicycling maps

Local Role: Publicize regional maps (e.g., on city website) and assist in distributing hard copy maps at community locations; develop local walking and bicycling maps

Sample Program: Miami Valley Bike Trails, Miami Valley Regional Planning Commission- Miami, OH (example of digital map): http://www.miamivalleytrails.org/miami-valley-bike-trails

Walking Promotion Activities

Walking promotion activities take multiple forms from family walking events, senior walking clubs, or other events. These events can occur as often as warranted or occur at predetermined frequencies. Nearly a quarter of local cities report hosting events that promote walking. Examples include: Siloam Springs "Bridges to Wellness" event, the Gravette Chamber of Commerce annual 5K run, walks and runs on Fayetteville's trails, and Bentonville walking and running events on car-free streets.

Northwest Arkansas Council should coordinate and promote walking events by assisting local jurisdictions with new and existing events. It could also choose to centralize some local activities, such as coordinating one date for a regional walk day, for more participation. Northwest Arkansas Council can also direct communities to potential funding sources such as grant funding pools or local foundations.

Lead Agency: Local jurisdictions and Northwest Arkansas Council

Regional Role (Regional Trails Coordinator): Help coordinate local efforts; manage logistics such as permitting, scheduling, and promotion

Local Role: Implement local events annually or at a determined frequency, coordinated through the Northwest Arkansas Council

Sample Program: Walk [Your City]: http://walkyourcity.org/

Razorback Regional Greenway Transportation Promotion

Develop an individualized marketing program and/or media campaign to promote use of the Razorback Regional Greenway for recreation and transportation. Individualized Marketing programs are proven to reduce drive-alone trips and increase bicycling and walking within a target area. These programs can complement a new transportation facility, such as a new transit line or multi-use trail, by alerting

the community to its presence and offer resources to support its use. These programs invite residents of the target area to order a customized information packet containing transportation maps and resources and a free incentive gift. The programs also host encouragement activities such as group walks, guided bicycle rides, and classes and workshops. Trained staff can appear at community or employer events to answer questions about walking, bicycling, and transit use. Implementing an individualized marketing or media program related to the Razorback Regional Greenway would help maximize the active living benefits of this invaluable community asset as local residents use it during their daily lives.

Lead Agency: Northwest Arkansas Council

Regional Role: Develop campaign materials for an individualized marketing program; fund and implement program operations

Local Role: Communication/promotion

Sample Program: Go Bronzeville- Chicago, IL: http://www.gobronzeville.org/

Bike and Walk Month

Bike and walk month programs can take place at any geographic level. Approaching this programming option from a regional perspective is particularly useful for NWA because of the region's abundance of trail resources. Programming can encourage residents to visit multiple trail sections throughout the month and can encourage hesitant riders to try biking for transportation. Several Bike Months throughout the US are timed to correspond with bike commute-related events such as Bike to Work Day/Week/Month. Bike and walk program options are only limited by budget and imagination, but could include:

- Commute Challenge competitions
- Bike and walk transportation seminars and workshops
- Bike recognition days with discounts or small gifts for bikers who stop at participating businesses
- Community walking events and group rides

Fayetteville's annual Bike Month is celebrated with the mayor reading a proclamation before a community bike ride. The Bicycle Coalition of the Ozarks hosts a Commuter Challenge in celebration of Bike to Work Week. Scaling these programs to a unified, regional-level would provide residents with several options for local involvement. By showcasing the plethora of trail systems present in NWARPC territory, the region would become an example for the rest of the state.

Lead Agency: Northwest Arkansas Council in partnership with local jurisdictions

Regional Role (Regional Trails Coordinator): Expand bike month programming options in coordination with local jurisdictions and local advocacy groups; provide local jurisdictions with ready-made, customizable advertising materials; host the Bike and Walk Month website

Local Role: Publicize events to community groups, community leaders, media outlets and other local agencies; connect Northwest Arkansas Council with staff or volunteers to help organize events

Sample Programs:

Tacoma-Pierce County Bike Month- Tacoma-Pierce County, WA:

https://pt.memberclicks.net/bike-month

Colorado Bike Month: http://www.coloradodot.info/programs/bikeped/colorado-bike-month

Group Rides and Walks for Women and Families

Group rides and walks for women and families can encourage use of the Razorback Regional Greenway, mountain bike trails, and other trail systems throughout the region. Rides and walks can be implemented by stakeholders at the local level, while the regional-level reach of NWARPC can streamline event publicity efforts. NWARPC can promote a centralized events calendar by listing upcoming events and contact information of local organizers.

Group events can also incorporate hands-on seminars or workshops related to family walking and biking. Integrating group walks and rides with initiatives of other organizations such as International Women's Day events or parent group functions would promote the trail system to residents who may not otherwise use it. Group event organizers could also coordinate functions with the proposed equity-focused programs presented in this section.

Lead Agency: Northwest Arkansas Council

Regional Role (Regional Trails Coordinator): Provide support where needed such as: coordinating local efforts; support and resources in planning, fundraising, and implementation; host and promote a centralized calendar of events

Local Role: Implement local events on a recurring basis; collaborate with regional and local jurisdictions for required permits and other event planning details

Sample/Model Programs: Bicycle Trails Council of the East Bay- California: http://www.btceb.org/

Women on Bikes- Portland, Oregon: https://www.portlandoregon.gov/transportation/44100

Get Your Tail on the Trail- Delaware and Lehigh National Heritage Corridor (D&L), Pennsylvania: http://tailonthetrail.org/

Equity-Oriented Programs

Equity-oriented programs take a variety of forms, but the central mission is to provide transportation access and information to vulnerable or low-income people in the community or region.

The following actions can impact equity:

- Apply environmental justice criteria to project selection criteria. Transportation planning decisions can have a significant effect on the distribution of impacts (benefits and costs) of investment decisions. Based on local needs and values,

communities may choose to give special attention to vulnerable populations based on age, income, ability, gender, or other characteristics. The goal is to distribute bike and pedestrian (as well as other transportation modes) facilities, programs and educational programs appropriately across the region.

- Provide transportation options and information to vulnerable populations through trusted distribution channels that are easy to access.
- "Bicycle kitchens" are mainly volunteer-staffed, non-profit bike shops that operate with a "do it yourself" attitude to teach clients basic repairs and self-sufficiency related to bike mechanics. Build-A-Bike programs (sometimes called Build-A-Commuter) operate under a similar premise. Instead of paying the full price for a bicycle, participants participate in a series of workshops to construct bikes out of recycled or donated parts. Some programs ask participants to build two bicycles: one to keep and the other to donate to the non-profit, which then distributes the bicycles in the community or sells them to continue operations. Regional or foundation grant programs could distribute funds to interested local agencies wishing to begin a program similar to those described above.

Lead Agency: NWARPC, Northwest Arkansas Council, or other partner

Regional Role: Add equity criteria to competitive transportation grant programs (NWARPC); provide information and resources to vulnerable populations (Northwest Arkansas Council)

Local Role: Submit transportation project applications that meet environmental justice criteria; direct residents to regional resources; consider implementing a bicycle kitchen or build a bike program.

Sample Programs:

The Bicycle Kitchen- Los Angeles, CA: http://www.bicyclekitchen.com/

Community Cycling Center- Portland, OR: www.communitycyclingcenter.org

Open Streets Events

Coordinate and support local open streets events. Northwest Arkansas Council can support local open street events by serving as a resource to assist local jurisdictions in the planning, fundraising, and implementation of annual events. For example, it could host regional workshops, or coordinate with local jurisdictions that may prefer to stagger event dates to avoid competing for participants. Large scale sponsorships could also be solicited at the regional level. Fayetteville has organized an open street event in the past.

Open Streets events are periodic street closures that create a 'temporary park' open to the public for walking, bicycling, roller-skating, and other activities. The purpose of car-free street events, which have proven extremely popular in communities across the US and around the world, is to encourage walking and biking for the general public. The Open Streets Project aims to share information and resources about open streets events with communities around North America. The Open

Streets Project offers an interactive website and free (electronic) Open Streets Guide to assist organizers. The guide provides best practices for implementing a successful event and sustaining efforts into the future.

Lead Agency: Northwest Arkansas Council and local jurisdictions

Regional Role (Regional Trails Coordinator): Coordinate local efforts; provide support and resources in planning, fundraising, permitting, and implementation

Local Role: Implement local event annually

Model Program:

Open Streets Project: http://openstreetsproject.org/

Open Streets Guide: http://www.peoplepoweredmovement.org/site/index.php/site/openstreetsguidedownload/

Stewardship Programs

Stewardship programs foster a sense of community engagement and ownership over public resources such as regional trails. Proposed stewardship programs for the NWA region take three forms:

- Adopt-a-Trail Program
- 10,000 Trees Initiative
- Stewardship Award Program

Similar in structure to Adopt-a-Highway clean-up programs, Adopt-a-Trail programs encourage civic engagement and care for local natural resources. Bentonville and Fayetteville already engage in Adopt-a-Trail volunteer programs. Volunteers in the programs of both cities are asked to clean the "adopted" trail three times per year. Regional and local agencies should work together to coordinate resources from participating municipalities.

A 10,000 Trees Initiative would coordinate and implement the planting of 10,000 trees throughout the region. Similar programs in other areas have tremendous buy-in from large numbers of organizations and individuals who volunteer. The 10,000 Trees for the Rouge group in Canada, for example, has helped restore over 150 acres of land; each planting attracts about 1,500 volunteers. Setting a firm goal of 10,000 trees would illustrate the commitment of NWA to protecting the environment. Encouraging the program in natural and urban areas would unite communities throughout the region and show support for these varying typologies.

Stewardship Award Programs recognize outstanding volunteers whose work might otherwise go unnoticed. After a small public, in-person recognition, local and regional agencies can post volunteer names to their respective websites. Such an initiative would continue the region's momentum towards civic engagement. For example, Fayetteville has been named Arkansas Volunteer Community of the Year on multiple occasions.

Lead Agency: Northwest Arkansas Council

Regional Role (Regional Trails Coordinator): Identify potential partners for stewardship programs, coordinate the inclusion of regional trails in their activities, and support the program with funding support

Local Role: Publicize to constituents and the media; connect interested individuals and organizations to program organizers and the Regional Trails Coordinator; attend coordination meetings, conference calls, or webinars

Sample Programs: City of Bentonville Adopt a Trail Program Information Packet & Application: http://www.bentonvillear.com/docs/Parks/adopt-a-trail.pdf

Fayetteville Adopt a Trail Program Volunteer Handbook: http://www.accessfayetteville.org/government/parks_and_recreation/documents/misc/Volunteer%20Handbook.pdf

10,000 Trees for the Rouge Valley- Toronto, Canada: http://www.10000trees.com/aboutus.html

Regional Mountain Bike Trail Network Development

The NWA region is well on its way to developing a high-quality mountain bike trail network that will be the cornerstone of tourism, and will contribute to quality of life and physical activity for residents. Northwest Arkansas Council can provide a forum for coordinating planning, implementing, and marketing mountain bike trails, in order to build out the network as well and as quickly as possible. Future integration should facilitate non-motorized access to trails through implementation of on-road bicycle facilities, wayfinding, etc.

Lead Agency: Northwest Arkansas Council

Regional Role (Regional Trails Coordinator): Host a quarterly meeting and a list-serve for local partners who are working on mountain bike issues; assist with tourism marketing

Local Role: Attend quarterly meeting and participate in list serve; share information; take advantage of resources offered

Sample/Model Programs: Palmetto Trail MTB Trails http://www.sctrails.net/Trails/alltrails/mountainbike/MTN%20BIKE.html

Maah Daa Hey Trail, North Dakota: http://mdhta.com/ and https://www.imba.com/epics/maah-daah-hey-trail

Enforcement

Targeted Bicycle and Pedestrian Enforcement

Based on crash data analysis and observed patterns of behavior, use consistent targeted enforcement to focus on key violations such as motorists speeding, failure to yield to pedestrians at marked crossings, passing too closely to cyclists, parking in bicycle lanes, etc. The goal is for pedestrians, bicyclists, and motorists to recognize and respect each other's rights on the roadway. Refer to the 'Annual Meeting with Police, Planners and Engineers to Identify Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement' section for additional details.

Regional Trainings for Law Enforcement Officers

Law enforcement officer knowledge of current bicycle and pedestrian related laws is important to ensure laws are properly enforced to protect the safety and rights of 'vulnerable' roadway users. Currently, 62% (13 of 21) local cities report that traffic safety officers are trained in law that applies to pedestrians and bicyclists.

Trainings organized at the regional scale can aim to achieve the following:

- Educate police on current bike/pedestrian laws, common collision types, and community education programs.
- Review protocols for properly completing collision forms when pedestrians and bicycles are involved in a collision, to ensure information is completed in sufficient detail to allow for effective lessons learned from periodic crash analyses.

Improved collision data is an essential element of performance measure reporting. For example, the Pedestrian Location Action field was marked as other or NA for over 30% of pedestrian involved collisions and nearly 70% of bicycle involved collisions. Regular reviews of these processes, for example, may yield insight into whether issues relate to insufficient choices on the form itself or to a misunderstanding of how to properly complete this field.

Lead Agency: Bicycle Coalition of the Ozarks, Bike Bentonville and Northwest Arkansas Council

Regional Role: Coordinate convening of local law enforcement branches either at one regional training or at various trainings offered throughout the year. Expand the program over time to offer additional training topics.

Local Role: Encourage or require officer attendance. Assist regional coordinator in selecting logistics (e.g., location, time, topics covered).

Sample/Model Programs: Partnering with Law Enforcement- Federal Highways Administration (FHWA): http://www.fhwa.dot.gov/environment/bicycle_pedestrian/ntpp/partner_law.cfm

Bike and Foot Patrol Units

Officers patrolling on bike and on foot are an excellent tool for community and neighborhood policing because they are more accessible to the public and able to mobilize in areas where cars cannot fit (e.g., access ways, overcrossings and trails).

Bicycle officers can also serve as excellent outreach personnel to the public at parades, street fairs, and other gatherings. Police on bicycles should be models for other cyclists by wearing helmets and riding accordingly.

Regional patrol unit trainings would allow for information sharing between cities, including lessons learned from the nearly 30% of local cities who report they already have officers that patrol on bicycles. In Rogers, for instance, School Resource Officers act as bike patrol officers on a full-time basis in the summer months.

Lead Agency: Lead Agency: Bicycle Coalition of the Ozarks, Bike Bentonville and Northwest Arkansas Council

Regional Role: Coordinate trainings and solicit recommendations from local agencies.

Local Role: Encourage or require law enforcement officer attendance; implement and fund local walk/bike police patrols.

Sample/Model Programs: "Bringing Back Bicycle Patrol"- Police Magazine: http://www.policemag.com/channel/patrol/articles/2013/08/bringing-back-bicycle-patrol.aspx

Central Point (OR) Bike Team: http://www.centralpointoregon.gov/police.aspx?id=530

"Starting a Bike Patrol"- International Police Mountain Bike Association (IPMBA) News: http://ipmba.org/blog/comments/starting-a-bike-patrol

Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement

An annual meeting with police, planners and engineers would offer the opportunity for representatives of these three disciplines to share their unique perspectives to develop comprehensive strategies for enhancing pedestrian and bicycle safety.

Compiling and analyzing crash data gives planners and engineers an idea of where and under what circumstances crashes commonly occur. Identifying common features across intersections (e.g., long crossing distances, lack of bicycle treatment) or corridors (e.g., high speeds, low visibility) can help engineers plan improvements. Moreover, law enforcement officers can use annual crash analysis reports to plan where to position additional officers or enforcement technology such as speed cameras or other devices. The collision analysis completed as part of this plan identified the following themes:

- The need to accommodate bicycles at intersections
- The need to provide mid-block crossing opportunities
- The occurrence of pedestrian/bicycle/vehicle conflicts at driveways

The City of Fayetteville has conducted crosswalk enforcement to promote pedestrian safety in crosswalks. Two cities (Gravette and Rogers) have strategies in place for collaboratively selecting locations to install safety countermeasures. Rogers monitors the ten intersections with the most collisions and focuses enforcement efforts in these places.

Lead Agency: Lead Agency: Bicycle Coalition of the Ozarks, Bike Bentonville and Northwest Arkansas Council; local law enforcement agencies

Regional Role: Coordinate data gathering for crash analysis reports; release findings to local agencies and the public; convene local community staff and offers to develop strategies to address the results; coordinate the stationing of law enforcement officers; discuss enforcement tactics with local cities; lead or help support public outreach efforts to educate about the program

Local Role: Delegate law enforcement officers as needed; implement targeted enforcement actions and infrastructure improvements based on the annual meeting outcomes

Sample/Model Programs: San Francisco Police Department and Walk SF Targeted Enforcement Program: http://sf.streetsblog.org/2012/03/29/sfpd-issues-targeted-enforcement-plan-to-reduce-pedestrian-injuries/

San Francisco Pedestrian Safety Task Force: http://www.sfmta.com/vi/about-sfmta/organization/committees/pedestrian-safety-task-force

Evaluation

Active Transportation Committee

NWARPC should continue the regional Active Transportation Committee (ACT). The Active Transportation Committee is made up of agency staff, business leaders, appointed citizens and community leaders. In addition to its other roles, ACT can ensure this Plan's recommendations are followed and projects are implemented. Members can evaluate progress and make recommendations for further progress.

Lead Agency: NWARPC

Regional Role: Local cities; local cities' respective active transportation-related committees or other groups

Local Role: Encourage citizens to participate in committee-related public meetings, workshops, or other functions

Sample/Model Programs: Existing program

Evaluate Need for Regional Bicycle, Pedestrian and Trails Staff

As the NWA region increases its commitment to supporting walking and biking, entities at both the regional and local level will need to evaluate whether existing staff resources are sufficient. Fayetteville is the only community in the region that currently has a staff member exclusively dedicated to non-motorized transportation.

Each community in the region should have a main point staff person for planning and other issues related to non-motorized transportation. Local and regional (NWARPC and Regional Trails Coordinator) bicycle/pedestrian/trails staff should work collaboratively to advance the role of walking, biking and trails in the region. Staffing will likely need to increase over time as more communities become actively engaged in this type of planning.

At the regional level, NWARPC should assess the need for a staff member dedicated to walking, biking and trails planning. This would include the role of applying for and coordinating grants. With the responsibility of transit, this may be sufficient to require a full time position.

The Coordinator's key tasks and job duties could include:

- Coordinate the development and implementation of the regional bicycle and pedestrian program initiatives
- Plan, design, and review roadway projects to ensure bicycle and pedestrian access is innovative and congruent with the program's goals
- Coordinate public input and involvement including partnerships with regional and local jurisdictions and advocacy groups
- Plan, organize, and implement bicycle education, encouragement, and enforcement programs
- Evaluate regional bicycle program growth including performance measures

Lead Agency: NWARPC

Regional Role: Assess the need for an NWARPC staff member solely dedicated to walking, biking and trails planning

Local Role: Ensure that there is at least one staff member dedicated to issues related to walking, biking and trails; some larger communities may warrant a staff member solely dedicated to this topic area

Sample/Model Programs: California Department of Transportation (Caltrans) District Bicycle and Pedestrian Coordinator: http://www.dot.ca.gov/dist11/departments/planning/pages/bicyclepages.htm

Safety Issues on State and US Highways

Coordinate with state agencies to address safety issues on State and US highways. The crash analysis conducted as part of this Plan indicates that approximately ¼ of crashes involving bicyclists and more than 1/3 crashes involving pedestrians occur on state or US highways. This represents a sizable portion of crashes and NWARPC should coordinate with AHTD to identify crash patterns and potential actions to mitigate frequency and severity. Programs to reduce crashes may take a variety of forms across the Five E's described in this section.

Lead Agency: NWARPC

Regional Role: Work with AHTD to identify solutions to safety issues on state and US highways.

Local Role: Identify safety issues on state routes that pass through each local community.

Sample/Model Programs: MnDOT and Minnesota Department of Public Safety (DPS) Strategic Highway Safety Plan (SHSP): http://tlcminnesota.typepad.com/blog/2013/10/collaboration-planning-for-bicycle-and-pedestrian-safety.html

Oregon "Bike Bill" and Use of Highway Funds: http://www.oregon.gov/ODOT/HWY/BIKEPED/Pages/bike_bill.aspx

Regional Bicycle, Pedestrian, and Trail Count Program

Establish a regional bicycle, pedestrian and trail count program to allow for the analysis of trends in walk and bike activity across the region. These data can support continued trail and bikeway expansion and illustrate usage patterns and benefits to members of the public and local media. The foundation of a regional count program is already in place, with four automatic counters currently installed on the Razorback Regional Greenway. Three cities in the region have ongoing count and/or survey programs. The Users Needs memo created for this Plan outlines 15 recommended locations for either installation of automatic counters or to be surveyed annually as part of a manual count program. There is a potential future opportunity to move the task of analyzing these data to the University of Arkansas Bicycle and Pedestrian Planning & Design Studio recommended earlier in this section. Results of the bicycle, pedestrian, and trail count program should be included in the Regional Report Card described in this section.

Lead Agency: NWARPC

Regional Role: Develop a regional count program in line with the recommendations presented in the Users Needs memo

Local Role: Help recruit local volunteers, if the region elects for a volunteer driven manual count program rather than installing automatic counters

Sample/Model Programs: Bike Count Data Clearinghouse- Luskin Center, UCLA: http://www.bikecounts.luskin.ucla.edu/Default.aspx

Regional Walking, Bicycling and Trails Report Card

Develop a regional bicycle and pedestrian report card (annual or bi-annual) to measure investments and track progress over time. Potential topics to include in the report are listed below:

- Facility investments (e.g., miles of sidewalks, trails, bike lanes, etc.)
- Count volumes for bicycling and walking
- Crash history and safety trends

Many leading bike-friendly cities produce annual reports, sometimes called a 'bicycle account,' that track ridership trends, number and quality of bicycle parking facilities, new infrastructure developed by year, crash statistics, and more. NWARPC can develop a similar report to track the progress of this Plan and other initiatives related to walking, bicycling, and trails.

Lead Agency: NWARPC

Regional Role: Conduct crash and count data analysis. Collect infrastructure data and other information from local cities; coordinate report development; provide guidance to cities on local data collection efforts

Local Role: Participate in annual or bi-annual reporting process; direct regional coordinators to data and/or information about the local progress to-date

Sample/Model Programs: Bicycle Account Guidelines-League of American Bicyclists (LAB): http://www.bikeleague.org/sites/lab.huang.radicaldesigns.org/files/Bicycle_Account_Guidelines.pdf

Standardized Regional GIS Portal

Develop a format for local cities to submit bicycle, pedestrian and trails infrastructure data to a regional GIS portal, which will greatly streamline the process of gathering and summary of regional report card to monitor bicycle and pedestrian investment over time. By submitting an inventory of walking and bicycling facilities to this portal, local cities can help create a resource that tracks the progress of network building. The consolidated resources and information clearinghouse will save staff time and leave a digital footprint of activities and investments in the region. The portal can also be expanded to include usage (i.e., count data) or other data related to walking and bicycling.

NWARPC can work with local agencies to develop the standardized data submission format. As an example, GIS databases can inventory bike and pedestrian facilities by showing sidewalk (or other facility) location, condition, and year constructed. Fayetteville maintains such a database. Bentonville and Centerton have GIS files depicting their respective current and proposed sidewalk networks.

Lead Agency: NWARPC

Regional Role: Develop a GIS portal and a standardized protocol instructing local cities how to collect and submit data; provide staff training/outreach as needed

Local Role: Submit information on an agreed-upon schedule (e.g., annually)

Sample/Model Programs: Northeast Ohio Areawide Coordinating Agency (NOACA) Transportation Data Portal, Greater Cleveland, Ohio: http://www.noaca.org/index.aspx?page=94 and http://gis.noaca.org/flexviewers/gisportal/

Los Angeles County GIS Data Portal (in progress), Los Angeles County, California: http://egis3.lacounty.gov/dataportal/2013/05/29/bike-paths/

Economy

Economic Impact Report for Razorback Regional Greenway

Publishing information on how trails impact local economies can help make the case for continued investment in these natural spaces. Economic impact reports will help inform the bicycle tourism strategy presented in the Encouragement recommendation section. These reports should include region-specific information such as the following:

- Regional revenue as a result of trail-related ventures
- Number of new trail-related businesses
- Number of visitors and average visitor economic contribution

- Economic impact for specific local cities and their experiences regarding economic development

The reports displayed in the "Sample/Model Programs" links in the 'Bicycle Tourism Strategy' recommendation will direct NWARPC and other agencies to example reports. Others are listed below.

Lead Agency: NWARPC

Regional Role: Develop format and content for economic impact reports and share results of studies with local jurisdictions

Local Role: Provide NWARPC with case studies, relevant data, and suggestions for performance measures and other metrics; publicize the initiative to local industry professionals, organizations, media outlets, residents, and other interested individuals

Sample/Model Programs:

Economic Benefits of Trails and Greenways- Rails to Trails Conservancy: http://www.railstotrails.org/resources/documents/resource_docs/tgc_economic.pdf

Impacts of Trails & Trail Use (Resources and Library)- National Trails Training Partnership: http://www.americantrails.org/resources/adjacent/

Bicycle and Walking Tourism Strategy

A coordinated bicycle and walking tourism strategy would greatly enhance the economic potential of the region. Trail-generated tourism is already a major market in the United States. Oregon, for instance, estimates bicycle tourism's economic impact to be about $400 million generated annually.

The NWA region's steady investment has produced high-quality trails for a variety of recreational, adventure, and leisure activities. Developing the tourism strategy would include producing communication and promotional materials in digital, print, and multi-media formats to broadcast the area's touristic offerings to the rest of the state and the rest of the country. These materials should direct interested parties to a centralized and routinely updated website. 19% of local communities currently offer free walking route guides, maps, or tours to visitors (Bentonville, Fayetteville, Gravette, and Siloam Springs).

Stakeholders in the tourism industry such as business owners (e.g., hotels, campgrounds, and tour companies), local and regional policy makers, NWARPC, and industry professionals from outside the region can convene for bike tourism summits that would increase the regional capacity regarding marketing, management, and other business-oriented skills. Temporary bike parking at events would enhance visitors' overall comfort level throughout their stay, as would provision of pedestrian-friendly sidewalks and benches throughout towns. Similarly, creating scenic bikeway and walking designations would show visitors the very best that Arkansas has to offer and would quickly allow visitors access to these places of particular natural beauty, roadside attractions, and bikeway and hiking trail best practice.

Lead Agency: Northwest Arkansas Council

Regional Role: Organize local jurisdiction representatives and industry professionals for an annual bike tourism summit; provide financial support for the summit and seek sponsors among local stakeholder groups; produce tourism materials for the region, including brochures and multi-media advertisements; organize, plan, and implement a regional economic development initiative (see resources below)

Local Role: Produce marketing and advertising materials such as brochures and websites; promote summit attendance among industry stakeholders and other residents; participate in the regional economic development initiative (see the resources below)

Sample Programs:

Three Sisters Scenic Bikeway- Central Oregon Visitors Association: http://www.visitcentraloregon.com/sights-a-activities/three-sisters-scenic-bikeway

Greater Allegheny Passage (GAP) Program: http://www.trailtowns.org/initiatives.aspx

"Kentucky Trail Towns: A How-To Guide for Communities"- Kentucky Trail Towns Program: http://www.kentuckytourism.com/!userfiles/Industry/Adventure/4%20-%20Trail%20Town%20How%20to%20Guide.pdf

CONCLUSION

This section has presented a variety of programmatic recommendations that constitute a comprehensive approach to supporting walking and bicycling in NWA through engineering, education, encouragement, enforcement and evaluation. Table D.1 below presents a summary of recommendations organized by category and which identifies the lead entity and time-frame for implementation. Short term actions are those that can be implemented within 1 year, medium-term actions can be implemented within 2-3 years, while long term actions can be implemented in three years or longer. Implementation of these programs over time will improve conditions for walking and bicycling across NWA and help the region and individual communities achieve recognition as Walk and Bicycle Friendly Communities.

Table D.1 – Summary of Programmatic Recommendations for Improved Walking and Bicycling in NWA

Program	Term	Lead Entity
Engineering		
Complete Streets Policy	Medium	Local municipalities
ADA Transition Plans	Medium	Local municipalities
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC
Bicycle Parking	Medium	Local municipalities
Regional Trail Wayfinding Program	Medium	NWARPC
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, Local municipalities
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, Local municipalities
Transportation Planning and Land Use Planning Considerations	Long	NWARPC
Education		
Safe Routes to School (SRTS)	Short	Bicycle Coalition of the Ozarks (BCO) and Bike Bentonville (BB); Local school districts
LCI Instructor Training	Medium	Northwest Arkansas Council
League Certified Bicycling Skills Classes	Medium	Northwest Arkansas Council
Share the Road Campaign	Short	BCO, BB and Northwest Arkansas Council
University Pedestrian and Bicycle Planning & Design Studio	Long	Potential partners with the University of Arkansas

Program	Term	Lead Entity
Encouragement		
Regional Biking, Walking, and Trails Website	Short	Northwest Arkansas Council
Regional Walking, Bicycling and Trails Maps	Short	NWARPC, Northwest Arkansas Council
Walking Promotion Activities	Short	Northwest Arkansas Council, Local municipalities
Razorback Regional Greenway Transportation Promotion	Short	Northwest Arkansas Council
Bike and Walk Month	Medium	Northwest Arkansas Council, Local municipalities
Group Rides and Walks for Women and Families	Medium	Northwest Arkansas Council
Equity-Oriented Programs	Medium	NWARPC, Northwest Arkansas Council
Open Streets Events	Medium	Northwest Arkansas Council, Local municipalities
Stewardship Programs	Long	Northwest Arkansas Council
Regional Mountain Bike Trail Network Development	Medium	Northwest Arkansas Council
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	Local law enforcement agencies
Regional Trainings for Law Enforcement Officers	Short	BCO, BB and Northwest Arkansas Council
Bike and Foot Patrol Units	Medium	BCO, BB and Northwest Arkansas Council
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	BCO, BB and Northwest Arkansas Council
Evaluation		
Active Transportation Committee	Short	NWARPC
Evaluate Need for Regional Bicycle, Pedestrian and Trails Staff	Short	NWARPC
Safety Issues on State and US Highways	Long	NWARPC
Regional Bicycle, Pedestrian, and Trail Count Program	Short	NWARPC
Regional Walking, Bicycling and Trails Report Card	Medium	NWARPC
Standardized Regional GIS Portal	Medium	NWARPC
Economy		
Economic Impact Report for Razorback Regional Greenway	Medium	Northwest Arkansas Council
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council

E PUBLIC INVOLVEMENT

Appendix Contents:

Technical Memo: Public Involvement

TECHNICAL MEMO: PUBLIC INVOLVEMENT

This document provides a summary of public involvement during the planning process. Public engagement was instrumental to identifying issues, needs, and visions of residents and tourists. A variety of methods were used to engage the public and are described in this memo.

MEMORANDUM

To: John McLarty, Northwest Arkansas Regional Planning Commission

From: Dennis Blind, Matt Berkow, and Steve Bzomowski, Alta Planning + Design

Date: September 5, 2014

Re: Public Involvement

This document details the public involvement process for the NWA Regional Bicycle and Pedestrian Plan. This process included online resources, media outreach, and in person community meetings and workshops. The project team held public meetings in all 25 communities with a population over 1,000. Input from citizens and community leaders formed the backbone of local and regional recommendations.

1 ONLINE RESOURCES AND MEDIA COMMUNICATIONS

1.1 Project Website

The purpose of the project website was to provide members of the public an outlet to receive updated project information, ask questions, and provide input. Key components of the website included:

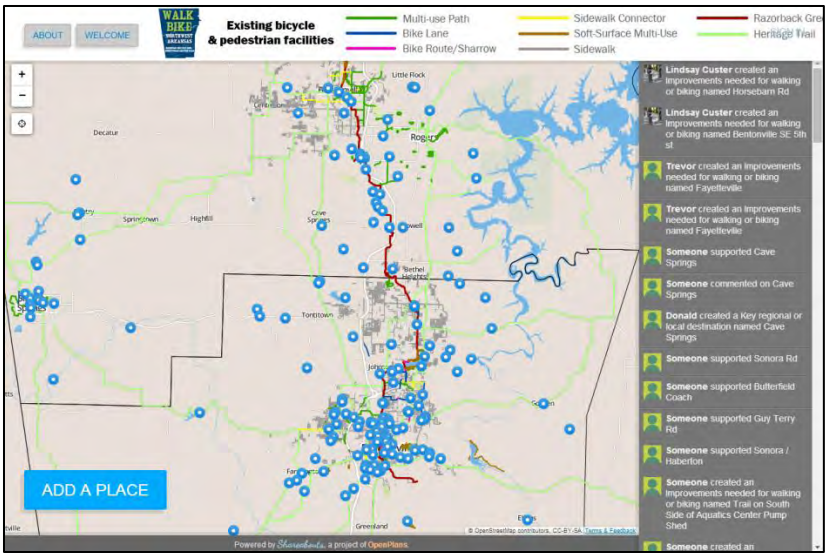
- Project overview, purpose, and background
- Public input opportunities:
  - Online Survey
  - Online Input Map
  - Time, date, and location of community meetings and regional workshops
  - Project team contact information
- Project Documents
  - Technical memorandums
  - Draft NWA Regional Bicycle and Pedestrian Master Plan

1.2 Online Survey

The online survey was developed to contribute to an understanding of general needs and concerns surrounding bicycling and walking across the region. The survey was available in hard copy format at all community meetings and distributed to community leaders. A link to the online survey was provided on several pages of the project website. Over 650 surveys were completed during the planning process. This feedback, along with other public input received, served to inform regional and local recommendations of the plan.

1.3 Online Input Map

The online input map was developed to provide an opportunity for the public to provide suggestions at specific locations to identify them as key destinations, priorities areas for walking and bicycling, or candidates for infrastructure improvements. The public placed points at 227 specific locations on the map, along with 171 supporting comments or 'support' clicks. This feedback also informed regional and local recommendations.



1.4 Project Information Cards

Project information cards were distributed at meetings and by community leaders throughout Northwest Arkansas. These included general project information, project team contact information, and a link to the project website and online input opportunities. Over 1,000 information cards were distributed during the planning process.

1.5 Media Releases and E-Communications

Several media releases and other forms of communication were used to spread project information to the general public, as described below.

Newspaper Articles and Interviews

Radio and Television Interviews: One television and two radio interviews were recorded during the planning process, aiding in the dissemination of information to the public. These included the following:

- Radio –Ozarks at Large, KUAF 91.3 NPR – http://kuaf.com/programs/ozarks-large: Two radio interviews of the project team regarding the NWA Regional Bicycle and Pedestrian Master Plan were aired on the local NPR station, KUAF 91.3. The first took place at the beginning of the planning process (aired on October 9, 2013 by Christina Karnatz) and the second during the Draft Plan Regional Meetings (aired on August 17, 2014 by Timothy Dennis). These interviews provided an overview of the project, highlighted the purpose and scope of the plan, and identified public input opportunities.

- Television – KNWA-TV - http://www.nwahomepage.com/home: One television interview of the project team was recorded on the local KNWA news station. This interview aired on October 16, 2013 and also provided an overview of the project, highlighted the purpose and scope of the plan, and identified public input opportunities.

Newspaper Articles: Several newspaper articles were written about the plan in local newspapers. The most extensive articles were covered in the *Arkansas Democrat Gazette* – www.nwaonline.com. These included front page articles published on October 14, 2013 and August 11, 2014. Similar to the interviews, the articles also provided an overview of the project and purpose, planning process, and identified where residents could find further information and opportunities to provide public input.

Social Networking and Other Public Announcements

A project Facebook page was used to disseminate information to the public including links to the project website, photos, meeting announcements, and links to the draft plan. Several communities, stakeholders, and local newspapers also posted announcements of public input opportunities on their Facebook page, website, or in print.

2 COMMUNITY MEETINGS

The project team attended community events or meetings in each of the 25 municipalities with a population over 1,000. These events and meetings offered an opportunity for each community to communicate specific local efforts, goals, and needs with the project team in addition to disseminating information about the plan. The meetings informed mapping of existing conditions, local and regional network recommendations, as well as bicycle/pedestrian related programming and education. A complete list of community events/meetings, followed by meeting notes (compiled from these public input opportunities with the public and meetings with local staff) are provided below:

Schedule of Community Meetings

- February 13, 2014 -Prairie Grove - Open house in the District Court Room, 3-5pm
- February 12, 2014 - Lincoln - Open house in the Community Building on the Square, 3-5pm
- February 11, 2014 - Goshen - Council Meeting, 6:30pm
- February 10, 2014 - Decatur - Council Meeting, 6pm
- November 21, 2013 - Elkins - Council Meeting, 7pm
- November 19, 2013 - Bethel Heights - Council Meeting, 7pm
- November 18, 2013 - Little Flock - Planning Commission Meeting, 7pm
- November 16, 2013 - Centerton - Coffee with the Mayor, 9am
- November 14, 2013 - Gravette - Committee of the Whole Meeting, 6pm
- November 11, 2013 - Cave Springs - Council Meeting, 6:30pm
- November 11, 2013 - Bella Vista - POA Recreation Committee Meeting, 3pm
- November 8, 2013 - Greenland - HS Football, West Fork at Greenland, 7pm
- November 5, 2013 - Tontitown - Council Meeting, 6pm
- October 31, 2013 - Siloam Springs - Halloween event downtown, 3:30-6pm
- October 29, 2013 - Springdale - Open house - City Council Chambers, 5pm
- October 26, 2013 - Lowell - Mudfest, 8-3pm
- October 25, 2013 - Farmington - HS Football, Ozark at Farmington, 7pm
- October 22, 2013 - West Fork - Open house, Council Room, 6:30pm
- October 21, 2013 - Elm Springs - Council Meeting, 6:30pm
- October 15, 2013 - Bentonville - City Expo, 5-7pm
- October 13, 2013 - Gentry - Fall Festival, 12-5pm
- October 12, 2013 - Rogers - Farmers Market, 7:30am-12pm
- October 10, 2013 - Pea Ridge - Farmers Market, 2-6pm
- October 8, 2013 - Johnson - Council Meeting, 6pm
- October 3, 2013 - Fayetteville - First Thursday, 5-8pm

2.1 Bella Vista

November 11, 2013

POA Recreation Committee Meeting (3pm)

Riordan Hall, Bella Vista, AR

Project team and local staff: Chris Suneson – City of Bella Vista; Clem Morgan – Bella Vista Property Owners Association (POA); Celia Silkwood-Scott – NWARPC; Steve Bzomowski – Alta Planning + Design

The focus of the November 11 Recreation Committee Meeting was on the NWA Regional Bicycle and Pedestrian Master Plan. The consultant provided an overview of the planning process to the Recreation Committee and other meeting attendees and solicited local input to inform the plan. In addition to the Bella Vista POA Recreation Committee Meeting, the project team met with Chris Suneson and Jennifer Bonner with the City of Bella Vista and Clem Morgan with the Bella Vista POA on November 7. This meeting included a 'walk-through' of a map of Bella Vista, trail planning efforts to date by the community, opportunities, challenges, and local destinations within the city.

Notes regarding local opportunities, constraints, and key destinations

- Destinations
    - Cooper Elementary School; Sugar Creek Soccer Park
    - Connections to Lake Bella Vista and Bentonville Trails
        - Veterans Wall of Honor
    - Blowing Springs trails
    - Seven Bella Vista lakes
    - Sugar Creek shopping center area
- Link needed across US 71 connecting to Lake Bella Vista
- Utilize soft surface trail connection between Blowing Springs trails to Manchester Dr
- Metfield Park area – tie into trail system
- Lake Bella Vista – active living 'hub'
- Connect Lake Bella Vista to Missouri border (toward Pineville, MO and Huckleberry Ridge Conservation Area) via POA land, Sugar Creek can serve as 'spine'
- Improvements to crossings of Dartmoor Rd between Cooper Elementary and Sugar Creek Soccer Park
- Businesses along US 71
- Connect to recreation areas, parks and lakes – key access opportunities
- Tanyard Creek Park area has several miles of walking trails – mainly natural surface
- Loch Lomond walking trail – 3,300 feet (see Bella Vista website)
- Some sidewalks exist in business areas, but generally limited
- Neighborhoods do not have sidewalks mainly due to topographical constraints
- Euston Rpad serves key connection, however, it floods and leaves sand bars
- Sugar Creek is a proposed water trail
    - Opportunities to connect bicycle/pedestrian trails and access with water trail
    - Key natural feature and element of green infrastructure

- Branchwood Golf Course (par 3) – golf course was damaged by a flood and will no longer operate as a golf course
    - This is a trail opportunity that is widely supported
    - Tennis, basketball, and racquetball included
    - Strong trailhead opportunity
- Connect to Sulphur Springs, Gravette, Bentonville, and Pea Ridge
- Five 18 hole golf courses in Bella Vista (and one smaller golf course)
- New school may be constructed in Gravette near southwest border of Bella Vista
- Connections generally needed east/west across US 71
- Trail access needed
- Intersections needing Improvements
    - Intersection of AR 279 and AR 340 needs sidewalk and crossing improvements – sidewalk exists for short section on the northeast corner
    - US 71 and Riordan Rd
    - US 71 and Dartmoor Rd
    - US 71 and Oldham Dr/Sugar Creek Center intersection
    - Dartmoor Rd and Blowing Springs Rd intersection
    - US 71 and AR 340
- Development of the Bella Vista Master Trail Plan Draft
    - Follows POA land and valleys/ravines
    - Strong opportunity for multi-use soft surface trails
    - Concrete trail opportunities for the spine (Lake Bella Vista to Missouri border; sidepaths along key east/west thoroughfares)
    - Connects to lakes and other key Bella Vista destinations
    - 20+miles of trail
- Heritage Trail, Razorback Greenway, and Bella Vista trail development linkage opportunities

From the Bella Vista 2013 *Comprehensive Amenities Needs Assessment and Action Plan*, signage and maps to/within amenities, trails, and natural areas combined with a number of trails and natural areas were some of the most often cited amenities and services to be improved in Bella Vista.

2.2 Bentonville

October 15, 2013

City Expo (5-7pm)

Bentonville Library, Bentonville, AR

Project team: Misty Murphy – NWA Council; Dennis Blind – Alta Planning + Design; Steve Bzomowski – Alta Planning + Design

At the City Expo, the project team engaged citizens and provided an interview with local news channel KNWA. Information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan were provided to attendees and the KNWA news team. In addition to the public meeting at City Expo on October 15, 2013, the project team met with David Wright and Shelli Kerr of the City of Bentonville

in August 2013 and in the Spring of 2014. This meeting with the City of Bentonville included a 'walk-through' of a map of Bentonville, trail planning efforts to date by the City (including the City of Bentonville 2012 Bicycle and Pedestrian Plan), opportunities, constraints, and local destinations within the City.

Notes regarding local opportunities, constraints, and key destinations

- Key planning and development to date: 2012 Bicycle and Pedestrian Master Plan
- Programs
    - Bike Bentonville is doing a tremendous amount of programming and is involved in Safe Routes to School, several encouragement activities such as rides, and most significantly the Slaughter Pen Jam
    - Bike Bentonville purchased 500+ bikes for local schools for use as part of gym class
    - Mountain biking programs and network are doing very well – Slaughter Pen Trails so close to downtown is a unique feature that sets Bentonville apart
    - Education campaigns will be important for motorists along with non-motorized transportation users
    - Trails coordinator needed in near future
- Destinations
    - Crystal Bridges
    - Bentonville Square
    - Walmart Home Office
    - Sam's Home Office
    - Slaughter Pen Trails
    - Park Springs Trails
    - Lake Bella Vista
    - New Community Center
    - Phillips Park
    - Memorial Park
    - Schools including new Bentonville High School being constructed in Centerton
- Sidewalk network exists, especially in the downtown core
- Would like to begin incorporating bike facilities on roads through the city
- Better east/west connections needed across Walton Boulevard
- Difficult streets to cross
    - I-49
    - Walton Boulevard
    - 14th Street
    - Moberly
    - 28th Street
    - J Street
- Continuing to expand trail network along Walton Boulevard and linking west Bentonville across (and under) Walton Boulevard

- Communicating planned bicycle and pedestrian improvements with AHTD will be critical in future state roadway improvements

2.3 Bethel Heights

November 18, 2013

Council Meeting (7pm)

Bethel Heights City Hall, Bethel Heights, AR

Project team and local staff: Mayor Jeff Hutcheson – City of Bella Vista; City Council; Celia Silkwood-Scott – NWARPC; Steve Bzomowski – Alta Planning + Design

Information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was presented to the council and attendees of the meeting, followed by general questions and discussion. Discussion included connectivity to the Razorback Greenway, cost, types of facilities, funding, access, maintenance, programming, and project timeline. In addition to the City of Bethel Heights council meeting, the project team met with Mayor Jeff Hutcheson before the meeting. This meeting included a 'walk-through' of a map of Bethel Heights and a discussion of opportunities, constraints, and local destinations within the city.

Notes regarding local opportunities, constraints, and key destinations

- Sidewalks are found in the neighborhood around Piney Lane as well as Joy Carol Loop
    - Sidewalks are not present in the neighborhood southeast of the Apple Blossom Rd and Oak St intersection as well as the neighborhood southeast of the Kendrick Ave and N Jefferson St intersection
- City Hall, as well as the fire and police stations are located on Sunrise Dr east of US 71B
- The future AR 265 bypass will cut through the southeast section of Bethel Heights – this is a place where bicycle/pedestrian recommendations should be accounted for in planning and design of the highway
- The Razorback Greenway runs north/south just west of Bethel Heights – how to connect – previously proposed facilities include:
    - Multi-use path connection from the Razorback Greenway along Spring Creek southeast of Lake Springdale northeast along floodplain to Bethel Heights city limits
    - Multi-use path connection from the Razorback Greenway from Spring Creek near US 71B/W Bailey Ave intersection northeast along the floodplain to Old Wire Rd just south of the Bethel Heights city limits
    - Multi-use path connection along the proposed AR 265 bypass corridor
    - Multi-use path connection along the railroad line through the southern section of Bethel Heights
    - Bicycle route along AR 264 to the east
    - Bicycle route along N Jefferson St in the southeastern part of Bethel Heights
- There are no schools in Bethel Heights; kids generally attend schools in Springdale
- US 71B is a high speed, high traffic, wide arterial that is a major barrier for residents of Bethel Heights wanting to walk or bike

- AR 264 is the main east/west corridor through the city; Oak St and US 71B are the main north/south corridors – these thoroughfares and intersections are key linkages
- The Heritage Trail runs north/south along AR 265/Old Wire Rd along the eastern border of Bethel Heights
- Bethel Heights comprises a small land area that is fragmented by the city limits of Springdale

2.4 Cave Springs

November 11, 2013

Council Meeting (6:30pm)

City Hall, Cave Springs, AR

Project team and local staff: Mayor Larry Smith – City of Cave Springs; City Council; Celia Silkwood-Scott – NWARPC: Steve Bzomowski – Alta Planning + Design

At the council meeting, information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was presented to the council and attendees, followed by general questions and discussion. The project team also met with Treasurer Penny Mertes and Mayor Larry Smith for a preliminary informational meeting. In addition to the City of Cave Springs council meeting, this meeting included a 'walk-through' of a map of Cave Springs and a discussion of opportunities, constraints, and local destinations within the city.

Notes regarding local opportunities, constraints, and key destinations

- Residential areas
    - Trail/community park starts at Glenagle Dr and Bendelow Dr – trail runs north to Shores Ave (maybe 8' trail?)
    - Trail – connection from Chancery Ln to wooded/riparian area – natural surface trail observed from Kensington Dr
    - Need complete sidewalk on both sides of Clayton Rd
- Future (in development) Cave Springs Watershed Sanctuary
    - This 30 acre site is focused around the unique cave and environmental qualities – the master plan includes a network of trails and amenities for bicyclists and pedestrians
        - This will be an important regional destination
- Arkansas Natural Heritage Commission owns corridor along creek extending east from the future Watershed Sanctuary to Rainbow Rd
    - Key trail opportunity – would connect neighborhoods to downtown Cave Springs – would extend east toward Janie Darr School on Mt Hebron Rd
    - Sidepath opportunity could run from Rainbow Rd north to W Shores Ave to Mt Hebron Rd to make the connection toward Janie Darr and also further east to the Razorback Greenway
- Osage Creek to Spring Creek loop opportunity
- Heritage Trail runs north/south through town along AR 112 – narrow, high speed corridor
- Popular cyclist routes
    - Fields Ln

    - Wagon Wheel Rd
    - Mill Dam Rd west of town
    - Elk Rd
    - Rainbow Rd
    - Zion St
    - Wager Rd to Elm Springs
- Bellview School (Rogers/Lowell area) is cyclist meeting point for a group of cyclists
- Northern section of city limits is somewhat isolated, gated community
    - Heritage Trail/AR 112 runs along this edge
- Subdivision to be constructed east of Janie Darr School
- Future 412 bypass to go south of city limits
- Generally – intra and inter-neighborhood connections are patchy and need strengthening
    - Like most of NWA – newer developments generally have sidewalks incorporated while older neighborhoods often lack sidewalks

2.5 Centerton

November 16, 2013

Coffee with the Mayor event (9am)

Centerton City Hall, Centerton, AR

Project team and local staff: Bill Edwards – City of Centerton Mayor; Lorene Burns – City of Centerton; Nick Jewett – City of Centerton; Celia Silkwood-Scott – NWARPC; Steve Bzomowski – Alta Planning + Design

At the Coffee with the Mayor event, information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to the 40+ attendees, which concluded with a question and answer session. On October 23rd the project team met with Bill Edwards, Lorene Burns, Nick Jewett, Rick Hudson, and Frank Holzkamper with the City of Centerton. In addition to the public input opportunity at the Coffee with the Mayor event, this meeting included a 'walk-through' of a map of Centerton, trail planning efforts to date by the City, opportunities, constraints, and local destinations within the city.

Notes regarding local opportunities, constraints, and key destinations

- New high school to be constructed on Gamble Rd north of Seba Rd
    - ~2,200 students
    - Construction scheduled to begin in 2014, complete by 2016
    - Key opportunity to improve bicycle and pedestrian connectivity as school is built
    - Connections also needed to Gamble Elementary School on east side of Gamble Rd
- Bliss Rd is key east/west connection through Centerton subdivisions
    - Wide; room for bicycle and pedestrian improvements
- Sun Meadow Dr is heavily traveled, makes link from Bliss Rd and subdivisions to businesses along AR 102
- Similarly, Sienna Dr makes link from Town Vu Rd to AR 102 through neighborhoods/subdivision

- Main St is key north/south corridor from AR 102 to AR 72
    - Potential for sidepath
- Harvest St to D St provides another north/south connection
    - Park space along Harvest St – utility lines intersect here and could serve as potential trail link
- Key greenway opportunity along McKisic Creek
    - Would connect Centerton to Lake Bella Vista
    - Sidewalk currently makes connection between developing park on north side of AR 102 and McKisic Creek junction to Centerton City Park/City Hall/downtown Centerton
    - Greenway opportunity along the upper part of McKisic Creek northwest through town as well
- Greenway opportunity between Southland St and Township Dr
- Sidewalk development along AR 102
    - Construction currently taking place along AR 102 – new sidewalks to be installed
- Connect to parks
    - Cass Rd – Thompson Park
    - Sports Complex east of Gamble Rd – Kinyon Park
    - Harvest St – Griffith Park
    - Fish Hatchery on Fish Hatchery Rd
        - Room on Fish Hatchery for sidepath
        - Multi-use path possibility through the Fish Hatchery and following the flood zone toward the center of Centerton
    - Park developing along McKisic Creek east of the downtown area and visible from AR 102
    - City Park, downtown Centerton
- Future sewer line to Decatur – strong potential for greenway
- Downtown Centerton is another destination, potential for bike friendly businesses
    - New park improvements to include skate park
- Heritage Trail
    - AR 279/Vaughn Rd
    - Fish Hatchery Rd
    - Main St
    - AR 72
- Key intersections
    - AR 102 and Main St
    - Town Vu/Seba Rd and Main St
    - Seba Rd and Gamble Rd will be a key intersection when the school is completed
    - Generally, crossing Centerton Boulevard
- Barriers
    - AR 102
    - Narrow roads, high speeds, distances
- Cyclist routes
    - AR 72 to between Gravette and Bentonville – his wide, paved shoulder

- Seba Rd/Town Vu Rd through Centerton is a low traffic road often used by cyclists to connect to 8th Street in Bentonville
    - This road is narrow in places; key corridor
- Ginn Rd
- Bliss St is a good connector as well

Centerton draft trail system:

- Multi-use trail/greenways along the following corridors:
    - McKisic Creek
    - North and south through the Fish Hatchery connecting to Bentonville trails to the south and AR 102 to the north
    - Between AR 102 and Keller Rd
- Multi-use trail/sidepaths along the following roads:
    - Trail #1: Fish Hatchery Rd, Ginn Rd, AR 102, Main St, AR 72, Town Vu Rd, Allen Rd
    - Trail #2: Sun Meadow Dr, Bliss St, Gamble Rd, Herbaugh Rd, and AR 72
    - Trail #3: AR 102, Keller Rd, and Seba Rd
    - These are all designed to link into Bentonville future trails
    - Many residents of Centerton work at the Walmart Home Office
    - NWARPC – these same routes were incorporated into the regional trail plan, with the following routes designated as on-street linkages:
        - Keller Rd, Seba Rd, Gamble Rd, AR 72, Main St, AR 102, and S Fish Hatchery Rd

2.6 Decatur

February 10, 2014

Council Meeting (6pm)

City Hall, Decatur, AR

Project team and local staff: Charles Linam – City of Decatur Mayor; James Boston – City of Decatur; City Council; John McLarty – NWARPC; Steve Bzomowski – Alta Planning + Design

At the February council meeting, information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to the council and attendees, including a question and answer session. The project team also met with James Boston and Charles Linam with the City of Decatur on October 29, 2013 as a preliminary informational meeting. Discussion included an overview of the NWA Regional Bicycle and Pedestrian Master Plan. This was followed by a 'walk-through' of a map of Decatur, focusing discussion on destinations, opportunities, and constraints.

Notes regarding local opportunities, constraints, and key destinations

- Residential areas
    - Community at end of Grant Avenue – only road connection is low bridge that is impassible during rain/high water events
    - Informal dirt path connects group of apartments at end of Grant Ave to Hidden Springs Dr neighborhood

    - Paved sidewalk connection links Hidden Springs Dr neighborhood with Grant Springs Dr neighborhood
    - Paved sidewalk connection then links Grant Springs Dr neighborhood to end of W Roller Ave
        - West Roller Ave needs bicycle/pedestrian improvements to chicken processing plant
    - Large amount of land purchased west of Crystal Lake
        - Development plans include airport parking for airport and home owners
        - This new development could include a critical bike/ped link through to Crystal Lake as well as Wolf Creek through several access areas.
- Connect to schools
    - Elementary school (K-4) is located at southwest corner of Mt Olive Rd and Eldson Dr
        - No sidewalk or connection currently – needs link – especially along Mt Olive Rd
    - 5-12 – located on 102/E Roller Ave near Rooster St
        - New 4'-5' sidewalk along south side of road
        - Need sidewalk or trail along Hill Ave and Stadium Ave (probably north side)
    - Programming – City was awarded SRTS grant to fund administrator position
- Connect to parks
    - New park dedicated and to be developed between Hill Ave and Buckner Ave
        - Needs connections
    - City owns 35 acres of land west of the wastewater treatment plant area
        - Could be opportunity for trail development and park land
        - Connect western terminus of Austin Ave to and around wastewater treatment plant to city owned property
    - City park and ball fields along Austin Ave and AR 102
        - Property available to the east – opportunity to enhance trail network
        - Austin Ave needs improvements/trail
        - AR 102 needs improvements/trail
        - Sidewalk connection through northern part of church property to Austin Ave and park
    - Decatur Park (old park)
        - Limited bike/pedestrian connectivity
        - Has swimming pool, tennis, basketball court etc.
    - Crystal Lake – public access
        - Currently no bike/pedestrian connection
- Key intersections
    - Main St and AR 59 split
    - AR 59 and AR 102 – center of downtown
- Greenway corridors
    - Decatur Branch through town
    - Wolf Creek heading north along the rail line and AR 59

- Rail corridor
    - Opportunity – may be opportunity for rail with trail between or alongside the active rail corridor and AR 59 (and Wolf Creek and tributary heading toward Gravette)
    - Same with heading toward Gentry (Flint Creek toward Gentry)
- Roads commonly used by cyclists
    - Y-City
    - WPA Rd
    - Columbia Hollow Rd
    - Falling Springs Rd/Ivan St
    - West Carlton
    - West Mountain
    - Mt Zion Rd
    - Turkey Ridge Rd
    - Bethlehem Rd
- Main St across bridge over rail line is highly traveled with no bicycle/pedestrian considerations – needs improvement
- North/south Main St corridor lacks bike/pedestrian connectivity
- Employment centers
    - Chicken processing factory – approximately 1,000 employees
        - Needs improved connections from downtown and western edge neighborhoods
    - FNA Group manufacturing facility employs 600-700 – northwest part of town
        - Could loop connections through park or from western end of Austin Ave
    - Chicken feed and dog food plants along AR 59 – northeast part of town – employs around 100 people
        - Only road is AR 59
        - Opportunity could be along rail line/59 and connecting to Wolf Creek – en route to Gravette
- Regional trail connection opportunities
    - Gravette to Decatur to Gentry to Siloam Springs
    - Decatur to Gravette – no direct, paved route – rail line/59/Wolf Creek greenway opportunity
    - Decatur to Gentry – rail line/59 combination and/or preferred cyclist routes
    - Decatur to Centerton - potential opportunity coupled with sewer line
- Generally – intra and inter-neighborhood connections are patchy and need strengthening

2.7 Elkins

November 21, 2013

Council Meeting (7pm)

City Hall, Elkins, AR

Project team and local staff: Bruce Ledford – City of Elkins Mayor; City Council; Celia Silkwood-Scott – NWARPC; Steve Bzomowski – Alta Planning + Design

At the November council meeting, information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to the council and attendees, including a question and answer session. The project team also met with Bruce Ledford and Don Cryder with the City of Elkins on October 23rd, 2013 as a preliminary informational meeting. Discussion included an overview of the NWA Regional Bicycle and Pedestrian Master Plan. This was followed by a 'walk-through' of a map of Elkins, focusing on destinations, opportunities, and challenges and continued with a tour of Elkins led by Mayor Ledford.

Notes regarding local opportunities, constraints, and key destinations

- Key connection possibility – old Elkins downtown area/school property (southeast part of Elkins) through to new commercial area along AR 62 (northern section of Elkins)
    - From school property (which extends to the northwest), large landowners and property lines could be used to create multi-use path to new subdivision area (connecting through detention pond areas) to connect neighborhoods and the back end of Riverview Drive
- Scenic White River trail opportunity – could run from intersection of AR 16 and AR 74 to White River making loop connection to Lake Sequoyah and proposed Fayetteville trails
- Harps Food Store at corner of AR 74/16 intersection
- Strip development businesses generally desire location along AR 16 west of the AR 74 intersection to capture state highway traffic
- Bridge improvement at Lake Sequoyah tributary northwest of Elkins on AR 16 will likely include bike lanes
- Harris Dr – strategic sidepath opportunity – connects residential area toward AR 16 and makes loop with Lacy Dr
- Lacy Dr – beautiful low traffic road but narrow and windy
- Same with Stokenbury – off-road multi-use trail through the heart of Elkins would take the pressure off these issues
- Beautiful city park along the White River east of the old downtown area and school – has trail that is widely used – could connect into trail possibility from here to AR 16/74 intersection area along White River
- Library and community center are also in the school/community park area
- Many students walk/bike from very southern end of town towards school – need bike/pedestrian improvements in this area
- AR 16 likely to be widened to 4 lanes between now and 2030
    - This is part of the Heritage Trail – should include bike/pedestrian accommodation (room for sidepath and good opportunity along north side of road)
- Old downtown used to be commercial area
- Generally – intra and inter-neighborhood connections are patchy and need strengthening
    - Like most of NWA – newer developments generally have sidewalks incorporated while older neighborhoods often lack sidewalks

- Cyclist routes:
    - AR 74
    - Sulphur City Road
    - Whitehouse Road
    - Strain Comm Road
    - Black Oak Road
    - Thunder Road (gravel grinding)

2.8 Elm Springs

October 21, 2013

Council Meeting (6:30pm)

City Hall, Elm Springs, AR

Project team and local staff: Ben Wall – City of Elm Springs Mayor; Kevin Thornton – City of Elm Springs Council; City Council; John McLarty – NWARPC; Steve Bzomowski – Alta Planning + Design

At the Council Meeting, information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to the council and attendees, including a question and answer session. The project team met with Kevin Thornton and Ben Wall for a preliminary informational meeting before the Council Meeting on October 21, 2013. Discussion included an overview of the NWA Regional Bicycle and Pedestrian Master Plan followed by a 'walk-through' of a map of Elm Springs, focusing on destinations, opportunities, and challenges.

Key opportunities, constraints, and destinations

- Destinations
    - Regional – Lake Elmdale
        - Arkansas Game and Fish Commission
    - Old downtown
    - Elm Springs Park (City Hall located here as well)
    - Future high school and sports complex – locations will be on Elm Springs and Springdale border
    - Willis Shaw Elementary School
- Spring Creek and Brush Creek – trail potential
- Heritage Trail runs north/south through town along AR 112 – narrow, high speed corridor – potential sidepath opportunities or at least shoulder
    - Branch of the Heritage Trail leaves Elm Springs along Water Avenue and north along Robbins Road
- Cyclist routes
    - Elm Springs Road
    - Lake Road
    - AR 112
    - Brush Creek Road

- Elm Springs Road and Lake Road – key east/west corridors that are narrow and little/no space for pedestrians and bicyclists
- Future 412 bypass to go through western section of Elm Springs
- Spring site, potential access
- Generally – intra and inter-neighborhood connections are patchy and need strengthening
    - Newer developments generally have sidewalk incorporated – older neighborhoods do not
- Tie into NWA and Springdale trail planning efforts

2.9 Farmington

October 25, 2013

High School Football Game (Ozark at Farmington), Information Booth (6pm)

Farmington, AR

Project team and local staff: Melissa McCarville – City of Farmington; Jenna Swain – City of Farmington; Steve Bzomowski – Alta Planning + Design

At the football game information booth in October, information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to booth attendees. The project team met with Melissa McCarville and Jenna Swain of the City of Farmington on September 25, 2013 as a preliminary informational meeting. Discussion included an overview of the NWA Regional Bicycle and Pedestrian Master Plan and the City of Farmington Master Trail Plan. This meeting included a 'walk-through' of a map of Farmington, a tour of the city, and a discussion of opportunities, constraints, and local destinations within the City.

Notes regarding local opportunities, constraints, and key destinations

- Connect Parks and public land
    - Connect to City of Fayetteville Regional Park (future) and Mt Kessler
    - Local parks Creekside Park and Ecology Park
    - Ball fields on south end of town
- Farmington town center
    - Future library site located here
    - Several businesses, possible infill and investment for downtown center
- Connect schools
        - Elementary School southwest section of Farmington
        - High School and middle school located west of town center
        - Future high school to be located adjacent to ball fields along AR 170
        - Elementary school located on Broyles Street
- Farmington Branch (and tributary undercrossing of AR 62) – potential greenway corridor
- US 62 is an east/west bike/pedestrian barrier through town
- Key Intersections
    - Crossing US 62 at the following need improvements:
        - Rheas Mill Rd

        - Southwinds Road
        - Double Springs Road
- Cyclist routes
    - Rheas Mill Road
    - AR 170
    - Double Springs Road
    - Goose Creek Road
- Regional opportunities
    - Link to Fayetteville (Farmington Branch, Regional Park)
    - Prairie Grove Battlefield State Park (AR 170)
    - Lincoln Lake via Bethel Blacktop Road
    - Lake Wedington via Farmington Branch

2.10 Fayetteville

October 3, 2013

First Thursday Event (5pm-8pm)

Town Square - Fayetteville, AR

Project team and local staff: Matt Mihalevich – City of Fayetteville; John McLarty – NWARPC; Cristina Scarlat – NWARPC; Misty Murphy – NWA Council; Dennis Blind – Alta Planning + Design; Steve Bzomowski – Alta Planning + Design

Fayetteville's First Thursday event is held in the downtown square the first Thursday of each month from Spring to Fall. At this event, information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to 40+ members of the public who engaged the project team. Discussion included specific locations across a zoom-in map of the City of Fayetteville regarding opportunities, constraints, and destinations within the city.

Notes regarding local opportunities, constraints, and key destinations

- Need improvements at intersection of Rolling Hills Drive, Appleby Rd, and US 71B
- Mud Creek Trail, new Razorback Greenway west of Lake Fayetteville, and bike lanes along N Vantage Dr will make an enjoyable loop
- Important link needs to be made from W Persimmon St (and adjacent residential areas) to Owl Street School and Dale Clark Park) – west Fayetteville
- A priority corridor should be US 71 heading south from Fayetteville to Greenland leading south along South School St
- W Cato Springs Rd in south Fayetteville needs bicycle and pedestrian facilities
- South Fayetteville – MLK/Huntsville Rd/16 are key areas of improvement
- South Fayetteville – W 15th St corridor should be high priority as well
- Washington Ave to Dickson St could use sidewalks
- Bike/pedestrian connections needed between downtown, Mt. Sequoyah Gardens, and Mount Sequoyah Woods – general challenges include hills, narrow right of way
- Maybe a pedestrian bridge needed in crossing Mission Blvd and Maple St?

- Mission Blvd and Old Wire Rd corridor should be priority
    - Plans for road improvements along corridor, should include bike/pedestrian
    - Can serve key east/northeast/west connector in Fayetteville
    - Connects many residential areas
    - Can be key link to several elementary schools and parks
    - Key improvement needs to be crossing between Vandergriff Elementary School and across Mission Blvd to the south
    - This corridor is generally flat
- Improvements up Old Wire Rd north from Mission Blvd was highlighted as well, supported as priority by public comments – Gulley Park and Butterfield Elementary School would benefit from this as well – another key suburban residential corridor connection
    - Heavy traffic, no sidewalks, ditches on each side, need to connect up to Mud Creek Trail – Niokaska Creek
- Garland Avenue – key downtown/campus connection corridor – improvements including bike lanes in 2013/2014
- Sycamore and Garland is a choke point
- Connect to libraries
- 265/S Crossover Rd – high traffic volumes and traffic speeds
- Rail with Trail – rail transit corridor should be explored
- School connectivity should be high priority
    - Fayetteville High School just south of U of A campus desperately needs connections
- Wedington Blvd corridor needs better connectivity
- Sixth St, Farmington, stronger east-west connection needed – Farmington to downtown Fayetteville no safe connection; separate from road
- Need east/west connection through campus
- Local cyclists ride Old 71 south of Fayetteville past Elkins – turn around at Winslow
- Bike share possibilities in future
- Better signage for parking at trailheads – better public parking needed
- Educational programming, continue expanding

2.11 Gentry

October 13, 2013

Fall Festival (12:00pm-5pm)

Gentry City Park, Gentry, AR

Project team and local staff: Kevin Johnston – Mayor of Gentry; John McLarty – NWARPC; Steve Bzomowski – Alta Planning + Design

The project team attended the Gentry Fall Festival at Gentry's City Park. This event included a mixture of activities and attractions including a car show, muttin bustin', food, music, and games. The project team engaged 45+ people. The project team display included a large regional map, a zoom-in map of Gentry and existing bicycle and pedestrian conditions. Project information cards were distributed and

notes from the public were recorded throughout the event. Mayor Johnston discussed City of Gentry plans regarding bicycle and pedestrian improvements directly with the project team.

Notes regarding local opportunities, constraints, and key destinations

- Possible connection from western end of Jerald Shea Rd to Eagle Watch trail – could make loop if bicycle/pedestrian improvements were completed along Hwy 12
    - Swepco owns property, possible partner
        - 65 employees at Swepco – power plant
- Golf course (no longer) between Flint Creek and Dawn Hill Rd – could use paved trails as part of trail between Gentry and Siloam Springs
- Destination – trail could tie into the Wild Wilderness campground on north side of Flint Creek just outside southwestern city limits of Gentry
- Siloam Springs Lake, connection possibility, southwest of Gentry city limits
- Cyclist route between Siloam Springs and Gentry as follows (and marked on map): from Dawn Hill Rd – Taylor Orchard Rd, Siloam City Lake Rd, Marion Lee Rd, Taylor Orchard Rd (might be this name the whole time), to Swepco Rd and into Gentry
- Greenway opportunity – Flint Creek – connection between Siloam Springs and Gentry
- Heritage Trail – Dawn Hill Rd west of Hwy 59 to Siloam Springs – beautiful road corridor and oft-cycled – narrow however but traffic not too bad
- Large orchard on Taylor Orchard Rd (but not in City limits)
- Constraint – generally not much room along active rail line for trail development
- Destination – ball fields north of Main Street along Bryer and Arkansas St
- Connect to library in town – Collins and Main
- Heritage Trail should really be highlighted through downtown/Main St
- Connecting to Centerton via Heritage Trail from Gentry – Hwy 12 has decent shoulder towards Centerton, but other places it is narrow and high speed in general
- Pioneer Lane can be key corridor past High School

Additional Materials and Maps provided by the City of Gentry:

- Map showing population by the four wards of Gentry
    - Ward 2 central and north of downtown is the most dense
    - Ward 3 to the southwest is the least dense
- Map showing bicycle/pedestrian recommendations
    - Existing sidewalks
    - Potential/recommended sidewalks/multi-use trails
        - Connects Community Park
        - Connects High School
        - Connects neighborhood along Swepco Rd
        - Partly uses corridor along rail line
        - Needs connection along north side of Main St north of Community Park
        - Need better connection to elementary school
        - Need connection to McKee Foods Corporation

        - Sidepath opportunity could exist along north side of McKee Rd
- Provided information about Safari drive-through north of town (on Safari Road) – destination
- City of Gentry Community park layout (2006)
- Flint Creek Nature Area
    - Property is adjacent to Flint Creek along the west side of Hwy 59 (along Dawn Hill Rd)
    - Could be great trailhead for potential Flint Creek Trail
    - Ponds are filled, construction beginning
    - Will include fishing area, restrooms, history and nature interpretive information
- Provided map of current City Park layout
- Provided map showing future 8' trail additions to Community Park
- Provided map of proposed golf-cart use – mainly for quiet neighborhood streets
- Also provided Gentry activity guide which includes destinations
- Local restaurant – Wooden Spoon
- All schools (primary through HS) will eventually be combined at current HS location
- Abandoned rail line between Gentry and Centerton/Bentonville – can still see some parts of it but all private property now
    - In Springtown, old rail bed still visible along south side of Flint Creek
- Springtown – old 12 road bed – owner wants to use as trail, etc. and donate – sent letter of intent
- Paved cycling corridor from Gentry to Centerton includes: Y City Rd, Tilly Hill towards Vaughn
- Good cycling roads to Decatur (although narrow); WPA Rd, Browning Rd to Falling Springs Rd
- Several children also approached the project team – their responses to where they want to bike/walk include:
    - The woods
    - McDonald's
    - Texas
- Employers
    - Cargill – adjacent to Community Park
    - School district
    - United Way supports several community programs

2.12 Goshen

February 11, 2014

Council Meeting (6pm)

Goshen City Hall, Goshen, AR

Project team and local staff: Joe Benson – City of Goshen Mayor; City Council; John McLarty – NWARPC; Steve Bzomowski – Alta Planning + Design

The February 11 Council Meeting included a discussion of the NWA Regional Bicycle and Pedestrian Master Plan and information and an overview was delivered to the Council and attendees of the meeting, followed by a question and answer session. In addition to the City of Goshen Council

Meeting on February 11, the project team met with Mayor Joe Benson on November 7, 2013 to discuss the purpose and background of the NWA Regional Bicycle and Pedestrian Master Plan. This meeting included a 'walk-through' of a map of Goshen and a discussion of opportunities, constraints, and local destinations within the city.

Key notes regarding opportunities, constraints, and destinations

- Destinations
    - Popular fishing access below AR 45 bridge over the White River – many people park here and fish for White Bass especially in the Spring
    - Floodplain along White River east of Oxford Bend Rd was old Civil War campsite
    - Schoolhouse Café and Market
    - City Hall
    - Oldest commercial section of town (a few buildings) are mostly vacant
    - Scenic area – great low traffic volume, scenic cyclist routes
- Schools – children attend schools in Springdale and Fayetteville
- Greenway opportunities
    - Previous planning efforts have considered a horse/hike/mountain bike multi-use trail from near the White River and Oxford Bend Rd intersection (utilizing floodplain – issue is that this has flooded for extensive periods of time – but also stayed dry for several years at a time)
        - Continue paralleling Riverfront Ln (have easement here; and then heading east (shallow river crossing opportunity here) along the City limits and property lines
        - Continue north along Richard's Creek under AR 45, then east along Mill Branch, head north east of White Rd and turning left toward Blue Springs Rd north of Spring Park Ln
- Commercial
    - Gas station near center of town
    - Schoolhouse Café and Market
    - Tuttle Rd/AR 45/Blue Springs Rd intersection – intersection treatments could help here
- AR 45 – Heritage Trail
    - Some cyclists use but low level of service – high traffic, high speed, narrow
    - Great opportunity for sidepath heading toward Fayetteville – very wide ROW I believe, definitely space
- Cyclist routes
    - Wyman Rd toward Fayetteville
    - Round Mountain Rd to Hummingbird Rd toward Elkins
    - Hale Rd to Ledford Rd
    - Blue Springs Rd north to Beaver Lake
    - Oxford Bend Rd to Habberton Rd toward Springdale (and Saddlebock brewery)
    -

2.13 Gravette

November 14, 2013

Committee of the Whole Meeting (6pm)

City Hall, Gravette, AR

Project team and local staff: Byron Warren – City of Gravette Mayor; City Council; John McLarty – NWARPC; Steve Bzomowski – Alta Planning + Design

At the council meeting, project information cards were distributed and an overview and discussion of the Plan was delivered to attendees. This was followed by a question and answer session. The project team met with Mayor Warren and Lori Leonard before the council meeting to discuss bicycle and pedestrian planning and ideas in the City of Gravette. This preliminary meeting included a 'walk-through' of a map of Gravette, opportunities, constraints, and destinations. At this preliminary meeting and the ensuing Committee of the Whole Meeting, the project team displayed a large regional map and a zoom-in map of Gravette with existing bicycle and pedestrian facilities.

Notes regarding local opportunities, constraints, and key destinations

- Trail, ball fields, and skate park located in southwest part of Gravette between the rail line and Dallas Street
- AR 59 carries north/south through traffic, higher speeds and does not accommodate bicycle and pedestrian traffic – this and the rail line divide the town in half
- Future bypass between Gravette and Bella Vista will alter traffic patterns
- Destinations
    - Schools
        - Large high school and middle school on east side of City
        - Elementary school located in neighborhood along El Paso Street
    - Gravette Historical Museum located on Charlotte Street
    - Ozarks Community Hospital located at southwest edge of City
    - Post Office located on west AR 72
    - Parks
        - Field E. Kindley Memorial Park between AR 72 and Main Street east of town center
        - Centennial Park west of town center
        - Old Town Park (farmers market held here) located on Main Street/AR 72 intersection
    - Most commercial activity is located along AR 59 north/south through town
- Cyclists utilize AR 72 to/through Gravette, has wide shoulder in most places
    - They take Lion Drive to Main Street upon entering the center of Gravette from AR 72 to the east (AR 72 narrows as it approaches Main Street)
- R&B Packaging is a large employer located at northern extent of the City
- Eastern Gravette/Hiwasse (recent annexation) – border with Bella Vista
    - Small commercial strip
    - Fire station

    - Community center
    - School
    - New bypass will greatly affect this rural area
        - Route through the 'Hiwasse' part of Gravette, north along the western border of Bella Vista
- Sidewalk facilities
    - Extends along Main Street from downtown to high school on east side
    - Also extends along AR 72 west of downtown center
    - Old downtown center has sidewalk facilities – these several blocks are generally void of businesses today, but has potential
    - Old sidewalks found along 2nd Street – sidewalks are generally older, children seen walking in streets
    - Little traffic in neighborhood streets
- Regional connectivity opportunities
    - Rail corridor and floodplain
    - Rural roads, cyclist routes
    - Decatur, Bella Vista, Centerton
- Heritage Trail
    - AR 72

2.14 Greenland

November 8, 2013

High School Football Game (West Fork at Greenland), Information Booth (6pm)

Greenland, AR

Project team and local staff: Bill Groom – City of Greenland Mayor; Steve Bzomowski – Alta Planning + Design

At the football game information booth in November, information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to citizens. The project team also met with Mayor Bill Groom and Chief Ricker for a discussion and tour of Greenland. This included a 'walk-through' of a map and tour of Greenland and a discussion of opportunities, constraints, and local destinations within the City.

Notes regarding local opportunities, constraints, and key destinations

- Connect Parks and public land
    - Connect to City of Fayetteville Regional Park (future) and Mt Kessler
    - Local parks Taylor Park and ball fields (Community Center located adjacent to ball fields)
- Greenland town center
    - Library and city hall located here, adjacent to schools
- Connect schools
    - All Greenland schools located on east side of US 71

- Tributary to West Fork of White River links east/west through the heart of Greenland – strong potential greenway corridor
- US 71 is a north/south barrier through town on east side – possibilities for bicycle facility or sidepaths
- I-49 is major north/south barrier on west side
- Key Intersections
    - I-49 and Wilson Street
    - Wilson Street and US 71
- Cyclist routes
    - AR 265
    - Illinois Chapel Road
    - US 71
    - Campbell Loop Road
    - Schaeffer Road
- Regional opportunities
    - Link to Fayetteville (via Cato Springs Road, developing regional park, US 71, active rail line, West Fork of White River)
    - Connect to West Fork via Campbell Loop Road and the West Fork of the White River corridor
    - Lincoln Lake via Bethel Blacktop Road
    - Connect to Lake Wilson
    - Heritage Trail runs north south along US 71 and AR 265 on east and west sides of Greenland respectively

2.15 Johnson

October 8, 2013

Council Meeting (6pm)

City Hall, Johnson, AR

Project team and local staff: Buddy Curry – City of Johnson Mayor; City Council; Steve Bzomowski – Alta Planning + Design

The project team displayed a large regional map, a zoom-in map of Johnson and existing bicycle and pedestrian conditions at the Council Meeting. An overview and discussion of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to attendees, followed by a question and answer session. The project team met with Mayor Curry and Alderman Dan Cross before the Council Meeting to discuss bicycle and pedestrian planning and ideas in Johnson. The preliminary meeting included a 'walk-through' of a map of Johnson and a discussion of opportunities, constraints, and destinations.

Key opportunities, constraints, and destinations

- Current City of Johnson plans to extend a connection from the Razorback Greenway west along the Clear Creek corridor heading north past the Women's Shelter to the Greathouse

Springs Rd/New Hope/S 56th St road corridor toward Arvest Ballpark. A utility line exists along the east side of this corridor and is a strong opportunity for sidepath development.
    - Easements and preliminary engineering partially done
- Roosevelt Ave/Ball St could be a key connector but it is narrow and also a truck route
- City of Johnson owns three-acre property adjacent to the Razorback Greenway at W Yvonne Dr and Wilkerson Rd
    - Future trailhead and parking
    - Cleared space for access
- Wilkerson Rd and Main Dr could be widened to 3-lane for emergency purposes, potential for bike/pedestrian additions
- Access at the northern Wilkerson Rd/Razorback Greenway intersection possibility
- New road to link Johnson Rd and Carly Rd.
- Older part of town – east side, has few sidewalks – newer sections in the north include sidewalks
- Potential space for bike/pedestrian path on west side of Carly Rd – some sidewalk already, utility lines on both sides of the road
- POA Trail intersects Bent Trail Road
- Potential for access to Razorback Greenway at Dollar General property (Hawks Landing?) along Main Dr, would need permission from property owner
- Pavilion/public space in front of City Hall could be highlighted for bicyclists/pedestrians
- Potential access to Razorback Greenway on Ball Street

2.16 Lincoln

February 12, 2014

Open House (3pm)

Community Building on the Square, Lincoln, AR

Project team and local staff: Doug Hutchens – City of Lincoln Council; Bobby Braly – Historic Cane Hill; Misty Murphy – NWA Council; John McLarty – NWARPC; Steve Bzomowski – Alta Planning + Design

At the open house meeting in February, information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to attendees, and a question and answer session ensued. The project team also met with councilman Doug Hutchens as well as City Manager Chuck Wood in the Fall of 2013. This meeting included a 'walk-through' of a map of Lincoln and a discussion of opportunities, constraints, and local destinations within the City.

Notes regarding local opportunities, constraints, and key destinations

- Connect to Lake Lincoln
    - Greenway opportunity along Moore's Creek
    - Power lines/sidepath opportunity along Jackson Hwy/N West Ave
    - Potential to utilize McCratic Rd and High Ocean Rd to Moore's Creek and Lincoln Lake
- Connect schools

    - Middle School and Elementary School along School St to new high school along US 62 on east side of town
    - This includes the School St, County Ave, and North St corridor
        - Potential to link through the neighborhood around Chestnut Circle and the developing fun park
- Public right-of-ways are generally narrow
- Downtown square is key destination
    - New library currently under construction
    - Several businesses
    - Local government offices
- Open space around Appletown/old orchards has potential as a natural area along with soft surface trails, etc.
- Neighborhood around Cherry St has sidewalks but no access to anything outside the neighborhood
- Old railroad beds exist through town (and through the region) but no longer owned by the railroad or public agencies in most circumstances
- US 62 is a bike/pedestrian barrier through town
- Key Intersections
    - Crossing US 62 at the following need improvements:
        - Mitchell Ave
        - Main St
        - West Ave
        - Sugar Hill Rd
        - W Bean St
        - W North St
    - Some existing crosswalk markings present around downtown square – more needed
    - Crosswalk markings generally found around the schools
    - Crosswalks also present in other locations such as the School St/Main Ave intersection as well as Bean St and West Ave
- Connect to South Park
    - This park is located on S Mitchell Ave
    - Mitchell Ave is a key corridor that links residential areas south of US 62 in addition to South Park
        - Needs improvements
    - Potential to continue pathways in South Park to adjacent property and S West Ave
- Adams St is a key east/west corridor connecting residential areas through south Lincoln and connects to the High School
- Wide easement along Old Canehill Rd
- Older sidewalks along S Main Ave neighborhood need refurbished
- Need better connectivity across US 62 to west side of Lincoln – connect to Harp's grocery store
    - Bean St across US 62 and extending connection to Sunnyvale Pl could serve as key west Lincoln bike/pedestrian connection with improvements

- Potential to utilize alleys (which used to be pathway of old rail line) as bicycle/pedestrian corridors through Lincoln
- Cyclist routes
    - Jackson Highway to Lake Wedington
    - Bush Valley Rd
    - Old Canehill Rd
    - AR 45
    - AR 59
- Connect to Siloam Springs and Prairie Grove – old rail bed could make that connection but no longer property of railroad or public agencies

2.17 Little Flock

November 18, 2013

Planning Commission Meeting (7pm)

City Hall, Little Flock, AR

Project team and local staff: Buddy Blue – City of Little Flock Mayor; City Council; Steve Bzomowski – Alta Planning + Design

At the council meeting on November 18, 2013, project information cards were distributed and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to attendees. This was followed by a question and answer session. The project team met with Mayor Buddy Blue as a preliminary informational meeting on October 29, 2013. Discussion included an overview of the NWA Regional Bicycle and Pedestrian Master Plan and a 'walk-through' of a map of Little Flock, focusing discussion on destinations, opportunities, and constraints.

Notes regarding local opportunities, constraints, and key destinations

- Rural, scenic community, no sidewalk network, popular among local cyclists
- Little Flock is generally a bedroom community for Bentonville and Rogers
    - Subdivisions, low density development
    - Children attend Bentonville or Rogers schools (mostly Rogers)
- Destination – Johnson Park
- Destination - Park adjacent to City Hall and fire station/police station
    - Park expansion possibilities next to fires station (new one to be constructed soon)
- Historic Baptist Church – Civil War hideout across the street from City Hall
- Little Flock is scenic cycling route used by many – generally lower traffic volumes through this area – all roads are generally narrow with no shoulder
    - Scenic roads/routes
        - Battlefield Blvd is popular access to area from Bentonville
        - Rocky Ridge Trail
        - Little Flock Dr
        - Dixieland Rd

        - 13 St – no bike lanes here as shown on map but bicycle signage present – narrow road in the city limits
- Apartments/residential clusters around south/southwestern part of city limits
- Rustic Dr scenic corridor connecting Rocky Ridge Trail to AR 94 soon to be paved
- Brush Creek, Little Sugar Creek, and tributary branch heading southeast of Brush Creek could be scenic greenway opportunities
- Challenges for trail development include amenable property availability as well as geographic constraints
- AR 94 north/south corridor to the east is dangerous, not safe for bike/pedestrians currently
- Dixieland Rd and 13 St are your main north/south connections to Rogers
- Little Sugar Creek is a scenic corridor and connection between north Bentonville and Pea Ridge area
- Airport Loop Rd could be strategic connection from Little Flock to Old Wire Rd/62 corridor north to Pea Ridge Military Park
- Hilly, scenic, and rural area
- Destination – Sunshine School on Woods Ln

2.18 Lowell

October 26, 2013

Mudfest (8am-3pm)

Ward Nail Park, Lowell, AR

Project team and local staff: Eldon Long – City of Lowell Mayor; Kris Sullivan – City of Lowell; John McLarty – NWARPC; Steve Bzomowski – Alta Planning + Design

At the Mudfest event, information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to attendees followed by discussion. The project team also met with Mayor Eldon Long and Kris Sullivan during Mudfest. This meeting included a 'walk-through' of a map of Lowell and a discussion of opportunities, constraints, and local destinations within the City.

Notes regarding local opportunities, constraints, and key destinations

- Connect parks and public land
    - Ward Nail Park
    - McClure Park
    - Lowell Park
    - City Museum
- Connect schools
    - Lowell Elementary School on McClure Avenue
    - Tucker School on School Avenue
    - Future high school location on Zion Church Avenue
    - Janie Darr Elementary School in Springdale just inside Lowell border
- Downtown center
    - Local government offices, mainly residential around center

- City adopted Master Streets/Trail Plan in 2013
- Potential sports complex site on Bellview Street near Zion Church Avenue
- Barrier Roadways
    - US 71B (north/south)
        - Commercial strip
        - Potential space for undercrossing at creek just south of Monroe Avenue intersection
    - I-49 (north/south)
    - AR 264 to a lesser extent (east/west)
    - Dixieland Road to a lesser extent (north/south)
    - Rail line runes north/south through Lowell as well (rail with trail opportunity)
- 80%/20% population split on east/west sides of I-49 respectively
- J.B. Hunt corporate headquarters located in southern Lowell (adjacent to east side of I-49)
- New AR 264 bridge over I-49 to include six foot sidewalks
- Key Intersections
    - Monroe Avenue and US 71B
    - Crossings of I-49
    - Bellview Street and Monroe Avenue
    - Dixieland Road and AR 264
- Cyclist routes
    - Bellview Street
    - Puppy Creek Road
    - Goad Springs Street has sharrows (in preparation of Razorback Greenway sidepath)
- Link to Rogers, Bethel Heights, Springdale, and Cave Springs
- Heritage Trail – Butterfield Stagecoach route runs north/south along east side of Lowell (Old Wire Road) – used to be known as Mudtown (they would muddy the roads so that through traffic would stop and do business in Lowell)

2.19 Pea Ridge

October 10, 2013

Farmers Market (2pm-6pm)

Pea Ridge, AR

Project team and local staff: Celia Silkwood-Scott – NWARPC; Misty Murphy – NWA Council; Steve Bzomowski – Alta Planning + Design

The project team displayed a large regional map, a zoom-in map of Pea Ridge and existing bicycle and pedestrian conditions, and distributed project information cards. The project team also met with Pea Ridge Mayor Jackie Crabtree before the Farmers Market to discuss bicycle and pedestrian planning and ideas in the City of Pea Ridge. In addition to the general public, Teresa Moss of *NWA Online* and Annette Beard of *The Times of Northeast Benton County* interviewed the project team.

Notes regarding local opportunities, constraints, and key destinations

- Connect to Bella Vista and the northern terminus of the Razorback Greenway
    - Cyclists use McNelly Rd and Tommy Hawk Rd coming from Pea Ridge
- Pea Ridge High School on W Pickens Road has new football field, indoor sports complex, fine arts center, and tornado shelter
    - This campus needs strong connections
- High School baseball fields located on Hwy 94 (Pickens) and Tommy Hawk Rd
- Little league ball fields located on Weston St
    - Has center turn lane; 4'-5' sidewalks on each side of the road
- West side of Pea Ridge neighborhoods are generally older and don't have sidewalks (e.g., – west of Curtis Ave/94)
- Eastern edge of downtown Pea Ridge residential area is newer – subdivision includes sidewalks
- Pea Ridge City Park is located at north edge of town along 265/Hayden Rd
- Loop of sidewalks eventually to link the City Park, High School, old downtown Pea Ridge, the commercial strip development at 72/94 intersection, and little league fields along Weston St
    - Sidewalks need (or are going to be) constructed along east side of Hayden Rd
    - Sidewalk exists along north side of Pickens Rd heading into downtown Pea Ridge
    - Portions of sidewalk exist along west side of Curtis Ave between old downtown and new strip development downtown (72/94)
        - 4'-5' sidewalk on east side of road
    - Sidewalks recently constructed along 72 west of 94 intersection/new downtown strip development to Weston St
        - Neighborhood Walmart recently constructed here as well
- Davis street parallel to Curtis Ave to the east can be good quiet cycling corridor alternative
- Greenway opportunity along riparian/creek corridor between old downtown Pea Ridge and Pea Ridge Military Park
    - City may have land for trailhead along 72/creek intersection (creek is generally dry)
- Hayden Rd/265 does have some shoulder, could be beautiful bike route
- Citizen who lives southeast of 72/94/newer strip development intersection does not feel like they have a good route for children to get to school
    - Missing links in sidewalk network, does not want kids walking in road
    - Not far from school, but need better opportunities
- E Pickens Rd/72 and Twelve Corners Rd east of town is key corridor
    - Towards Pea Ridge Military Park
    - En route to Seligman, Missouri trails
    - Part of Heritage Trail
    - Old cemetery
- Pea Ridge National Military Park
    - Future visitors center to be moved to Lee Town Rd just west of 72

    - Will make for much improved bike/pedestrian access (currently on high speed/high traffic US 62)
        - Project is years down the road, however
- Connect to Bentonville and Rogers
    - Ryan Rd from 72 (farmers market area) to Sugar Creek Rd
    - Part of Heritage Trail
        - Could serve as connection to Rogers/Bentonville and Sugar Creek riparian corridor
    - 94 corridor makes direct connection from Pea Ridge to downtown Rogers
        - Narrow, high speed, traffic, no shoulder, dangerous
    - Greenway opportunity - Spanker Creek heading southwest of Pea Ridge to Bentonville could make great connection to north Bentonville and near Lake Bella Vista
    - Old Wire Rd (unpaved) and US 62 and railroad corridor southwest from Pea Ridge Military Park to downtown Rogers could be trail opportunities
        - Heritage Trail
        - And be part of a Rogers to Pea Ridge Military Park to Pea Ridge to Bella Vista/north Bentonville loop potential
    - Greenway opportunity along Sugar Creek corridor
        - Also Sugar Creek Rd (unpaved) part of the Heritage Trail
        - Potential geographical constraints
        - Small section of Sugar Creek Rd is paved east of 94 intersection (see map)
- Bentonville Bike Club does or used to do time trials along flat section in Pea Ridge – E Pickens Rd to Lee Town, and Davis
- Comment from public at farmers market
    - Children's programs that are free would be great – nature walks – running clubs – girls on the run – school system
    - Citizens enjoy running around the community, would love to have trails and sidewalks
    - Tiger and Cub – girl cross-country running

2.20 Prairie Grove

February 13, 2014

Open House (3pm)

District Court Room, Prairie Grove, AR

Project team and local staff: Sonny Hudson – City of Prairie Grove Mayor; Larry Oelrich – City of Prairie Grove; John McLarty – NWARPC; Steve Bzomowski – Alta Planning + Design

At the open house meeting in February, information and an overview of the NWA Regional Bicycle and Pedestrian Master Plan was delivered to attendees, followed by a question and answer session. The project team also met with Mayor Sonny Hudson and Public Works Director Larry Oelrich in the Fall of 2013. This meeting included a 'walk-through' of a map of Prairie Grove and a discussion of opportunities, constraints, and local destinations within the City.

Notes regarding local opportunities, constraints, and key destinations

- Connect parks and public land
    - Prairie Grove Battlefield State Park – walking and biking trails planned as part of Master Plan - regional destination
    - Bob Kidd Lake – Arkansas Game and Fish Commission – potential connection along creek between lake and Stonewall Road
    - Rieff Park (Aquatic Park, Ball fields, Skate Park) – ½ mile trail located around perimeter of ball fields
    - Mock Park and Library
    - Donald & Peggy Parks Municipal Tennis Courts
- Downtown Prairie Grove
    - Unique, high concentration of antique shops
- Connect schools along and north of Bush St
- Muddy Fork Creek – potential greenway corridor
- Illinois River – potential greenway corridor
- Small industrial park on west side of Prairie Grove
- Small bridge being replaced on AR 170 toward Farmington – should include bike/ped
- US 62 is an east/west barrier through town
- Cleveland Street – bike boulevard opportunity
- Park Street – east side link
- Key Intersections
    - Crossing US 62 at the following need improvements:
        - Mock Street
        - Neal Street
        - Pittman and Buchanan Street
- Cyclist routes
    - Viney Grove Road
    - Hogeye Road
    - Illinois Chapel Road
    - Stonewall Road
    - AR 170

2.21 Rogers

October 12, 2013

Farmers Market (7:30am-1pm)

1st Street and Walnut Street – Rogers, AR

Project team: Steve Bzomowski – Alta Planning + Design

At the Rogers Farmers Market, the project team engaged 40+ citizens, providing an overview of the NWA Regional Bicycle and Pedestrian Master Plan, and distributed information cards. The project team also met with Director of Planning and Transportation, Steve Glass, on August 27, 2013. This meeting

included a 'walk-through' of a map of Rogers, trail planning efforts to date by the City, opportunities, constraints, and local destinations within the City. A follow-up meeting in February 2014 and coordination with Nathan Becknell, City of Rogers engineer included a tour of existing and developing facilities throughout Rogers.

Notes regarding local opportunities, constraints, and key destinations

- Key planning and development to date: 2010 Master Trail Plan and updated 2014 Rogers Greenway & Trails map – includes existing and planned facilities
- Rogers Trails Committee – mission is to procure, connect, and develop a unified greenways and trails system, which promotes conservation, restoration, recreation and community interaction
- Mountain biking/multi-use natural surface trails in development around Lake Atalanta
- Over 100 acres of greenspace adjacent to downtown
- Connect to destinations
    - Razorback Greenway
    - Old Wire Road – Heritage Trail
    - Connectivity to Bentonville – Turtle Creek Trails, Horsebarn Trails, and Razorback Greenway
    - Hobbs State Park and Beaver Lake
        - Horsehoe Bend
    - Connect to Lowell
    - Lake Atalanta
    - Downtown
    - Aquatic Center (southwest)
    - Pinnacle Hills shopping area and Mercy Hospital (Razorback Greenway connects)
        - Arkansas Music Pavilion recently completed
        - John Q Hammonds Convention Center
    - Northwest Arkansas Community College
    - Sports Park
    - Veterans Park
    - Connect to future Mt. Hebron Park and future Elementary School
    - AR 94 could utilize sidepath in connecting to Pea Ridge and Little Flock (is currently a high speed, narrow road)
- No existing sidewalk GIS layer (subsequently digitized during this planning process)
- Challenges for bicycle and pedestrian travel
    - Walnut Street and 8th Street are wide, high traffic volume, high speed roadways with high amount of commercial activity (similarly, US 62 and I-49 present challenges)
    - Local connections from residential areas – e.g., no sidewalks in residential areas east of downtown and Lake Atalanta
- Race the Train race – downtown Rogers north to Avoca – 100 cyclists
- School programs
    - Safe Routes to School – championing bike buses

        - Connect trails to schools
    - Junior high schools to bicycling as part of physical fitness programming
- Need to create more direct routes and encourage bicycling and walking as a transportation option
    - Greenway & Trails Map has 'share the road bike routes' – need to connect more local destinations and schools
    - Example: continue a sidepath along New Hope Road between Blossom Hollow Trail to 1st Street
- Heritage Trail in Rogers
    - Old Wire Road/Monte Ne Road/S E Street
    - AR 12
    - East/west link along Olive Street, floodplain, and Turtle Creek Trails
    - Cross Hollow Road

2.22 Siloam Springs

October 31, 2013

Downtown Halloween Event (3:30pm-6pm)

Downtown Siloam Springs, AR

Project team and local staff: Ben Rhoads – City of Siloam Springs; John McLarty – NWARPC; Steve Bzomowski – Alta Planning + Design

At the Halloween event, the project team distributed over 100 project information cards, engaging parents and trick-or-treaters with a discussion and overview of the NWA Regional Bicycle and Pedestrian Master Plan. The project team also met with Ben Rhoads and Scott Hodge with the City of Siloam Springs on November 8th. This meeting included a 'walk-through' of a map of Siloam Springs, trail planning efforts to date by the City, opportunities, constraints, and local destinations within the City.

Notes regarding local opportunities, constraints, and key destinations

- Existing Dogwood Springs Trail serves as key multi-use connection east/west through northern Siloam Springs neighborhoods west of railroad to downtown, to John Brown University, near several Siloam Springs public schools and residential areas north of US 412; has lights
- Connection needed from eastern extent of Dogwood Springs Trail at ball fields along Lincoln St east underneath the railroad line toward the High School, sports fields and Activity Center
    - Could also connect to residential area to the south of Tahlequah St
    - Ideal location for trail connection and continuation would be along Sager Creek underneath the railroad trestle, linking from the eastern extent of the Dogwood Trail
- Downtown is key destination – very walkable, lively, park space and river front, must connect all areas of town to downtown
- Key corridor connection would provide a link from the E. Main St/US 412 intersection west along E. Main St to downtown Siloam Springs. This would connect a diversity of segments including:
    - Downtown

  - E Main St businesses
  - Industrial section
  - Strip commercial section
  - Residential
- Other key corridors that provide key connections traversing multiple residential areas and sections through town and should include improvements (potential bike lanes, bike boulevards, etc.):
  - Cheri Whitlock St
  - Kenwood St – bike boulevard potential, low traffic but narrow
  - Tahlequah St – same, makes east/west connection though neighborhoods
  - Mt Olive St – is also part of the Heritage Trail
  - University St
  - Benton St – very wide, space for bike lanes
  - Washington St
  - Maxwell St
  - Tulsa St
  - Jefferson St
  - Holly St
  - Dogwood St
  - Carl St
  - Elm St
  - Lincoln St
- Older neighborhoods have limited sidewalk development and right-of-way
- Connect to schools; expand Dogwood Trail
- Bike parking needed, especially in downtown area
- Bike lane exists on Dogwood St
- Sidepath exists along Cheri Whitlock between Dogwood St and Mt Olive St
- Design upgrades in certain locations; examples include:
  - Maxwell St and Main St intersection – needs curb ramp
  - Sidewalks along E Main and Britt St needs to be upgraded
- North/South connections needed – make continuous north/south link from City Lake in the north to the developing Kayak Park to the south (Fisher Ford Rd/Illinois River junction)
  - How to cross US 412?
    - Rail line goes under
    - Lincoln St goes over (~2 feet, rough shoulder)
    - Both Hico St and Dawn Hill Rd (Heritage Trail) have sidepath potential
    - Utility ROW could potentially be used near City Lake
  - Explore soft surface multi-use trail opportunities along Fisher Ford Rd, S Lincoln St, and S Elm St
  - Rail-with-trail opportunity along rail line north/south through town
- AR 264 (Lincoln St) has wide paved shoulder between Cheri Whitlock Dr and East Main St
- John Brown University is a key destination
- Heritage Trail

    - AR 43
    - Mt Olive St
    - Benton St
    - Broadway St
    - E Main St
    - S Washington St
    - E Jefferson St
    - S Lincoln St
    - AR 59
    - AR 16
- Barriers
    - Railroad – key challenge for east/west connections
    - US 412 – key challenge for north/south connections
- Key intersections
    - Lincoln St and Main St
    - Downtown crossing treatments currently include parallel bar stripes with red brick pavers
    - US 412 intersections – these have had recent pedestrian crossing upgrades which have greatly improved crossing opportunities for pedestrians. However, due to the high traffic volume and roadway width, these are still not very comfortable to cross. Additional crossings of US 412 should consider the potential for pathways utilizing the rail corridor under US 412 and the Lincoln St bridge
        - Holly St
        - Carl St
        - Elm St
        - Mt Olive St
        - Washington St
- Bike shop – Dogwood Junction on Broadway St and E Main St downtown
- Bike club – the Siloam Pedal'rs
- Future park at Lake Francis Dr needs to be connected
- Regional connectivity
    - Connect to Gentry
        - Flint Creek and Dawn Hill Rd (Heritage Trail) have potential connection opportunities
    - AR 16 (Heritage Trail) to Lake Wedington
    - Several rural options to Lincoln
    - Rail-with-trail opportunity
- Cyclist routes
    - Taylor Orchard Rd
    - Dawn Hill Rd

2.23 Springdale

October 29, 2013

Open House (5pm)

City Hall, Springdale, AR

Project team and local staff: Patsy Christie – City of Springdale; John McLarty – NWARPC; Dennis Blind – Alta Planning + Design; Steve Bzomowski – Alta Planning + Design

At the open house, the project team presented an overview of the NWA Regional Bicycle and Pedestrian Master Plan along with a 'walk through' of a map of Springdale with attendees. Discussion centered on opportunities, constraints, and destinations with several key routes and priorities for Springdale identified. The project team also attended a City of Springdale Trails Task Force meeting before the open house, in which it presented an overview of the NWA Regional Bicycle and Pedestrian Master Plan followed by a question and answer session with the Task Force.

Notes regarding local opportunities, constraints, and key destinations

- Destinations
  - Razorback Greenway
  - Arvest Ballpark
  - Rodeo of the Ozarks
  - The Jones Center
  - Arts Center of the Ozarks
  - Tyson Foods Headquarters
  - Lake Springdale
  - Downtown Springdale
  - Several parks and schools
- Branches needed to/from the Razorback Greenway
- Trails Task Force meets regularly, key piece to future bicycle and pedestrian developments
- Opportunity to link east side trail loop from downtown Springdale/Razorback Greenway to the Jones Center, Rodeo of the Ozarks, neighborhoods along the eastern section of Spring Creek, JO Kelly Middle School, eventually connecting to Lake Fayetteville
- Solid sidewalk network found throughout the core of Springdale – design needs to consider buffering between the constructed sidewalk and roadway corridors. Sidewalks generally being incorporated into present and future development projects
- No on-street separated bikeways found throughout the city, some streets in the downtown core have space for bike lanes, others could potentially be incorporated into future roadway improvements
- Emma Avenue is a key corridor through town, loop to 56th Street (I-49 challenge), Arvest Ballpark, Tyson Park, and Don Tyson Parkway back to the Razorback Greenway
- Regional connectivity
  - Lake Elmdale and Elm Springs
  - Har-Ber Ave to Tontitown and proposed trails
  - Cave Springs and Spring Creek

    - Fayetteville – Razorback Greenway and AR 265
    - Lowell and JB Hunt
    - Beaver Lake
- Heritage Trail
    - Old Missouri Rd
    - Old Wire Rd
    - Mill St
    - Emma Ave
    - US 71B
    - US 412
    - Johnson Rd
    - AR 112
- US 71B, US 412, and I-49 are very difficult corridors for bicyclists and pedestrians to cross; Gutensohn Rd and Don Tyson Pkwy also key corridors with higher traffic volumes and/or speeds
- Springdale covers a large land area, from urban core to large suburban subdivision

2.24 Tontitown

November 5, 2013

Council Meeting (6pm)

Tontitown City Hall, Tontitown, AR

Project team and local staff: City Council; John McLarty – NWARPC; Steve Bzomowski – Alta Planning + Design

The council meeting agenda included discussion of the NWA Regional Bicycle and Pedestrian Plan. The project team provided information and an overview of the Plan to the council and attendees of the meeting, followed by a question and answer session. The project team met with councilman Clint Penzo and City Engineer Terry Carpenter before the meeting. This meeting included a 'walk-through' of a map of Tontitown, trail planning efforts to date by the City, opportunities, constraints, and local destinations within the city.

Notes regarding local opportunities, constraints, and key destinations

- New bridge at Brush Creek Ave and Javello Rd intersection is a destination – swimming hole here as well – Brush Creek
- Most children in Tontitown go to school at Willis D Shaw Elementary School on Grimsley Rd in Springdale, then attend Middle School and High School located on Har-Bar Ave
    - Har-Bar Ave has sidewalk network
    - Trail planning efforts in Tontitown include a connection to Har-Bar Ave along with an adjacent park development
- Greenway opportunities in southern Tontitown along Clear Creek extending west from Johnson
    - Similarly with Brush Creek along the northern city limits
- Vineyard locations

    - Dowell and Kelly Rd
    - Pianalto and Liberty Rd
    - Mantegani Rd, Liberty Rd, and Javello Rd
    - Barrington Rd and Baker Ave
    - Downtown Tontitown – Barrington Ave northeast corner – winery
        - Grape festival held here
- Commercial corridor along major US 412 artery – separated sidepath needed
- Major intersections needing further analysis
    - Barrington Rd and US 412 – town center
    - AR 112 and US 412
- AR 112 – Heritage Trail
    - Cyclists seen along this road – high traffic, high speed, narrow
- Cyclist routes
    - Pianalto Rd
    - Arbor Acres Ave
    - Barrington Rd
    - Steele Rd
    - Wheeler – connecting to Fayetteville routes
    - Reed Valley Rd
    - Liberty Ave
    - Brush Creek Rd
    - Javello Rd
    - SBanotto Ave
    - Mantegani Rd
    - Ardemagni Rd - Unpaved briefly near Scott St/Elm Springs border
- Connect to
    - Ozark National Forest to the west
    - City Hall, Fire Department
    - Tontitown Historical Museum
    - Harry Sbanotto Park

2.25 West Fork

October 22, 2013

Open House (6:30pm)

City Hall, West Fork, AR

Project team and local staff: Frances Hime; John McLarty – NWARPC; Steve Bzomowski – Alta Planning + Design

The project team presented an overview of the project and facilitated discussion with attendees including a 'walk through' of a local West Fork map. Discussion centered on opportunities, constraints, and destinations. Project information cards were distributed, and attendees (12 total) shared local and regional insights.

Notes regarding local opportunities, constraints, and key destinations

- Destinations
  - Schools
    - West Fork Elementary, Middle, and High School
  - Parks
    - Carter Park
    - Riverside Park
    - Mueller Park
  - Frank Wenzel Community Center
  - Harp's Grocery Store
  - Post Office
  - Connect residential areas to schools and center of West Fork
    - Need US 71 crossings
    - Need Main Street bridge improvements or an alternative crossing of the West Fork White River to link neighborhoods
    - Dye Creek Road low water bridge crossings in northern section of West Fork
- Sidewalk facilities
  - Some sidewalk facilities found along the main downtown area
- Regional connectivity opportunities
  - Campbell Loop Road is a low traffic, scenic road that serves as a cycling alternative to US 71 to Greenland
  - West Fork of the White River meanders through West Fork and connects West Fork and Greenland and serves as an opportunity for trail development in the riparian corridor
    - Adjacent rail line
  - Follow Heritage Trail to Winslow
  - Follow Heritage Trail to Devil's Den State Park
- Heritage Trail
  - US 71 and Main Street through West Fork
- Because of I-49, US 71 carries lower traffic volumes and could be configured to accommodate bicyclists

3 REGIONAL WORKSHOPS

3.1 December 2013 Regional Workshops

The first round of regional workshops was held during the needs assessment phase of the planning process in the first week of December, 2013. These public input opportunities focused on familiarizing attendees with the project purpose, goals, scope, schedule, as well as bicycle and pedestrian planning and design concepts. Attendees discussed strengths and weaknesses of the current bicycling and walking network as well as opportunities for improvement. A total of 67 members of the public attended the workshops. The dates and location of this first round of workshops were as follows:

- Tuesday Dec 3: Siloam Springs City Hall (4:30pm-6:00pm)
- Wednesday Dec 4: Arvest Ballpark (11:30am - 1:30pm, 4:30pm-6:30pm)
- Wednesday Dec 11: Center of Non-Profits @ St. Mary's Hospital (McAuley Hall) in Rogers (11:30am - 1:30pm, 4:30pm-6:30pm)

3.2 August 2014 Regional Workshops

The second round of regional workshops was held following the development of the Draft Northwest Aransas Regional Bicycle and Pedestrian Master Plan during the week of August 11, 2014. These public input opportunities included summary materials with supporting maps, a PowerPoint presentation, and display boards highlighting infrastructure and programmatic recommendations. A total of 132 members of the public attended the workshops. The project team facilitated the community workshops at the following times and locations:

- Monday August 11: Bentonville Public Library (4:00pm-7:00pm)
- Tuesday August 12: Fayetteville Public Library (4:00pm-7:00pm)
- Thursday August 14: Siloam Springs City Hall - Board Room (4:00pm-7:00pm)

F PLAN REVIEW

Appendix Contents:

Technical Memo: Plan Review and Stakeholder Interviews

TECHNICAL MEMO: PLAN REVIEW AND STAKEHOLDER INTERVIEWS

This document outlines previous planning efforts relevant to bicycle and pedestrian conditions in NWA. Additionally, eight stakeholder groups involved in improving the bicycle and pedestrian environment in the region were interviewed, and a summary of each interview is included at the end of this memo. The purpose of this document is to provide a better understanding of the foundation of bicycle and pedestrian infrastructure, programming, and planning in NWA.

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MEMORANDUM

To: John McLarty, Northwest Arkansas Regional Planning Commission

From: Dennis Blind and Steve Bzomowski, Alta Planning + Design

Date: December 11, 2013

Re: Plan Review and Stakeholder Interviews (Task 1.2 and Task 1.5)

This document outlines previous planning efforts relevant to bicycle and pedestrian considerations in NWA. Additionally, eight stakeholder groups involved in improving the bicycle and pedestrian environment in the region were interviewed, and a summary of each interview is included at the end of this memo. The purpose of this document is to provide a better understanding of the foundation of bicycle and pedestrian infrastructure, programming, and planning in NWA.

1 PLAN REVIEW

Numerous plans, guidelines, and strategies have addressed topics related to bicycle and pedestrian considerations in NWA. These include improvements to existing facilities as well as suggestions for new connections. This review summarizes plans specific to bicycle and pedestrian facilities as well as long-range, neighborhood, corridor, and open space plans. These documents represent important efforts, provide valuable insight and background information, and are a building block for the development of the Regional Bicycle and Pedestrian Master Plan.

1.1 Northwest Arkansas Regional Planning Commission (NWARPC)

The NWARPC has taken significant steps toward improving bicycle and pedestrian accommodation in NWA. This includes developing the following plans:

- NWA Heritage Trail Plan (2006, updated 2013)
- NWA Regional Trail Plan (2011)
- 2035 Regional Transportation Plan (2011)
- 2013-2016 Transportation Improvement Program (TIP)

These plans reflect a variety of design guidance and ideas for bicycle and pedestrian facilities in NWA. The Heritage Trail Plan and Regional Trail Plan provide a foundation for regional bicycle and pedestrian infrastructure, and are also incorporated into long-range planning as part of the 2035 Regional Transportation Plan.

The Transportation Improvement Program (TIP) identifies major roadway improvements. The TIP can play a significant role in facilitating bicycle and pedestrian travel, but lack of adequate accommodation or consideration of these modes can lead to projects that create barriers to walking and bicycling.

NWA Heritage Trail Plan (2006, updated 2013)

The Northwest Arkansas Heritage Trail Plan is planned as "A regional network of bicycle and pedestrian facilities that connects NWA citizens and visitors to our rich heritage, our recreational and cultural assets, a healthier lifestyle, and to each other." The Trail of Tears route, Butterfield Stage Coach route, and Civil War troop movements were identified through the region. This plan designates these present day corridors (mostly roadway) to become part of the growing NWA bicycle and pedestrian transportation and recreation network. The routes crisscross the NWA region, directly linking rural and urban communities. Because it traverses a variety of terrain as well as both urban and rural environments, a variety of context-dependent bicycle and pedestrian facility treatments will be utilized along the Heritage Trail.

Goals and objectives of the plan focus on increasing bicycle and pedestrian connectivity throughout the region, emphasizing multiple benefits related to health, economy, culture, environment, safety, education, and local trail development.

Regarding bicycle and pedestrian facilities, the plan recommends:

On-Road Bicycle Facilities:

- Bicycle lanes on streets with curbs should be at least 5 feet in width.
- On rural roads with no curbs, an 8 foot shoulder makes an ideal bike route and also serves the needs of motorists with mechanical problems to pull completely off the road.
- On rural roads where an 8 foot shoulder is not possible a 5 foot shoulder should be the minimum considered for bicycle safety.

Pedestrian Facilities:

- Sidewalks should be at least 6 foot wide.

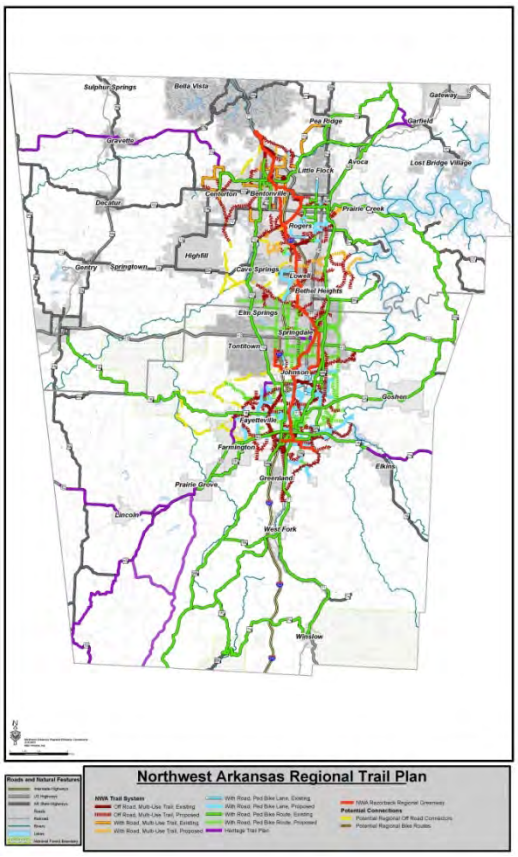
Multiuse Facilities: (parallel to the roadway or off road)

- A multiuse facility shared by bicycles and pedestrians should be at least 10 feet wide.

Special Case Accommodation for Bicycles:

When a multi-use facility parallels a road, or when ROW problems make a 5 foot bike lane impossible, accommodation should still be made for bicycles in the road way. A minimum consideration for bicycle safety is to have a road width where a motorist can safely pass a bicycle without having to cross into the on-coming traffic lane. This plan specifically recommends at least a 14 foot outside lane for minimum bicycle safety.

The Heritage Trail Plan is incorporated into the 2035 Regional Transportation Plan.



The Northwest Arkansas Regional Trail Plan (2011)

This plan details existing and proposed trails in the two-county region. The extensive network incorporates existing and planned routes from several localities. Trail types detailed include:

- Off Road, Multi-Use Trail
- With Road, Multi-Use Trail
- With Road, Ped Bike Lane

The Northwest Arkansas Regional Trail Plan is part of the 2035 Regional Transportation Plan.

2035 NWA Regional Transportation Plan (2011)

The following are key elements of the 2035 NWA Regional Transportation Plan that relate to bicycle and pedestrian accommodation.

Street Cross-Sections

Chapter V of the *Regional Transportation Plan* details recommendations for cross-sections of different streets types. Below are the bicycle and pedestrian considerations by street type:

- Minor street: 5′ sidewalk with 5′ green space for road separation
- Collector street: 5′-6′ sidewalk with 4′-5′ green space for road separation
- Minor arterial street: 6′ sidewalk with 8′ green space for road separation
- Major arterial street: 6′ sidewalk with 7′ green space for road separation
- 4-lane divided median street: 6′ sidewalk with 5′ green space

Pertaining to state roads, Arkansas State Highway and Transportation Department AHTD Policy for designated on-street bike routes requires the addition of:

- Four feet to total ROW requirements allowing for two extra feet on each outside lane for bicycle safety. OR
- Eight to ten feet to total ROW requirements allowing four to five foot striped bicycle lanes.

Further AHDT policy on page 8 details cost-sharing with local jurisdictions wishing to exceed AHDT policy regarding sidewalk and bicycle facility accommodations.

Bicycle and Pedestrian Facilities

Four types of trails and bicycle/pedestrian routes are discussed in the plan:

- Off-road trail
- With-road linkage
- Signed shared roadway
- Bike lane

The Walton Family Foundation's *Trail Design Resource Notebook* (2010) provides design detail on the following and is incorporated into the 2035 Northwest Arkansas Regional Trail Plan:

- Trails and trail-related facilities

- Bicycle facilities and related streetscape improvements
- Pedestrian facilities and related streetscape improvements

The Razorback Regional Greenway

The Regional Transportation Plan details planning and development for the Razorback Regional Greenway, designed as a 36-mile multi-use trail from Lake Bella Vista through Fayetteville. At the time of this writing, the Razorback Regional Greenway is slated for completion in the summer of 2014.

The Heritage Trail Plan

The Heritage Trail Plan is summarized separately in this Plan Review (above).

Northwest Arkansas Regional Trail Plan

The Northwest Arkansas Regional Trail Plan is summarized separately in this Plan Review (above).

City Trail Project Highlights

Tables summarizing multi-use trail developments in several NWA cities from 2006-2011 are presented in this section. They include:

Bentonville: 14.51 miles completed

Rogers: 10.87 miles completed

Fayetteville: 14.64 miles completed

AHTD Policies

Bicycle accommodation policy is detailed in this section. Locally adopted bicycle plans or master street plans showing designated bicycle routes will be given due consideration along coinciding proposed highway projects. Additional AHTD policies cover the following:

- Accommodation of bicycles on routes that have not been locally designated as bicycle routes
- Bicycle accommodations on routes with an open shoulder section
- Bicycle accommodations on routes with a curb and gutter section
- Local and regional design standards
- Shared use paths

Sidewalk policy is also detailed in this section. It covers curb and gutter, ADA Accessibility Guidelines (5' foot minimum width), and local and regional design standards in relation to AHTD policy.

Funding Alternatives

This section details a variety of funding sources available for bicycle and pedestrian facilities including:

- Federal Aid Highway Programs
    - National Highway System funds
    - Surface Transportation Program
    - Hazard Elimination and Railway-Highway Crossing Programs
    - Recreational Trails Program
    - National Scenic Byways Program

    - High Priority Projects and Designated Transportation Enhancement Activities
- Federal Transit Program
    - Transit Enhancement Activity program
    - Job Access and Reverse Commute grants
- Highway Safety Programs

Transportation Improvement Program (TIP) (2013-2016)

The 2013-2016 Northwest Arkansas Regional Transportation Study (NARTS) Transportation Improvement Program (TIP) provides a summary table of 33 Benton and Washington County projects, all of which are related to roadway improvements. It is important to note that major roadways can serve as conduits or barriers to bicycle and pedestrian travel. Incorporating bicycle and pedestrian accommodation where these projects intersect recommendations of this Regional Bicycle and Pedestrian Master Plan can save significant resources in the future, and allow for efficient development of bicycle and pedestrian infrastructure.

1.2 Fayetteville

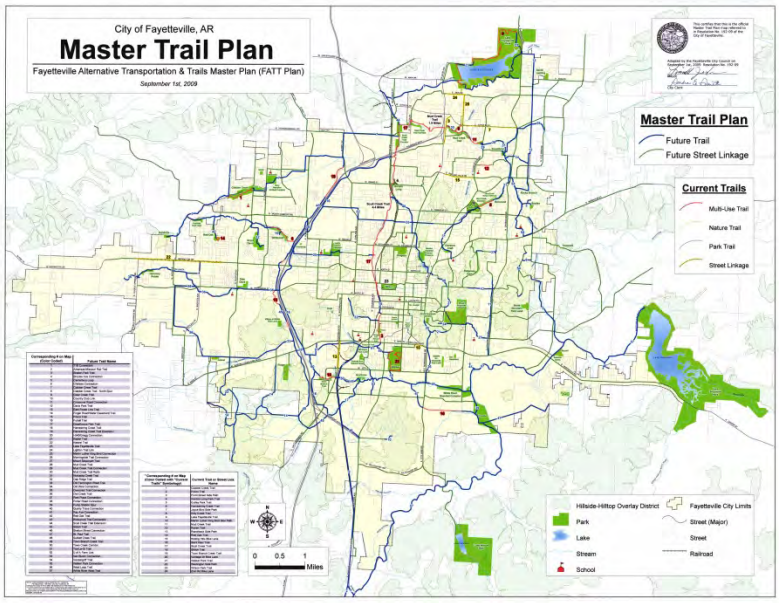
The City of Fayetteville has taken significant steps toward improving bicycle and pedestrian infrastructure. The following plans relate to improvements for walking and bicycling:

- Fayetteville Alternative Transportation and Trails (FATT) Plan and Map (2003, updated in 2009)
- Fayetteville Bicycle Friendly Community Feedback Report (2010)
- City Plan 2030
- Downtown Master Plan (2004)
- Highway 71 East Square Redevelopment District No.1 Project Plan (2005)
- Walker Park Neighborhood Master Plan (2008)
- Fayette Junction Master Plan (2009)
- Walton Arts Center expansion proposal (2010)
- Street Cross Sections - Master Transportation Plan (2011)
- Wedington Corridor Plan (2013)
- East Gate Plaza Redevelopment (ongoing)
- Transit System Shelter Project (ongoing)

The FATT Plan and Bicycle Friendly Community Feedback Report serve as the blueprint for Fayetteville's continuing improvements in bicycle and pedestrian infrastructure and programming. Comprehensive, neighborhood, and corridor planning in Fayetteville have also incorporated bicycle and pedestrian infrastructure elements. These together serve as Fayetteville's foundation for becoming a safe and comfortable place for walking and bicycling.

Fayetteville Alternative Transportation and Trails (FATT) Plan and Map (2003, updated in 2009)

The Fayetteville Master Transportation Plan is comprised of the Alternative Transportation and Trails Plan and Map, Master Street Plan Map and street cross sections. Supporting multi-modal transportation in the form of streets, sidewalks, bike lanes, trails and transit is the focus of these plans. The stated purpose of the Alternative Transportation Plan is to address the needs of citizens and visitors related to transportation, recreation and economic pursuits that are addressed through a comprehensive alternative transportation and trail system. The plan details benefits of alternative transportation, evaluates existing conditions, details design guidelines, identifies specific trail recommendations (both trails/greenways and on-street linkages), identifies funding sources, outlines a strategy for implementation and education, and details operations and management.



Specific to trails, the plan identifies 49 trail corridors (129 miles of multi-use trails) and 78 on-street linkages (163 miles of on-street linkages) throughout Fayetteville to be developed in the next 15 years.

Multi-Use Trail Corridors

The 49 proposed multi-use trail corridors (129 miles) identified in chapter 5 of the plan are shown on the following page.

Cost estimates included in the plan are the following:

- Near-term: $8.8 to $13.2 million
- Mid-term: $8.8 to $12.5 million
- Long-term: $16.8 to $25.1 million

On-Street Linkages

The 78 on-street linkages from chapter 6 of the plan are shown in the table above.

Cost estimates included in the plan are the following:

- Near-term: $406,000 to $609,000
- Mid-term: $433,400 to $650,000
- Long-term: $1.2 to 1.6 million

Fayetteville Bicycle Friendly Community Feedback Report (2010)

The League of American Bicyclists designated Fayetteville as a Bicycle Friendly Community at the Bronze level in 2010, citing Fayetteville's potential and commitment as well as a growing number of cyclists. Some of the highlights in Fayetteville identified in the report include:

- A strong and active local advocacy group
- Increase in mileage of shared use paths
- Inclusion of bicycle facilities in the FATT Master Plan
- Safe Routes to School at all Elementary schools
- Work of the Bike City Recyclery
- Regularly organized community rides
- Use of Eco-counters (automatic bike counting equipment)
- Input and interaction with the public

The BFC review team suggested four significant measures the city should take to improve cycling in the community:

- Increase the number of arterial streets that have wide shoulders or bike lanes. Continue to expand the bicycle network and increase network connectivity through the use of bike lanes, shared lane arrows and signed routes. On-street improvements coupled with the expansion of the off-street system will continue to increase use and improve safety. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.
- Continue to improve bicycling education opportunities for children and adults. Increase the amount of regular class offerings. Smart Cycling can be integrated into motor vehicle violation diversion programs, commuter education programs, Safe Routes to School, as well as motorist education classes for city employees.
- Continue to expand public education campaigns to promote the share the road message and the rights and responsibilities of all users. There are some new tools for you to use. See a new motorist education video at http://bikelib.org/video/index.htm It is vital to make motorists and cyclists aware of their rights and responsibilities on the road. Also, see the excellent Look Campaign from New York City: http://www.nyc.gov/html/look/html/about/about_us_text.shtml and use the valuable information from the League's Ride Better Tips in your outreach education and encouragement efforts. See the Ride Better Tips pages at http://www.bikeleague.org/resources/better/index.php.
- Offer more options for bicycle users of all ages and abilities through a system of bicycle boulevards. This is a great way to reach new cyclists in their neighborhoods. See more on how to do it at http://www.ibpi.usp.pdx.edu/guidebook.php

The BFC Feedback Report also includes further recommendations organized by the 5 E's (Engineering, Education, Encouragement, Enforcement, Evaluation/Planning). Best practices guidelines and resources are included in the recommendations.

City Plan 2030

Fayetteville's City Plan serves as the city's comprehensive land use plan. The stated vision includes specific reference to alternative transportation considerations – "All members of our community will have equitable access to neighborhoods that are healthy, walkable, and distinct." Chapter 7: Transportation of *City Plan 2030* discusses pedestrian mobility and alternative transportation in general. Key points specific to Fayetteville's sidewalk network include:

- In accordance with the Street Cross-Sections as part of the *Master Transportation Plan*, sidewalks are provided on both sides of all functional classifications of streets except for streets within the Hillside/Hilltop Overlay District.
- If called for by the plan, developers are required to provide sidewalks in accordance with the Street Cross-Sections as part of the *Master Transportation Plan* on any new street, or along existing streets that do not already have sidewalks.

The Fayetteville Alternative Transportation and Trails (FATT) Master Plan is also incorporated as part of City Plan 2030. In 2009, the FATT Master Plan was updated to include newly completed trails and improve overall connectivity of the system. Over 18 miles of multi-use trails have been constructed since the original FATT Master Plan was completed in 2003. The updated plan recommends the following for completion in the next 30 years:

- 100-mile interconnected network of multi-use trails
- 280-miles of on-street bike facilities

Downtown Master Plan (2004)

Fayetteville's Downtown Master Plan outlines actions to encourage balanced, sustainable growth in Fayetteville's downtown area, including a balance between the automotive and pedestrian environment. Six fundamental strategies are detailed in guiding the plan, and a large component of these are focused on strengthening walkability in the downtown core. The first strategy highlights this focus – "…a *superbly walkable environment* should be produced and showcased as Downtown's hallmark." Specific projects recommended as priorities for completion in the short-term included:

- Completing Dickson Street
- A Parking Lot Transformed - Infill at City parking lot adjacent to the Walton Arts Center
- Redevelopment of Mountain Inn
- Infill Along Block Avenue
- Preserving Lafayette Street
- Creating a Downtown Park
- One-way Street Conversions
- Additional On-street Parking
- Taming College Avenue
- Redesigning Archibald Yell
- Adopt New Downtown Zoning District
- Establish Downtown Organizational Structure and Funding

Longer-term projects in the downtown area include:

- Enhancing the Downtown Square
- Reinvestment in the Mill District
- Redevelopment Opportunities Along West Avenue
- Structured Parking, Initial Phases
- Continued Redevelopment and Infill along College Avenue and Archibald Yell
- Structured Parking, Subsequent Phases

Highway 71 East Square Redevelopment District No.1 Project Plan (2005)

The purpose of this plan is to encourage the commercial and residential redevelopment of a section of Fayetteville approximately bounded by Arkansas Avenue and University Avenue to the west, the College Avenue area to the east, Maple Street to the north, and the Archibald Yell Boulevard area to the south. Two projects are the focus of this plan:

- Project No. 1 – Process of removing blight in the former Mountain Inn area – catalyst project
- Project No. 2 – City sidewalk and pedestrian improvements – repair and replacement of existing sidewalks, pedestrian crossing, and new sidewalks to fill in missing segments

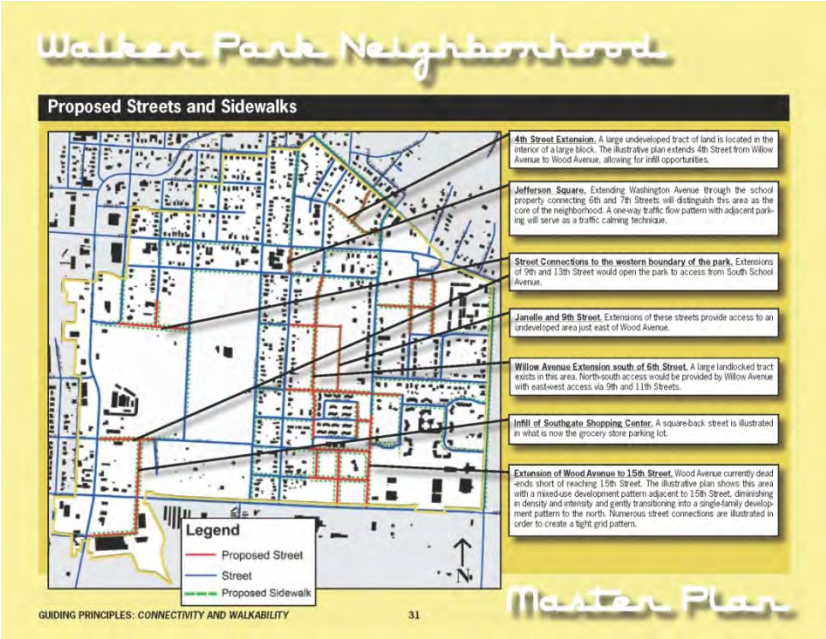
Walker Park Neighborhood Master Plan (2008)

The Walker Park Neighborhood is located south of Downtown Fayetteville. The purpose of this plan is to enable stakeholders to influence the form of future growth that encourages traditional neighborhood development and sustainability.

Several guiding principles are highlighted in the document including 'connectivity and walkability,' focusing on connection of the street grid and improved pedestrian mobility between key destinations. Other guiding principles include balance of uses and housing, Jefferson Square as a core of the neighborhood, and accessible greenspace.

Particular to connectivity and walkability, recommendations include connecting to key destinations such as:

- Downtown Fayetteville – Pedestrian improvements needed in safely crossing Archibald Yell Boulevard between Walker Neighborhood and downtown.
- Jefferson Square – The Jefferson Building and property should remain



an important core component of the Walker Neighborhood.

- Walker Park – Expanding the Park's trail access will lead to increased park usage from neighborhood and city residents.
- Southgate Shopping Center – Pedestrian connectivity and access improvements will be needed as this continues to develop as a significant retail and commercial node in the Walker neighborhood.

Important additions from the plan that will enhance the bicycle and pedestrian network include:

- South School Avenue as a Boulevard – Recommendations for this main thoroughfare along the perimeter of the community (and key link to Downtown), include traffic calming measures, pedestrian refuges, and other improvements to enable residents to cross the street safely.
- Trails in the Park – A system of paved and natural trails throughout Walker Park would provide an improved connection between neighborhood residents and business establishments across 15th Street and South School Avenue. Specific components of this could include:
    - Extensions of 9th and 13th streets
    - Trail connection at 9th Street intersection, linking Walker Park to Frisco Trail corridor
- New Street Connections and Completing the Grid – Recent developments that include dead-end cul-de-sacs have fragmented the neighborhood. The Walker Neighborhood Plan suggests, "As the larger pieces of vacant land develop, care needs to be taken to ensure that the street circulation pattern ties into and connects in a functional manner."

Adding Sidewalks – While newly constructed streets must include sidewalks, many existing streets in the Walker Park Neighborhood have discontinuous sidewalks, lack sidewalks on both sides of the street or have sidewalks in disrepair. A proposed network of sidewalks is identified on page 31.

Fayette Junction Master Plan (2009)

Fayette Junction is located in the southern section of Fayetteville. It is approximately bounded by the Arkansas Research and Technology Park to the east, 15th Street to the north, I-49 to the west and southwest, and the neighborhood south of Cato Springs Road to the southeast section of the area. Several developments have begun changing this old railroad crossroads including the Crowne apartments, BioBased Companies, and Bungalows at Cato Springs. In addition to these developments, proximity to the Arkansas Research and Technology Park (ARTP), the conservation easement placed on the Dowell Cemetery hillside, and the entrance into Fayetteville from the I-49 corridor are isolated areas this plan seeks to unite towards a sustainable development pattern.

Several guiding principles are highlighted in the document including 'multi-modal transit', focused on linking employment centers and residential neighborhoods within Fayette Junction and the surrounding area by expanding trail and transit opportunities. Other guiding principles include integration of the natural and built environments and the development of a clean tech cluster.

Regarding bicycle and pedestrian considerations, general recommendations in line with the *City Plan 2030* include developing a trail network and providing pedestrian and cyclist options on all streets, in addition to supporting regional mass transit. These include:

- The transformation of Razorback Road into a boulevard that will also accommodate pedestrians and cyclists.
- Extensive floodplains offer opportunities for a significant trail network – including the Cato Springs Branch and the Town Creek Branch in connecting each section of Fayette Junction.
- Amending the Master Street Plan to include key proposed street connections.
- Establishing a riparian buffer ordinance – this includes incorporating recreational and trail opportunities.
- Adding or repairing sidewalks along existing streets within the neighborhood including:
    - Clover Drive (north of Eden Circle), Laverne Avenue, Coleman Avenue, Laura Lee Street, Emma Avenue, Selle Drive, Brooks Avenue, Boone Street, Price Avenue, Duncan Avenue, Walker Street, Arrowhead Street, Custer Lane, Ashwood Avenue, 18th St.

Walton Arts Center expansion proposal (2010)

Submitted by the City of Fayetteville and the University of Arkansas, the Walton Arts Center Expansion proposal identifies opportunities in continuing arts-centered development. Key components include expanded theater spaces and the incorporation of the Frisco Trail as the main thoroughfare for bicycles and pedestrians. One concept idea also includes 'daylighting' an underground stream to enhance the pedestrian experience. The project area is bounded by Dickson Street to the north, School Avenue to the east, Meadow Street to the south, and a rail line to the west.

Street Cross Sections - Master Transportation Plan (2011)

As part of the 2011 Master Transportation Plan, street cross-sections are detailed and classified in accordance with the U.S. Department of Transportation's National Highway Functional Classification Study Manual. Additionally, the street cross-sections provide options for both suburban and urban developments and accommodating cyclists and low-impact development neighborhoods.

Designs specific to bicycle and pedestrian considerations include:

- All streets (not including alleys or the Hilltop-Hillside Overlay District Streets) depicted in the Plan require at least a 5' minimum sidewalk on at least one side of the street.
- Cyclist lanes on at least one side are required for collector streets while 5' cyclist lanes on both sides are required for arterial streets and principal arterial parkways.

Wedington Corridor Plan (2013)

The Wedington Corridor Plan area is located on the western side of Fayetteville, north and south of Wedington Drive from the I-49 intersection west past 51st Avenue. In the past 20 years, this area has transformed from a rural/agricultural area to a growing suburban residential and commercial corridor. Bicycle and pedestrian considerations are incorporated directly as two of four guiding principles; 'Support active and alternative transportation options' and 'Designate a greenway connecting Hamestring and Owl Creek watersheds.' The other two guiding principles – 'Redefine Wedington Drive as Wedington Parkway' and 'Envision the heart of the neighborhood at Wedington Drive and Rupple Road' - also include bicycle and pedestrian components.

The first guiding principle in the document "Redefine Wedington Drive as Wedington Parkway" focuses not only on mitigating automobile congestion and traffic issues, but proposes a separated side path for pedestrians and cyclists as well as intersection crossing improvements in strategic locations (also adding a center median to serve as a refuge for crossing pedestrians). Traffic calming measures will also include a roundabout west of the I-49 corridor. This section provides detailed recommendations with bicycle and pedestrian improvements for three distinct street cross-sections:

- Golf Club Drive to Meadowlands Drive
- Meadowlands Drive to 51st Ave
- I-49 to Golf Club Drive

The second guiding principle of the plan states "Envision the 'Heart' of the Neighborhood along Rupple Road." This section recommends highly prioritizing walkability throughout this intersection and connecting to nearby residential neighborhoods.

The third guiding principle "Support active and alternative transportation options" highlights opportunities and constraints for walking and biking. These include the following:

- Difficulty traversing the I-49 intersection
- Sidewalks along Wedington Drive have a narrow 3-4 foot greenspace separating it from high-speed traffic
- Inconvenient pedestrian crossing locations leading to people running across the street in locations not designated for crossing
- Some bicycle infrastructure has been installed (Salem Road, Rupple Road) but Wedington Drive itself lacks bike lanes
- Current street network in the area is fragmented:
    - Opportunity exists to extend dead-end streets such as Steamboat Drive
    - Opportunity exists to develop an interconnected local street network in the area of larger un-developed parcels as recommended by this plan
    - Opportunity exists to incorporate trails recommended from the proposed Alternative Transportation and Trails Plan
    - Opportunities exist to improve connectivity as supported by current Access and Street Connectivity ordinance which mandates driveway curb-cut separation distance requirements and requires an interconnected public street network prohibiting cul-de-sac streets.

The fourth guiding principle, 'Designate a greenway connecting Hamestring and Owl Creek watersheds,' outlines general recommendations including the following:

- Acquire identified greenspace utilizing the Parkland Dedication Ordinance and Alternative Transportation and Trails Master Plan
- Amend the Alternative Transportation Plan to recognize this north-south greenway connection and ensure this corridor is prioritized in any future development plans for these properties

- Create a "Conservation" development ordinance that would allow for sustainable land use development for lands in the EGN that protect environmental features such as viewsheds, natural wildlife habitats, environmentally sensitive areas or farmlands in perpetuity.

In addition to these general recommendations, specific projects were recommended in moving forward in the short and long term. Recommendations include:

Short-term

- Wedington Speed Study
- New I-49 Interchange
- Propose zoning changes for the core of the neighborhood at the intersection of Wedington Drive and Rupple Road
- Amend the Fayetteville Alternative Trails and Transportation Plan and the Enduring Green Network to recognize the illustrated trail crossing of Wedington Drive
- Prioritize parkland dedication acreages and funds that are collected in these quadrants to acquire the parklands illustrated in the Wedington Corridor Plan
- Develop a conservation development design process for neighborhoods in environmentally sensitive or rural areas
- Develop an access management plan for Wedington Drive

Long-term

- Redevelop and rename Wedington Drive as Wedington Parkway

East Gate Plaza Redevelopment (ongoing)

This ongoing planning process and development is located on the east side of Fayetteville on the southeast corner of the East Hunstville Road and Happy Hollow Road intersections. This site was acquired from Tyson Mexican Original and includes 5.8 acres of land to hold, develop or sell. All three current site plan options include a connection to the future White River Trail to the south. While part of the project includes the widening of the Huntsville Road and Happy Hollow intersection, all three site plan options indicate the inclusion of sidewalks along the perimeter.

Transit System Shelter Project (ongoing)

Ozark Regional Transit is currently in the process of installing seven shelters and seven benches in Fayetteville as well as dedicating funds for sidewalk improvements in the areas around the shelters. The focus of this project also includes connections with the city trail network and coordination with the Transportation Department to install or improve sidewalks.

1.3 Bentonville

The City of Bentonville has taken significant steps toward improving bicycle and pedestrian accommodation. The following plans relate to improvements for walking and bicycling:

- Trails and Pathways Map
- Bicycle and Pedestrian Master Plan (2012)
- Bike Friendly Community Feedback Report (2012)
- Downtown Master Plan (2004)
- General Plan (2007)
- North Walton Boulevard Corridor Enhancement Plan (2013)

The Bicycle and Pedestrian Master Plan and Bicycle Friendly Community Feedback Report serve as the blueprint for Bentonville's continuing improvements in bicycle and pedestrian infrastructure and programming. The Downtown Master Plan, General Plan, and North Walton Boulevard Corridor Enhancement Plan have also incorporated bicycle and pedestrian infrastructure elements. These together serve as Bentonville's foundation for becoming a safe and comfortable place for walking and bicycling.

Trails and Pathways Map

The Bentonville Trails and Pathways Map shows 22 existing trails totaling 40 miles. They are a mixture of local and regional multi-use paths, native surface trails, and sidewalks. Together, these provide links to various schools, parks, commercial and residential areas throughout Bentonville.

Bicycle and Pedestrian Master Plan (2012)

Bentonville's 2012 Bicycle and Pedestrian Plan includes existing bicycle and pedestrian facilities, recommended facilities, design standards, and an action plan to guide implementation. The specified purpose of the plan is to:

- Identify trail routes
- Establish design standards
- Prioritize trail development
- Create a plan for budgeting, operations, and maintenance
- Identify and address safety issues

Building on the 22 miles of multi-use paths, 16 miles of native surface trails, and 20 miles of an on-road bicycle network in existence in 2012 (not including developing regional trail systems including the

Razorback Regional Greenway and Regional Heritage Trail), this plan recommends 30 miles of trails (19 segments) and another six miles of on-road bicycle routes (nine segments).

A prioritization process was conducted based on safety, completion of primary trail corridors, gap connections, ROW, coordination with other projects, connections to existing trail facilities, destinations, and connectivity to the Razorback Regional Greenway. The proposed trail projects were ranked from highest priority to least as follows (some projects received the same score):

1. 8th street
2. Water Tower Rd
3. Downtown rail extension
3. NW D pedestrian connector
3. Community Center East
3. McCollumn Rd
4. Bella Vista North
5. Community Center West
5. Phillips Park Trail System
5. Crystal Bridges Trail – West Extension
5. Little Sugar Creek
6. N Walton Trail
6. 12th Street West
6. S Bentonville gravel running path
6. Lincoln Connector
7. Hwy 72 West
7. Mckissick Creek
8. Trib 2
8. Hatchery Trail

Bentonville Bicycle & Pedestrian Master Plan

3.12

Bentonville Bike Friendly Community Feedback Report (2012)

In 2012, the League of American Bicyclists designated Bentonville as a Bicycle Friendly Community (BFC) at the Bronze level, citing Bentonville's sustained commitment to cycling, but with room to grow. Notable steps that are being made in the right direction in Bentonville:

- Engineering:
    - Staff receive regular training in bicycle and pedestrian planning and engineering

  - Public buses are equipped with bike racks
  - There is an extensive network of off-street facilities that can be used by cyclists
  - Most bike facilities in the community meet or exceed AASHTO, MUTCD and NACTO standards
  - The community uses area wide traffic calming to make roads safer for all road users
  - Way-finding signage with distance and/or time information is used to aid cyclists in navigating the community
  - Bike facilities are maintained regularly to ensure usability and safety
  - Cyclists are accommodated at signalized intersections, including innovative solutions such as bike boxes
- Education:
  - Most elementary, middle and high schools have Safe Routes to School programs.
  - Children and youth have the opportunity to learn cycling skills outside of school.
  - Bentonville has recently educated motorists and bicyclists on sharing the road safely.
  - Traffic Skills 101, Cycling Skills and Bike Maintenance classes are offered regularly in the community.
  - Cycling classes and workshops are conducted by a League Certified Instructor.
- Encouragement:
  - Bentonville celebrates Bike Month, Bike to Work Day and Bike to School Day with a variety of events and programs that target different skill levels.
  - Several programs and events that encourage cycling are offered throughout the year. The events are actively supported by the local government.
  - There are several bicycle clubs that cater towards a variety of cycling sports and skill levels.
  - Community has a BMX track, a cyclocross course, a mountain bike park, a pump track and themed loop routes around the community to encourage recreational cycling.
  - Visitors and residents can rent bicycles in the community.
  - Bike maps and route finding services are available to residents and visitors.
  - WalMart, the largest employer in the community, maintains a bike share program with bike stations at each of its dispersed campuses around the city to encourage cycling for its employees and contractors and to reduce auto traffic to further encourage more cycling.
  - Bike Bentonville is supported by local foundations and by WalMart.
- Enforcement:
  - A police officer is an active member of the bicycle advisory committee and the community has an identified law-enforcement point person to interact with cyclists.
  - Officers have received specific training on the relationship between bicycling and law enforcement.
  - There is a program that provides free helmets to cyclists.
  - Most arterials have street lighting.
  - The community has several local ordinances that protect cyclists.

    - The PD has a bike patrol that is certified by IMBA. An IMBA certified trainer will continue to train new hires as needed.
- Evaluation & Planning:
    - Bentonville has a bicycle master plan.
    - There is a dedicated funding source available for bike plan implementation.
    - Annual targets for the realization of the plan are met.
    - Community has low number of cyclist/motor vehicle crashes.

Key measures Bentonville should take to improve cycling

- Make cycling an integral part of local transportation planning efforts
- Adopt a Complete Streets or Bicycle Accommodation policy and offer implementation guidance
- Ensure that the standards for bike parking conform to APBP guidelines
- Increase the amount of high quality bicycle parking at popular destinations such as major transit stops, schools, universities, recreational and entertainment facilities, retail stores, office buildings, and churches throughout the community.
- Residents of multi-family dwellings and public housing should have access to high quality bike parking as well.
- Regulations that require bike parking, e.g. for new developments, can secure private funding.
    - See bicycle parking ordinances of Madison, Wisconsin and Santa Cruz, California.
- Adopt the bike master plan.
    - Ensure that there will be dedicated funding for the implementation of the plan.
- Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes, cycle tracks, and shared lane arrows.
- Consider a raised crossing, a grade separated crossing or a high-visibility treatment where a shared use path crosses a medium or high traffic road.
    - J Street is in particular need of a safe crossing.
- Encourage local public agencies, businesses and organizations to promote cycling to the workplace and to seek recognition through the free Bicycle Friendly Business program.
    - Your community's government should be the model employer for the rest of the community.

The BFC Feedback Report also includes a "Menu of additional recommendations to further promote bicycling". These are centered around the 5 E's and broken down into short term and long term recommendations. These will be key components for Bentonville's next steps as a growing bicycle friendly community.

Downtown Master Plan (2004)

The 2004 Bentonville Downtown Master Plan combined various concepts, ideas, and recommendations with new data, analysis, research, and public involvement to create a formalized plan with strategies for implementation. The vision articulated in the plan centers around Downtown

Bentonville becoming the heart of the community characterized by pedestrian and auto activity, sidewalks, shops, offices, restaurants, and a diversity of people, culture, and activities.

The plan stresses the importance of pedestrian accommodation in several ways. Pedestrian considerations are highlighted as key components of intersection and downtown roadway corridor improvements, human scale design of the downtown area, way-finding, sidewalk additions and improvements, and trails. Specific recommendations include the following:

- Improve SW 8th Street – includes sidewalks and pedestrian amenities
- Create a sidewalk edge – includes creating a wall of buildings and landscaping to form specific space designed for pedestrians
- Provide site amenities – includes pedestrian open spaces such as covered walkways, courtyards; bike racks at the confluence of trails are recommended as well
- Install way-finding and signage – includes directional signage to downtown and parking
- Build trails – includes a recommendation of trails in the downtown area for incorporation into the city's Master Trails Plan. These include:
    - Downtown trail - connecting the Wal-Mart General Office, crossing SW A Street and eventually connecting with Compton Gardens; this trail will have spurs connecting to the library, chamber of commerce, and downtown parks
    - North Bentonville Trail –connection from Compton Gardens to the North Bentonville Trail heading north along NE A St; additional links would include connecting to the Bella Vista Trail as well as to the east and Northwest Arkansas Community College
- Improve and Add Sidewalks –conducting an inventory of sidewalks and pedestrian crossings in the downtown area; improvements are recommended to be incorporated into the Capital Improvement Program

General Plan (2007)

The Transportation Element of Bentonville's 2007 General Plan outlines a strategy for strengthening local transportation – including multimodal transportation as a key concept. Bicyclists and pedestrians are specifically identified as non-automotive components of the transportation network. Specific references to bicycle and pedestrians include:

- Policy T-3: The City shall encourage construction of the Master Trail Plan as new developments occur in the city. Both pedestrian and bicycle facilities shall be planned.
- Policy T-8: The City shall continue to encourage connectivity and limit the number of dead-end streets and cul-de-sacs.
- Policy T-10: The City should encourage pedestrians and bicyclists by providing good connections from residential developments to schools, shopping centers and business districts.
- Policy T-13: The City should encourage streetscapes to safely accommodate vehicular and pedestrian traffic while enhancing the appearance through trees, landscaping, street furniture and street lighting.
- Policy T-14: The City should encourage and assist in promotion of annual Bike to Work Day and Walk to School Day.

Regarding demand for transit services as part of the growth scenarios analysis, the following is highlighted in developing an effective system that includes pedestrian accessibility:

- Pedestrian Accessibility: The more comfortable an environment is for pedestrians, the more likely it is that potential passengers will choose to walk to a bus stop and use transit.

Regarding infill development and strengthening Bentonville's overall multi-modal transportation network:

> Policy CD-6: The City should encourage residential and non-residential designs that facilitate walking, bicycling, and transit use, rather than increasing reliance on automobiles.

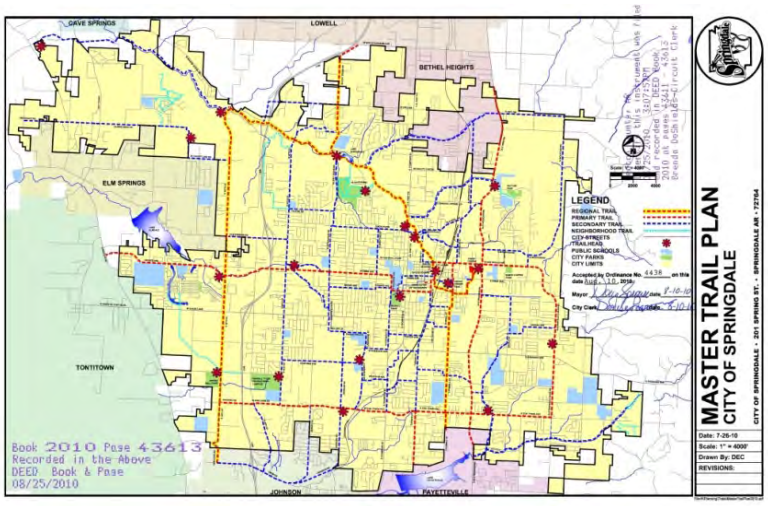
North Walton Boulevard Corridor Enhancement Plan (2013)

The purpose of the North Walton Boulevard Corridor Enhancement Plan was to study, analyze, and make recommendations for improved access management, complimentary land uses, pleasing aesthetics, and economic development strategies to create a sustainable commercial corridor that is economically vibrant. North Walton Boulevard is currently characterized by aging structures and vacant storefronts, and an auto-oriented commercial environment. This plan seeks to address these issues. The study area is 1.37 miles of the North Walton Boulevard corridor between Ridgefield and West Central Avenue. Significant challenges for pedestrians were highlighted. Key findings included improving pedestrian access with wider sidewalks and access to trails. Specific implementation strategies were outlined with respect to non-motorized transportation including:

- Remove crumbling sidewalks that are currently placed at the back of curb and replace with a minimum of 6' wide sidewalks with a green space between the back of curb on both sides of N. Walton Blvd.
- Install crosswalks at areas with a concentration of commercial activity: Tiger Blvd., area of Walmart Transportation and Logistics Offices, and W. Central Ave.
- Build or replace sidewalks with ¼-mile of the corridor into the adjacent residential neighborhoods.
- Construct a bicycle/pedestrian connection to the North Bentonville Trail at the Bark Park
- Install wayfinding and bicycle route signage to identify Tiger Blvd. and W. Central Ave. as a primary connection route to the Razorback Regional Greenway.
- Improve cross-access between adjacent sites. Work with existing developments to identify opportunities and require cross-access on new development.
- Identify opportunities to consolidate and reduce curb cuts. Best opportunities will be with redevelopment or new development.
- Install reciprocal wayfinding signage between the Downtown Square to N. Walton Blvd.
- Create a concentration of commercial activity at Tiger Blvd./N.W. 12th Street: improve intersection with better pedestrian crossings.
- Create a concentration of commercial activity around the Walmart Transportation and Logistics Offices: emphasize pedestrian crossing.
- Adopt design standards that are scaled to pedestrians and create a lively public realm.

1.4 Springdale

Master Trail Plan Map (2010)



Springdale's 2010 Master Trail Plan Map displays a network of proposed trails and trailheads linking parks, schools, and residential areas. Proposed trails include the following categories:

- Regional Trail
- Primary Trail
- Secondary Trail
- Neighborhood Trail

Downtown Master Plan (2013)

Central to Springdale's Downtown Revitalization Master Plan recommended concept is 'daylighting' portions of Spring Creek that run through downtown Springdale. This idea is paired with the development of the Razorback Regional Greenway that will link through downtown Springdale. Spring Creek is currently capped from Meadow Avenue northward to Johnson Avenue. Street improvements and changes to traffic, building improvements, and town square construction are other aspects of this plan. The plan recommends the following bicycle and pedestrian enhancements:

- Wayfinding at pedestrian and automobile scale for the downtown area
- Streetscape designed for all users, including bicyclists, automobiles and pedestrians including:
    - Wide sidewalks
    - Lighting and furnishings
    - Parking between the sidewalk and lanes of travel
    - Curb extensions
    - Landscaping
    - High visibility crosswalks
    - Bicycle parking
- Developing a comprehensive bicycle and pedestrian plan for the downtown area

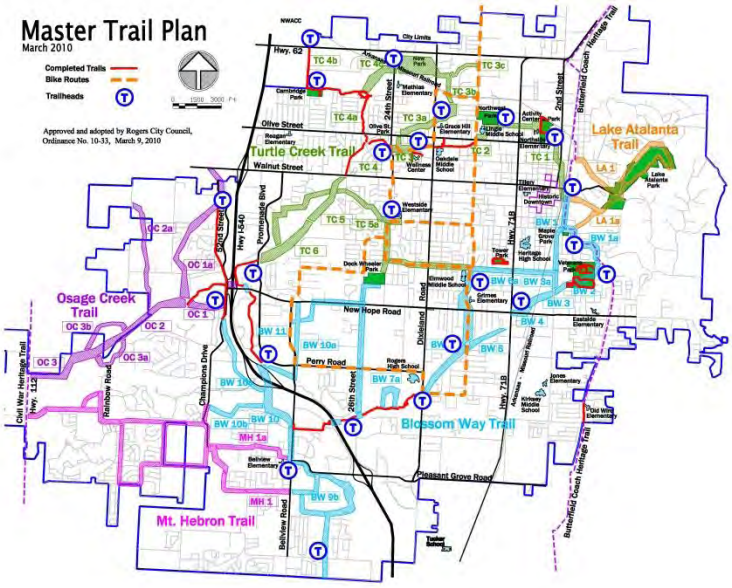
1.5 Rogers

Master Trail Plan (2010)

The Rogers Master Trail Plan is broken into several sections of trail development recommendations throughout the city limits. These trail sections include:

- Turtle Creek
- Osage Creek
- Mt. Hebron
- Blossom Way
- Lake Atalanta

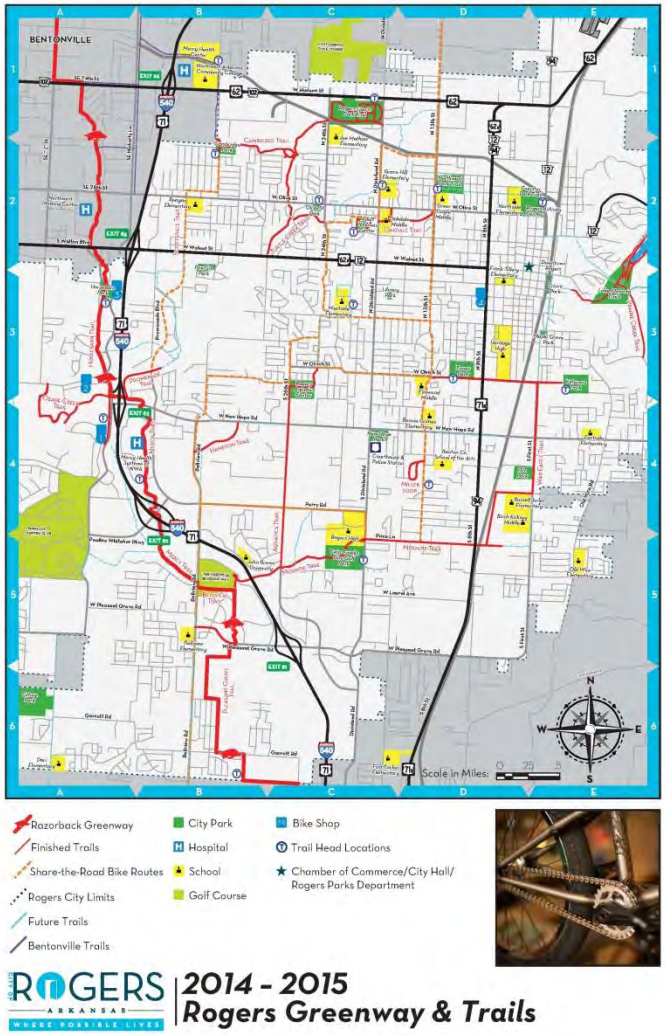
In addition to these trail sections, bike routes are identified through the center of the city.



Greenway and Trails Map (2014-2015)

Building upon the Master Trail Plan, the Greenway and Trails Map provides an update to the existing trail network. This includes the developing Razorback Regional Greenway and additions to the Turtle Creek Trails and Blossom Way Trails. Future Monte Ne Trails are added to the map in addition to several other future segments throughout all sections of the City. This map also identifies four bike shops in Rogers along with other local supporting information. The four bike shops are as follows:

- Lewis & Clark Outfitters
- Boston Mountain Cycles
- The Highroller Cyclery
- Ozark Bike Shop

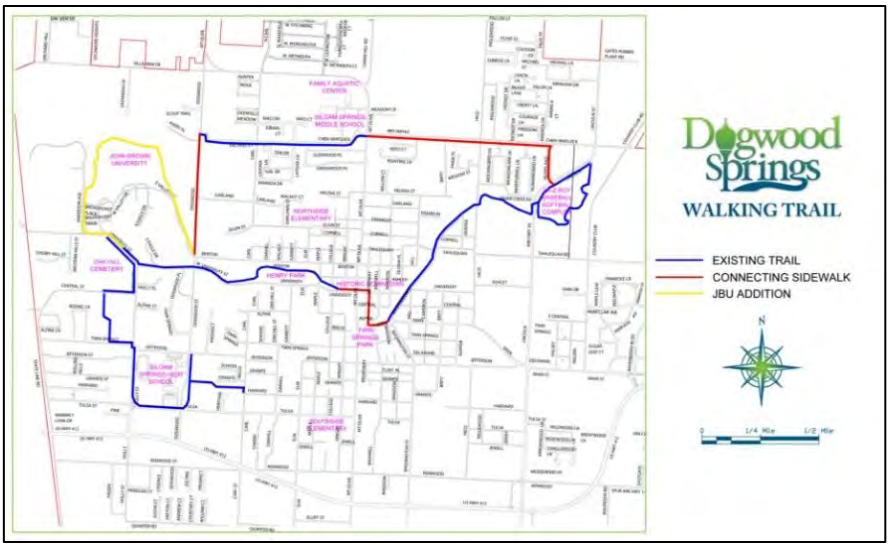


1.6 Siloam Springs

Dogwood Springs Walking Trail Map (2010)

The Siloam Springs – Dogwood Springs Walking Trail Map shows the following components of their existing trail network:

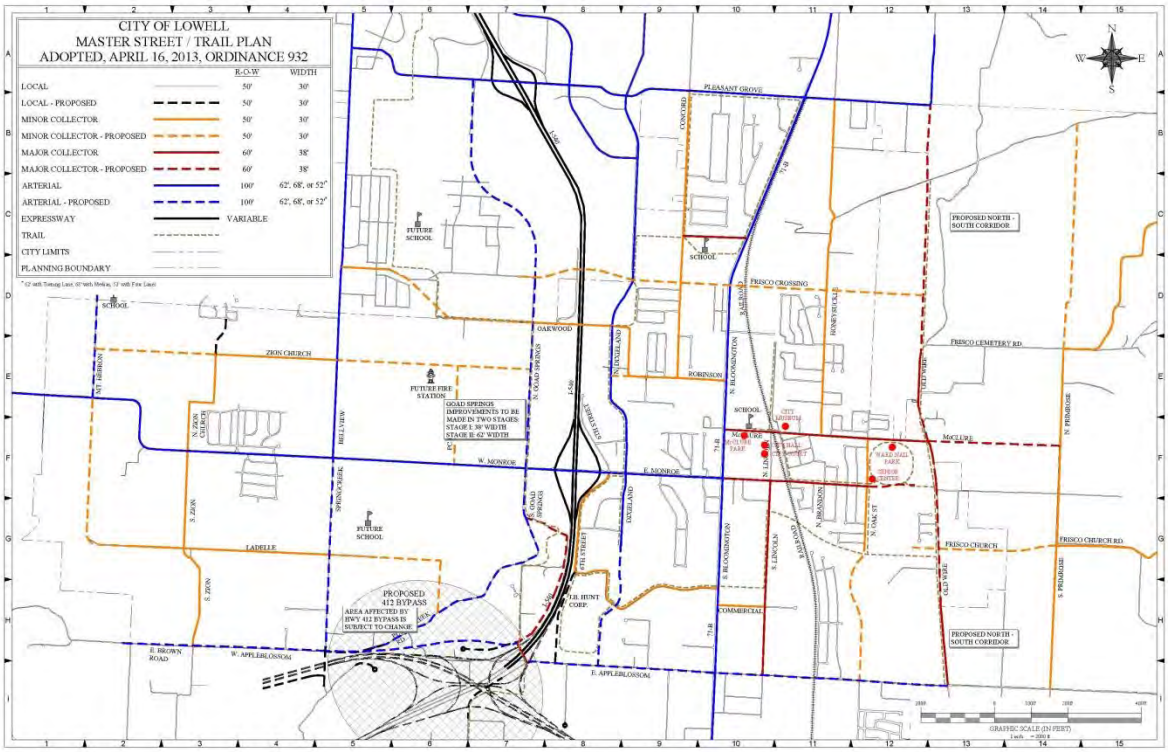
- Exiting Trail
- Connecting Sidewalk
- John Brown University Addition



1.7 Lowell

Master Street/Trail Plan (2013)

In addition to the proposed street component, this plan delineates proposed trails throughout Lowell. Proposed trails loop through the City connecting J.B. Hunt headquarters, Ward Nail Park, the city center, the Heritage Trail, residential areas, and two schools (Tucker School and Lowell Elementary).



1.8 Farmington

Master Trails Plan

The Farmington Master Trails Plan Map includes two proposed trails through Farmington. Proposed trail 1 provides links along Farmington Town Branch, local schools, commercial centers, and residential areas. Proposed trail 2 provides north/south links through Farmington residential areas and the local schools.

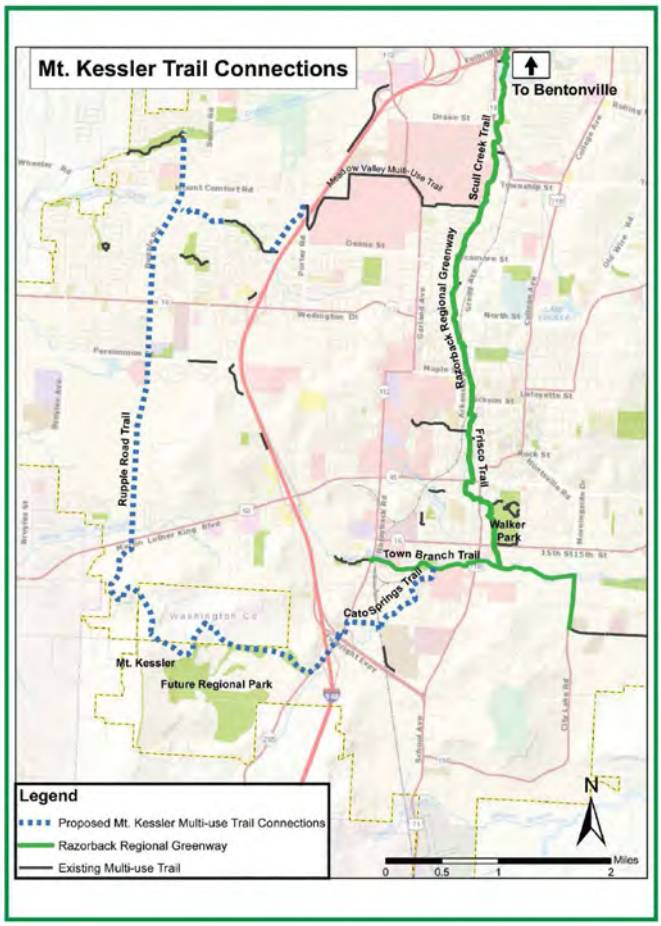
1.9 Mt Kessler

Mt Kessler Reserve Plan 2013 (Draft)

The Mt Kessler Reserve Plan advocates for the purchase of the 387 acre Mt Kessler property for public use as a park. The City of Fayetteville owns another 200 acres (designated as a future park) adjacent to the east. Chambers Bank has allowed the Ozark Off-Road Cyclists (OORC) to build and maintain 8.5 miles of trails on the property, which have been widely used by hikers, mountain bikers and trail runners. The property was acquired by the City of Fayetteville in the winter of 2014 with plans to combine the two large properties into one regional park.

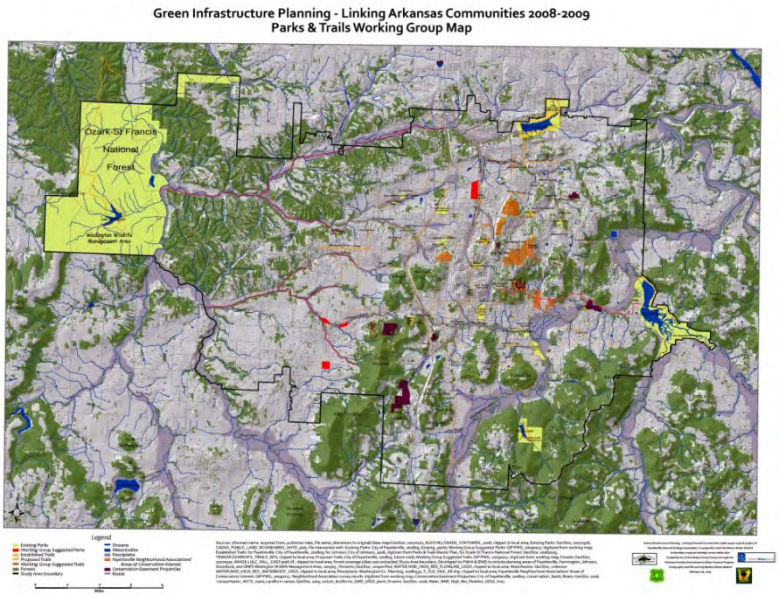
Programming plans for the proposed Mt Kessler Reserve have been grouped under the following categories:

- Outdoor Classroom
- Outdoor Recreation
- Watershed Protection
- Protection of Natural Resources



1.10 Fayetteville Natural Heritage Association

Green Infrastructure Planning: Linking Arkansas Communities (2010)



The Fayetteville Natural Heritage Association's (FNHA) Green Infrastructure Plan study area includes rural and urban areas of northern Washington County (Farmington, Greenland, Fayetteville and Johnson as well as the area west to the USFS Wedington Wildlife Management Unit). This plan covers the network of green spaces that conserves natural ecosystem values and functions that provide benefits to the community. Areas of highest resource value and conservation priority are identified and detailed in the report as follows:

- Water resources
- Habitats – forest, stream corridor, prairie
- Working landscapes
- Recreational use and access – trails, parks
- Cultural sites – springs, churches, cemeteries, heritage trails

In conjunction with local and regional trail planning efforts, the plan recommends extending proposed linkages. Proposed trails include:

- Connectivity to Lake Sequoyah Park - allow pedestrian and bicycle traffic to flow east/west between Mission Blvd and Wyman Rd following the contours: Mission Blvd to Fletcher Ave; to Rogers Dr; to Southern Heights Pl; skirting the south side of Mt. Sequoyah Woods to Happy Hollow Rd; crossing Hwy 265 and connecting to Wyman Rd; connecting Wyman Rd to the Lake Sequoyah Park.
- Connectivity to Ozark National Forest (Lake Wedington area) using flood plains
- Extend Clabber Creek Trail west along Hamstring Creek to Clear Creek to Ozark National Forest
- Extend the north end of Skull Creek Trail west along Clear Creek to Ozark National Forest
- Extend Owl Creek School / Boys and Girls Club area west along Owl Creek to Goose Creek to the Illinois River
- Connect Farmington by tying into Goose Creek west to the Illinois River
- Connect Kessler Mountain to Farmington Branch
- Connectivity along utility easements – allow pedestrian and bicycle traffic to flow east-west from Hwy 265 up and over Mt. Sequoyah following major power lines (Not shown on map).

1.11 Conclusion

These documents represent a variety of projects and planning efforts in NWA that support bicycle and pedestrian improvements and which form a strong foundation for continued planning and implementation efforts. Significant progress has been made in both Bentonville and Fayetteville resulting in their recognition as Bicycle Friendly Communities at the bronze level. NWARPC has initiated key steps toward increasing regional walking and biking connectivity through regional trail planning and in the development of the NWA Regional Bicycle and Pedestrian Master Plan. Several other communities in the region have some level of bicycle and pedestrian infrastructure and plans in place, while many others do not. The NWA Regional Bicycle and Pedestrian Master Plan will build on the existing community efforts identified in this memo, while establishing a foundation of key projects and programs for those communities that are not as far along.

2 STAKEHOLDER INTERVIEWS

Local and public involvement is an essential part of the planning process. Several community stakeholder groups related to bicycle and pedestrian planning, programs and infrastructure development were interviewed as part of this plan. The notes that follow cover key points from each discussion. While the interviews were structured with flexibility to allow for dialogue on a variety of topics most relevant to each group, the following list of questions was distributed to each group beforehand as a guide.

- *What has your role/involvement been with NWA bicycle/pedestrian planning to date?*
- *What are your goals for the NWA bike/pedestrian plan?*
- *Where in the NWA region should bicycle/pedestrian facilities be improved?*
- *What are the most pressing needs/optimal strategies for improving conditions for and increasing walking/biking?*
- *Are there any of the following associated with your organization that the Planning Team should be aware of?*
    - *Planned and/or funded bicycle/pedestrian related projects in NWA*
    - *Planned and/or funded bicycle/pedestrian amenities (such as benches, signage, bike parking, etc.)*
    - *Relevant projects in the NWA region (such as parks, open space, or bicycle/pedestrian facilities)*
    - *Programs, events, or activities related to biking, walking, and/or greenways in NWA.*
    - *Donors or other funding partnerships*
- *How are current bicycle/pedestrian facilities in NWA impacting local economic development from your perspective? Are there current trail events that are particularly important? (any quantifiable or qualitative data or anecdotes available to support? e.g., increased sales, number of visitors, etc.)*
- *Have any concerns been specifically voiced from local residents in your area regarding trail development? Please detail any of these or other general concerns that have been raised, and how they have or have not been addressed.*
- *What can be done on a local and regional level that will increase agency and stakeholder participation and public support?*

Interviews were conducted with:

- Bike Bentonville
- Mt Kessler Greenways
- Ozark Off-Road Cyclists
- Endeavor Foundation
- University of Arkansas Facilities Management Planning Group
- Phat Tire and Friends at Slaughter Pen Trails (FAST)

- Fayetteville Natural Heritage Association
- Bicycle Coalition of the Ozarks

The stakeholder interviews pointed to several general themes:

- In both Bentonville and Fayetteville, local advocacy groups are engaging the community most notably in school related programs that seek to expand opportunities for walking and biking. This includes after school mountain biking clubs and bicycle maintenance as part of the Physical Education curriculum.
- The organizations interviewed are spearheading events and programming that are creating opportunities for both children and adults to walk and bike for both recreation and utilitarian purposes. This includes bicycle trains to school, races and events such as the Slaughter Pen Jam, and regularly scheduled weekly bicycle rides. These organizations are generally limited to the Bentonville and Fayetteville areas, and there is some coordination taking place across them.
- Due to limited resources, there are limited efforts in advocacy and organizational support for walking and biking in the rural areas of NWA, but the efforts put forth by the organizations below are foundations from which to build.

2.1 Bike Bentonville

September 24, 2013, 1pm-2pm

Alta Planning + Design, Bentonville, AR office

210 Walton Blvd, Suite 26

Bentonville, AR 72712

Attendees: Alan Ley – Bike Bentonville; Misty Murphy – NWA Council Bike/Ped Coordinator; Steve Bzomowski – Alta Planning + Design

Bike Bentonville is an advocacy group, located in Bentonville, whose work is centered on providing leadership and technical resources for community-driven health and fitness activities. Their stated goal is to "enhance our local quality of life by creating a bicycle and multisport friendly community, guided and built by those in it." Focus areas include, education, events and programming at the local, regional, and national levels and creating partnerships at each of these levels in furthering these goals. Among many of their initiatives, they play a key role in local school programs in Bentonville.

Key points from discussion

- Wal-Mart bike share program
    - Bike Bentonville helped launch this program
    - Originally intended to be office to office
    - Wal-Mart employees are using bikes to go home, lunch, exercise, etc.
    - 90 bikes available throughout campus

  - Assessment – program has room for improvement – a successful program would have a large impact on Bentonville
- New high school to be constructed in Centerton – ground breaking will take place in 2014
  - This is an opportunity to incorporate bicycle and pedestrian pathways around the school in Centerton and between Bentonville and Centerton
- Schools in Bentonville
  - Improved bicycle and pedestrian connections to schools in general are needed – especially sidewalks
- Bentonville to XNA (airport)
  - Improved connectivity for bicyclists and pedestrians is generally needed
  - Southwest Bentonville Community Center will be located in this area and should include bicycle and pedestrian connections
- Phat Tire bicycle shop
  - Key component of building enthusiasm for local bicyclists and the local bicycle economy in general
  - Involved in programming including school programs and events
- Downtown Bentonville Incorporated (DBI) - this organization is dedicated to planning evens and programs in downtown Bentonville
  - Becoming more involved in bicycle and pedestrian related events – (i.e., Bike to Ewe Bet Farm on September 8, 2013)
- Lake Bella Vista - After improvements to this area including trail improvements and to the dam, this area has the potential to be a hub for bicyclists and pedestrians
  - Northern reach of Razorback Regional Greenway
  - Blowing Springs trails
  - Nearby school
  - Bella Vista residential areas
  - Destination in general
- Preserve historical locations and connect – implement the Heritage Trail
- Environmental education
  - Trails bring people closer to the natural environment – outdoor classroom concepts can be utilized, expanding learning opportunities

2.2 Mt Kessler Greenways

September 26, 2013, 2pm

Location: Mt Kessler

Attendees: Frank Sharp – Mt Kessler Greenways; Steve Bzomowski – Alta Planning + Design

"Mount Kessler Greenways is an advocacy group seeking to:

- Help maintain the natural character of the mountains, its woods, trails, wildlife and other natural features
- Protect the value of the property owned by the neighbors on the mountains
- Participate in municipal and county planning to see that development on the mountains is compatible with existing uses
- Work to obtain funding to enable purchase or placement of easements on ecologically important pieces of property as they become necessary and available
- Maintain trail corridors for hikers and mountain bikers that are also wide enough for wildlife habitation and migration "

http://www.mtkesslergreenways.com/index.html

Key points from discussion

- Mt Kessler consists of 387 acres now owned by Chambers Bank
    - It is adjacent to a future 200 acre City of Fayetteville Regional Park that will break ground in 2014-2015
    - Mt Kessler Greenways is advocating for the purchase of the 387 acres from Chambers Bank to become an addition to the 200 acre Fayetteville Regional Park
- Mt Kessler is characterized as a small mountain, with unique natural features and largely undisturbed – very scenic and in close proximity to Fayetteville
- The Mount Kessler Reserve Plan
    - Advocates for programming in 4 general areas:
        - Outdoor Classroom, Outdoor Recreation, Watershed Protection, Protection of Natural Resources
    - Connection/Trail opportunities recommended in the plan
        - Proposed Fayetteville connections
            - Cato Springs Trail (Fayetteville) – will connect Mt Kessler to Town Branch Trail in Fayetteville
            - Rupple Road Trail (Fayetteville) - will connect Mt Kessler
    - Powerline from Mt Kessler to Farmington could be possibility

        - Also, follow Farmington Branch from Farmington to power lines just north of Mt. Kessler, connection opportunities here as well
- The Ozark Off-Road Cyclists built and maintain 8.5 acres of trails on the mountain
- Mt Kessler Trail Run (10k & 20k)
    - First inaugural run took place November 2, 2012
- Frank Sharp, adjacent landowner has kept a trail log showing detailed user information since February 2013 see following page:

Mt Kessler Users: Type and Origin – February 2013 – September 2013												
Total	From Fay	%	From UA	%	Hikers	%	Mt Bikers	%	Runners	%	Others	%
1396	350	25%	464	33%	924	66%	283	20%	138	10%	58	4%

2.3 Ozark Off-Road Cyclists (OORC)/International Mountain Bicycling Association (IMBA)

September 27, 2013, 10am

OORC/IMBA office

Bentonville, AR 72712

Attendees: Steve Schneider – OORC/IMBA; Misty Murphy – NWA Council; Steve Bzomowski – Alta Planning + Design

"The Ozark Off-Road Cyclists (OORC) is a nonprofit organization based in the Ozark Mountains of Arkansas dedicated to mountain biking.

Members of the OORC have been riding, building and maintaining mountain bike trails for as long as there has been mountain biking in Arkansas. We have been instrumental in creating and maintaining the trails at Devils Den State Park, Hobbs State Park, Lake Fayetteville City Park, Lake Leatherwood City Park, Lake Sequoyah, Lake Wilson, Lake Wedington National Forest area, the Buffalo Headwaters, and at many other lesser known places around NWA. The OORC has been an IMBA member since our inception, and we continually advocate for more and better trails in the region."
http://www.ozarkoffroadcyclists.com/about-oorc

Key points from discussion

- OORC is a local chapter of IMBA - To become a chapter of IMBA, need to have local bike club organization in support: keys to chapter affiliation
    - OORC and Friends at Slaughter Pen Trails are important reasons why IMBA chapter here in NWA
    - Destination requirements/ trails in place
    - Trail building and maintenance
    - Organizing volunteers - need local help and ownership in maintaining and expanding the trail system
- The most effective groups are communities starting with local friends/volunteer groups to maintain trail networks
- Programming and events
    - After school bike program
        - Aiming to organize high school mountain bike race teams
    - Community movies about mountain biking to inspire – idea
    - They have applied to host the IMBA World Summit – denied for 2014 but are being considered for 2016

- OORC/IMBA/BikeBentonville/Bicycle Coalition of the Ozarks and NWA Council partnering in various ways for efficient support, planning and development of trail networks and programming
- Possibility to connect to Shiloh Walk in downtown Springdale – tie trails into downtown area
- Great potential in Rogers and Springdale for these types of trails
- OORC is in the process of collecting trail GPS data
- Mountain bike sales are rising fast compared to other types of outdoor activities
- Mountain bike trails are multi-use – hikers, trail runners, outdoor enthusiasts, etc.

Mountain Bike Trail Locations in NWA

- Slaughter Pen
- Blowing Springs
- Park Springs
- Lake Lincoln
- Lake Fayetteville
- Hobbs State Park
- Ozark National Forest – Lake Wedington
- Mt Kessler
- Lake Sequoyah
- Devil's Den State Park
- Dennis Moore

2.4 Endeavor Foundation

October 1, 2013, 3pm

Endeavor Foundation Office

800 Founders Park Dr, Springdale, AR 72762

Attendees: Jill Kaplan – Endeavor Foundation; Justin Fletcher – Endeavor Foundation; Steve Bzomowski - Alta Planning + Design

The Endeavor Foundation is a community foundation that facilitates grants focusing on active living and healthy food in strengthening the quality of life in NWA. They manage over 100 separate funds totaling over $150 million in assets and have made over 3,000 grants totaling $63 million since 1999. Over 96% of grant dollars have been awarded in NWA. As part of the January 2013 NWA Summit, President and CEO of Endeavor Foundation, Anita Schism summed it up by saying, "We see a region where bicycling and walking rival driving, and a place where it is easy to eat well and be physically active because our community supports a healthy lifestyle."

Key points from discussion

- In 2013 - $1.6 million in proposals – awarded $400,000
- Their regional focus consists of Benton, Washington, Madison, and Carroll Counties
- Their endowment and funds include:
    - Energize NWA – to support initiatives to helping Northwest Arkansans lead healthier, happier, and longer lives
        - Active living/physical activity
        - Healthy food
    - HealthyCoping – to strengthen mental health care in NWA
    - FairCare Fund – to create a health care strategy that's smarter, cheaper and fairer to address:
        - 1 in 5 people in NWA don't have health care
    - Community Endeavors – to address future NWA needs that can't be anticipated now – it is a permanent, unrestricted grant-making fund
    - Oxygen Fund – to support the Endeavor Foundation's operating costs
    - Care Foundation – supports critical health, wellness and quality-of-life efforts that impact individuals and families across NWA.
- Endeavor initiated and hosted the NWA Summit – January 2013 – announced $400,000 available in grants for 2013
- Endeavor seeks to support and enhance awareness, branding, and information related to bicycling and walking
- Endeavor encourages:
    - Collaboration and partnerships
    - Efforts related to equity issues related to immigrant populations and low income groups

2.5 University of Arkansas Facilities Management Planning Group

October 2, 2013, 10am

University of Arkansas, FAMA, Room 103

Fayetteville, AR

Attendees: Kevin Santos – University of Arkansas; Jill Anthes – University of Arkansas; Todd Fergason – University of Arkansas; Misty Murphy – NWA Council; Steve Bzomowski – Alta Planning + Design

The "FM Planning Group directs a broad range of planning issues, including land use and master planning, campus development standards, landscape design, transportation planning, resource

allocation oversight, and facilities assessments. This group is the source for strategic and physical planning at the University of Arkansas, and ensures that all projects support the academic goals of the University and promote the highest physical potential of the Fayetteville campus." http://planning.uark.edu/

Broad idea of how current planning has evolved and is evolving on campus

- Physical Master Plan began development around 1998
    - Very extensive, was/is a good policy document
        - Now getting into fine grained planning including for bicyclists and pedestrians
- 1925 – Master Plan – set up quads, pedestrian oriented, traditional
- 1960 – planning, non-bike/ped, auto-oriented
- Comprehensive Transportation Plan – 2004
    - Parking, traffic count – update to plan
    - Many issues with parking, non-motorized transportation accommodations needed
        - Need improved signage and wayfinding needed

Key connections

- Pedestrian/bicyclist only streets – one lane of the west end of Dickson St from Harmony Ave to Garland Ave is closed to automobiles from 7 a.m. until 6 p.m. Monday through Friday to provide safety for bicyclists and pedestrians – part of Mcilroy Avenue near Dickson St is also closed permanently
- Fayetteville Junction – key location with which to connect
- Razorback Rd – key artery connecting to campus
    - On-street connection – sharrows – may not have width for additional bicycle facilities
    - Connects intramural area
    - Tie together art design component
    - 10 ft sidewalk
- Garland Avenue – connects to the Union in the heart of campus and allows buses only, serving as the main transportation hub
- Connectivity to apartment complexes - private shuttles in some newer apartment complexes take students to and from campus area
    - This is an opportunity to tie into walking and biking systems
- Key trail connection – Oak Ridge Trail through campus; this would entail knocking down two old dorms
- Key improvements currently in process

    - Town Branch
    - Art Studios in south Fayetteville will connect to trail after trail underpass of MLK Blvd is competed
        - Old rail line to connect to Tsa la gi Trail – Trail of Tears
        - Will continue and connect with Cato Springs
- East/west connection needed – both through Fayetteville and campus – topography is a limiting factor
- Intersection improvements needed - several intersections adjacent to campus need improved facilities for bicyclists and pedestrians
    - Maple St and Gregg Ave should be highlighted
- Access to parking garages – near north section of main campus are key places needing connectivity

Other key Issues

- Buses have bicycle racks
- Bicycle parking – considering providing large bicycle parking areas with extensive bike racks
- Bicycle registration - students register their bicycle on campus at no cost
- Co-mingling bicyclists and pedestrians on campus – one current challenge is how to co-mingle bicyclists and pedestrians on very wide, crowded pathways through campus
- Landscape Master Plan – this can complement bicycle and pedestrian planning as well
- University of Arkansas is a state institution and not subject to local ordinances
- Ideas
    - Student health center
    - Zip car
    - Razor bikes – bike share – people ride downhill but how to return bicycles uphill?
    - Green space – turn greenspace areas on campus back into oak-hickory forest – complement trail development in these areas

2.6 Phat Tire and FAST

October 4, 2013, 12:30 pm

Phat Tire Bike Shop

Bentonville, AR

Attendees: Scott Schroen – Phat Tire; Tim Robinson – Phat Tire; Gary Vernon – FAST; Alan Ley – Bike Bentonville; Misty Murphy – NWA Council; Steve Bzomowski – Alta Planning + Design

Phat Tire is a bicycle shop in NWA with locations in Bentonville and Fayetteville. Their services include repair and maintenance, sales, local ride information, and advocacy with much community involvement in events and programming. They are a hub for bicycle activity in Bentonville and Fayetteville.

Friends at Slaughter Pen Trails (FAST) is "a dedicated group of volunteers working together to develop and maintain the Bentonville, Arkansas off-road trail system at Slaughter Pen mountain bike park and Blowing Springs." www.fasttrails.org/

Key ideas for bicycle and pedestrian connectivity from discussion

- Need a link across US 71 from the west side of the highway to Bella Vista Lake on the east
- Blowing Springs road to Bentonville Country Club
    - Need feeder trail
- Metfield Park to Blowing Springs
    - Tie those neighborhoods together and into trail system
        - Tie together schools too such as Cooper School
    - Informal trail makes link to Blowing Springs trails along Manchester Dr
    - Dam improvement taking place
- Trail opportunities exist in extending the Razorback Regional Greenway north from Lake Bella Vista to the Missouri border
    - POA land is a key opportunity in making this connection as well as connections throughout Bella Vista
- Bella Vista Trail Master Plan in development
    - Potential trail opportunities along POA land throughout Bella Vista – principally in the valleys
- Park Springs Park – park with mountain bike trails next to Sugar Creek and Thomas Jefferson Elementary School, community asset - connect
- Memorial Park – playground/skate park/mountain bike park at Memorial Park in Bentonville
- Connect to employment centers

  - Wal-Mart bike share is a key component with potential for expansion
- Connect to hospitals, hotels, and business along Walton Blvd
- The City of Bentonville is working on SE Bentonville Plan – opportunity to continue developing bicycle and pedestrian connections throughout
- New children's museum (Amazeum) near Crystal Bridges – Trail connection opportunities – http://www.fayettevilleflyer.com/2013/06/14/plans-unveiled-for-amazeum-childrens-museum-in-bentonville/

Programming

- FAST – involved with Boys and Girls Club programs
- FAST – "Epic Ride" – mountain bike ride to Missouri border and back (typically twice per year) – single track, creek beds, deer trail, etc.
- Lincoln Junior High – mountain bike trails at Park Springs park behind the school
  - Teacher leads mountain biking club utilizing the trails; Phat Tire helps support
- 550 bikes in Bentonville PE
- Phat Tire helps support high school mechanics program
  - Class to repair bikes
- Thursday 9:30 October 24, 2013 – NW Tourism Association – take a kid mountain biking day at Hobbs State Park

2.7 Fayetteville Natural Heritage Association (FNHA)

October 28, 2013, 10am

Location: Fayetteville Library, Fayetteville AR

Attendees: Bob Caulk - FNHA; Steve Bzomowski – Alta Planning + Design

Formed in 2003, "FNHA's mission is to identify and protect Fayetteville's most important natural areas and on our community's mature tree canopy. We are not against development. However, we think it is vitally important to preserve the most important natural spaces in our area for the enjoyment of current and future generations." http://www.fayettevillenatural.org/

FNHA Goals

- Conservation: Make exemplary natural areas accessible to all
- Natural Area Stewardship: Improve what we have
- Planning & Analysis: Influence public policy
- Education & Outreach: Engage the community and young people

Key ideas for bicycle and pedestrian connectivity from discussion

- Butterfield Stagecoach route to Fort Smith
    - Key regional trail and component to regional green infrastructure – follow Lee's Creek
- Ford's Baptist Church Greenland – unique, historical church where 71 crosses the White River – destination
- Farmington to Prairie Grove – Rt 170 – this corridor could serve as a key bicycle and pedestrian link
- www.nwarkaudubon.org – provides a list of places to bird in NWA
    - These are also key green infrastructural locations, serving essential ecological functions, and destinations in which a regional trail network could connect
- Sewer line easement runs from West Fork to Fayetteville – could serve as key piece to trail opportunities through here
- Lands along Goose Creek could be amenable to trail development
- Mt. Kessler could serve as a major trail hub – connecting Fayetteville, Greenland, the new regional park/south Fayetteville, Farmington, Ozark National Forest lands, Miller Mountain, etc.
- East/west corridor through Fayetteville
    - Woodland School; city park; Veterans Administration Hospital; several stop lights; cross US-71; Sycamore St just south of Ozark Natural Foods; Sublet Creek; under US 71; connect with Skull Creek next to Meeks Lumber; connect into Brooks-Hummel; switchback uphill; Old Wire Rd; Gulley Park; Mission Dr area; Mt Sequoyah; Assembly Dr (flatter); easement opportunities
- Lake Fayetteville as a hub – prairie restoration, mountain biking, heritage trail, botanical gardens and trail head

Other Key Points

- Infrastructure determines development pattern – urban trail system would be key infrastructural component
- Most rivers in FNHA's Green Infrastructure Plan study area (Fayetteville, Greenland, Johnson, Farmington and west of Fayetteville to Ozark National Forest area) are in poor health due to high levels of phosphorus from pasture run-off
- Trail development along riparian corridors can be key a way in which biodiversity is preserved

2.8 Bicycle Coalition of the Ozarks (BCO)

November 6, 2013, 11:30am

Location: Fayetteville, AR

Attendees: Paxton Roberts – BCO Director; BCO Board of Directors – Laura Kelly, Quin Thompson, Alison Jumper; Steve Bzomowski – Alta Planning + Design

"The BCO is a 501(c)3 non-profit working to create a more bicycle-friendly community through Education & Infrastructure. A more bicycle-friendly community is a happier, safer, healthier, more people-friendly community." BCO's advocacy efforts include policy, education, and infrastructure on all levels but principally focused on the local level in Fayetteville.

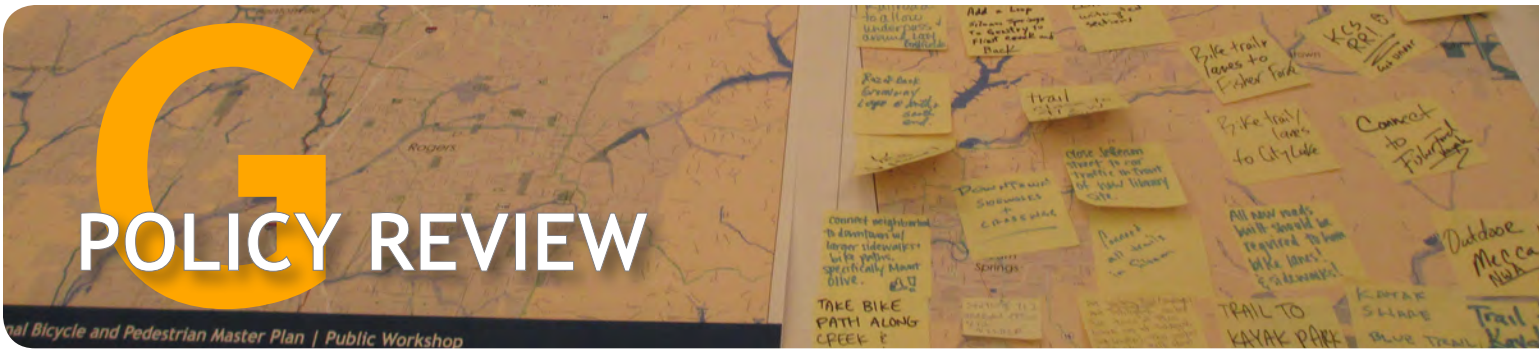
Key points from discussion

- Enforcement
    - Local police department involvement – enforcement of bicycle and pedestrian related laws, potentially teaming with BCO regarding strategy; the police force plays an important leadership role in the community and can play an equally important role in making it safer for bicyclists, walkers, and motorists alike
    - More detailed notes regarding bicycle and pedestrian crashes in reports would be very helpful in devising strategies to limit such problems
- Coordination
    - Efficient coordination between departments and decision makers plays an important role – where to house planning and implementation efforts
    - How to delegate bicycle and pedestrian responsibilities between Planning/Transportation Departments, Parks and Recreation Departments, etc.
    - Including a citizen bicycle/pedestrian advocate on advisory committees such as the Streets Committee in Fayetteville can be a key tool in effective decision making and implementation
    - A bicycle and pedestrian coordinator would be key in working out efficiencies
- Infrastructure and Design
    - There are a variety of bicycle and pedestrian treatment types – must be tailored to the context
        - Each community can benefit by having these resources on hand and continually updated as they evolve
            - Networking across the communities of NWA can help this process
            - Misty Murphy, the new NWA bicycle and pedestrian coordinator can play a key role in overseeing and facilitating

            - Bike Bentonville and BCO have shared ideas on school programs and ideas – can do the same across community infrastructure, design, and programming
    - Incorporating Complete Streets best practices into Fayetteville's street improvement system should be a high priority
        - This should be a high priority for each community
        - More on-street infrastructure is needed in Fayetteville
        - Maple Street was recently improved without accommodating bicycle infrastructure
    - The U of A/City of Fayetteville interface is a high traffic area for bicyclists and pedestrians – limited bicycle infrastructure present – intersection improvements needed as well
- Current BCO education programming efforts – education is a critical focus of the BCO team
    - 3rd -5th grade, 2 week program
        - Bicycle preparation and how to ride
        - BCO gives helmets to 3rd graders – they replace in 4th and 5th grades
        - BCO helped the local schools acquire 40 bicycles
            - Plan to have bicycles in every school similar to Bentonville's program
    - Three bike train groups are consistently making the commute to school in Fayetteville

Other Key Points from Discussion

- There is a need for each school to adopt Safe Routes to School plans
- Both motorist and bicyclist education is needed
- Public service announcements, commercials could be an effective part of media campaign to reach the larger public
- Events – BCO event initiatives have included:
    - Bike rodeos
    - Bicycle Fayetteville Days festival
- BCO is continuously working on securing resources for the expansion of programming, education, infrastructural improvements, policy initiatives, and general advocacy
- Networking with Bike Bentonville, OORC, and other groups has been important and will continue to be, especially at the regional level
- Plethora of data needs and potential opportunities, but limited time and resources to collect



Appendix Contents:

Technical Memo: Code Review, Ordinance Development, Existing Legislation, and Policy

TECHNICAL MEMO: CODE REVIEW, ORDINANCE DEVELOPMENT, EXISTING LEGISLATION, AND POLICY

The purpose of this review is to review ordinances, policies and standards that impact bicycle and pedestrian environments in NWA at the local, regional, state and national levels, and develop recommendations that will foster bicycle and pedestrian improvements across the region.

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MEMORANDUM

To: John McLarty, Northwest Arkansas Regional Planning Commission

From: Dennis Blind, Matt Berkow, and Stephen Bzomowski, Alta Planning + Design

Date: February 3, 2014

Re: Tasks 1.3 & 1.4 – Code Review, Ordinance Development, Existing Legislation, and Policy

The purpose of this review is to review ordinances, policies and standards that impact bicycle and pedestrian environments in NWA at the local, regional, state and national levels, and develop recommendations that will foster bicycle and pedestrian improvements across the region.

NWA RPC Northwest Arkansas Regional Planning Commission

alta PLANNING + DESIGN

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1 INTRODUCTION

Planning documents, policies and regulations addressing the needs for bicycle and pedestrian infrastructure and programs can be found in local, state and federal jurisdictional settings. A common thread running through these policies is the need to provide for continuing bicycle, trail and pedestrian planning efforts as a component within the overall transportation planning process executed at all levels.

2 REVIEW EXISTING LEGISLATION, POLICY AND DOCUMENTATION

2.1 Local Ordinances, Plans, Policies and Practices

Alta reviewed the development ordinances, plans, policies and practices of five NWA communities to identify general issues impacting the bicycle and pedestrian environments. The five communities reviewed were: Fayetteville; Bentonville; Springdale; Rogers; and Siloam Springs.

Ordinances are regulations governing new development and redevelopment. **Plans** often articulate a community's bold, multi-year vision, and lay out steps through goals, objectives and strategies. While they are not generally regulatory, they can effectively guide city leaders and staff toward the vision. **Policies** are a stronger statement of intent and while not regulatory in the legal sense, they can sustain a community vision through changes in political leadership and organizational changes. **Practices** might be the most important element of change, as they encompass what city staff actually work on every day. Without programs, staff and funding dedicated to a practice area, plans and policies can be crippled or made ineffective.

Following is a city-by-city review of supporting governance documents and practices affecting the bicycle and pedestrian environment.

Fayetteville

City Plan 2030 (2011)

Fayetteville's comprehensive plan sets forth several major goals; among them are these four that pertain to bicycling and walking:

- Goal 2: We will discourage suburban sprawl
- Goal 3: We will make traditional town form the standard
- Goal 4: We will grow a livable transportation network
- Goal 5. We will assemble an enduring green network

These goals are further stated in this quote from Mayor Jordan:

"City Plan 2030 takes our community planning to the next level by continuing to develop form-based zoning districts, taking concrete action steps to assemble an enduring green network and implementing context-sensitive street cross-sections that accommodate cars, pedestrians, cyclists and mass transit."

A key section of City Plan is the Master Transportation Plan, which declares.

"The Master Transportation Plan prescribes and plans for the development of a multi-modal transportation system in the form of streets, sidewalks, bike lanes, trails and transit. A multimodal transportation system is vital to growing a livable transportation network. Consistent planning ensures that streets will efficiently circulate traffic within the community and connect Fayetteville to the rest of the region. Special emphasis should be placed on multi-modal transportation infrastructure design, access management and traffic speed and volume considerations when planning streets."

Fayetteville Alternative Transportation and Trails Master Plan (FATT) (updated 2009)

The Fayetteville Alternative Transportation and Trails Master Plan (FATT Plan) guides the development of trails in the City's expanding trail network. The Master Trail Plan Map illustrates future trail alignments and trail corridors for the purpose of acquiring easements and right-of-way. As development occurs adjacent to future trail alignments, careful attention will be paid to acquiring easements and providing site design input during the development review process. The trail cross-sections that follow the Master Street Plan cross sections will be utilized for the construction of City trails. Trail surface materials may vary according to site considerations such as proximity to floodplains or floodways. The FATT plan proposes 128 miles of future trails and 163 miles of on-street linkages, which includes sidewalks, signed bike routes, bike shared lane markings (sharrows) and striped bike lanes.

Practices

Fayetteville has shown its commitment to multi-modal transportation by dedicating a staff member solely to the implementation of the FATT and managing issues relating to bicycling, walking and trails. An interview with staff revealed specific areas of interest to this study, including:

- Acknowledgement that the bicycling infrastructure has vastly improved.
- Interest in the "next steps" to encourage more cycling.
- A need for guidance on how to identify the most effective type of bicycle facility for individual street conditions (i.e., cycle track, striped bike lane, sidepath or sharrow).
- A belief that in general Fayetteville citizens are hesitant to use bike lanes or sharrows and prefer to be separated from car traffic.
- The potential for Pedestrian Hybrid Beacons and other innovative crossing treatments to improve walking conditions.
- Satisfaction with the Arkansas Highway and Transportation Department's policy of striping bike lanes and its approval of more advanced bike treatments within the agency's ROW.

Bentonville

General Plan (2007)

Bentonville's General Plan sets forth many policies throughout several disciplines that contribute to improvement of the bicycling and walking environment. No fewer than a dozen policies of the general plan support private and public investments in trails and infrastructure that promote a transportation network that connects a variety of land uses with a high quality pedestrian environment. Following is a sampling of the most relevant economic development, community development and transportation policies:

Policy CD-6: The City should encourage residential and non-residential designs that facilitate walking, bicycling, and transit use, rather than increasing reliance on automobiles.

Policy PF-38: The City shall ensure that neighborhood and community parks have safe linkages to surrounding neighborhoods for pedestrians and bicyclists.

Policy T-3: The City shall encourage construction of the Master Trail Plan as new developments occur in the city. Both pedestrian and bicycle facilities shall be planned.

Policy T-10: The City should encourage pedestrians and bicyclists by providing good connections from residential developments to schools, shopping centers and business districts.

In addition to the guidance set forth in the General Plan, Bentonville utilizes several additional documents including the Master Street Plan, Downtown Master Plan, Regional Heritage Trail Plan and the Razorback Regional Greenway Trail Plan.

Bentonville Bicycle and Pedestrian Master Plan (2012)

Bentonville passed a new bicycle and pedestrian master plan in 2012. It is a comprehensive plan that includes trails, sidewalks and on-street bicycle facilities as well as an ambitious set of goals toward education, public relations and promotions. The plan includes a detailed 10-year work and spending plan that is based on a robust project prioritization strategy.

Practices

Bentonville is committed to improving its bicycle and pedestrian network. While no single person is "in charge" of implementing the plan, duties are shared among members of an Active Transportation Committee, consisting of staff from Transportation, Planning, Engineering, Parks and other departments. This appears to be an effective working group committed to the mission. A plan as robust as Bentonville's might benefit from the assignment of one key staff member to oversee the effort.

Springdale

Springdale does not have a traditional comprehensive plan per se. It has a Land Use plan that guides development and zoning, and a growth plan map. The city's planning staff are engaged in several

projects to implement mixed-use and form-based codes to promote compact development throughout the city.

Springdale Master Trails Plan (2010)

This document is a robust plan with several miles of existing and proposed routes; it is currently receiving an update.

Downtown Springdale (currently being developed)

A new master plan is currently in process to 'daylight' the creek through a new mixed use town center.

Rogers

Rogers Vision 2025: The Strategic Plan for Rogers and Lowell (2008)

The Rogers-Lowell Chamber of Commerce created Rogers Vision 2025. It includes the following strategies for improving Rogers' trail systems and multimodal transportation:

- Complete the original recreational trail master plan which creates a 50-mile loop around the city.
- Ensure connectivity with the trail systems of neighboring communities.
- Expand the master trail plan to add trail segments and connections as needed by growth in the community.
- Encourage bicycle riding in the community as alternative transportation and recreation.
- Support funding for construction of bike and hiking trails along street rights-of-way and in greenways.
- Construct improved streets and sidewalks to new schools as those facilities are constructed.

Rogers Greenways & Trails System Master Plan (2005)

The mission of the Rogers Greenways and Trails Committee is to procure, connect, and develop a unified greenways and trails system, which promotes conservation, restoration, recreation and community interaction. The system is planned to loop nearly 60 miles throughout the city, linking schools, parks, commercial centers and neighborhoods to each other and to the larger NWA region with connections to the trail systems of surrounding cities, the Razorback Regional Greenway, and the Heritage Trail System. The system currently includes eight trail sections.

Siloam Springs

Forward Siloam Springs (2008)

A relatively small city at just over 15,000 population, Siloam Springs has developed a comprehensive plan heavy with the latest ideas in urban design and transportation. In two elements of the plan, Transportation and Circulation, a detailed set of goals and objectives guide the City toward improving the bicycle and pedestrian environment.

Transportation Element

In this section Forward Siloam Springs stresses the importance of addressing street interconnectivity in sound urban design, which can result in shortening many key trips for motorists and a more suitable network for bicyclists and pedestrians. Following are some of the goals and objectives that are identified to improve the bicycling and walking environment.

Goal #2--Improve street interconnectivity

Objective A—Merge the master street planning process with urban design to ensure the interconnectivity of streets and neighborhoods.

Objective B—Require that all residential and commercial development provide street stub outs so that future subdivisions may connect.

Objective C—Discourage an excessive use of cul-de-sac streets.

Goal #4--Enhance the pedestrian level scale

Objective A—Implement a form-based code that uses transportation infrastructure as an active driver to mandate appropriate scale and design of all structures within a neighborhood.

Objective E—Develop a pedestrian circulation master plan that will allow for adequate sidewalks in residential and commercial areas in order to provide a comprehensive pedestrian network.

Objective F—Develop a master schedule to replace and add new sidewalks.

Circulation Element

The plan's Circulation Element further reinforces the need to plan and design for a multimodal transportation system with the following goals and objectives that specifically address bicycle and pedestrian circulation throughout the community.

Goal #2—Include alternative modes of transportation in planning for future mobility

Objective A—Consider expanding the scope and create a transportation master plan that would include the Master Street Plan and the development of alternative modes.

Objective B—Create capital improvement planning that would include investment in alternative modes development at the time of major street improvement allocations.

Objective C—Ensure that alternative modes are considered at the design phase of all street improvement and development projects. Alternative modes include:

- Bicycle paths.
- Sidewalks.
- Pedestrian overpasses.
- Multi-use trail right-of-way dedications and their integration into the street network.

Objective D—Invest in an education campaign to inform the public of alternative modes and provide incentives for them to engage in these modes.

Practices

Siloam Springs has a senior planner who manages many different areas including urban design, trails, pedestrian improvements, and general planning. The City is in the process of creating a Downtown Master Plan, and expanding the Dogwood Trail system which circulates to key destinations in the central city and connects through John Brown University. Sidewalk linkages are included in the trail plan. The City does not currently stripe bicycle lanes but intends to in the future.

Summary

Any well planned community will provide opportunities for its citizens to utilize a full range of alternative modes of transportation. Land use decisions will often have an impact on these modal choices. Care must be taken when planning for developing areas to provide opportunities for residents to walk or cycle, not only for recreational purposes, but for short-range trip making and daily mobility. General observations from the review of these communities include the following:

- There is a range of planning types, staff resources and strategies in these communities.
- Each community has its own unique way of creating a vision. There is no 'one size fits all' approach throughout the region.
- Local plans are not fully consistent with a regional framework plan, so there is a need for a regional plan that connects communities together.
- The differences between trails, pedestrian facilities and on-street bikeways need to be clearly articulated at the local and regional levels.
- Each community has expressed support for active mobility in its current plans, so the opportunity exists to build from this base with more detailed plans, policies and programs based on national best practices.

2.2 Regional Plans, Policies and Practices

2035 NWA Regional Transportation Plan

The NWA Regional Planning Commission (NWARPC) addresses bicycle and pedestrian transportation in Chapter V of the 2035 regional plan. On pages 1 through 7 of Chapter V addressing roadway design, cross section drawings include sidewalks but not bicycle facilities. Page 8 addresses the Arkansas Highway and Transportation Department's policy on bicycle lanes and sidewalks. Access management is discussed on pages 9 through 13, after which bicycle and pedestrian facilities are again addressed on page 14.

The 2035 Plan supports the development of bicycle and pedestrian networks, stating the benefits of non-motorized modes for health, reducing the obesity epidemic, environmental concerns, and economic development. In addition, Chapter V cites public support for improved bicycling and walking conditions gathered from community input sessions and surveys during the 2035 planning process. Following is from page 15 of Chapter V:

"Bicycling and walking are important elements of an integrated, intermodal transportation system. Constructing sidewalks, installing bicycle parking at transit, teaching children to ride and walk safely, installing curb cuts and ramps for wheelchairs, striping bike lanes and building trails, all contribute to our national transportation goals of safety, mobility, economic growth and trade, and to the enhancement of communities and the natural environment, and national security."

NWA Active Transportation Network Plan

As part of the NWA Active Transportation Network Plan (ACT Plan), NWARPC initiated a committee with open participation from cities, counties and local organizations and citizens who were interested in promoting on and off road trails in NWA. During the first months of 2010, NWARPC developed a draft map of the regional off-road and with-road trails that was based on the master street plans developed by each city participating in the group discussions and on public input.

The plan states that as cities adopt and expand their own master trail plans that link to the region-wide Trail Plan, those plans will be recognized as part of the regional plan. This regional system is designed to link the emerging master trail plans of the region's cities. By linking the cities' plans and including strategic spurs, the Regional Plan provides links to recreational site, parks, historic sites, museums, schools, work centers and retail shopping.

In addition, the Active Transportation Committee identified the main types of trails and routes represented on the regional map and compiled a definition list for each type of trail. These include:

- Off-road trail
- With-road linkage
- Signed shared roadway
- Bike lane

The Trail Design Resource Notebook published in 2010 is also referenced as guidelines for best solutions on a regional, local, city by city basis. These guidelines detail the following:

- Trails and trail-related facilities
- Bicycle facilities and related streetscape improvements
- Pedestrian facilities and related streetscape improvements

The Razorback Regional Greenway

The Regional Transportation Plan details planning and development for the Razorback Regional Greenway, designed as a 36-mile multi-use trail from Lake Bella Vista through Fayetteville. At the time of this writing, the Razorback Regional Greenway is slated for completion in spring/summer of 2014. It is detailed separately in this plan.

The Heritage Trail Plan

The Heritage Trail Plan identifies historical corridors including the Trail of Tears, Butterfield Stagecoach route, and Civil War troop movements. These corridors form a regional network linking communities and destinations of NWA. This plan recommends systematically incorporating bicycle and pedestrian facilities along these corridors in future transportation improvements. The Heritage Trail Plan is detailed separately in the Plan Review and Stakeholder Interviews memorandum.

City Trail Project Highlights

The 2035 plan (p. 22 - 24) summarizes multi-use trail developments in several NWA cities from 2006-2011, including:

- Bentonville: 14.51 miles completed
- Rogers: 10.87 miles completed
- Fayetteville: 14.64 miles completed

As of this writing, Siloam Springs and Springdale have added to their trail systems as well, but the exact mileage is not known.

2.3 State of Arkansas Policies and Laws

The Arkansas State Highway and Transportation Department (AHTD) has jurisdiction over two key areas of multimodal transportation, 1) legislating and enforcing vehicle codes, and 2) determining design and bicycle/pedestrian accommodation on its jurisdiction roadways, including those that serve as local transportation.

Motor Vehicle and Traffic Laws

Bicycles

The two laws pertaining to bicycles are significant in how AHTD regards bicycles as legitimate roadway users:

27-49-111. Use of bicycles or animals.

Every person riding a bicycle or an animal, or driving any animal drawing a vehicle upon a high- way, shall have all the rights and all of the duties applicable to the driver of a vehicle, except those provisions of this act which by their nature can have no applicability.

27-51-311. Overtaking a bicycle.

(a) The driver of a motor vehicle overtaking a bicycle proceeding in the same direction on a road- way shall exercise due care and pass to the left at a safe distance of not less than three feet (3') and shall not again drive to the right side of the roadway until safely clear of the overtaken bicycle.

(b) (1) A person who violates this section shall be subject to a fine not to exceed one hundred dollars ($100).

> (2) A person who violates this section with the violation resulting in a collision causing death or serious physical injury to the person operating the overtaken bicycle shall be subject to a fine not to exceed one thousand dollars ($1,000) in addition to any other penalties prescribed by law.

Many states (including neighbor Texas) have tried and failed to implement a 3-foot passing law. That Arkansas was able to do this may indicate strong support for bicycling both as a transportation mode and recreation activity for both residents and visitors to the state.

Pedestrian

27-51-1201. Privileges and restrictions generally.

Pedestrians shall be subject to traffic control signals at intersections as declared in this act, but at all other places pedestrians shall be accorded the privileges and shall be subject to restrictions stated in this subchapter.

51-1202. Pedestrians' right-of-way in crosswalks.

(a) Where traffic control signals are not in place or in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to yield, to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this subchapter.

(b) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

27-51-1203. Use of crosswalks.

Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

27-51-1204. Pedestrians crossing at other than crosswalks.

(a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

(c) Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.

(d) Notwithstanding the provisions of this section, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any confused or incapacitated person upon a roadway.

AHTD Policy Regarding Bicycle Lanes and Sidewalks

The Arkansas State Highway and Transportation Department manages the state highway system throughout the state and within local jurisdictions. Its bicycle program supports local jurisdiction's efforts by installing and funding construction of bicycle lanes on state highways if the local jurisdiction has an approved bicycle plan. On new state roadway construction, the department installs 8 foot shoulders that bicyclists and pedestrians may use[1].

The League of American Bicyclists has rated Arkansas #37 out of 50 states for bikeability. This rating is based on a multi-faceted Bicycle Friendly State℠ questionnaire that is answered by each state's Bicycle Coordinator utilizing the following categories: Legislation & Enforcement, Policies & Programs, Infrastructure & Funding, Education & Encouragement, and Evaluation & Planning.

Following are the AHTD's policies for accommodating bicyclists and pedestrians.

<u>a. Bicycle Facility Accommodation Policy</u>

1. Accommodation of bicycles will be given due consideration when a proposed highway project is on a route that has been designated as a bicycle route by a locally adopted bicycle plan or master street plan and the Department concurs that the route should be a designated bicycle route. Coordination with local jurisdictions may be necessary to determine the recommended accommodations.

[1] Source: http://www.bikeleague.org/content/ranking

2. Bicycle accommodations on routes that have not been designated as bicycle routes by a locally adopted bicycle plan or a master street plan will be considered if the local jurisdiction will provide the required additional funds.

3. When bicycle accommodations are to be made on routes with an open shoulder section, the paved shoulder will be used to accommodate bicycles. Shoulder widths shall conform to the widths recommended in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.

4. When bicycle accommodations are to be made on routes with a curb and gutter section, the bicycle lane will be in accordance with recommendations in the AASHTO Guide for the Development of Bicycle Facilities. Generally, a bicycle lane width of 4 feet (measured from the lane edge to the edge of the gutter) will be considered.

5. If local or regional design standards specify bicycle facility widths greater than the standards noted above, the additional right-of-way and construction costs associated with the greater width shall be funded by the local jurisdiction that adopted the higher design standards.

6. Shared use paths (joint pedestrian/bicycle facilities separated from the roadway) are used primarily for recreational purposes, and as such will not normally be considered for bicycle accommodation on the Federal highway system. Exceptions will be considered when the local jurisdiction specifically requests the shared use path. In such cases, the minimum shared use path width shall be 10 feet and the local jurisdiction shall bear any additional right-of-way and construction costs required for the shared use path and shall assume all future maintenance of the facility.

b. Sidewalk Policy

1. When curb and gutter sections are proposed along a highway with existing sidewalks, the sidewalks will be replaced in accordance with this policy.

2. When curb and gutter sections are proposed along a highway with no existing sidewalks, sidewalks will be constructed on both sides of the roadway in developed areas. In undeveloped areas, sidewalks will be considered on one side of the roadway unless evidence of pedestrian traffic warrants sidewalks on both sides of the roadway.

3. All sidewalk construction will conform to the latest edition of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

4. The minimum sidewalk width will be 5 feet, and the minimum offset from the back of the curb to the sidewalk edge will be 3 feet. No obstructions (mailboxes, signs, etc.) will be allowed in the sidewalk. The minimum vertical clearance to the bottom of any obstruction overhanging the sidewalk will be 80 inches.

If local or regional design standards specify pedestrian facility widths greater than the standards shown above, the additional right-of-way and construction costs associated with the greater width will normally be funded by the local jurisdiction that adopted the higher design standards.

Statewide Bicycle and Pedestrian Plan

AHTD is currently working on a new bicycle and pedestrian plan.

2.4 Federal Policy

A statement of support for the need to provide for an integrated bicycle and pedestrian plan was signed in March 2010 by US Department of Transportation Secretary LaHood. This policy statement promoted the development of transportation plans that provided fully integrated and active transportation systems. These systems should include a robust component allowing for the involved jurisdictions to benefit from the results of a bicycle-pedestrian plan. These provide for the ancillary benefits of general improvement in health, livability, and opportunities to reduce vehicle emissions and consumption[2]. Continuing this statement, Sec. LaHood recommended that these plans extend beyond the minimum requirements and be reflected by states, local governments, professional associations, community organizations, public transportation agencies, and other government agencies in policy statements to confirm their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system[3].

This statement put forth guidance to all DOTs to "proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate."[4] This reflected previous legislative actions requiring incorporation of these facilities into existing transportation plans.

With federal and state support, jurisdictions have fostered greater planning efforts to accommodate the increasing desire by communities for more accessible and appropriate facilities as part of the overall transportation network. Federal policies have been founded on numerous statutes. Metropolitan Planning Organizations have followed the guidance presented in 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)) to meet the requirements for adequate facility planning. Also detailed in the same notation by the Federal Highway Administration[5], specific portions state:

- The scope of the metropolitan planning process "will address the following factors...(2) Increase the safety for motorized and non-motorized users; (3) Increase the security of the transportation system for motorized and non-motorized users; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life..." 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.

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[2] USDOT, United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm, March 2010

[3] IBID, USDOT, March 2010

[4] IBID, USDOT, March 2010

[5] IBID, USDOT, March 2010

- Metropolitan transportation plans "...shall, at a minimum, include...existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors that should function as an integrated metropolitan transportation system..." 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.
- The plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities)." 23 U.S.C. 134(c) (2) and 49 U.S.C. 5303(c) (2). 23 CFR 450.324(c) states that the TIP "shall include ...trails projects, pedestrian walkways; and bicycle facilities..."
- 23 CFR 450.316(a) states that "The MPOs shall develop and use a documented participation plan that defines a process for providing...representatives of users of pedestrian walkways and bicycle transportation facilities, and representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process." 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties.

Other specific language exists as well, expounding on pedestrian facilities[6]:

- "In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.
- Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164).

The Federal Highway Administration's Office of Human and Natural Environment actively promotes bicycle and pedestrian planning efforts. Within each state Department of Transportation, a State Coordinator has been designated to facilitate the planning and implementation efforts. The FHWA Bike and Pedestrian office provides these coordinators with guidance and education on evolving programs and requirements, as well as information related to avenues for funding mechanisms. This guidance is additionally provided to all agencies and bodies with responsibilities for the maintenance and expansion of Bike-Pedestrian plans.

[6] IBID, USDOT, March 2010

3 MUNICIPAL CODE REVIEW, MODEL ORDINANCE DEVELOPMENT AND POLICY

Many of the plans and policies reviewed in the previous section provide a vision and framework for improving conditions for walking and bicycling. This section reviews ordinances that regulate and govern new development, redevelopment and corridor improvement projects.

- The first part of this section provides a review of development standards that impact walking and bicycling for five NWA Communities: Fayetteville, Bentonville, Springdale, Rogers, and Siloam Springs.
- This second part of this section provides model policy language for complete streets and bicycle parking that can be incorporated into the regional plan to serve as a template for potential adoption by local communities.

3.1 Municipal Codes and Development Standards

Zoning codes and development and roadway standards provide direction for private and public development that determine how well the built form supports walking and bicycling. This direction is tangibly demonstrated by the provision and quality of sidewalks, bicycle facilities, setbacks, block lengths, parking, streetscape, connectivity and other elements. For the purpose of this analysis, five categories that affect walking and bicycling were assessed:

- Street elements and configuration
- Pedestrian/Bicycle– Friendly Building and Site Design Standards
- Pedestrian Facility Design
- Bicycle Facility Design
- Facility Maintenance
- Supporting policies and manuals

Table 1 provides a summary of how the five cities addresses each of 29 elements within each of these categories. The documents reviewed for this section include street codes, development ordinances, comprehensive plans, master transportation plans, Master Street Plans and others. These elements were compiled from current best practices around the U.S. in regions that are similar to NWA. Communities with codified direction that covers these elements in a way that make active transportation safer and more convenient can be expected to become more bikeable and walkable over time.

The cities reviewed have varied levels of guidance to guide the provision and quality of the identified elements. NWARPC should serve as a resource to communities throughout the region that would like to develop more supportive code language. Table 1 can serve as a reference point and is a resource that NWARPC and other communities can use to identify relevant ordinances and standards that are already in place in the region, or where more guidance is needed.

A more detailed version of this table, including sources, is provided in Table 4 found in Appendix C.

Table 1 – Review of Municipal Code Related to Trails, Walking and Bicycling (Summary)

Topic	Jurisdiction					Comments/Recommendations
	City of Fayette-ville	City of Benton-ville	City of Spring-dale	City of Rogers	City of Siloam Springs	
Key: p No policy covering this topic or no guidance found; t Policy partially covers this topic; x Policy exists for this topic						
1. DEFINITIONS						
1.1. Does "Street" definition include pedestrian and cyclist reference?	x	p	t	t	p	Definition of a street should include consideration for pedestrian and bicycle traffic and safety.
1.2. Definition of Sidewalk	x	x	p	p	p	Example: "Sidewalks have a hard, smooth surface (e.g., concrete), with separation from the roadway typically consisting of a curb and/or planter strip."
1.3. Definition of Bicycle	x	x	x	x	x	Bicycles should be defined as a type of vehicle requiring its own specialized facilities and regulations for safe operation, including the right to operate on any street.
1.4. Definition of Traffic	t	p	p	p	p	The traditional definition of traffic included motor vehicles only. All modes of travel are "traffic"; terminology and policy language should reflect the Uniform Vehicle Code.
2. STREET ELEMENTS AND CONFIGURATION						
2.1. Pedestrian facilities (sidewalks, crosswalks, etc.) required during new or redevelopment	x	x	x	x	x	Pedestrian travel is accommodated and enhanced by walkways, traffic signals, crosswalks, curb ramps, and amenities such as lighting, landscaping, and places to rest (e.g. benches). Pedestrians and bicyclists should generally be accommodated on separate facilities (e.g., a sidewalk and a bike lane) rather than a "multi-use sidewalk."
2.2.Bicycle facilities (bike lanes, shoulders, parking, etc.) required during new or redevelopment	x	t	t	p	p	Generally, as traffic volumes exceed 3,000 vehicles per day and traffic speeds exceed 25mph, facilities to separate bicycle and motor vehicle traffic are recommended. Multi-lane roads are typically more dangerous for all users because of the increased traffic volume, the potential for higher speeds, and the additional number of conflict locations due to turning vehicles.
2.3. Sidewalks or bike facilities required by roadway type	x	t	t	t	p	A better standard would be one that requires or provides sidewalks on both sides of all collector and arterial streets and on at least one side of local streets where warranted by density and/or system connectivity.
2.4. New sidewalks, bike facilities, greenways, etc. connect to existing facilities	t	p	t	p	p	Connectivity is critical, especially since bicyclists and pedestrians operate under human-power, and circuitous routes can discourage bicycling and walking.
2.5. Block size	t	x	t	p	p	Development density should determine the length of a block, with shorter blocks being more appropriate in areas of higher density. Maximum block length in any situation should not exceed 800-1000 feet.
2.6. Dead-end streets or cul-de-sacs	x	t	p	p	x	Dead end streets or Cul-de-sacs, while good at limiting vehicular traffic in an area are a severe hindrance to connectivity for pedestrian and bicycle users. Consider requiring other traffic calming measures that allow for connectivity
3. PEDESTRIAN/BICYCLE-FRIENDLY BUILDING AND SITE DESIGN STANDARDS						
3.1. Off-street automobile parking is behind or to side of building	p	t	p	p	p	Having building entrances (rather than parking lots) closer to the sidewalk creates a human-scaled street that's more pleasurable for walking. For example: consider the differences in the walking environment of a downtown versus that of a strip shopping area.
3.3. Bicycle parking requirements	x	t	p	p	p	Bicycles should receive equal consideration when calculating parking needs with specific calculations provided for

Topic	Jurisdiction					Comments/Recommendations
	City of Fayette-ville	City of Benton-ville	City of Spring-dale	City of Rogers	City of Siloam Springs	
Key: p No policy covering this topic or no guidance found; t Policy partially covers this topic; x Policy exists for this topic						
						determining the amount of bicycle parking provided by district type.
3.5. Form-based or design based codes	x	t	x	p	t	Integrating form-based codes into the building code and zoning ordinance allows a city to define the type of development they would like to see in their community.
3.6. Pedestrian entrances required on street frontage (regardless of parking location)	x	x	p	p	p	Buildings should have direct access to the street and sidewalk to promote pedestrian connectivity.
3.7. Set-back or build-to requirements	t	t	t	t	t	Large setback minimums reduce the walkability of neighborhoods and commercial areas. Consider reducing minimums for residential areas to 10-15 ft. and allowing 0 ft. setbacks for commercial development.
3.8. Mixed-use buildings or blocks	x	x	p	t	t	Mixed use should be encouraged in most zoning districts. This increases the number of destinations that can be reached by walking or biking.
3.9. Site amenities for cyclists and others (showers, changing areas, etc.)	p	p	p	p	p	This can be an effective method of promoting cycling in a community, especially in areas with hot climates.
3.10. Limits on curb cuts	x	p	t	x	p	High numbers of driveways or conflict points are unsafe and hostile to bicyclists and pedestrians. One guideline is 200 ft minimum between cuts, regardless of relationship of parcels.
4.PEDESTRIAN FACILITY DESIGN						
4.1. ADA Standards	x	x	x	x	x	A good guideline is a report developed by the Public Rights of Way Access Committee called Accessible Public Rights of Way: Planning and Designing for Alterations. Available through The Access Board,. http://www.access-board.gov/
4.2. Minimum sidewalk width by context	x	x	x	x	x	5' sidewalks along local streets and 6' sidewalks along collectors and arterials are preferred widths and should be required along both sides of the roadway. In areas of higher density and mixed-use development, the minimum required width for sidewalks should be .6' In areas such as downtown with buildings at the back of the sidewalk and ground level retail, sidewalks should be as wide as 10-18 feet wide.
4.3. Street Trees	x	x	x	p	t	In addition to their aesthetic value, street trees can slow traffic and improve safety for pedestrians. In hot climates such as AR and the South, shade is a crucial element in encouraging walking.
4.4. Mid-block crossings	x	x	p	p	p	One goal is to reduce the maximum allowed block-size and provide pedestrian crossing provisions at street intersections, reducing the need for mid-block crossings. When retrofitting, however, apply best practices in innovative mid-block crossing treatments.
5. BICYCLE FACILITY DESIGN						
5.1. Types of facilities specified or allowed	x	x	p	p	p	Need to define bicycle facilities and require certain facility types based on street size, speed, and traffic volume.
5.2. Minimum shoulder width	x	p	p	p	p	Roadway shoulders often serve as pedestrian routes in rural areas. On roadways with <3000 ADT roadway shoulders may be adequate for pedestrian travel. Also used as "shoulder bikeways", these facilities should be wide enough to

Topic	Jurisdiction					Comments/Recommendations
	City of Fayette-ville	City of Benton-ville	City of Spring-dale	City of Rogers	City of Siloam Springs	
Key: p No policy covering this topic or no guidance found; t Policy partially covers this topic; x Policy exists for this topic						
						accommodate both pedestrians and bicyclists.
5.3. Bicycle accommodations at intersections	t	t	p	p	p	Defining how cyclists should move through busy intersections is an important safety consideration. Good intersection design guidelines can be found in the NACTO Urban Bikeway Design Guide.
5.4. Mandatory sidepath laws	t	x	x	x	x	Cyclists should be allowed to use the roadway if desired.
5.5. Bicycles allowed on sidewalks	t	p	t	t	t	While it is optimum to provide bicycle facilities on roadways, when this is impossible, sidewalks can serve as key connectors for short distances. Education and enforcement strategies should be employed to assure safety of pedestrian and bicyclists in instances where bicycle routes make use of a sidewalk.
6. FACILITY MAINTENANCE						
6.1. Sidewalk maintenance policy	x	x	x	x	x	Sidewalk surfaces that have settled or heaved over time can be a significant barrier for pedestrians. Regular maintenance procedures can help ensure that differences in level between adjacent units do not exceed the limits of usability.
6.2. Vegetation management (trimming, pruning, mowing, etc.)	x	p	x	p	p	Overgrown landscaping, trees branches that protrude into sidewalk or bike lane area can be hazardous or block access. It is unreasonable to expect the city to monitor private property; it is most expedient for property owners to manage vegetation growth.
7. SUPPORTING POLICIES AND MANUALS						
7.1. Complete Streets Policy	x	p	p	p	t	The National Complete Streets Coalition provides great guidelines for designing streets that cater to all users. A complete streets policy allows cities to work towards creating a street network that encourages pedestrian and bicycle travel.
7.2. Design manual for bicycle and/or pedestrian facilities	x	x	p	t	p	This is an important step in creating a more pedestrian and bicycle friendly community. A design manual will give guidelines for bicycle and pedestrian consideration in new development.
7.3. Connectivity requirements for cyclists and pedestrians	p	t	p	p	p	Benefits of connectivity include: decreased traffic on arterial streets, continuous and more direct walking and biking routes, greater emergency vehicle access, improved utility connections, easier maintenance, and more efficient trash and recycling pick up.
7.4. Bicycle and/or pedestrian master plans	x	x	p	p	t	A bike and pedestrian plan will create a roadmap for moving towards a more bike and pedestrian friendly community.
7.5. Consideration of pedestrian or bicyclist concerns in site planning	t	t	t	p	t	Requiring pedestrian and bicycle concerns in site planning is an important step towards achieving a more bike and pedestrian friendly community.
7.8. Traffic Calming programs, policies and/or manuals	p	x	p	p	p	The National Complete Streets Coalitions provides excellent guidance for traffic calming strategies.
7.9. Sidewalk retrofit/infill program or policy	x	x	p	p	x	City staff periodically inventory the street network to identify sidewalk gaps, and develop strategies, project prioritization criteria and funding for completing these gaps.
7.10. Trail and/or Greenway Plan	x	x	x	x	x	Trails and greenways are integral component of biking and walking networks and add greatly to community livability and health.

3.2 Model Policy and Code Language

Across the country, communities large and small have implemented plans, policies, codes and practices in their efforts to integrate bicycling and walking into the transportation system. Many cities such as Madison, WI, Portland, OR, Austin, TX and San Francisco, CA began this work decades ago, while others have begun this work more recently. Complete streets, bike parking and greenway policies or ordinances will enable NWA communities to maximize bicycle/pedestrian improvements in conjunction with new development, redevelopment, and corridor improvement projects. This section includes sample language for consideration in developing these policies. Additional policy recommendations are provided at the end of this memorandum.

Complete Streets Resolution and Sample Policy

Complete streets are roadways that are designed with consideration for all users of the road whether they are pedestrians, bicyclists, drivers, or users of public transportation. Complete streets policies direct transportation planners and engineers to consistently design with all users in mind (drivers, transit riders, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities).

Many jurisdictions around the country have adopted Complete Streets policies, and national model policies can be used as a starting point. The policy of the City of Indianapolis, IN - recently ranked the top Complete Streets policy by the National Complete Streets Coalition in its report titled 'The Best Complete Streets Policies of 2012'[7] - is provided in Appendix A and can serve as a model for development of a policy for NWA.

Currently, Fayetteville has a complete streets policy within its Transportation Master Plan. NWARPC and member jurisdictions should adopt a Complete Streets policy that can be used as a model for jurisdictions throughout the region, and should work with towns and cities to craft and adopt their own ordinances. This will provide engineers and planners guidance that ensures roadways are accessible and safe for all users.

More information: http://www.completestreets.org/

Bike Parking Ordinance

As more bikeways are constructed and bicycle usage grows, the need for bike parking will climb. Long-term bicycle parking at transit stations and work sites, as well as short-term parking at shopping centers and similar sites, can support bicycling. Bicyclists have a significant need for secure long-term parking because bicycles parked for longer periods are more exposed to weather and theft.

The City of Fayetteville has bike parking standards in its Code of Ordinances. Bike parking requirements apply to all new construction or expansions requiring five (5) or more off-street automobile parking spaces. The standards determine the number of bicycle racks required based on the number of automobile parking spaces in the development. These standards are described in

[7] http://www.smartgrowthamerica.org/documents/cs-2012-policy-analysis.pdf

Appendix B. Importantly, off-street Parking Reductions are also available for the provision of bike racks as follows.

Existing bike parking ordinances can be enhanced by considering land use as well. A more detailed sample bike parking ordinance below provides basic guidelines on ideal locations for parking at several key activity centers as well as an optimum number of parking spaces.

The region has the option of adopting the Fayetteville parking standards as regional standards that can be adopted by other cities in the region. Alternatively, the region could consider a more detailed table such as the one provided below.

Detailed bike parking design guidance will be provided in the Design Guidelines developed as part of this plan.

Table 2 – Model Bike Parking Ordinance

Use Category	Specific Use	Required Long-term Parking Spaces	Required Short-term Parking Spaces
Residential	Boarding houses	2, or 1 per ten sleeping rooms	None
	Hotels, models	2, or 1 per 50 employees	None
Commercial/ Industrial	Retail sales, service operations *	2, or 1 per 50,000 square feet of gross floor area	2, or 1 per 25,000 square feet of gross floor area
	Office buildings **	2, or 1 per 50,000 square feet of gross floor area	2, or 1 per 50,000 square feet of gross floor area
	Museums, libraries	2, or 1 per 50 employees	4, or 1 per 25,000 square feet of gross floor area
	Movie theaters	2, or 1 per 50 employees	4, or 1 per 50 seats
	Restaurants, ice cream shops, coffee shops	2, or 1 per 50 employees	4, or 1 per 50 seats
	Recreation centers	2, or 1 per 50 employees	4, or 1 per 25,000 square feet of gross floor area
	Major event entertainment (e.g., stadiums, arenas)	2, or 1 per 50 employees	8, or 1 per 500 seats
	Manufacturing	2, or 1 per 50 employees	None
	Warehousing	2, or 1 per 50 employees	None
Institutional	Medical centers	2, or 1 per 50 employees	2, or 1 per 25,000 square feet of gross floor area
	Transit park and ride lots	1 per 50 daily boardings	None

* Retail businesses below 3,000 square feet of gross floor area are exempt from bicycle parking requirements

** Office buildings below 10,000 square feet of gross floor area are exempt from bicycle parking requirements

Greenways Land Acquisition Procedures and Policies

A consistent approach to the acquisition of public land and easements is important for the creation and preservation of greenway corridors and connectors identified in this plan. NWARPC and local communities should be prepared to sustain a long-range land acquisition program until vision of the Regional Bicycle and Pedestrian Master Plan has been achieved.

In its efforts to acquire land and easements for greenways, NWARPC and local communities must deal with land availability, high land costs, and competitive bidding with private developers. The ability of

NWARPC and local communities to compete for land depends on their ability to raise or maintain the cash reserves necessary to purchase key parcels of land as they come on the real estate market.

While outright purchase is the only practical method for the acquisition of some lands, other portions of the proposed trail system can be realized through easements or gifts. It is fortunate that the very types of lands that are important for greenways and trail development are often considered marginal or unusable for private development..

NWA and local communities should ensure that planned greenways are referenced as part of the land development process so that the right-of-way for planned greenways can be maintained through purchase or easements.

Recommended considerations for future land acquisition are listed from highest priority to lowest priority:

- Critical tracts in danger of immediate development.
- Land needed to construct trails currently in the planning process.
- Opportunities to take advantage of low prices or willing sellers.
- Land that is developable but not in immediate danger.
- Land in no foreseeable danger of development, but needed for the greenway system.

Land Use Planning

Land use and transportation are closely related, inasmuch as the size and distribution of different land uses affect the street infrastructure, and subsequently how easy it is to make trips on foot or by bicycle. The following features should be considered during land development:

- Road network connectivity – Street connectivity impacts how directly a person can travel between two points using existing streets and paths. High levels of connectivity can typically be found in environments with grid street networks characterized by relatively straight streets, four-way intersections, and a higher number of blocks or intersections per unit of area, allowing for greater route choice and shorter trip distances between destinations.
- Land use mix - Land use mix refers to the number of different types of land uses (such as residential, commercial, institutional, or retail) within a given area. Mixing land uses increases the diversity of destinations in a given area, thereby potentially reducing the distance required to travel to a variety of destinations. By shortening trip distances, the mixing of land uses can increase the ability for people to make trips by walking and bicycling.
- Population Density - Density is a measure of urban form that indicates how compactly a particular environment is built. Higher densities typically increase the number of potential destinations located within a geographic area, thereby increasing proximity between destinations, reducing travel distances and increasing the likelihood of walking or bicycling.

While land use planning and transportation planning decisions are often made separately, the importance of each on achieving outcomes related to active transportation, economic development and other factors has led many areas to increase efforts to coordinate land use and transportation

planning. Although land use decisions are made locally, since these decisions can impact both local and regional transportation, the NWA region should take steps to provide model land use planning practices for use by cities in the region.

3.3 Performance Measures for Bicycle and Pedestrian Planning

Cities in the NWA region have worked to envision more connected and safer multimodal networks by creating master plans for bicycling, walking and trails. These plans articulate various goals and strategies that include implementation of specific facilities, establishment of programs, and other supportive activities. Performance measures help track progress to achieving established goals. The cities of Fayetteville, Bentonville and Siloam Springs have ambitious goals in their bicycle, pedestrian, and trails plans, but have not established specific measures.

The Northwest Arkansas Regional Bicycle and Pedestrian Master Plan should include measureable performance measures that can be tracked over time. The following are examples of bicycle and pedestrian performance measures utilized by other U.S. cities:

- Increase the bicycling or walking mode share by X% by the year XXXX
- Reduce bicycling crashes X% by the year XXXX
- Install XX miles of bicycle lanes or cycle tracks in the year XXXX
- Construct XX feet of new sidewalk, and X# of ADA curb ramps
- Distribute XX copies of bicycle route map each year
- Train XXX number of 5th graders in bicycle safety education each year

A good example of bicycle and pedestrian performance measures are also found in Sec. 431-806 of the model complete streets ordinance in Appendix A.

4 SUMMARY AND RECOMMENDATIONS

The conditions for bicycling and walking that exist in any community are a result of plans, policies, regulations and practices conducted at four levels of government: local, state, regional, and federal. Each of these entities plays a key role in the development of the urban environment and of the transportation network. Without bicycle, trail and pedestrian friendly policies at each level, local communities may be limited in their control or influence over transportation facilities. For example, a town or city may have a bicycle plan, programs and funding to install bicycle lanes on a roadway, but if it is a state jurisdiction route, design standards for highways may not allow certain types of facility design. On a higher level, if an MPO or regional transportation agency does not invest funding or planning in regional networks, connectivity between communities will suffer not only in the present but more importantly in the future as neighboring cities "sprawl" towards each other. In addition, thoroughfare plans that do not include trails, bicycle accommodations and pedestrian facilities in future growth may result in perpetuating automobile reliance throughout the system.

While bicycling and walking conditions in the NWA region will benefit from existing policies, a stronger commitment and more comprehensive effort will be needed at all levels of government to truly optimize the potential of bicycling and walking to improve transportation, health, sustainability and quality of life. Following is a summary of each level of government and key recommendations.

Federal – The USDOT's Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations[8] assures that bicycling and walking must be considered in federally-funded roadway projects. This is an effective "gateway" standard that trickles down to the state level and directs the Arkansas State Highway and Transportation Department and local agencies toward better integration of bicycling and walking into the roadway system.

Recommendations:

- Consider involving the local FHWA office in either a formal or informal audit to determine if AHTD and the local agencies are following either the letter or spirit of the policy. This could be conducted as part of the AHTD's statewide bicycle and pedestrian plan currently underway, or as an NWARPC initiative concurrently with this project.

State – AHTD policies described in Section 2.3 show a strong commitment to bicycling and walking. The agency will fund sidewalks and bike lanes on state roadways if the local jurisdiction has completed a formal planning process, and in some cases will allow innovative design or a higher level facility on its roadways. In addition, the state's 3-foot passing law is a positive step toward a more comfortable and safe bicycling environment. AHTD is currently conducting a bicycle and pedestrian planning process and has an excellent opportunity to consider new policies and practices that will accelerate development of bicycle and pedestrian facilities throughout the state.

[8] http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm

Recommendations:

- Consider innovative designs in bicycle and pedestrian facilities on state jurisdiction roads that serve as local roads.
- Develop a Main Streets guide for state highways that serve small town centers
- Consider involving local jurisdictions in project development and designs of highway projects to ensure interchanges and capacity expansions do not create barriers or pinch points in local bicycle/pedestrian networks.
- Consider forming a bicycle and pedestrian advisory committee composed of citizens, businesses and local agency staff that to provide input into policy and project development practices.

Regional – The Northwest Arkansas Regional Bicycle and Pedestrian Master Plan is an example of the region's commitment to making bicycling and walking viable modes of transportation. It is a great opportunity to incorporated ideas from MPOs in parts of the southeast U.S. as well as the rest of the country that have achieved high levels of bicycling and walking.

Recommendations:

- Consider committing a certain level of funding each year that goes beyond basic levels determined by MAP-21. For example, for the past 15 years, the Capital Area Metropolitan Planning Organization (CAMPO) in Austin, Texas has committed 15% of surface transportation funds to bicycle and pedestrian projects throughout the region. This has been a key element in the region's high bike and pedestrian mode split, extensive trail networks, high rankings on "healthy cities" lists and other livability benchmarks.
- Maintain the regional Active Transportation Committee. This planning committee, made of agency staff, business leaders, appointed citizens and community leaders will be essential to the successful implementation of the plan.
- Include bicycle and pedestrian facilities in thoroughfare plan roadway descriptions, showing bike and pedestrian facilities in cross-section drawings (developed as part of the current plan) that can also be used in local Master Street Plans.
- Develop measureable performance measures for walking and bicycling that can be tracked over time.
- Consider committing funds and staff time to bicycle/pedestrian data collection and research.
- Evaluate current state and regional transportation planning policy to ensure land use is considered in concert with transportation. Provide enhanced, ongoing staff support to surrounding communities to coordinate land use and transportation planning.

Local – The five NWA cities examined for this report are all making significant advances in addressing multimodal transportation and creating more livable communities. The following recommendations summarize key elements into the most critical actions for each municipality, using each city's current level of bicycling and walking initiatives as a starting point.

Table 3 – Recommended local policy and planning actions

	Fayette-ville	Benton-ville	Spring-dale	Rogers	Siloam Springs
Consider updating the Master Street Plan to reflect best practices in bicycle facility design, considering innovative designs such as cycle tracks and buffered bike lanes.	X				
Consider repealing the mandatory sidepath law.	X				
Consider designating one staff member as key point person on bicycle/pedestrian/trails master plan implementation.		X			
Consider planning, designing and implementing on-street bicycle facilities in addition to trails and sidepaths.		X	X	X	X
Consider adopting a Complete Streets policy.		X	X	X	
Consider establishing a bicycle parking code.		X	X	X	X
Consider developing a comprehensive plan with a multi-modal transportation element featuring bicycle and pedestrian improvements.			X		
Create program and dedicate funding to in-fill sidewalk projects.			X	X	

In addition to the above, the following recommendations apply to all local communities in the region:

- Update Master Street Plans to reflect individual community plans developed for this plan.
- Ensure that planned greenways are referenced as part of the land development process so that the right-of-way for planned greenways can be preserved through purchase or dedicated easements.

7 APPENDIX B – SAMPLE BIKE PARKING ORDINANCE (FAYETTEVILLE)

The City of Fayetteville has bike parking requirements in its Code of Ordinances (172.10 Bicycle Parking Rack Requirements). Below is a summary of the primary elements of the bike parking requirements. The complete ordinance, including additional guidance on bike parking design and placement, is included on the following pages.

(A) Applicability. All new construction or expansions requiring five (5) or more off-street automobile parking spaces shall provide bicycle parking as required by this chapter. Any property owner required to have bicycle parking may elect to establish a shared bicycle parking facility with any other property owner within the same block to meet the combined requirements.

(C) Number of Bicycle Racks Required. The minimum number of bicycle parking racks required is determined by the number of parking spaces required for the type of land use. Alternative rack designs may be approved by the Planning Division so long as they have the bicycle capacity storage equivalent to total number of standard bicycle racks required. The following standards shall determine the number of bicycle racks required based on the number of automobile parking spaces in the development:

(1) Non-residential Development. Non-residential development shall provide one (1) bicycle parking rack per twenty (20) automobile parking spaces. At a minimum the development shall provide one (1) bike rack.

(2) Residential Development - Residential development shall provide (1) bicycle rack per thirty (30) dwelling units. At a minimum the development shall provide one (1) bike rack.

Off-street Parking Reductions:

Bike Racks. Up to 10% of required automobile parking may be substituted with bicycle parking at a rate of one additional bicycle rack for one automobile space. This reduction shall be allowed in addition to other variances, reductions and shared parking agreements.

H FUNDING RESOURCES

Appendix Contents:

Technical Memo: Potential Funding Sources and Opportunities for Pedestrian, Bicycle & Trail Projects

TECHNICAL MEMO: POTENTIAL FUNDING SOURCES AND OPPORTUNITIES FOR PEDESTRIAN, BICYCLE & TRAIL PROJECTS

Funding for pedestrian and bicycle projects may come from a variety of sources including matching grants, sales tax or other taxes, bond measures, or public/private partnerships. This memo identifies federal, state, and non-profit foundation sources of funding for planning, design, implementation and maintenance of bicycle and pedestrian projects in Arkansas. The descriptions are intended to provide an overview of available options and do not represent a comprehensive list. It should be noted that this section reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice. The memo concludes with recommended next steps.

MEMORANDUM

To: John McLarty, Northwest Arkansas Regional Planning Commission

From: Dennis Blind, Matt Berkow, and Stephen Bzomowski, Alta Planning + Design

Date: September 8, 2014

Re: Potential Funding Sources and Opportunities for Pedestrian, Bicycle & Trail Projects (Task 8.2)

Funding for pedestrian and bicycle projects may come from a variety of sources including matching grants, sales tax or other taxes, bond measures, or public/private partnerships. This memo identifies federal, state, and non-profit foundation sources of funding for planning, design, implementation and maintenance of bicycle and pedestrian projects in Arkansas. The descriptions are intended to provide an overview of available options and do not represent a comprehensive list. It should be noted that this section reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice. The memo concludes with recommended next steps.

1 FEDERAL FUNDING SOURCES

Federal transportation funding is typically directed through state agencies to local governments either in the form of grants or direct appropriations, independent from state budgets. Federal funding typically requires a local match of 20 percent, although there are sometimes exceptions, such as the 2009 American Recovery and Reinvestment Act stimulus funds, which did not require a match.

The Arkansas Highway and Transportation Department (AHTD) and metropolitan planning organizations (MPOs), including the Northwest Arkansas Regional Planning Commission (NWARPC), administer most federal monies. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system. Most, but not all, of these programs are oriented toward transportation versus recreation.

The following is a list of Federal funding sources that could be used to support construction of many pedestrian and bicycle improvements. Most of these are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. However, it should be noted that, in addition to stand alone projects, the Federal Highway Administration (FHWA) encourages the construction of pedestrian and bicycle facilities as an incidental element of larger ongoing projects, consistent with its 2010 policy statement on bicycle and pedestrian accommodation.[1] Examples include providing paved shoulders on new and reconstructed roads, or building sidewalks, on-street bikeways, trails and marked crosswalks as part of new highways.

[1] http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm

Federal Aid Highway Program

The largest source of federal funding for bicycle and pedestrian projects is the United States Department of Transportation's (US DOT) Federal-Aid Highway Program, which Congress has reauthorized roughly every six years since the passage of the Federal-Aid Road Act of 1916. The latest act, Moving Ahead for Progress in the Twenty-First Century (MAP-21) was enacted in July 2012 as Public Law 112-141. The Act replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was valid from August 2005 - June 2012.

MAP-21 authorizes funding for federal surface transportation programs including highways and transit until September 2014. There are a number of programs identified within MAP-21 that are applicable to bicycle and pedestrian projects. These programs are discussed below.

More information: http://www.fhwa.dot.gov/map21/summaryinfo.cfm

Transportation Alternatives (TAP)

Transportation Alternatives (TAP) is a new funding source under MAP-21 that consolidates three former SAFETEA-LU programs: Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, multi-use paths, school safety, and rail-trails. TAP funds may also be used for selected education and encouragement programming such as Safe Routes to School.

Transportation Alternatives as defined by Section 1103 (a)(29). This category includes the construction, planning, and design of a range of bicycle and pedestrian infrastructure including "on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" is a new eligible activity. For the complete list of eligible activities, visit:

http://www.fhwa.dot.gov/environment/transportation_enhancements/legislation/map21.cfm

Unless the Governor of a given state chooses to opt out of Recreational Trails Program funds, $85 million in dedicated funds for recreational trails continues to be provided nationally as a subset of TAP. Governor Mike Bebee chose to opt in, which means that Arkansas receives $1.493.969 in RTP funds per year through FY2014.

The types of projects that are eligible for TAP funding include:

- Recreational Trails. TAP funds may be used to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

  Recreational Trails Program funds may be used for:

  - Maintenance and restoration of existing trails
  - Purchase and lease of trail construction and maintenance equipment
  - Construction of new trails, including unpaved trails
  - Acquisition or easements of property for trails
  - State administrative costs related to this program (limited to seven percent of a State's funds)
  - Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds)

- Safe Routes to School. Safe Routes to School activities are eligible for the Transportation Alternatives Program. Both infrastructure and non-infrastructure projects are eligible, and the program elements described in SAFETEA-LU are still in effect. The purpose of the Safe Routes to Schools eligibility is to promote safe, healthy alternatives to riding the bus or being driven to school. All projects must be within two miles of primary or middle schools (K-8).

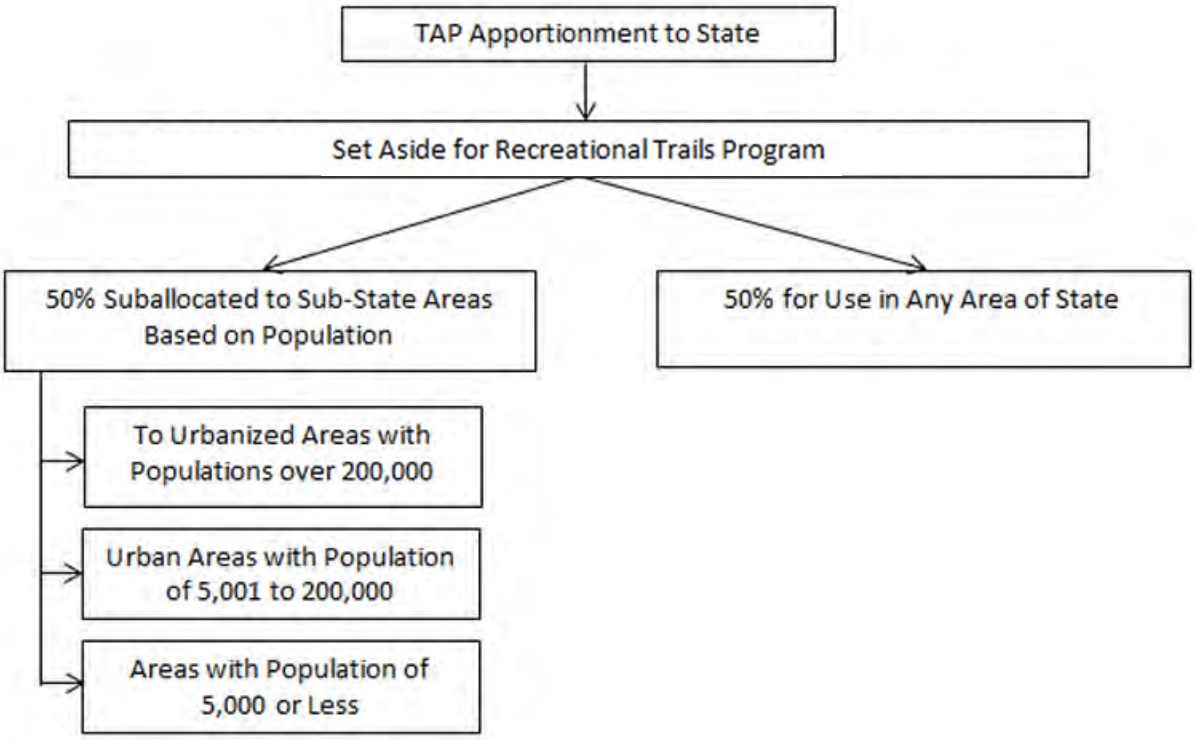
  Eligible projects may include:

  - *Engineering improvements*. These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, and secure bicycle parking facilities.
  - *Education and Encouragement Efforts*. These programs are designed to teach children safe bicycling and walking skills while educating them about the health benefits and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive bicycle/pedestrian safety video games; and promotional events and activities (e.g., assemblies, bicycle rodeos, walking school buses).
  - *Enforcement Efforts*. These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian targeted enforcement operations.

- Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways.

Average annual funds available through TAP over the life of MAP-21 equal $814 million nationally, which is based on a two percent set-aside of total MAP-21 authorizations. Projected apportionments for Arkansas total $10,984,845 for FY 2014. However, because MAP-21 allows state DOTs to transfer up to fifty percent of a given highway program's funds to other highway programs, the final amount of TAP funding available in Arkansas may be more or less than the projected apportionments developed by FHWA.As of June 2014, AHTD does not plan to shift TAP funding to other highway programs, nor does it plan to supplement TAP with monies from other highway funding programs.

The diagram below, based on information from FHWA's Final TAP Guidance document, provides an overview of how TAP funds flow from the federal government to states and local communities.



Eligible project sponsors in NWA, such as local governments, transit agencies, and school districts, may apply for TAP funds through competitive grant processes managed by AHTD and/or NWARPC. As the grantees of funds, neither AHTD nor NWARPC may apply for TAP funds directly. MAP-21 requires four separate grant processes to be administered for the disbursement of these funds, which are outlined below:

1) Any Area Funds. All eligible project sponsors in NWA may compete for the "any area" funds, which will be disbursed by AHTD through a competitive grant process. As of June 2014, AHTD has not awarded any of these funds. AHTD expects to release a call for applications by the January of 2015.

2) Urban Areas of 200,000+. Project sponsors located in Fayetteville, Springdale, or Rogers are eligible to compete for funds through NWARPC's Transportation Alternatives Program. 2013 funds have been awarded. Applications for 2014 funds are likely to become available in the summer of 2014. For more information, visit: http://nwarpc.org/transportation/stp-a-and-tap/

3) Urban Areas between 5,001 and 200,000. Project sponsors located in urbanized areas with a population between 5,001 and 200,000, are eligible to compete for Small Urban Area TAP funds administered by AHTD. As of June 2014, AHTD has not awarded any of these funds. AHTD expects to release a call for applications by the January of 2015.

4) Nonurban Areas. Project sponsors located in non-urban areas (population of 5,000 or less) are eligible to compete for Nonurban Area TAP funds administered by AHTD. As of June 2014, AHTD has not awarded any of these funds. AHTD expects to release a call for applications by the January of 2015.

For more information see FHWAs Final Guidance on the Transportation Alternatives Program: http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm.

Surface Transportation Program (STP)

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. Bicycle and pedestrian improvements are eligible, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STP-funded bicycle and pedestrian facilities may be located on local and collector roads that are not part of the Federal-aid Highway System. Fifty percent of each state's STP funds are sub-allocated geographically by population; the remaining fifty percent may be spent in any area of the state.

Highway Safety Improvement Program (HSIP)

MAP-21 doubled the amount of funding available through the Highway Safety Improvement Program (HSIP) relative to SAFETEA-LU. HSIP provides $2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. MAP-21 requires each state to formulate a state safety plan, produced in consultation with non-motorized transportation representatives, in order to receive HSIP funds. Eligible projects will be evaluated on anticipated cost-effectiveness of reducing serious injuries and fatalities.

MAP-21 preserves the Railway-Highway Crossings Program within HSIP but discontinues the High-Risk Rural roads set-aside unless safety statistics demonstrate that fatalities are increasing on these roads. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for non-motorized users in school zones are eligible for these funds. AHTD estimates that it will receive an average of $3.5 million annually for this program through the lifetime of MAP-21.

New Freedom Initiative

MAP-21 continues a formula grant program that provides capital and operating costs to provide transportation services and facility improvements that exceed those required by the Americans with Disabilities Act. Examples of pedestrian/accessibility projects funded in other communities through the New Freedom Initiative include installing Accessible Pedestrian Signals (APS), enhancing transit stops to improve accessibility, and establishing a mobility coordinator position.

More information: http://www.hhs.gov/newfreedom/

Pilot Transit-Oriented Development Planning

MAP-21 establishes a new pilot program to promote planning for Transit-Oriented Development. At the time of writing the details of this program are not fully clear, although the bill text states that the Secretary

of Transportation may make grants available for the planning of projects that seek to "facilitate multimodal connectivity and accessibility," and "increase access to transit hubs for pedestrian and bicycle traffic."

Benton and Washington Counties and the communities of NW Arkansas should track federal communications and be prepared to respond proactively to announcements of grant availability.

Partnership for Sustainable Communities

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the EPA, U.S. Department of Housing and Urban Development (HUD), and USDOT. The partnership aims to "improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide." The Partnership is based on five Livability Principles, one of which explicitly addresses the need for bicycle and pedestrian infrastructure:

> Provide more transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

The Partnership is not a formal agency with a regular annual grant program. Benton and Washington Counties and the communities of NW Arkansas should track Partnership communications and be prepared to respond proactively to announcements of new grant programs. Initiatives that speak to multiple livability goals are more likely to score well than initiatives that are narrowly limited in scope to bicycle and pedestrian efforts.

More information: http://www.sustainablecommunities.gov/grants.html

Community Development Block Grants

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may use the funds for real property, public facility improvements, and planning. Pedestrian and Bicycle Master Plan projects that enhance accessibility are a good fit for this funding source. CDBG funds could also be used to write an ADA Transition Plan for the city or support design and construction of projects.

More information: www.hud.gov/cdbg

Community Transformation Grants

Community Transformation Grants administered through the Center for Disease Control support community-level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation infrastructure projects and programs that promote healthy lifestyles are a good fit for this program, particularly if the benefits of such improvements accrue to population groups experiencing the greatest burden of chronic disease.

More info: http://www.cdc.gov/communitytransformation/

Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. Funds can be used for right-of-way acquisition and construction. The program is administered by the Wisconsin Department of Natural Resources as a grant program. Any Pedestrian and Bicycle Master Plan projects located in future parks could benefit from planning and land acquisition funding through the LWCF. Trail corridor acquisition can be funded with LWCF grants as well.

More info: http://dnr.wi.gov/Aid/LWCF.html and http://www.nps.gov/lwcf/

Rivers, Trails, and Conservation Assistance Program

The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based on criteria including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. This program may benefit trail development throughout the region indirectly through technical assistance, particularly for community organizations, but should not be considered a future capital funding source.

More info: http://www.nps.gov/pwro/rtca/who-we-are.htm

Federal Lands Access Program (FLAP)

The Federal Lands Access Program (Access Program) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and bicycle and pedestrian facilities, with an emphasis on high-use recreation sites and economic generators.

The Access Program is funded by contract authority from the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation. Funds will be allocated among the States using a new statutory formula based on road mileage, number of bridges, land area, and visitation.

More info: http://flh.fhwa.dot.gov/programs/flap/

Additional Federal Funding

The landscape of federal funding opportunities for bicycle and pedestrian programs and projects is always changing. A number of Federal agencies, including the Bureau of Land Management, the Department of Health and Human Services, the Department of Energy, and the Environmental Protection Agency have offered grant programs amenable to bicycle and pedestrian planning and implementation, and may do so again in the future. For up-to-date information about grant programs through all federal agencies, see http://www.grants.gov/.

2 STATE FUNDING

There are a variety of state funding sources that can be used to fund active transportation projects. State gasoline taxes and Arkansas Natural and Cultural Resources Council Grant and Trust Funds have been used in the past. Advocacy for use of other state funds is encouraged.

State Gasoline Tax

AHTD has historically used state gas tax funds as the required match to secure federal Transportation Enhancements (now Transportation Alternatives) funding. Communities in NWA should consider requesting AHTD for assistance with matching funds from state gas tax revenue where appropriate.

Arkansas Natural and Cultural Resources Council Grant and Trust Funds

Arkansas Natural and Cultural Resources Council grant funds can be used to develop bicycle and pedestrian facilities for outdoor recreation purposes. These funds are available through a grant program administered by the Arkansas Department of Parks and Tourism. These funds must be matched at the rate of 50% state to 50% applicant.

Vehicle Registration Fees

Vehicle registration fees in Arkansas are used to fund transportation infrastructure improvements on state owned roads. Unlike in some states, such as Nevada, Arkansas does not currently allocate a set percentage of vehicle registration fees to complete streets projects. However, there is no prohibition that these funds not be used on bicycle or pedestrian projects.

State General Fund

Many states, including Arizona, Maryland, Connecticut, and Massachusetts, have passed statutes authorizing the establishment of funds to be used specifically for bicycle and/or pedestrian infrastructure projects. Arkansas does not currently have such a dedicated fund, but the state general fund is nevertheless a flexible funding source that could potentially be tapped to cover investments that benefit Arkansas in a strategic way. Examples include major regional trails, streetscaping investments that may increase tourism-related revenue, and investments that help create active communities, since healthier residents are likely to reduce state healthcare costs.

State Sales Tax

Arkansas sales tax for items other than groceries, gasoline, and medicine increased by a half cent in 2013. All funds raised from the temporary, voter-approved increase will go toward transportation needs in the state as follows: 70% of funds to the highway department, 15% to cities, and 15% to counties. Cities may spend these funds at their discretion, on any transportation project. Some cities in the state are establishing a policy that of the 15%, a given percentage will be spent on trails. Additionally, routine maintenance and new

construction projects that result from this new revenue source should be monitored to ensure bicycle and pedestrian accommodation on appropriate routes.

Conservation Sales Tax

A conservation sales tax that went into effect July 1, 1997 designates 1/8th of 1 percent of the state's general sales tax for Arkansas Game and Fish Commission (45 percent), Arkansas State Parks (45 percent), Arkansas Heritage Commission (9 percent) and Keep Arkansas Beautiful Commission (1 percent). Revenue from this tax has been used to implement a wide range of projects, including nature centers, fisheries, purchase of land for public use, enforcement efforts, creation of habitat for threatened and endangered species, conservation education, as well as barrier-free and multi-use trails.

Severance Fees

Arkansas charges a natural gas severance tax that is designed to help cover the costs associated with natural resource extraction. The fees help the state maintain roads in rural areas, where the heavy trucks used by natural gas extraction companies is responsible for the majority of damage to the roadways. 5% of fees collected go to the state general fund, and the remaining 95% is deposited as special revenues and distributed according to Arkansas Highway Distribution Law. While there are no known applications of these fees being used to fund bicycle or pedestrian facilities, they are a potential funding source particularly in parts of Washington County, where there are active Fayetteville Shale wells.

3 LOCAL FUNDING

Many communities use locally generated funds to support active transportation. NWA communities should consider tapping into existing revenue streams and proposing new fees. For example, Fayetteville's Scull Creek Trail was partially funded through sales taxes.

Development Impact Fees

In 2003, the State of Arkansas adopted an Impact Fee Enabling Act (Arkansas Code, § 14-56-103). This law empowers municipalities to collect one-time fees from developers to help cover the cost of growth-related public infrastructure needs, including roads and sidewalks. Local governments in NWA that do not currently have a development impact fees in place to support active transportation should consider instituting such a fee or negotiating public improvements as part of the land development process.

Sales Taxes

Local sales tax increases to fund active transportation improvements have a history of success in NWA. In 2006, Fayetteville's residents approved a 1% sales tax increase that was used, in part, to construct the Scull Creek Trail. The ballot measure specifically related to trails (a sewer plant and roadway improvements were also parts of the proposed increase) passed by the widest margin, and provided $2.1 million in dedicated trail construction funding.

Property Taxes

Property taxes are one of the most common local sources of bicycle and pedestrian infrastructure since they are typically the largest source of local revenue.

Transportation User Fee

Many municipalities, such as Austin, Texas; Bozeman, Montana; Corvallis, Oregon; and Port Orange, Florida have instated per-household and/or per-business transportation user fees in an effort to make up for declining gas tax revenues. Fees are typically assigned proportionally based on estimated trip generation, vehicle miles traveled, or may also be collected at a flat rate. Transportation user fees are collected via local utility bills, and provide stable funding for ongoing operations and maintenance of the transportation system.

Parking Revenues

In select areas, such as downtown business districts, on-street parking can be a reliable revenue source for local governments. The City of Pasadena, California has had success utilizing on-street parking revenue to improve the walkability of Old Pasadena.

Business Improvement District Funds

Business improvement districts are a type of public-private partnership that leverage public and private funds to increase the attractiveness of defined geographic areas to existing and potential customers. These entities often see value in making streetscape improvements that make walking and biking to the area safer and more comfortable. In Atlanta, the Midtown Community Improvement District is funding bikeway improvements after a survey revealed that over three quarters of commercial property owners in the district indicated a desire for the area to become more bikeable.

Bond Measures

Denver, Chicago, Nashville, and San Francisco have all recently used money from local bond measures to fund bikeway projects. They can be an effective tool to get quick results when a particular project is needed in the short term.

4 PRIVATE FOUNDATIONS

Private foundations are an increasingly important source of funds for bicycle and pedestrian planning and implementation. The Walton Family Foundation has been the most important supporter of funding for greenway, trail, bicycle and pedestrian programs and projects in NW Arkansas. The Foundation has also worked with other partners, including the Endeavor Foundation to support Safe Routes to School and Energize NW Arkansas, that promote safe outdoor activities and transportation for children.

For more information on private foundations, including an extensive list of national foundations visit: http://www.foundationcenter.org/

5 RECOMMENDED NEXT STEPS

In order to realize construction of the greatest portion of the bicycle and pedestrian network, the following actions are recommended:

- Subscribe to federal communications and be prepared to respond proactively to announcements of grant availability.
- Identify local funding sources for capital and non-infrastructure bicycle, pedestrian and Safe Routes to School projects.
- Compare identified catalyst projects with funding sources in Table 1 (below) to find potential complementary matches.
- Develop relationships with local partners such as health advocacy agencies to identify mutually supportive projects and develop grant proposals.
- Work with partners such as health advocacy or safety agencies to identify and apply for support from nontraditional funding sources for capital and non-infrastructure projects.
- Dedicate a funding source for active transportation projects in annual operations and capital improvement program budgets (e.g., a dedicated portion of general fund dollars).
- Coordinate capital improvement program project development and review so programmed roadway and maintenance projects include incidental pedestrian and bicycle facilities.

Table 1 – Summary of Federal Funding Sources

		Funding Program	Planning, Design and/or Construction: On-street Pedestrian Facilities	On-street Bicycle Facilities	Off-Street Multi-Use Paths	Non-Infrastructure Programs
Federal Sources	MAP-21	Transportation Alternatives (TAP)	✓	✓	✓	✓
		Recreational Trails Program (RTP)			✓	
		Safe Routes to School (SRTS)	✓	✓	✓	✓
		Surface Transportation Program (STP)	✓	✓	✓	
		Highway Safety Improvement Program (HSIP)	✓	✓	✓	✓
		Congestion Mitigation/Air Quality (CMAQ)*	✓	✓	✓	✓
		New Freedom Initiative	✓		✓	✓
		Pilot Transit-Oriented Development (TOD)	✓	✓	✓	
		Partnership for Sustainable Communities	✓	✓	✓	
		Community Development Block Grants (CDBG)	✓			✓
		Community Transformation Grants (CTG)	✓	✓	✓	✓
		Land and Water Conservation Fund (LWCF)			✓	✓
		Rivers, Trails, and Conservation Assistance (RTCA)			✓	
		Federal Lands Access Program (FLAP)	✓	✓	✓	

* Because the NWA region is not an air quality non-attainment area, it is not eligible for CMAQ funding. For this reason, CMAQ funding is not described as an available funding source in the memo.

5.1 List of Acronyms

ADA – Americans with Disabilities Act

AHTD – Arkansas State Highway and Transportation Department

BPFP – Bicycle and Pedestrian Funding Program

CDBG – Community Development Block Grant

CMAQ – Congestion Mitigation/Air Quality Program

EPA – Environmental Protection Agency

FHWA – Federal Highway Administration

HSIP – Highway Safety Improvement Program

HUD – US Department of Housing and Urban Development

ISTEA – Intermodal Surface Transportation Efficiency Act

LWCF – Land and Water Conservation Fund

MAP-21 – Moving Ahead for Progress in the Twenty-First Century

MPO – Metropolitan Planning Organization

NPS – National Parks Service

NWARPC – Northwest Arkansas Regional Planning Commission

RTA – Recreational Trails Aid

RTCA – Rivers, Trails, and Conservation Assistance Program

RTP – Recreational Trails Program

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users

SRTS – Safer Routes to School

STP – Surface Transportation Program

STP-D – Surface Transportation Program-Discretionary

TAP – Transportation Alternatives (funding category under MAP-21)

TE – Transportation Enhancements (funding category under SAFETEA-LU)

USDOT – United States Department of Transportation

I COMMUNITY SELF-EVALUATION SUMMARY

Chapter Contents:

Overview

Table I-1: Summary of Community Responses to Community Self-assessment Audit

OVERVIEW

At the onset of this planning process, communities were asked to complete an audit of existing local / regional programs covering engineering, education, encouragement, enforcement and evaluation. The questions in the audit were based on the list of elements included in the national Walk/Bike Friendly community awards applications. Table I.1 on the following pages provides a summary of the community responses to each question, including the percentage of communities that answered 'yes' or 'no' to each as well as a brief summary of existing practices.

TABLE I.1 – SUMMARY OF COMMUNITIY RESPONSES TO COMMUNITY SELF-ASSESSMENT AUDIT

Question	Yes	No	Description of Current Practices
Engineering			
1.1 Does your community have a complete streets policy or other policy that requires the accommodation of pedestrians and cyclists in all new road construction and reconstruction projects?	2 (9%)	20 (91%)	• Fayetteville has a complete streets policy, housed in the Transportation Master Plan. • Bentonville, Gentry, Gravette, and Siloam Springs have sidewalk requirements for new development in subdivisions but no policies that address bicycling infrastructure.
1.2 Does your community have guidelines for pedestrian and bicycle facility design or provide regular training to engineers and planners regarding pedestrian and bicycle facility design?	3 (14%)	19 (86%)	• Bentonville's Master Bicycle and Pedestrian Master Plan contains facility design guidelines. • Rogers has implemented trail design standards. • In Fayetteville, pedestrian and bicycle facility design is established by ordinance in the Fayetteville Unified Development Code. The City Trails Coordinator provides regular training.
1.3 Does your community have a comprehensive, connected and well-maintained bicycling network?	4 (18%)	18 (82%)	• Fayetteville has 22 miles of 10 or 12 foot wide hard surface trails, 22 miles of on-street bikeways and 17 miles of natural surface trails. • Bentonville's bicycle network consists of trails and on-road bicycle routes labeled with signs and shared lane markings. • Springdale and Siloam Springs are both planning to make significant investments in bicycle infrastructure in the near term.
1.4 Do you have a connected network of sidewalks, trails, and/or paths in the city?	5 (23%)	17 (77%)	• Bentonville, Fayetteville, Pea Ridge, Rogers, and Siloam Springs have a connected network of sidewalks, trails, and/or paths. • Several cities qualified their responses with statements such as "We are working on this", "Yes but it is not as complete as we would like it to be", and "Yes but not comprehensive across the entire city."
1.5 Does your community have a sidewalk condition and curb ramp inventory process?	2 (9%)	20 (91%)	• Fayetteville maintains a GIS database that includes sidewalk condition and year constructed. • Bentonville and Centerton do not have inventory processes, but do have the current and proposed sidewalk network mapped in their Geographic Information Systems.
1.6 Is bike parking readily available throughout the community?	3 (14%)	19 (86%)	• In Bentonville, bike parking is available downtown, in all public parks and at all public schools. There is a need to expand into private commercial developments. • In Fayetteville, all new developments are required to install bike parking and the City has installed bike racks throughout downtown and along the trails.

Question	Yes	No	Description of Current Practices
1.7 Are all bridges accessible to pedestrians and bicyclists?	7 (33%)	14 (67%)	• Several who answered "yes" also noted that adequate facilities were not present or that narrow bridges created safety and comfort issues. • Several communities noted that all new bridges will include bicycle and pedestrian accommodation (consistent with Federal guidelines).
1.8 Are crosswalks provided at all street intersections and at areas with high demand for pedestrian traffic?	6 (29%)	15 (71%)	• Bentonville, Decatur, Greenland, Gravette, Siloam Springs, and West Fork provide crosswalks at all intersections and high demand pedestrian crossing areas. • In Springdale, crosswalks are required as development occurs and as street improvement projects are undertaken. • In Fayetteville, crosswalks are provided at all signalized intersections with high pedestrian demand. • In West Fork and Elkins, crosswalks are provided near schools.
1.9 Are accommodations for persons with disabilities, such as curb ramps or audible signals, provided in your community?	12 (57%)	9 (43%)	• Only Fayetteville specifically mentioned using audible signals. • Representatives from Bethel Heights, Gentry, Rogers, and Springdale specified that they accommodate persons with disabilities through curb ramps. • Bethel Heights, Bentonville, Centerton, Decatur, Elkins, Fayetteville, Gentry, Lincoln, Prairie Grove, Rogers, Springdale, and Siloam Springs provide accommodations of some kind.
1.10 Does the City employ traffic calming measures to slow motor vehicle traffic on city streets (such as road diets, ≤20 mph speed limits, speed tables, etc.)?	6 (32%)	13 (68%)	• Bentonville possesses a traffic calming manual. Traffic calming requests are reviewed by the Traffic Safety and Signage Committee. • Fayetteville, Prairie Grove, and West Fork use speed tables in select locations. • Siloam Springs removed speed tables near the hospital. • Fayetteville has had success with, and plans to increase the use of, road narrowing. • Springdale will implement its first road diets in conjunction with construction of the Razorback Regional Greenway.
EDUCATION & ENCOURAGEMENT			
2.1 Has your community implemented Safe Routes to School (STRS) programs in any of the local schools within the last 18 months? Does it include both bicycle and pedestrian education?	5 (24%)	16 (76%)	• Bentonville Public Schools and Fayetteville-area schools have implemented Safe Routes to School programs. • The City of Springdale has implemented SRTS infrastructure improvements but has not offered educational programming to date. • The City of Prairie Grove will implement an SRTS program in 2014. • The City of Decatur recently received a SRTS planning grant. • The City of Centerton and the City of Gravette have applied

Question	Yes	No	Description of Current Practices
			for STRS grants; neither have been awarded funds. • Centerton offers bicycle safety trainings for kids, but they are not federally funded through SRTS.
2.2 Are there bicycling education courses available for adults in the community?	2 (10%)	19 (90%)	• Adult bicycling education courses are available in Bentonville. • LCI certification courses have been offered in Fayetteville periodically. • Adult bicycling courses have been offered in Centerton in the past, but not in the past 5-7 years.
2.3 Does your community educate motorists, pedestrians and cyclists on their rights and responsibilities as road users (e.g., as part of drivers education curriculum, test manual, or bus driver training)	2 (10%)	18 (90%)	• Bentonville periodically includes articles on this topic in the City newsletter that is distributed to all utility customers. • The State of Arkansas driver's education manual includes questions that deal with walking and bicycling as well as driving.
2.4 Does your community have an up-to-date bicycle map?	3 (14%)	18 (86%)	• Bentonville, Fayetteville, and Rogers currently have up-to-date bicycle maps.
2.5 Does the community celebrate bicycling during national Bike month with community rides, Bike to Work Day or media outreach?	2 (10%)	19 (90%)	• Bentonville and Fayetteville participate in Bike month. • In Fayetteville, the mayor reads a proclamation followed by a community bike ride. The Bicycle Coalition of the Ozarks hosts a Commuter Challenge.
2.6 Is there an active bicycle or pedestrian advocacy group in the community?	4 (19%)	17 (81%)	• There are active bicycle or pedestrian advocacy groups in Bella Vista, Bentonville (Bike Bentonville), Fayetteville (Bicycle Coalition of the Ozarks), and Siloam Springs.
2.7 Has your community implemented any education and training programs related to pedestrian education, safety, or design for city staff?	1 (5%)	20 (95%)	• Fayetteville has implemented pedestrian safety trainings for city staff: Crosswalk Safety Awareness Day
2.8 Does your community promote the health and environmental benefits of walking?	8 (38%)	13 (62%)	• Responses mentioned the promotion of water quality benefits, the existence of trails in parks, and wellness events.

Question	Yes	No	Description of Current Practices
2.9 Does your community offer walking route maps, guides, or tours for residents and visitors?	4 (19%)	17 (81%)	• Bentonville, Fayetteville, Gravette, and Siloam Springs offer walking route maps, guides, or tours for residents and visitors. Fayetteville's Trail Guide is available at hotels and the visitor's bureau.
2.10 Does your community host any events that promote walking (such as car-free streets)?	5 (24%)	16 (76%)	• Bentonville coordinates walking and running events on car-free streets. • Siloam Springs hosts the "Bridges to Wellness" event. • The Chamber of Commerce in Gravette hosts an annual 5K. • Multiple 5K events and walks are held on Fayetteville's trails.
ENFORCEMENT			
3.1 Does your community have Traffic Safety officers that are trained in traffic law as it applies to pedestrians and bicyclists?	13 (62%)	8 (38%)	• Bella Vista, Bentonville, Cave Springs, Centerton, Decatur, Elkins, Fayetteville, Gravette, Greenland, Lincoln, Prairie Grove, Rogers, and Siloam Springs have Traffic Safety Officers that are trained in traffic law as it applies to pedestrians and bicyclists.
3.2 Does your community have law enforcement or other public safety officers on bikes?	6 (29%)	15 (71%)	• Bentonville, Fayetteville, Prairie Grove, Rogers, Siloam Springs, and Springdale have law enforcement/public safety officers that patrol on bikes. • In Rogers, School Resource Officers act as bike patrol officers on a full time basis in the summer months. • Siloam Springs' bicycle patrol program is also limited to the summer months. • Prairie Grove primarily deploys police officers on bike at special events. • Centerton ended this practice in 2006.
3.3 Do local ordinances treat bicyclists equitably?	7 (41%)	10 (59%)	• Bicycling is not mentioned specifically in city ordinances in Elm Springs, Gentry, or Greenland. • Several communities responded that their ordinances conform to state law/statues. • In Cave Springs, riding a bicycle in a swim suit violates a city ordinance.
3.4 Does your community use targeted enforcement programs to promote pedestrian safety in crosswalks (such as a "crosswalk sting", media campaign regarding pedestrian-related laws, progressive ticketing, etc.)	1 (5%)	19 (95%)	• The City of Fayetteville conducts crosswalk enforcements at North Street and the Scull Creek Trail.

Question	Yes	No	Description of Current Practices
3.5 Does your community have a systematic strategy for selecting locations and countermeasures for traffic and pedestrian safety?	2 (10%)	19 (90%)	• Gravette and Rogers have systematic strategies for selecting safety countermeasures locations. • In Rogers, the ten intersections with the most collisions are monitored on a monthly and annual basis. Enforcement efforts are then focused on these intersections.
3.6 Do police work regularly with traffic engineers and planners to review sites in need of safety?	5 (24%)	16 (76%)	• Police Officers regularly work with traffic engineers and planners to review sites in need of safety in Bentonville, Decatur, Rogers, Springdale, and Siloam Springs. • In Bentonville, this practice is formalized through the Traffic Safety and Signage committee. • Police are involved with site review in Bella Vista only when development calls for changes to a roadway and/or intersection improvements.
EVALUATION & PLANNING			
4.1 Is there a Bicycle Advisory Committee or Pedestrian Advisory Committee that meets regularly?	2 (10%)	19 (90%)	• In Bentonville City staff from Parks, Planning, Streets, Transportation, and Engineering meet monthly as the Trails and Active Transportation Committee. • Fayetteville also has an Active Transportation Advisory Committee.
4.2 Is there a specific plan or program to reduce cyclist/motor vehicle crashes?	0 (0%)	21 (100%)	• None of the communities in NWA have a specific program or plan to reduce cyclist/motor vehicle crashes.
4.3 Does your community have an ongoing pedestrian/bicycle counting and/or survey program that allows for long-term benchmark analysis of walking and bicycling mode share?	3 (14%)	18 (86%)	• Bentonville, Fayetteville, and Rogers have ongoing pedestrian/bicycle counting and/or survey programs. • Bentonville and Rogers use automated tube-style counters to monitor bicycle use of trails.
4.4 Does your community collect data related to pedestrian/bicycle-vehicle crashes, traffic volumes and motor vehicle speeds on existing or future corridor improvement projects?	6 (29%)	15 (71%)	• Bella Vista, Bentonville, Centerton, Fayetteville, Rogers, and Siloam Springs collect data relevant to bicycle and pedestrian planning. • The Rogers, Fayetteville, and Siloam Springs Police Department keep records of reported crashes. • Fayetteville and Siloam springs track motor vehicle volumes and speeds.
4.5 Does your community have a pedestrian master plan or pedestrian safety action plan?	3 (14%)	18 (86%)	• Bentonville's Bicycle and Pedestrian Master Plan was adopted in 2012. • Rogers has a Master Trails Plan, but it does not have a specific safety component to it. • Siloam Springs indicated it has such a plan.

Question	Yes	No	Description of Current Practices
4.6 Does your community have a bicycle master plan?	3 (14%)	18 (86%)	• Bentonville's Bicycle and Pedestrian Master Plan was adopted in 2012. • Rogers has a Master Trails Plan. • The Fayetteville Alternative Transportation and Trails (FATT) Master Plan contains the vision for bicycling in the city.
4.7 Has your community adopted an ADA Transition Plan for the public right of way?	1 (5%)	18 (95%)	• Centerton is the only community within the NWA Regional Planning Commission's jurisdiction that has an adopted ADA Transition Plan.
4.8 Does your community have a policy requiring sidewalks on both sides of arterial streets?	7 (33%)	14 (67%)	• Bethel Heights, Bentonville, Centerton, Fayetteville, Prairie Grove, Rogers, and Springdale require sidewalks on both sides of arterial streets.
4.9 Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements?	5 (24%)	16 (76%)	• Of respondents that answered "yes," most called out the requirement that new development or new roads include sidewalks but did not mention block length or connectivity standards.
4.10 Does your community have a trails plan?	9 (43%)	12 (57%)	• Bella Vista, Centerton, Fayetteville, Gravette, Greenland, Lowell, Rogers, and Springdale have trails plans, although the plans in Bella Vista and Centerton have not been formally adopted. • Bentonville's Bicycle and Pedestrian Master Plan and Fayetteville's Alterative Transportation and Trails Master Plan encompass trail planning.
4.11 Do you have a Pedestrian Coordinator or staff person responsible for pedestrian-related issues?	1 (5%)	18 (95%)	• Fayetteville has a staff person responsible for pedestrian-related issues.
4.12 Does your community have a bicycle program manager?	1 (5%)	19 (95%)	• Bike Bentonville supports a bicycle program manager in Bentonville.
4.13 Is your community served by public transportation?	4 (19%)	17 (81%)	• Ozark Regional Transit serves Bentonville, Fayetteville, Rogers, and Springdale.

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J COMPLETE PROJECT LIST

Appendix Contents:

Overview

Shared Use Facility Tables

Bicycle Facility Tables

Pedestrian Facility Tables

OVERVIEW

The tables found in this appendix list each segment of the regional network by facility type, including:

Shared Use Facility Tables

These tables display the recommended regional network of shared use facilities. This includes shared use paved trails, sidepaths, and natural surface trails. Previous extensive trail planning recorded separately (in GIS) by Bentonville and Fayetteville are incorporated into the regional network, found below. Data (non-GIS) from other communities with previous trail planning efforts, has been incorporated into the network as well.

Bicycle Facility Tables

The following tables display the recommended regional network of bicycle facilities. This includes separated bikeways, shared roadways, and paved shoulders (shoulder improvements).

Pedestrian Facility Tables

The pedestrian facility table at the end of Appendix J shows several recommended sidewalks that are part of the regional network. Most NWA cities have a strong sidewalk network in place, especially near their respective downtown areas. Most communities are building sidewalks as development occurs. Applying best practices for sidewalk design and maintenance will be an important next step in supplying pedestrian facilities that will attract an active community.

SHARED USE PAVED TRAIL TABLES

Table J.1 Shared Use Paved Trails

Location	Name	Distance (miles)	From	To
Bella Vista	North golf course/Razorback	1.52	Dogwood Drive	Missouri
Bella Vista	Golf course/Razorback	1.05	Chelsea Road	Lancashire Road
Bella Vista	Razorback option	1.49	Riordan Road	Chelsea Road
Bella Vista	Golf Course/Razorback	0.28	Neighborhood link	Golf course/Razorback link
Bella Vista	Trail link	0.47	Nature Trail Lane	Lancashire Boulevard
Bella Vista	Soccer fields alternative	0.4	Lake Bella Vista	Sidepath
Benton County	Osage Creek	2.45	AR 112	Bentonville proposed trail
Benton County	Flint Creek - Gentry to Siloam Springs	3.87	AR 59	Siloam Springs Lake
Benton County	Spring Creek	0.73	Razorback Greenway	40th Street
Benton County	Spring Creek	1.89	Cave Springs	Wagon Wheel Road
Benton County	Spring Creek	1.89	Cave Springs	Springdale
Benton County	Little Sugar Creek West	4.78	AR 72	Lake Bella Vista
Benton County	McKisic Creek	2.10	Peach Orchard Road	Razorback Greenway
Bentonville/Rogers	Water Tower Road	0.49	Turtle Creek Trails	NWACC Trail
Cave Springs	Watershed Sanctuary link	1.44	Downtown Cave Springs	Rainbow Road
Cave Springs	Spring Creek	1.58	Osage Creek	Wheeler Road
Cave Springs	Watershed Sanctuary link	0.22	Osage Creek	Watershed Sanctuary/CS downtown
Cave Springs & Rogers	Osage Creek	5.71	Razorback Greenway	Cave Springs
Cave Springs & Rogers	Osage Creek	1.37	Razorback Greenway	Cave Springs
Centerton	McKisic Creek East	1.64	AR 72	Downtown Centerton
Centerton	Little Osage Creek	1.44	Centerton Boulevard	Bentonville greenways
Decatur	Park toward school link	0.22	Austin Avenue	Mt Olive Road
Elkins	Central trail	1.72	Elkins High School	Grocery Store and commercial area
Elm Springs	Brush Creek	1.91	Elm Springs downtown	Lake Road
Elm Springs	Lake Elmdale	0.57	Lake Road	Brush Creek
Farmington	Under AR 62 greenway	0.93	Rainsong Street	Farmington Branch
Farmington and Fayetteville	Farmington Branch Greenway	2.10	Tributary in Farmington	Old Farmington Road
Fayetteville	Oakridge Trail extension	0.43	Stadium Drive	Cleveland Street
Fayetteville	Oakridge Trail extension	0.43	Stadium Drive	Cleveland Street
Gravette	Rail with trail	0.78	Downtown Gravette	Gravette ballfields and trail
Greenland	West Fork greenway link	0.75	US 71	West Fork of the White River
Greenland	Greenland greenway	1.30	US 71	Wilson Street near I-540
Greenland	Regional Park - Greenland connector	0.74	Wilson Street	Wood Creek Lane
Johnson	Clear Creek	1.47	Razorback Greenway	Main Drive
Lincoln	North St link (old rail bed)	0.17	North Street	Bean Street
Little Flock & Pea Ridge	Little Sugar Creek East	7.74	AR 72	Pea Ridge Military Park
Lowell	Lincoln Street & Old Wire Road connection	0.94	Lincoln Street	Old Wire Road
Lowell	US 71B to Dixieland Street	0.63	US 71B	Dixieland Street
Lowell	JB Hunt to Razorback Greenway	0.35	JB Hunt HQ	Razorback Greenway
Lowell	JB Hunt to Lincoln Street alternative	0.77	JB Hunt Drive	Lincoln Street
Rogers	Lake Atalanta & AR 12 link	0.56	AR 12	Lake Atalanta
Rogers	Northwest Park Trail	0.27	13th Street	Will Rogers Drive

Table J.1 Shared Use Paved Trails (Continued)

Location	Name	Distance (miles)	From	To
Rogers	Hampton Trail link	0.31	Bellview Street	Hampton Place
Rogers	Razorback Greenway to Champions Drive	0.70	Razorback Greenway	Champions Drive
Rogers	Turtle Creek and Oakdale Trail links	0.42	Oakdale Trail	Turtle Creek Trails
Rogers	Westside Elementary School link	0.25	Oak Street	Savannah Drive
Rogers	Oakdale Trail connection	0.62	13th Street	Olive Street
Rogers	Grace Hill Elementary School link	0.48	Dixieland Road	Turtle Creek Trails
Rogers	Grace Hill Elementary School link	0.39	Sports Park	Easy Street
Rogers	Veterans Park link	0.16	1st Street	Veterans Park
Rogers	Promenade Trail links	0.28	Promenade Hills trail	43rd Street sidepath
Rogers	Grace Hill Elementary School link	0.09	Dixieland Road	Turtle Creek Trails
Rogers	Trail link by Community Support Center	0.10	Crescent Drive	Existing trail
Rogers	Trail link by Community Support Center	0.14	Olive St	Existing trail
Rogers	Rogers loop north phase 1	1.60	Promenade Trail	Turtle Creek trails
Siloam Springs	Dogwood Springs Trail to high school	0.92	Dogwood Springs Trail	SS High School
Siloam Springs	Rail with trail	0.52	Kenwood Street	Lake Francis Drive
Siloam Springs	Hospital pathway	0.69	Tahlequah Street	Progress Avenue
Springdale	West Springdale link	1.89	West Emma Avenue	Har-Ber Avenue
Springdale	JB Hunt Park connector	0.79	Razorback Greenway	J.B. Hunt Park
Springdale	JB Hunt Park connector	0.08	Silent Grove Road	J.B. Hunt Park
Springdale	Rail with trail	0.07	Razorback Greenway	Maple Avenue
Springdale	West Springdale link	0.37	Har-Ber Avenue	Future 56th Street
Springdale link	Springdale - Elm Springs link	0.54	Lake Elmdale	Har-Ber Avenue
Tontitown	North/South link	0.95	Sbannotto Avenue	Har-Ber Avenue
Tontitown	Alternative route	0.22	Barrington Road	Sbanotto Avenue
West Fork	Bridge	0.02	Carter Park	Maple Avenue
West Fork & Washington County	WF of White River	2.53	Greenland	West Fork
West Fork & Washington County	WF of White River	0.95	Greenland	West Fork
West Fork & Washington County	WF of White River	0.37	Greenland	West Fork
West Fork & Washington County	WF of White River	0.19	Greenland	West Fork
	Total	**78**		

Table J.2 Sidepaths

Location	Name	Distance (miles)	From	To
Bella Vista	McNelly Road	4.44	Razorback Greenway	Looney Road
Bella Vista	Dartmoor Road - Cooper Elementary	0.67	Lake Bella Vista	Mercy Way
Bella Vista	Golf Course	0.8	Trail link split	Shopping Center
Bella Vista	Chelsea Road	1.34	Trail link	Golf Course link
Bella Vista	Dogwood Drive	0.7	Lancashire Boulevard	Trail link
Bella Vista	Lancashire Boulevard	2.52	Highland Road/Rogers Road	Tanyard Creek Trails
Bella Vista	AR 279	2.71	AR 72	Rogers Road
Bella Vista	Scotsdale Drive	1.02	Trail link	Trail link

Table J.2 Sidepaths (Continued)

Location	Name	Distance (miles)	From	To
Bella Vista	Glasgow Road	1.24	Trail link	Trail link
Bella Vista	Lancashire Boulevard	0.27	Trail link	Through Bella Vista Town Center
Bella Vista	Nature Trail Lane	0.15	Tanyard Creek Trails	Lancashire Boulevard
Benton County	AR 72	0.19	Sugar Creek	Old Wire Road
Benton County	AR 72	0.97	Bentonville City Limits	Sugar Creek
Benton County	Airport Road	3.33	AR 12	AR 264
Benton County	AR 62	3.53	Pea Ridge Military Park	Devil's Eyebrow
Bentonville	Battlefield Road	0.75	AR 72	Little Flock
Bentonville	Elm Tree Road	0.88	AR 72	AR 102
Bentonville	Peach Orchard Road	1.07	McKisic Creek	McKisic Creek
Bentonville	AR 72	1.28	Existing sidepath	City limits
Bentonville	Walton Boulevard	1.41	I Street	Tiger Boulevard
Bentonville	AR 102 - SW 14th Street	1.70	Centerton border	I Street
Bentonville	Rainbow Road	2.04	Walton Boulevard	Osage Creek
Bentonville	AR 72	2.65	Walton Boulevard	McKisic Creek
Bethel Heights & Springdale	Old Wire Road	2.47	Springdale	Apple Blossom Avenue
Cave Springs	Wallis Road	0.18	Rainbow Road	Sands Road
Cave Springs	AR 112	0.26	Healing Springs Road	AR 264
Cave Springs	Rainbow Road	0.75	Wallis Road	Shores Avenue
Cave Springs & Rogers	Shores Avenue, Rainbow Road	1.23	Potential Watershed Sanctuary Trail	Janie Darr Elementary School
Centerton	Seba Road and Town Vu Road	0.22	Gamble Road	Main Street
Centerton	Seba Road and Town Vu Road	0.29	Gamble Road	Main Street
Centerton	S. Fish Hatchery Road	0.37	Fish Hatchery Road	Osage Creek trib
Centerton	Fish Hatchery Road	1.01	Main Street	Vaughn Road
Centerton	Seba Road	1.02	Keller Road	Gamble Road
Centerton	AR 72	2.00	McKisic Creek	City limits
Centerton	Main Street	2.26	AR 72	Fish Hatchery Road
Centerton	AR 102	2.61	Monroe Street	Bentonville border
Decatur	Main Street	0.40	AR 59	Austin Avenue
Decatur	Mt Olive Road sidepath	0.44	Park	Mt Olive Road
Decatur	AR 59 sidepath	0.79	Sidepath	Crystal Lake area
Elkins	School and park connector	0.58	Elkins High School	City Park
Elkins	AR 16	0.72	Harris Drive	Harp's Grocery
Elm Springs	Lake Road	0.32	Potential trail link	Potential trail link
Farmington	AR 62	0.20	Saratoga Way	Yukon Way
Farmington	AR 62 to Folsom Elementary School sidepath	0.25	Double Springs Road	Folsom Elementary School
Farmington	AR 62 link	0.40	Hunter Street	Old Farmington Road
Farmington	Town center sidepath links	0.73	Double Springs Road	Double Springs Road (north)
Farmington	Wolfdale Road and S Hunter St	1.03	Mt Kessler possible link	Rainsong Street
Farmington	Double Springs Road	1.10	AR 62	Farmington Branch
Gentry	Railroad Avenue	0.51	Main Street	McKee Drive
Gentry	AR 59	1.52	Flint Creek greenway	S Collins Avenue

Table J.2 Sidepaths (Continued)

Location	Name	Distance (miles)	From	To
Gravette	2nd Avenue	0.15	Atlanta Street	Charlotte Street
Gravette	Main Street	1.31	Downtown	High School & AR 72
Greenland	Wilson Street sidepath	0.19	west of I-540	east of I-540
Greenland	Cato Springs Road	1.82	Regional Park entrance	Wood Creek Lane
Johnson	Wilkerson Road	0.30	Railroad tracks	Wilkerson Road
Johnson	Wilkerson Road	0.37	Main Drive	Razorback Greenway
Johnson	Johnson Road	1.04	Don Tyson Parkway	Railroad tracks
Johnson	56th Street & Johnson Mill Boulevard	1.97	Clear Creek trail	Arvest Ballpark
Lincoln	To Moore's Creek	0.25	School greenway	Moore's Creek
Lincoln	School link	0.35	School Street	North Street
Lincoln	Main Avenue, Adams Street, Mitchell Avenue	0.59	AR 62	South Street
Lincoln	Main Avenue	0.63	Downtown Square	School campus
Lincoln	School link	0.68	School Street	North Street
Lincoln	AR 62	0.90	Lincoln Avenue	High School
Little Flock	N Dixieland Road	0.64	Villages of Cross Creek	Hudson Street
Lowell	JB Hunt Corporate Drive	0.29	Walking trail	Greenway opportunity
Lowell	Old Wire Road	0.49	Greenway opportunity	Frisco Cemetery Road
Lowell	Old Wire Road	0.58	Greenway opportunity	Frisco Cemetery Road
Lowell	Old Wire Road	0.69	Greenway opportunity	Apple Blossom Road
Lowell	Dixieland Street & Oakwood Avenue	0.79	Razorback Greenway	Greenway opportunity
Lowell	McClure Street and Bloomington Street	1.30	Old Wire Road	US 71B
Lowell	Proposed road	1.31	Frisco Cemetery Road	1st Street
Pea Ridge	Schools entrance	0.03	AR 72	Schools
Pea Ridge	Lee Town Road	0.50	Weston Street	Davis Street
Pea Ridge	Curtis Avenue	0.81	Lee Town Road	Pickens Road
Pea Ridge	Pickens Road	1.55	McNelly Road	Downtown Pea Ridge
Pea Ridge	East Pickens Road	4.68	Old downtown Pea Ridge	Pea Ridge Military Park
Pea Ridge to Rogers	AR 94	6.28	Pea Ridge commercial area	Little Flock and Rogers
Prairie Grove	Mock Street	0.11	Park Street	Collins Drive
Prairie Grove	Jenkins Road	0.32	Ed Staggs Drive	Collins Drive
Prairie Grove	Vine Grove Road school link	0.54	Bush Street	Jenkins Road
Prairie Grove	Mock Street	0.56	Park Street	Collins Drive
Prairie Grove	Bush Street	1.18	Mock Street	Budd Kidd Creek
Rogers	Oak Stree	0.08	24th Street	24th Street
Rogers	Beverly Lane	0.11	Turtle Creek trail extension	Greenway toward Dixieland Road
Rogers	Locust Street	0.12	2nd Street	Greenway trail opportunity
Rogers	Poplar Street	0.14	Arkansas Street	Lake Atalanta trails
Rogers	Arkansas Street	0.15	Oak Street	Cherry Street
Rogers	Locust Street	0.15	2nd Street	Greenway trail opportunity
Rogers	Oak Street	0.15	24th Street	Westside Elementary
Rogers	Olive Street	0.15	Park/school	3rd Street
Rogers	Several streets	0.16	Arkansas Street	Monte Ne Road

Table J.2 Sidepaths (Continued)

Location	Name	Distance (miles)	From	To
Rogers	Olive Street	0.23	Greenway	Northside Elementary school link
Rogers	Arkansas Street	0.35	Locust Street	Cherry Street
Rogers	1st Street link	0.37	2nd St	Chestnut Street
Rogers	Bellview Street	0.42	Pinnacle Hills Mall	Osage Road
Rogers	Arkansas Street	0.43	Oak Street	Cherry Street
Rogers	1st Street	0.46	Olrich Street	Oak Street
Rogers	Cross Creek Boulevard	0.48	Mt Hebron Street	Cross Creek Boulevard trail
Rogers	Pleasant Ridge Drive	0.54	Monte Ne Road	Lake Atalanta trail link
Rogers	Several streets	0.57	Arkansas Street	Monte Ne Road
Rogers	Price Lane and 1st Street	0.63	Price Lane Trail link	1st Street trail link
Rogers	S 43rd Street	0.69	Pinnacle Hills trail	Mockingbird Lane neighborhood
Rogers	Monte Ne Rd	0.73	Gum St	New Hope Rd
Rogers	Garrett Road	0.79	Cross Creek Boulevard trail	Razorback Greenway
Rogers	1st Street	0.98	1st Street	Price Lane
Rogers	2nd Street	1.19	Locust Street	Hudson Road
Rogers	Easy St, 8th Street, Crescent Drive	1.21	Easy Street trail link	Crescent Dr end
Rogers	Wallis Road and Champions Drive	1.46	Rainbow Road	Pauline Whitaker Parkway
Rogers	Rainbow Road	2.11	Osage Creek	Wallis Road
Rogers	Bellview Street	2.62	Cross Creek Boulevard neighborhood	Pinnacle Hills
Siloam Springs	Dogwood Street	0.06	University Street	Dogwood Springs Trail to JBU
Siloam Springs	Kenwood Street	0.13	Washington Street	Rail with trail opportunity
Siloam Springs	Mt Olive Street	0.38	Helena Street	Siloam Sprigns Aquatic Center
Siloam Springs	University Street	0.45	Dogwood Springs Trail/ JBU	Dogwood Springs Trail to downtown
Siloam Springs	East Tahlequah Street	0.56	Siloam Springs Regional Hospital	AR 59
Siloam Springs	S Lincoln Street & Lake Francis Drive	0.69	Rail with trail opportunity	trail connection near substation
Siloam Springs	Lincoln Street	0.99	Main Street	Lake Francis Drive
Siloam Springs	Hico Street	2.18	City Lake	Dogwood Springs Trail
Springdale	Old Wire Road	0.18	AR 265	Old Wire Road
Springdale	Pleasant Street & Maple Avenue	0.49	West Emma Avenue	US 71B
Springdale	Gutensohn & Silent Grove Road	0.82	Spring Creek	Cimmaron Road
Springdale	US 412	1.01	40th Street	Tontitown city limits
Springdale	AR 265	1.27	Botanical Gardens entrance	US 412
Springdale	Johnson Road	1.52	Don Tyson Parkway	Sunset Avenue
Springdale	Watkins Avenue and 40th Street	1.55	Arvest Ballpark/56th Street	Don Tyson Parkway
Springdale	Watkins Avenue and 56th Street	1.60	Brush Creek	Watkins Avenue/Arvest Ballpark
Springdale	Har-Ber Avenue	1.78	AR 112	Brush Creek
Springdale	AR 265	2.70	AR 265	US 412
Springdale	Don Tyson Parkway	2.78	Don Tyson Recreation Complex	Razorback Greenway
Springdale	N 56th Street	2.92	Spring Creek	Brush Creek

Table J.2 Sidepaths (Continued)

Tontitown	Barrington Road and Liberty Avenue	0.30	Sbanotto Park	Belmont Way
Tontitown	US 412	2.49	Springdale city limits	Mantegani Road
Washington County/ Goashen	AR 45	7.24	Fayetteville	Goshen
West Fork	White Street	0.11	Maple Avenue	McKnight Avenue
West Fork	McKnight Avenue	0.12	Main Street	Phillips Street
West Fork	McKnight Avenue	0.92	Main Street	Graystone Street
	Total	**145**		

Table J.3 Natural Surface Trails

Location	Name	Distance (miles)	From	To
Bella Vista	East Bella Vista lake link	2.42	Blowing Springs	Lancashire Boulevard
Bella Vista	East Lake Anne	1.48	Trail link	Trail link
Bella Vista	Grosvenor Road and Creek	1.01	Lake Ann	Trail link
Bella Vista	Trail link	0.24	Grosvenor Road trails	East BV trail link
Benton County	Decatur to Gravette	5.42	Decatur	Gravette
Benton County	Little Osage Creek	2.41	Mill Dam Road	Osage Creek
Benton County	Osage Creek	14.91	Cave Springs	Ozark Natinoal Forest
Benton County	Anderson Spring & Lick Branch	12.64	Little Osage Creek	Osage Creek
Benton County	To XNA	0.06	Rakes Road	Regional Avenue
Benton County	Illinois River link	0.40	Old Hwy 86	Illinois River
Benton County	Devil's Eyebrow connection	2.12	AR 62	Devil's Eyebrow
Benton County	Illinois River	8.16	Ozark National Forest	Whitewater Recreation Park
Benton County	Illinois River	4.62	Whitewater Recreation Park	Oklahoma
Cane Hill	Cane Hill	0.58	Cane Hill Road	AR 45
Decatur, Washington County, Gentry	AR 59 & railroad	4.74	Decatur	Gentry
Elkins	AR 16	0.85	Lake Sequoyah Trail	AR 74
Elkins and Fayetteville	Lake Sequoyah connection	5.09	Elkins	east Fayetteville
Elkins and Fayetteville	Lake Sequoyah connection	0.57	AR 16	Lake Sequoyah trail
Farmington	Farmington Branch link	0.77	Farmington Branch	Double Springs Rd
Fayetteville	Mt Kessler link Wolfdale Road	0.26	Mt Kessler	Wolfdale Rd
Fayetteville & Washington County	Clear Creek	6.91	Illinois River	west Fayetteville
Gentry	Main Street	1.24	Pioneer Lane	Eagle Watch Nature Trail
Lake Wedington	Lake Wedington link	2.62	Illinois River	Lake Wedington
Lincoln	Moore's Creek	4.39	North Street	Lincoln Lake
Lincoln & Washington County	North Street & AR 62	1.45	Bob Kidd Creek area	Moore's Creek
Lincoln & Washington County	Jackson Highway	2.99	Holt Road	Lincoln Lake
NWA	Beaver Lake	58.85	Goshen	Devil's Eyebrow
NWA	Beaver Lake	20.93	Goshen	Devil's Eyebrow
Siloam Springs	City Lake	0.60	City Lake	City Lake
Siloam Springs	Utility line link	0.52	AR 59	Waukasha Road
Siloam Springs	Waukasha Road & Fisher Ford Road	2.87	Utility line	Whitewater Recreation Park

Table J.3 Natural Surface Trails (Continued)

Location	Name	Distance (miles)	From	To
Siloam Springs	Whitewater Recreation Park	0.48	Fisher Ford Road	Illinois River
Siloam Springs	King Road	1.18	AR 59	Whitewater Recreation
Siloam Springs	Siloam Springs Airport	1.29	East Tahlequah	Shinn Springs Road
Tontitown & Washington County	Clear Creek	8.07	Johnson	Hamestring Creek
Washington	Lincoln Lake	2.32	Moore's Creek	Lincoln Lake north side
Washington	Moore's Creek & Muddy Fork	8.84	Lincoln Lake	Illinois River
Washington	Bob Kidd Creek	3.72	Stonewall Road	AR 62
Washington	Illinois River	5.57	Prairie Grove Battlefield	Goose Creek
Washington	Goose Creek & Farmington Branch connection	3.93	Farmington	Illinois River
Washington	Richland Creek	7.31	Goshen	Lake Sequoyah
Washington	Illinois River	2.81	Goose Creek	Muddy Fork
Washington County	Lincoln to Prairie Grove link	0.21	AR 62	Bob Kidd Creek
Washington County	White River	11.14	Elkins	Madison County
Washington County	Lee Creek valley	9.42	Friendship Church Road	Devil's Den State Park
Washington County	Brush Creek	6.08	Elm Springs	Osage Creek
Washington County	Illinois River	9.47	Clear Creek	Ozark Natinoal Forest
Washington County	Ozark National Forest	6.76	Lake Wedington	Illinois River
Washington County	Lincoln to Cane Hill	2.89	South Park	Cane Hill historical path
Washington County	Illinois River	1.71	Lake Wedington Link	AR 16
Washington County	Illinois River	0.73	Lake Wedington Link	AR 16
Wasington County	Lee Creek valley	2.92	Devil's Den State Park	Crawford County
West Fork	Riverwood Avenue link	0.40	West Fork of the White River	Riverwood Avenue
	Total	**269**		

Table J.4 Fayetteville Shared Use Paved Trails and Sidepaths

Name	Distance (miles)
Canterbury Loop	0.35
Cato Springs Trail	1.61
Clabber Creek Trail	4.56
Crossover Road	2.4
Davis Park Trail	0.56
Futrall Trail	2.74
Hamestring Creek Trail	1.82
I-49-Gregg Connection	0.25
Kestler Trail	4.97
Meadow Valley Trail	0.24
Mission Boulevard	2.77
MLK	1.38
Mt.Sequoyah Trail	0.6

Name	Distance (miles)
Niokaska Creek Trail	2.08
Oak Ridge Trail	0.37
Old Wire Road	1.27
Owl Creek Trail	0.77
Pump Station Spur	0.23
Regional Park Link	1.69
Rupple Road Link	0.34
Shiloh Trail	4.84
St. Paul Trail	0.31
Town Branch Trail	2.1
Town Creek Corridor	0.48
Tsa-La-Gi Trail	0.95
Wedington Bridge over I-49	0.33
White River West Trail	12.1
Total	**53**

Table J.5 Bentonville Shared Use Paved Trails and Sidepaths

Name	Distance (miles)
8th Street Side Path	0.76
Community Center East-Shared Use	1.94
Hatchery Trail-Shared Use	1.46
Hwy 72 West-Shared Path	0.36
McKissic Creek-Shared Use- 4 Mi	1.46
North Walton Trail	1.07
Rail Corridor	0.79
Trib 2-Shared Use	4.15
Total	**12**

BICYCLE FACILITY TABLES

Table J.7 Separated Bikeways

Location	Name	Distance (miles)	From	To
Cave Springs	AR 112	0.10	Healing Springs Road	Midway Avenue
Decatur	Main Street	0.24	Main Street bridge	Railroad depot museum
Decatur	Roller Avenue	0.25	Falling Springs Avenue	East Roller Avenue
Farmington	Rainsong Street	0.26	S Hunter St	Tributary trail
Fayetteville	Maple Street	0.60	Razorback Greenway	Stadium Drive
Fayetteville	Mission Blvd	0.52	Lafeyette St	E Jackson St
Gentry	Railroad Avenue	0.13	Main Street	Arkansas Street
Gentry	Main Street	0.48	Byers Avenue	Gentry Boulevard
Gravette	2nd Avenue	0.12	Akron Street	Atlanta Street
Gravette	Main Street	0.14	1st Avenue	3rd Avenue
Lincoln	Downtown square	0.31	Bean Street	Park Street
Prairie Grove	Mock Street	0.34	Park Street	Thurman Street
Prairie Grove	Main Street	0.21	Mock Street	Pittman Street
Rogers	Dixieland Road	1.09	Hudson Road	Oakdale Trail
Rogers	Osage Road	0.32	Bellview Street	Seminole Road
Rogers	Wallis Road	0.49	Wallis Road	Liberty Bell Road
Rogers	24th Street	0.66	Aquatic Park	Oak Street
Rogers	13th Street	4.04	Hudson Road	Price Lane
Rogers	24th Street	0.98	Turtle Creek trails	23rd Street
Siloam Springs	Broadway Street & Main Street	0.27	Washington Street	University Street
Siloam Springs	University Street	0.13	Broadway Street	Dogwood Springs Trail
Siloam Springs	Washington Street	0.70	Main Street	Kenwood Street
Siloam Springs	Dogwood Trail link	0.05	Main Street	Dogwood Springs Trail
Springdale	Emma Avenue	0.30	US 71B	Blair Street
Springdale	Maple Avenue	0.48	Rail with trail opportunity	US 71B
Springdale	Mill Street & Old Wire Road	1.40	Razorback Greenway	Old Wire Road
Springdale	East Emma Avenue	0.67	Railroad tracks	AR 265
Springdale	Cimmeron; Thomas; Campbell; Crestwood	2.39	Sunset Ave	JB Hunt Park
	Total	**17**		

Table J.8 Fayetteville Separated Bikeways

Name	Distance (miles)
Fayetteville Total	**34**

Table J.9 Shared Roadways

Location	Name	Distance (miles)	From	To
Benton County	Gravette to Decatur	5.45	Limekiln Road	North Main Street
Benton County	Gravette to Bella Vista	6.47	Glasgow Road	Bella Vista
Benton County	Gravette to Centerton	2.18	AR 72	Seba Road
Benton County	AR 12 link Springtown	3.81	Gentry	Springtown
Benton County	Mill Dam Road	3.09	Little Osage Creek	AR 12
Benton County	Robbins Road	3.03	AR 12	Kelly Road
Benton County	West of Cave Springs	2.52	AR 112	Mill Dam Road
Benton County	XNA link	1.64	Regional Avenue	Mill Dam Road
Benton County	Old Highway 68	9.04	AR 412	Liberty Avenue
Benton County	Cross Hollow Road and Stoney Point Road	1.57	Old Wire Road	Beaver Lake trail opportunity
Benton County	Zion Street	3.68	Spring Creek	Bellview Street
Benton County	Sugar Creek Road	8.87	Sugar Creek	Pea Ridge Military Park entrance
Benton County	Airport Loop Road	1.65	AR 94	Dirt road portion
Benton County	Pleasant Hill Road	0.48	Old Wire Road	Airport Loop Road
Benton County	Shinn Springs Road	1.04	Airport	Dirt road portion
Benton County	Shinn Springs Road	1.59	Paved road portion	Fairmont Road
Benton County	Fairmount Road	0.39	Shinn Springs Road	Illinois River
Benton County	Peach Orchard Road	0.95	McKisic Creek	3rd Street
Benton County	Gravette to Bella Vista	0.85	Glasgow Road	Bella Vista
Benton County	Gravette to Centerton	1.83	AR 72	Seba Road
Benton County	Gravette to Centerton	1.80	AR 72	Seba Road
Benton County	Gravette to Centerton	1.37	AR 72	Seba Road
Benton County	Gravette to Centerton	1.83	AR 72	Seba Road
Benton County & Pea Ridge	Ryan Road	1.51	Lee Town Road	Sugar Creek Road
Cave Springs	Sands Road	1.51	AR 112	Wallis Road
Cave Springs to Elm Springs	Kelly Road	2.33	AR 112	Water Avenue
Centerton	Spring Street	0.08	Walking Path	Main Street
Decatur	Austin Avenue	0.23	Park trail opportunity	North Main Street
Elm Springs to Tontitown	Ardemagni Road	1.22	Scott Street	Liberty Avenue
Elm Springs to Tontitown	Scott Street	0.36	AR 112	Dirt portion
Elm Springs to Tontitown	Scott Street	0.22	Ardemagni Road	Paved portion
Fayetteville	Rock Street	0.49	US 71B	Rock Street end/trail opportunity
Gentry	Dawn Hill Road	2.26	AR 59	AR 12
Gravette	Several	1.43	Downtown area	Hospital area
Greenland	Campbell Loop Road	2.81	Wilson Street	Campbell Road paved portion
Greenland	Schaeffer Road	3.38	Schaeffer Road Paved portion	Wilson Lake
Lincoln	Bean Street	0.36	AR 62 west	AR 62 east
Lincoln	Bean Street	0.14	AR 62 west	AR 62 east

Table J.9 Shared Roadways (Continued)

Location	Name	Distance (miles)	From	To
Lincoln	Bean Street	0.35	AR 62 west	AR 62 east
Little Flock	Rocky Ridge Trail	2.61	Little Flock Drive	AR 72
Prairie Grove	Battlefield link	0.60	AR 62	Prairie Grove Battlefield
Rogers	N 13th Street	0.23	Hudson Drive	Narrowed section
Rogers	Cambridge Park link	0.63	Cambridge Park	40th Street
Rogers	Cypress Street	1.87	Arkansas Street	Westside Elementary School
Rogers	Seminole Road	0.77	Osage Road	26th Street
Rogers	Will Rogers Drive	0.41	Greer Lingle Middle School	Soccer fields and activity center
Siloam Springs	Broadway Street	0.12	University Street	Benton Street
Springdale	West Emma Avenue	1.02	Pleasant Street	Gutensohn Road
Springdale	Emma Avenue	0.29	Blair Street	Hewitt Street
Tontitown	Bariola/Sbanotto	0.99	US 412	Ademagni Road & Belmont Way
Tontitown	Cross Tontitown link	2.58	Bariola Street	Brush Creek Road
Tontitown	Bariola/Sbanotto	0.44	US 412	Ademagni Road & Belmont Way
Tontitown & Washington County	To Lake Wedington	8.11	Barrington Road	Lake Wedington area
Washington	Several rural roads	12.63	Lincoln Lake	Farmington
Washington	Viney Grove Road	9.17	AR 16	Prairie Grove
Washington	Illinois Chapel Road	5.48	Prairie Grove	AR 265
Washington	Wood Creek Lane	0.15	Cato Springs Road	Greenway opportunity
Washington County	Lincoln to Prairie Grove	8.06	Bush Street	School Street
Washington County	Hummingbird Road	6.51	Goshen	Elkins
Washington County	McKnight Avenue	2.66	West Fork	US 71
Washington County	Winn Creek Road	5.37	McKnight Avenue	AR 74
Washington County	AR 170	3.40	West Fork	Friendship Church Road
Washington County	Friendship Church Road	0.98	AR 170	Lee Creek Valley
Washington County	Water Avenue	0.37	AR 112	Robbins Road
Washington County	Brush Creek Road	4.68	Water Avenue	Liberty Avenue
Washington County	Jackson Highway	6.99	AR 16	Lincoln Lake
Washington County	Wedington Blacktop Road	7.11	AR 16	Stonewall Road
Washington Coutny	Whitehouse Road	15.43	Elkins	US 71
West Fork	Campbell Road	2.78	West Fork	Campbell Road dirt portion
West Fork	Maple Avenue	0.31	Main Street	West Fork of White River
	Total	**197**		

Table J.10 Fayetteville Shared Roadways

Name	Distance (miles)
Fayetteville Total	**15**

Table J.11 Shoulder Improvements

Location	Name	Distance (miles)	From	To
Bella Vista	Grosvenor Road	1.91	AR 94	Bethnal Road
Benton County	Dawn Hill Road	4.19	AR 59	Siloam Springs Lake
Benton County	AR 102	9.04	Centerton Boulevard	Crystal Lake entrance
Benton County	AR 72	9.64	Gravette	Maysville
Benton County	AR 43	19.35	Maysville	Siloam Springs
Benton County	AR 112	3.51	Cave Springs	Elm Springs
Benton County	AR 264 to Beaver Lake	6.30	Old Wire Road	Beaver Lake
Benton County	McNelly Road	1.46	Pickens Road	Bella Vista
Benton County	AR 94	5.26	Monte Ne Road	Beaver Lake
Benton County	AR 12	10.34	Rogers	Hobbs State Park
Benton County	Price Coffee Road & Ford Springs Road	4.01	Lake Bella Vista	AR 72
Benton County	AR 94	2.56	McNelly Road	Grosvenor Road
Bentonville to Cave Springs	AR 112	4.92	I Street sidepath	Cave Springs
Cave Springs	Wagon Wheel Road	0.94	AR 112	Fields Lane
Cave Springs to Gentry	AR 264 & AR 12	13.13	AR 112	Dawn Hill East Road
Centerton	Vaughn Road; AR 279; AR 12	6.94	Firsh Hatchery Road	Aubrey Long Road
Elkins	1st Avenue	0.52	Stokenbury Road	AR 16
Farmington	AR 170	3.92	AR 62	AR 62
Farmington	AR 170	1.31	AR 62	AR 62
Gravette	AR 72	0.72	AR 279	Buttermilk Springs Road
LIttle Flock	Little Flock Drive	2.67	Sunshine School	AR 94
Little Flock	N 13th Street	1.26	Little Flock Drive	Near Hudson Road
Little Flock	N Dixieland Road	0.81	Little Flock Drive	Villages of Cross Creek
Little Flock	Little Flock Drive	0.73	east Bentonville	Hurt Lane
Lowell	Bellview Street	0.48	Garrett Road	Zion Church Road
Pea Ridge	AR 265	3.33	Pickens Road	Missouri border
Tontitown	Barrington Road	4.58	US 412	Clear Creek
Tontitown	Steele Road	3.13	Barrington Rd	56th Street
Washington	Double Springs Road	0.41	Farmington Branch	Wedington Drive
Washington County	Hogeye Road	6.14	Prairie Grove	AR 265
Washington County	Black Oak Road	10.14	White River	Fayetteville
Washington County	AR 74	4.86	Elkins	Madison County
Washington County	AR 45	3.49	Goshen	Existing paved shoulder
Washington County	AR 112	3.05	US 412	Clear Creek
Washington County	AR 112	0.68	near Clear Creek	near Fayetteville city limits
Washington County & Benton County	Rural Bicycle Loop - AR 16	17.59	Fayetteville	Siloam Springs
	Total	**173**		

PEDESTRIAN FACILITY TABLES

Table J.12 Sidewalks

Location	Name	Distance (miles)	From	To
Centerton	Township Drive	0.38	Centerton Boulevard	Wanda Street
Elm Springs	Downtown area	0.62	AR 112	Jayroe Avenue
Johnson	Main Drive	0.27	Wilkerson Road	US 71B
Lincoln	Mitchell Avenue	0.21	AR 62	Adams Street
Lincoln	AR 62	0.91	Harp's Grocery	Lincoln Avenue
Lincoln	W Bean Street	0.25	AR 62	West Street
Lincoln	E Bean Street	0.38	Downtown Square	Mead Avenue
Lincoln	Meade Avenue	0.15	AR 62	Bean Street
Prairie Grove	Pittman Street	0.44	Buchanan Street	Center Street
Prairie Grove	Park Street link	0.19	Pittman Street	Summit Street
Prairie Grove	Stills Road	0.66	AR 62	AR 62
Prairie Grove	Parks Street	0.85	Summit Street	Villines Road
Rogers	N 13th Street	0.22	Kelley Drive	Hudson Road
Rogers	24th Street	0.63	23rd Street	Rogers Aquatics Center
Springdale	W. Emma Avenue	0.65	Gutensohn Road	West End Street
West Fork	US 71	0.52	Main Street	Standley Avenue
West Fork	Riverside Park link	0.19	Doke Avenue	Riverside Park
	Total	**8**		

Northwest Arkansas Regional Bicycle and Pedestrian Master Plan | 2014

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

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0546

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: C. 3

A RESOLUTION TO APPROVE AMENDMENT NO. 6 TO THE AGREEMENT FOR OPERATIONS, MAINTENANCE AND MANAGEMENT SERVICES BETWEEN THE CITY OF FAYETTEVILLE, ARKANSAS AND CH2M HILL ENGINEERS, INC. IN THE AMOUNT OF $7,902,543.00 FOR SERVICES IN 2015.

WHEREAS, along with the standard operations, maintenance and management services provided by CH2M Hill for treatment of wastewater, the City Administration desires to continue using CH2M Hill's Utility Engineering Services that were previously approved by the City Council in Amendment No. 5 to the Agreement with CH2M Hill; and

WHEREAS, Amendment No. 6 includes additional services to be provided by CH2M Hill to include utility engineering services for the design and development of the new ozone disinfection system for the Noland Wastewater Treatment Facility as well as planning and operations for the Lake Sequoyah dredging project.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves Amendment No. 6 to the Agreement for Operations, Maintenance and Management Services between the City of Fayetteville, Arkansas and CH2M Hill Engineers, Inc. in the amount of $7,902,543.00 for services in 2015.

City of Fayetteville Staff Review Form

2014-0546

Legistar File ID

12/16/2014

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

Don Marr	11/21/2014	Wastewater Treatment Plant / Utilities Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Approval of Contract Amendment No. 6 with CH2M HILL Engineers, Inc. beginning January 1, 2015 and ending December 31, 2015 with an annual cost of $7,902,543 for 2015.

Budget Impact:

5400.XXXX.5328.00 and 5400.4020.5314.02	Water/Sewer
Account Number	Fund
04048.XXX	CH2M Hill Contract Expenses Project
Project Number	Project Title

Budgeted Item?	Yes	Current Budget	$	7,902,543.00
		Funds Obligated	$	-
		Current Balance	$	7,902,543.00
Does item have a cost?	Yes	Item Cost	$	7,902,543.00
Budget Adjustment Attached?	No	Budget Adjustment	$	-
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # 93-14

Original Contract Number: 2305

Approval Date:

Comments:

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF DECEMBER 16, 2014

TO: Mayor and City Council

FROM: **Don Marr, Chief of Staff**

DATE: **November 21, 2014**

SUBJECT: Approval of Contract Amendment No. 6 with CH2M HILL Engineers, Inc. beginning January 1, 2015 and ending December 31, 2015 with an annual cost of $7,902,543 for 2015.

RECOMMENDATION:
City Administration recommends approval of Contract Amendment # 6 with CH2M HILL Engineers, Inc. beginning January 1, 2015 and ending December 31, 2015.

BACKGROUND:
When the original Noland WWTP upgrade was completed in 1987, the City contracted with OMI (now CH2M HILL) for wastewater treatment services. The scope of services provided by CH2M HILL include: (1) operate and maintain the Noland and West Side Wastewater Treatment Plants (WWTP); (2) operate and/or maintain 43 wastewater pump station sites; (3) administer the City's NPDES discharge, air, stormwater, and other permits; (4) manage the City's biosolids disposal program; (5) manage the City's industrial pretreatment program; (6) support the SCADA (supervisory control and data acquisition system) network that monitors water and wastewater facilities; (7) pursue operation economies, efficiencies, and permit compliance; and (8) participate in the construction and post-construction work of the Wastewater System Improvement Project (WSIP). In late 2009, the City underwent a rigorous selection process with three competitive proposals. The selection committee selected CH2M HILL for a five year contract, which expires December 31, 2014.
Contract amendment # 5 was implemented earlier this year and updated the scope of services from the 2014 contract amendment, by increasing the overall scope of the contract to cover utility engineering services, and by exercising the first of two available five-year extensions of the overall contract beginning January 1, 2015. To encourage cost saving operations, the contract contains an incentive provision whereby budget savings are distributed 87.5% to the City and 12.5% to CH2M HILL. The increase from that amended total 2014 contract price to the 2015 contract price is 3.6% or $273,940, with much of this increase due to the full year of providing utility engineering services. Highlights of changes are below:

1) Utility engineering services including design and development of specifications for the proposed new ozone disinfection system for the Noland WWTF.
2) Lake Sequoyah dredging anticipated transitioning into a combination of planning and operations.

DISCUSSION:
The recent departure of the City's Utility Engineer, coupled with the departure of the City's Utility Director, has helped to bring into focus the breadth and depth of support that the engineering position has delivered to the overall Water and Wastewater Utility. It has become obvious that the Utility Engineer position is critical to successful utility operations and long term planning and maintaining qualified services from that position is clearly in the best interest of the citizens of Fayetteville. Staff reached the conclusion that having these services supported by the resources available to CH2M HILL would stabilize the delivery of those services, which has proven to be the case. The elevated level of support has proven to be of very high value to the Utility. CH2M HILL has placed a full-time engineer here at this project location, and has also supported that engineer with administrative services from within the existing project staff as well as supplemental support from other CH2M HILL locations on an as-needed basis. Several tasks have been completed and two other significant projects are on schedule which would have been difficult to accomplish under the previous staffing model. The Utility of course still contracts for the services of other local and national consultant firms to provide the detailed engineering required for many of the highly complex tasks faced by the Utility, as has been the practice for many years. The Utility Engineer provided by CH2M HILL will continue to facilitate the development and implementation of those contracts as well as interface with many other groups and individuals within the City organization on behalf of the Utility. In addition, recent developments with regard to a number of water quality issues in both of the receiving streams to which the City's two wastewater treatment plants discharge have brought to light the importance of supporting the Arkansas Department of Environmental Quality and other watershed and water quality groups as these critical water quality issues are discussed and implemented. This amendment No. 6 anticipates a heightened level of involvement in those ongoing regulatory development and implementation efforts to help protect the environment as well as the ratepayers of the Utility.

BUDGET/STAFF IMPACT:
Funds are available within the overall Utility budget.

Attachments:
Staff Review Form
Signed Contract Amendment
Purchase Order

City Of Fayetteville

(Not a Purchase Order)

Requisition No.:

Date: **11/21/2014**

P.O Number:

Expected Delivery Date:

Vendor #: **20708**

Vendor Name: **CH2M HILL Engineers, Inc.**

Mail Yes:_X_ No:___

Address: **1500 International Dr**

Fob Point:

Taxable Yes:_ No:___X_

Quotes Attached Yes:_____ No:_____

City: **Spartanburg**

State: **SC**

Zip Code: **29303**

Ship to code: **Fay**

Divison Head Approval:

Requester: **Cheryl Partain**

Requester's Employee #: **2548**

Extension: **8224**

Item	Description	Quantity	Unit of Issue	Unit Cost	Extended Cost	Account Numbers	Project/Subproject #	Inventory #	Fixed Asset #
1	**2015 Contract for Management of the City's Wastewater Treatment Facilities-Administration & SCADA**	**12**	**EA**	**129,815.09**	**1,557,781.08**	**5400.5100.5328.00**	**48048.510**		
2	**Noland WWTP Operations and Management Program**	**12**	**EA**	**304,963.17**	**3,659,558.04**	**5400.5110.5328.00**	**48048.511**		
3	**West Side WWTP Operations and Management Program**	**12**	**EA**	**92,633.25**	**1,111,599.00**	**5400.5120.5328.00**	**48048.512**		
4	**WWTP Lab & Industrial Pretreatment**	**12**	**EA**	**40,758.25**	**489,099.00**	**5400.5130.5328.00**	**48048.513**		
5	**Lift Station Utility & Maintenance**	**12**	**EA**	**64,792.84**	**777,514.08**	**5400.5140.5328.00**	**48048.514**		
6	**Fixed Fee**	**12**	**EA**	**11,367.92**	**136,415.04**	**5400.5100.5328.00**	**48048.510**		
7	**Utility Engineering**	**12**	**EA**	**14,214.75**	**170,577.00**	**5400.4020.5314.02**	**48048.4020**		
8					**$0.00**				
9					**$0.00**				
10					**$0.00**				
	Shipping/Handling		Lot		**$0.00**				

Special Instructions:

_____

Subtotal: **$7,902,543.24**

Tax: **$0.00**

Total: **$7,902,543.24**

Approvals:

Mayor: _____

Department Director:_____

Purchasing Manager: _____

Finance & Internal Services Director: _____

Budget Manager: _____

IT Manager:_____

Dispatch Manager:_____

Utilities Manager:_____

Other:_____

AMENDMENT NO. 6 TO AGREEMENT
For
OPERATIONS, MAINTENANCE, AND MANAGEMENT SERVICES
Between
CITY OF FAYETTEVILLE, ARKANSAS
And
CH2M HILL ENGINEERS, INC.

THIS AMENDMENT NO. 6 to the Agreement for Operations, Maintenance and Management Services between the City of Fayetteville, Arkansas, Wastewater Treatment Facilities and its pertinent systems dated December 15, 2009 (the "Agreement")**,** is made effective on the 1st day of January, 2015, by and between City of Fayetteville, Arkansas, acting by and through its Mayor (hereinafter "City of Fayetteville") and CH2M HILL Engineers, Inc., (hereinafter "CH2M HILL")

NOW THEREFORE, the City and CH2M HILL hereby amend the Agreement as follows:

1. Appendix A is attached for informational purposes only.

2. Appendix B is attached for informational purposes only.

3. Appendix C is deleted in its entirety and replaced with the attached Appendix C.

4. Appendix D is deleted in its entirety and replaced with the attached Appendix D.

5. Appendix E is deleted in its entirety and replaced with the attached Appendix E.

6. Appendix F is deleted in its entirety and replaced with the attached Appendix F.

7. Appendix G is attached for informational purposes only.

8. Appendix H is deleted in its entirety and replaced with the attached Appendix H.

9. Appendix I is attached for informational purposes only.

10. Appendix J is hereby deleted in its entirety and replaced with the attached Appendix J.

This Amendment No. 6, together with the Agreement, constitutes the entire agreement between the Parties and supersedes all prior oral and written understandings with respect to the subject matter set forth herein. Unless specifically stated all other terms and conditions of the Agreement shall remain in full force and effect. Neither this Amendment nor the Agreement may be modified except in writing signed by an authorized representative of the Parties.

The Parties, intending to be legally bound, indicate their approval of the Amendment by their signatures below.
Officer have made and executed this Agreement as of the day and year first above written.

CH2M HILL ENGINEERS, INC.

By: Scott Neelley
Name: Scott Neelley
Title: Senior Designated Manager
Date: 11/19/2014

hea 11/19/2014

CITY OF FAYETTEVILLE, ARKANSAS

By:_____
Name: Lioneld Jordan, Mayor
Title: Mayor
Date: _____

ATTEST:

By:_____
Name: Sondra Smith
Title: City Clerk
Date: _____

Appendix A

LIST OF APPENDICES

Appendix A – List of Appendices

Appendix B – Definitions

Appendix C – Scope of Services

Appendix D – Compensation for Services

Appendix E – Location of Project

Appendix F – Environmental Permits and Project Characteristics

Appendix G – Industrial Waste Discharges and Monitoring Program

Appendix H – Vehicle and Mobile Equipment Description (Rolling Stock)

Appendix I – Base Fee Adjustment

Appendix J - Lake Sequoyah Dredging Project – Scope of Work

Appendix B

DEFINITIONS

B.1 "Adequate Nutrients" means plant influent nitrogen, phosphorus and iron contents proportional to BOD_5 in the ratio of five (5) parts nitrogen, one (1) part phosphorus, and one half (0.5) part iron for each one hundred (100) parts BOD_5.

B.2 "Base Fee" means all costs within the scope of the contract, on an annual basis, including direct costs, labor, utilities, and other allocated costs.

B.3 "Biologically Toxic Substances" means any substance or combination of substances contained in the plant influent in sufficiently high concentrations so as to interfere with the biological processes necessary for the removal of the organic and chemical constituents of the wastewater required to meet the discharge requirements of City of Fayetteville's NPDES permit. Biologically toxic substances include but are not limited to heavy metals, phenols, cyanides, pesticides, and herbicides.

B.4 "Capital Expenditures" means any expenditures for (1) the purchase of new equipment or facility items that cost more than Ten Thousand Dollars ($10,000); or (2) major repairs which significantly extend equipment or facility service life and cost more than Ten Thousand Dollars ($10,000); or (3) expenditures that are planned, non-routine and budgeted by City of Fayetteville.

B.5 "Cost" means the total of all costs determined on an accrual basis in accordance with generally accepted accounting principles including but not limited to direct labor, insurance, labor overhead, chemicals, materials, supplies, utilities, equipment, maintenance, repair, and outside services.

B.6 "Electrical Evaluation" will be limited to amperage draws, winding resistance measurements, thermographic evaluations, and current and voltage imbalance.

B.7 "Fixed Asset" means any tangible property that has a value of Five Thousand Dollars ($5,000) or more and is depreciable. This excludes the repair/replacement parts that are components of a greater fixed asset.

B.8 "Maintenance" means the cost of those routine and/or repetitive activities required or recommended by the equipment or facility manufacturer or CH2M HILL to maximize the service life of the equipment, vehicles, and facilities as listed in Appendix E.

B.9 "Out of scope" services will include "capital expenditures" (definition B.4 of this Appendix), added or modified regulatory requirements (that are not contained in the applicable permits), changes to improve efficiency and/or generate income, or other services not described in the contract and requested by the City of Fayetteville. These services shall be performed as stated in Appendix C. Should "Out of Scope Services" become a permanent and ongoing requirement, CH2M HILL will submit a change of scope request within a reasonable amount of time in accordance with Paragraph 1.6 of the Agreement.

B.10 "Project" means all equipment, vehicles, grounds and facilities described in Appendix E and where appropriate, the management, operations and maintenance of such.

B.11 "Repairs" means the cost of those non-routine/non-repetitive activities required for operational continuity, safety, and performance generally due to failure or to avert a failure of the equipment, sewer, vehicle, or facility or some component thereof; cost less than ten thousand dollars

($10,000); and are not included in definition B.4 of this Appendix. “Repairs” exclude cost of repair parts caused by storm damage to the supervisory control and data acquisition (SCADA) system.

Appendix C

SCOPE OF SERVICES

C.1 SCOPE OF SERVICES – CH2M HILL

C.1.1 Perform professional services in connection with the Project as hereinafter stated.

C.1.2 Operate and maintain all facilities over a 24-hour per day, 7-day per week period, under full service contract operations and maintenance. Operations may be performed with on-site staff and/or remote monitoring/on-call services for all or portions of this time.

C.1.3 Within the design capacity and capability of the Project, manage, operate, and maintain the Project so that effluent discharged from the Project meets the requirements specified in Appendix F.

C.1.4 Operate and maintain the present Industrial Pretreatment Program including all monitoring, inspections, sampling, testing, reporting, and record keeping as described in Appendix G. Results of all industrial sampling and testing shall be made available to City of Fayetteville as requested.

C.1.5 Provide all Maintenance for the Project. Document as required to continue existing maintenance program and to provide City of Fayetteville requested reporting, including but not limited to updated preventative maintenance schedules. City of Fayetteville shall have full access to preventative maintenance records.

C.1.6 Pay all costs incurred within the scope of normal Project operations as defined in this Agreement.

C.1.7 Staff the Project with a minimum of three (3) Arkansas Class IV Wastewater licensed operators.

C.1.8 Prepare all NPDES permit and other pertinent regulatory reports, letters, or other correspondence, and submit these to City of Fayetteville for signature and approval. Transmittal to appropriate agencies shall be done by CH2M HILL, except for electronic reporting via NETDMR. Any fines levied because of late reports as a result of CH2M HILL's failure to complete and allow sufficient time for City of Fayetteville's signature and transmittal shall be paid by CH2M HILL. Submittal to the City of Fayetteville by the 15th of the month following the reporting period shall be considered timely.

C.1.9 Provide for proper disposal of screening, scum, grit, and biosolids in compliance with permit and regulatory requirements, as long as a suitable location for such disposal is reasonably available. Should regulations and/or disposal/application options significantly change, projected costs will be revised by mutual agreement.

C.1.10 Provide all manufacturers' warranties on new equipment purchased by the City of Fayetteville and assist the City of Fayetteville in enforcing existing equipment warranties and guarantees.

C.1.11 Be responsible for all laboratory testing and sampling presently required by the NPDES permits, stormwater permits, "no discharge" permits, and other related requirements.

C.1.12 Provide an inventory of vehicles and equipment (rolling stock) that are being used at the Project at the beginning of each contract year.

C.1.13 Provide twenty four (24) hour per day access to Project for City of Fayetteville's personnel. Visits may be made at any time by any of City of Fayetteville's employees so designated by City of Fayetteville's representative. Keys for Project shall be provided to City of Fayetteville by CH2M HILL. All visitors to the Project shall comply with CH2M HILL's operating and safety procedures.

C.1.14 Provide for the maintenance of existing City of Fayetteville rolling stock such as dump trucks, tractors, and trailers that are necessary for the operations and maintenance of the facilities.

C.1.15 Provide training for personnel in areas of operation, maintenance, safety, supervisory skills, laboratory, and energy management. Continue the current project safety program with updates as necessary.

C.1.16 Provide computerized maintenance, process control, and laboratory management systems.

C.1.17 Comply with the requirements of City of Fayetteville regarding affirmative action provisions for minority hiring.

C.1.18 Provide City of Fayetteville with a full accounting of all expenditures at intervals and in sufficient detail as may be determined by City of Fayetteville and assist City of Fayetteville in preparation of annual operating budgets. City of Fayetteville shall be allowed to conduct or have conducted audits of all accounting records related to the direct contract operations of this Agreement at times to be determined by City of Fayetteville.

C.1.19 Provide City of Fayetteville with full documentation that preventative maintenance is being performed on all City of Fayetteville equipment in accordance with manufacturer's recommendations at intervals and in sufficient detail as may be determined by City of Fayetteville. Maintenance program shall include documentation of corrective and preventive maintenance and a spare parts inventory.

C.1.20 Provide for repairs as described in the Appendix B.11.

C.1.21 Maintain the SCADA system as described in Appendix E, to include ongoing updates and upgrades of the software and hardware to ensure operational continuity and in accordance with initiatives as agreed upon by the City of Fayetteville and CH2M HILL.

C.1.22 Verify the capacity and efficiency of each sewer lift station once per calendar year.

C.1.23 Provide recommendations for Capital Improvements Program (CIP) with a schedule for improvements and expenditures as requested by the City of Fayetteville. A five (5) year schedule will be presented for all capital improvements and ten (10) year projections will be made for major improvements. These recommendations will be based on requirements determined from facility operations and does not include detailed engineering studies. In addition, CH2M HILL will prepare the required forms and documentation required during budget and capital improvements budget preparation time each year. Except for the improvements requiring an engineering study, the following will be included for each project:

- Improvement needed
- Justification of improvements
- Cost of improvements
- Any projected increase or decrease in O&M costs created by the CIP
- Proposed expenditure schedule

- Proposed capital recovery schedule
- Impact of early termination

C.1.24 Perform other services that are related to but not part of the Scope of Services upon written notification by City of Fayetteville. Such services will be invoiced to City of Fayetteville at CH2M HILL's cost plus eighteen percent (18%).

C.1.25 At the direction of the City of Fayetteville, CH2M HILL is authorized to act in emergency situations outside this Scope of Services, at CH2M HILL's discretion. The costs related to emergency services are not included in the compensation set forth in this Agreement. CH2M HILL will notify City of Fayetteville as soon as reasonably possible, and shall be compensated by City of Fayetteville for any such emergency work at CH2M HILL's costs for the emergency work plus twenty-two percent (22%).

C.1.26 Provide City of Fayetteville with oral and written reports as requested.

C.1.27 Operate and maintain all existing wastewater lift station facilities including buildings, grounds, backup power generators, and certain other appurtenances within the site fenced area. However, maintenance of inlet and outlet pipeworks shall terminate at the wall of lift station. Should the City of Fayetteville add in excess of three (3) additional lift stations, from the prior contract year's number of sites, a corresponding change of scope will be negotiated.

C.1.28 Conduct annual electrical evaluations of electrical units of 25 horsepower or more which operate at supply voltages of 480V or less to ground.

C.1.29 CH2M HILL will comply with present federal, state, and local laws in performing their obligations under the terms of this Agreement. CH2M HILL and City of Fayetteville will work cooperatively regarding the application and impact of potential changes in law, including the potential cost impact on the scope of work, and mutually revise this Agreement as applicable.

C.1.30 Coordinate and schedule the use of training rooms at both wastewater treatment facilities.

C.1.31 Conduct community outreach and education activities including cooperative efforts with the University of Arkansas as appropriate.

C.1.32 Maintain compliance with other existing environmental permits as described in Appendix F.

C.1.33 Maintain the industrial surcharge program and provide for monitoring and control of septage deliveries, as provided for in the City of Fayetteville's Code of Ordinances, Discharge and Pretreatment Regulations.

C.1.34 The parties contemplate that minor design/engineering services may be provided by CH2M HILL from time to time. The scope and compensation for such services shall be mutually negotiated by the parties prior to the commencement of work.

C.1.35 Operate and maintain the ongoing nutrient removal efforts at the City of Fayetteville's Biosolids Management Site, including managing harvesting and marketing the hay produced on the site. Biosolids Management Site maintenance shall also include compliance with the current "no discharge" permit.

C.1.36 Operate and maintain existing onsite power generators at all existing sites, including maintaining compliance with off-peak power rate structure monitoring and generation requirements.

C.1.37 Operate and maintain the biosolids drying operation, which includes 6 solar houses and a thermal biosolids dryer.

C.1.38 Coordinate the marketing and/or disposal of the dried biosolids produced from the drying operations as appropriate.

C.1.39 Coordinate the application of alum sludge from Beaver Water District and invoicing for the services as appropriate.

C.1.40 Check the condition of and replace the odor canisters that are part of the air release valves in the collection system, as needed. The mechanical condition of these valves will be maintained by the Fayetteville Water and Sewer Division.

C.1.41 Provide site monitoring activities as directed for Woolsey Wet Prairie to assure that the site continues to meet ecological performance standards.

C.1.42 Provide maintenance to the White River streambank restoration site near the Biosolids Management Site, as well as support for the pending restoration site near the Noland treatment plant, as contract budget allows.

C.1.43 Provide civil engineering and other engineering and project coordination related services in support of the City's Utility Department equivalent to at least 1.25 full-time employees.

C.1.44 Calibrate the City's existing computer model of the water distribution system to the extent practical based on the relative accuracy and completeness of the underlying GIS database.

C.1.45 Provide incidental small scale support as directed to various not-for-profit groups on issues important to the City of Fayetteville.

C.2 SCOPE OF SERVICES – CITY OF FAYETTEVILLE

C.2.1 Provide for all Capital Expenditures except for the Projects that City of Fayetteville may authorize CH2M HILL to implement subject to mutually agreeable terms and conditions of repayment.

C.2.2 Maintain all existing and necessary Project warranties, guarantees, easements, permits, and licenses that have been granted to City of Fayetteville with the proviso that CH2M HILL remains primarily responsible to ensure that the wastewater plants are efficiently, properly and professionally operated so that they will not suffer a loss of permits or licenses.

C.2.3 Pay all property or other taxes or franchise fees associated with the Project. This excludes taxes to be borne by CH2M HILL for equipment owned by CH2M HILL.

C.2.4 May provide CH2M HILL within a reasonable time after request any piece of City of Fayetteville's heavy equipment, subject to availability, so that CH2M HILL may fulfill its obligations under this Agreement in the most cost-effective manner.

C.2.5 Provide all licenses for vehicles used in connection with the Project.

C.2.6 Provide for CH2M HILL's use all vehicles and equipment presently in use at the Project, including the vehicles described in Appendix H.

C.2.7 Pay for all wastewater lift station utilities, with the exception of electricity.

C.2.8 Pay for all gasoline, diesel, and propane for backup power generators and all rolling stock provided by City of Fayetteville, except for the biosolids semi-tractors.

C.2.9 Pay for all regulatory fees.

Appendix D

COMPENSATION FOR SERVICES

4.1 CH2M HILL estimates that Base Fee for services, on an annual basis, under this Agreement for 2015 shall be Seven Million Nine Hundred Two Thousand, Five Hundred Forty Three Dollars (**$7,902,543**). Details of said cost are shown in D.4 below. Thereafter, the Base Fee shall be negotiated each year. Should City of Fayetteville and CH2M HILL fail to agree, the Base Fee will be determined by the application of the Base Fee adjustment formula shown in Appendix I. Upon each contract year renegotiation, CH2M HILL shall continue to invoice City of Fayetteville at the previous amount until the new contract year price is agreed upon. Upon written notice, agreement between the parties as to the new contract year Base Fee, CH2M HILL shall issue an invoice retroactively adjusting the previous Base Fee amount. Should the actual expenditures exceed the total estimated annual expenditures by more than Twenty Thousand Dollars ($20,000), in any year of this Agreement, specific approval will be obtained from the City of Fayetteville prior to CH2M HILL incurring additional costs.

4.2 An administrative fee of fifteen percent (15%) will be added to personnel services, five percent to any support provided to not-for-profit groups, and ten percent (10%) to all other direct costs excluding electricity. An annual fixed management fee of One Hundred Thirty Six Thousand Four Hundred Fifteen Dollars (**$136,415)** shall be billed in equal monthly installments and adjusted annually in relation to the Base Fee.

4.3 In order to provide an incentive for CH2M HILL to operate in a manner that will result in actual costs below estimated cost, City of Fayetteville will pay CH2M HILL an additional fee when actual costs are below estimated cost. Said fee will be twelve and one half percent (12.5%) of the amount of actual cost are below estimated cost.

4.4 For occasions when the City equipment may be used for purposes outside the scope of this contract and not for the benefit of the City, CH2M HILL agrees to reimburse the City of Fayetteville for equipment usage. The rate of reimbursement is calculated as equipment capital cost per hour use plus five percent (5%). The City of Fayetteville agrees to provide certificates of insurance evidencing proof of insurance for any equipment or vehicles used by CH2M HILL.

4.5 **Cost Detail -** The annualized estimated costs for calendar year 2015 are listed in Table D-1.

Table D-1, Cost Detail

2015 Fayetteville Cost Centers

Category Description	WWTP Administration & SCADA Program & Lake Sequoyah Dredging & Water Quality Efforts	WWTP East Side Operations Program	WWTP West Side Operations Program	WWTP Lab & IPP Program	WWTP Lift Station Maintenance Program	Utility Engineering	Total Cost 2015
Direct Labor	$645,179	$1,316,462	$397,944	$298,620	$134,012	$148,328	$2,940,545
Labor Markup, 15%	$96,777	$197,469	$59,691	$44,793	$20,102	$22,249	$441,081
Direct Expense	$716,270	$1,504,486	$310,876	$132,442	$254,357	-	$2,918,431
Expense Markup, 10%	$71,627	$150,449	$31,088	$13,244	$25,435	$0	$291,843
Water Quality Direct Expense	$26,598	$0	$0	$0	$0	$0	$26,598
WQ Expense Markup, 5%	$1,330	$0	$0	$0	$0	$0	$1,330
Electricity	$0	$490,692	$312,000	$0	$343,608	$0	$1,146,300
Fixed Fee	$136,415	$0	$0	$0	$0	$0	$136,415
Totals	$1,694,196	$3,659,558	$1,111,599	$489,099	$777,514	$170,577	$7,902,543

Appendix E

LOCATION OF PROJECT

E.1 CH2M HILL agrees to provide the services necessary for the management, operation and maintenance of the following:

E.2 All equipment, vehicles, grounds and facilities now existing within the present property boundaries of or being used to operate the City of Fayetteville's Noland Wastewater Treatment Plant located at:

1400 North Fox Hunter Road
Fayetteville, Arkansas 72701

E.3 All equipment, vehicles, grounds and facilities now existing within the present property boundaries of or being used to operate the City of Fayetteville's West Side Wastewater Treatment Plant located at:

15 South Broyles Avenue
Fayetteville, Arkansas 72704

E.4 All equipment, grounds, and facilities now existing within the present property boundaries of wastewater lift stations described as follows:

SCADA NODE	LOCATION	Generator	Site Maintenance Only
WW1	978 E Zion Rd (Lowe's – Zion PS)	YES	
WW2	3500 E Mission Blvd (Timbercrest PS)	YES	
WW4	691 W Poplar St (Poplar PS - ABANDONED)		YES
WW5	3896 N Gregg Ave (Gregg Ave PS)	YES	
WW6	3021 N Old Wire Rd (Old Wire PS)		YES
WW7	2065 N Sunshine Rd (Hamestring PS)	YES	
WW8	729 W North Street (North Street PS –ABANDONED)		YES
WW9	1236 N Porter Rd (Porter Rd PS)		YES
WW10	716 N Futrall Dr (Futrall Dr PS)	YES	
WW11	4412 W 6th Street (Farmington East PS –ABANDONED)		YES
WW12	571 N Double Springs Road (Farmington West PS)	YES	
WW13	878 S Dead Horse Mountain Rd (Stonebridge PS)	YES	
WW14	1820 S Armstrong Ave (Industrial Park PS)	YES	
WW16	518 W Ernest Lancaster Dr (Airport North PS)	YES	
WW18	210 N Sandy (Greenland PS)		YES
WW19	5716 E Norman Murphy Rd (Mally Wagnon PS)	YES	
WW20	3212 N Highway 112 – (Trucker's Drive PS - ABANDONED)		YES
WW22	630 N Double Springs Rd (Owl Creek PS)	YES	

SCADA NODE	LOCATION	Generator	Site Maintenance Only
WW23	440 E Fairway Ln (Masters PS)		YES
WW24	265 W Ernest Lancaster Dr (Airport East PS)	YES	
WW25	551 W Aster Ave (Willow West PS - Farmington)	YES	
WW27	1031 River Meadows Dr (Stonebridge Meadow Phase I PS)	YES	
WW28	1603 Plantation Ave (Heritage Village PS)	YES	
WW29	390 N Cato Springs Rd (Bohannan PS - Greenland)		YES
WW32	478 N Durango Place (Silverthorne PS)	YES	
WW33	4644 N Crossover Rd (Stonewood PS - Copper Creek)	YES	
WW34	4572 S School Ave (Airport South PS)	YES	
WW35	3083 W MLK Blvd (Lowe's – 6th St PS)	YES	
WW36	1642 N Willowbrook Dr (Skyler Place PS)	YES	
WW37	3848 W Edgewater Dr (Clabber Creek PS - ABANDONED)		YES
WW38	3710 E Zion Rd (Copper Creek Phase II PS)	YES	
WW39	2392 N Kenswick Ave (Crofton Manner PS)	YES	
WW40	1811 S Cherry Hills Dr (Stone Bridge Meadow Phase II PS)	YES	
WW41	1608 S Springlake Dr (Crescent Lake PS)	YES	
WW44	6061 Dot Tipton Rd (Legacy Pointe Phase 4 PS)		Yes
WW45	4451 N Waterside Ct (Timberlake Office Park PS)	YES	
WW46	3788 E Spyglass Hill Dr (Stonebridge Meadows Phase V PS)	YES	
WW47	3601 E Albright Rd (Embry Acres PS)	YES	
WW48	2435 S Dead Horse Mountain Rd (McDonald PS)	YES	YES
WW49	3393 E Goff Farm Rd (Meadows PS)	YES	YES
WW52	485 N Broyles Ave (Broyles Ave PS)	YES	
WW53	1396 Zion Rd (Office Park PS)	YES	

E.5 All equipment, grounds, and facilities now existing within the present property boundaries of or being used to operate the City of Fayetteville's Biosolids Management Site located east of the Noland Wastewater Treatment Plant across the White River.

E.6 All equipment, grounds, and facilities associated with or being used to complete routine O&M activities for the City of Fayetteville's Mitigated Wetlands Site now existing within the present property boundaries located north of the West Side Wastewater Treatment Plant. The service includes limited herbicide application and site monitoring but excludes burning.

E.7 The potable water SCADA system at the following locations:

SCADA NODE	LOCATION	DESCRIPTION
W1	215 W 24th St (South Mountain)	Pump Station
W2	844 N Crossover Rd (Hyland Park)	Pump Station
W4	1016 E Ash St	Pump Station
W5	707 E Rogers Dr	Pump Station
W6	456 E Baxter Ln	Ground Storage Tank (2 each)
W7	707 E Rogers Dr	Ground Storage Tank (2 each)
W8	133 N Sang Ave	Elevated Storage Tank
W9	1170 E South Skyline Dr	Elevated Storage Tank (Mt. Sequoyah)
W10	1044 E Township Rd	Elevated Storage Tank
W11	3280 W Judge Cummins Rd	Ground Storage Tank (2 ea) (Kessler Mountain)
W12	7001 E Mission (Highway 45 Valve	Pressure-Reducing Valve Station)
W13	1589 Fire Tower Road (Goshen)	Pump Station and Ground Storage Tank
W14	17301 Lake Sequoyah Rd (Round Mtn)	Pump Station
W15	14360 Round Mt Comm Church Rd	Stand Pipe County Rd #55 (Round Mountain)
W16	22032 Fire Tower Rd County Rd 4343	Stand Pipe (Benson Mountain)
W17	3265 N Gulley Rd	Elevated Storage Tank
W18	3788 N Gulley Rd	Pump Station
W19	3370 S Coach Rd	Pump Station
W20	2098 Woodcliff Rd (Springdale)	Surge Tank
W21	2210 N Old Wire Rd	Valve
W22	2800 N Old Missouri Rd	Flow Meter
W23	3385 N Par Ct	Valve
W24	3023 E Joyce Blvd	Valve
W25	2567 E Robinson (Springdale)	Valve
W27	17385 Blue Springs Rd (Goshen)	Pump Station
W28	17970 Lake Sequoyah Rd	Pump Station
W29	Beaver Water District	SCADA Interface
W30	1195 N. Cantebury Rd (Cantebury Tank)	Elevated Storage Tank
W31	2903 E. Flagstone Cir (Stonemountain)	Pump Station
WSOPC	2435 S Industrial Dr	Water & Sewer Ops Center
MTROB	12141 Ed Edwards Rd	Mt. Robinson Tower Site

E.8 Installation of the necessary Remote Terminal Units (RTUs) and equipment to acquire flow information from the collection system via SCADA. Flow monitoring devices (up to 17 remote locations) are scheduled to be installed by the City's Water and Sewer Division.

E.9 Provision and maintenance of RTUs at the following sites located in the City of Elkins, Arkansas:

SCADA NODE	**LOCATION**	**DESCRIPTION**
EWW1		Lift Station
EW1		Ground Storage Tank

E.10 Maintenance of the odor control system associated with the following lift stations:

LOCATION	**# OF CANISTERS**
LS #6 - 3021 N Old Wire Rd (Old Wire)	4
LS #7 - 2065 N Sunshine Rd (Hamestring)	7
LS #12 - 571 N Double Springs Road (Farmington West)	8
LS #22 - 630 N Double Springs Rd (Owl Creek)	2
LS #52 - 485 N Broyles Ave (Broyles Ave)	2

Appendix F

ENVIRONMENTAL PERMITS AND PROJECT CHARACTERISTICS

F.1 CH2M HILL will operate Project so that effluent will meet the requirement of NPDES permit No. AR0020010 and AR0050288. CH2M HILL shall be responsible for meeting the effluent quality requirements of City of Fayetteville's NPDES permit unless one or more of the following occurs:

- The Project influent does not contain Adequate Nutrients to support operation of Project biological processes;
- Contains Biologically Toxic Substances which cannot be removed by the existing process and facilities;

The influent flow, influent BOD_5, and/or suspended solids exceeds the Project design parameters which are:

	Noland WWTP		West Side WWTP	
	Annual Average	Maximum Monthly Average	Annual Average	Maximum Monthly Average
Flow (MGD)	11.2	16.9	10.0	17.8
BOD (lbs/d)	26,370	27,960	14,595	18,853
TSS (lbs/d)	20,620	22,210	14,595	18,853

F.2 In the event any one of the Project influent characteristics, suspended solids, BOD_5, or flow, exceeds the parameters listed above, CH2M HILL shall return the plant effluent to the characteristics required by the NPDES permit in accordance with the following schedule after Project influent characteristics return to within design parameters.

Characteristics Exceeding Listed Parameters By	Recovery Period Maximum
10% or Less	5 days
> 10% but < 20%	10 days
20% and Above	30 days

Notwithstanding the above schedule if the failure to meet effluent quality limitations is caused by the presence of Biologically Toxic Substances or the lack of Adequate Nutrients in the influent, then CH2M HILL will have a thirty (30) day recovery period after the influent is free from said substances or contains Adequate Nutrients.

F.3 CH2M HILL shall not be responsible for fines or legal action as a result of discharge violations within the period that influent exceeds design parameters, does not contain Adequate Nutrients, contains Biologically Toxic Substances (that exceed process inhibiting levels or creates concentrations exceeding application or discharge limitations), and the subsequent recovery period.

F.5 The estimate Costs for services under this Agreement are based upon the following Project

characteristics:

Annual Average	Noland WWTP	West Side WWTP
Flow (MGD)	5.2	6.1
BOD (lbs/d)	14,091	11,932
TSS (lbs/d)	8,837	11,315

The above characteristics are the actual twelve (12) months average prior to the date services are first provided under this Agreement. Any change of 10 percent (10%) or more in any of these characteristics, based upon a twelve (12) month moving average, may constitute a change in scope.

F.6 The current applicable environmental permits are as follows:

Permit	**AFIN No.**	**Permit No.**	**Expiration Date**
NPDES - Noland	72-00781	AR0020010	02/28/2018
NPDES - West Side	72-01033	AR0050288	11/30/10
No Discharge Permit - Noland	72-00829	4748-WR-2	12/31/13
Air - Hamestring	72-01873	2179-A	N/A
Air - West Side	72-01033	2178-A	N/A
Stormwater No Exposure Certification (NEC) - Noland	72-00781	Tracking No. ARR00C377	06/30/19
Stormwater No Exposure Certification (NEC) - West Side	72-01033	Tracking No. ARR000390	06/30/19

Appendix G

INDUSTRIAL WASTE DISCHARGES AND MONITORING PROGRAM

G.1 CH2M HILL shall: Administer the Industrial Pretreatment Program in accordance with 40 CFR 403. Administration shall include:

G.1.1 Maintain the industrial waste sampling and analysis program for pretreatment and surcharge, as described in G.3.

G.1.2 Monitor the compliance status of the current Significant Industrial Users (SIU's) through sampling, analysis, inspection, and record reviews. Recommend appropriate enforcement action to City of Fayetteville.

G.1.3 Receive, review and act upon reports and notification from industrial users.

G.1.4 Prepare notice of violations and other enforcement documentation for City of Fayetteville signature in accordance with the Enforcement Response Plan in the State approved Industrial Pretreatment Program.

G.1.5 Track, determine, and publish industrial users in significant noncompliance.

G.1.6 Draft new, revised, and renewal industrial waste discharge permits for the SIU's for City of Fayetteville signature.

G.1.7 Conduct an Industrial Waste Survey periodically to identify new, or significant, industrial users in Fayetteville and in cities with which Fayetteville has inter-jurisdictional agreements for waste treatment.

G.1.8 Assist City of Fayetteville with review and revision of local limits, the sewer use ordinances, the pretreatment program, and inter-jurisdictional agreements.

G.1.9 Prepare for City of Fayetteville signature and submit the Industrial Pretreatment annual report.

G.1.10 Maintain all industrial monitoring records for at least three (3) years.

G.1.11 Maintain open communication with the SIU's.

G.1.12 Keep City of Fayetteville informed of pretreatment activities and changes in regulatory requirements.

G.2 Significant costs due to new or changed Federal, State or local regulations shall cause a change of contract scope.

G.3 Industrial Waste Dischargers and Monitoring Program in City of Fayetteville, AR:

Industry	Parameters Analyzed
Ayrshire Electronics, LLC 1101 S. Beechwood Fayetteville, AR 72701	None (Best Management Practices)
Custom Powder Coating Services, Inc. 1629 W. Farmington St. Fayetteville, AR 72701	Cadmium, chromium, copper, lead, nickel, silver, zinc, cyanide

Industry	Parameters Analyzed
Elkhart Products Corporation 3265 Highway 71 South Fayetteville, AR 72701	Chromium, copper, lead, nickel, zinc, oil & grease
Hiland Dairy Company 301 E. 15th Street Fayetteville, AR 72701	Biochemical oxygen demand, total suspended solids, phosphorus, pH, oil & grease
Marshalltown Tools 2200 Industrial Drive Fayetteville, AR 72701	Cadmium, chromium, copper, lead, nickel, silver, zinc, cyanide
Pinnacle Foods Corporation 1100 W, 15th Street Fayetteville, AR 72701	Biochemical oxygen demand, total suspended solids, phosphorus, pH, oil & grease
Superior Industries International Arkansas, LLC 1901 Borick Drive Fayetteville, AR 72701	Cadmium, chromium, copper, lead, nickel, silver, zinc, cyanide
Tyson Foods, Inc. 2615 S. School Fayetteville, AR 72701	Biochemical oxygen demand, total suspended solids, phosphorus, pH, oil & grease

Appendix H

Unit #	Unit Description	Location	Year
85U	1998 Ford F-800 Flatbed	Biosolids Management Site	1998
325	Ford F350 Super Duty, Reg. Cab	Paul R Noland	2000
339	Ford F-350, Flatbed	Biosolids Management Site	2002
376	Ford F550 Super Duty/Crane, Crew Cab	Biosolids Management Site	2012
382	Ford F550 Super Duty/Crane, RC	Biosolids Management Site	2015
551	Ford 3930 Tractor Brushhog	Biosolids Management Site	1995
564	Ford/New Holland 8160 Load Tractor	Biosolids Management Site	1999
566	Ford/New Holland LS55 Lawn Tractor	Biosolids Management Site	1999
570	New Holland 8670 Tractor	Biosolids Management Site	2000
581	New Holland TS100A Front End Loader	Biosolids Management Site	2004
695	Bobcat Skidsteer Loader	Biosolids Management Site	2011
696	Caterpillar 420E Backhoe	Biosolids Management Site	2012
727	Dump Truck	Paul R Noland	1995
741	Mack Tractor	Biosolids Management Site	1996
751	Sterling LT9500 Truck	West Side	2006
766	Kenworth T800 Semi Tractor	Biosolids Management Site	2011
768	Kenworth T470 (Spreader)	Biosolids Management Site	2012
770	Kenworth T800 Semi Tractor	Biosolids Management Site	2013
771	Kenworth T800 Semi Tractor	Biosolids Management Site	2013
806	Case 1150G Bulldozer	Biosolids Management Site	1995
818	Caterpillar P5000LP Forklift	West Side	2008
927	Parker 24' Gooseneck Trailer	Biosolids Management Site	1991
966	P.J. Trailer, 18FT	Biosolids Management Site	1996
969	LO-Boy 25T-36FT Trailer	Biosolids Management Site	1996
1092	Ford Explorer XLT	Sediment Removal Project	2002
1274	Chevrolet Equinox	Paul R Noland	2014
2156	Chevy Colorado, 4X4	Paul R Noland	2012
3820	2006 Kawasaki Mule 4x4	West Side	2006
5001	John Deere 6615 Tractor	Biosolids Management Site	2007
5002	John Deere 6615 Tractor	Biosolids Management Site	2007
5012	NHT6030	Biosolids Management Site	2009
5022	4X4 Tractor with Loader	Biosolids Management Site	2011
5023	H&S Spreader	Biosolids Management Site	2011
5024	R&R 35' Manure/Litter Conveyor	Biosolids Management Site	2011
5025	R&R 35' Manure/Litter Conveyor	Biosolids Management Site	2011
5030	New Holland H5920 Hay Rake	Biosolids Management Site	2011

5031	John Deere MOCO6030 Discbine	Biosolids Management Site	2012
5032	New Holland BR740 Round Baler	Biosolids Management Site	2012
5033	New Holland BB9060 Square Baler	Biosolids Management Site	2012
5034	Rhino R180 Cutter	Biosolids Management Site	2012
5037	New Holland BR7060 Round Baler	Biosolids Management Site	2012
5044	John Deere 630 Mower Conditioner	Biosolids Management Site	2014
5045	John Deere 630 Mower Conditioner	Biosolids Management Site	2014
9025	Volvo Penta 400 KW Generator	Lift Station12	2001
9034	Yale 5000# Fork Lift	Paul R Noland	2002
9088	Lufkin ULD-38 Trailer	West Side	2006
9111	Clement Star-Lite Trailer	Paul R Noland	2009
9124	Thompson 6" Diesel Power Pump/Trailer	Paul R Noland	2009
9193	Clement Starlite End Dump Trailer	Biosolids Management Site	2015
9142	Aulick 42’ Belted Trailer	Biosolids Management Site	2011
9165	Clement Star-lite Trailer	Biosolids Management Site	2013
9166	Clement Star-lite Trailer	Biosolids Management Site	2013
1093U	Ford Explorer	Paul R Noland	2002
2080U	Chevy Silverado 4X4 Extended Cab	Biosolids Management Site	2005
	Parkson Electronic Mole – Billy	Biosolids Management Site	2011
	Parkson Electronic Mole – Cricket	Biosolids Management Site	2011
	Parkson Electronic Mole – Goofy	Biosolids Management Site	2011
	Parkson Electronic Mole – Jurgens	Biosolids Management Site	2011
	Parkson Electronic Mole – Tiny Tim	Biosolids Management Site	2011
	Parkson Electronic Mole – Trick	Biosolids Management Site	2011
	Portable Generator for LS	Paul R Noland	2005

Appendix I

BASE FEE ADJUSTMENT

I.1 Electrical costs will be adjusted by actual increases from power supplier.

I.2 The Base Fee adjustment formula is as follows:

$$ABF = BF \times (1 + AF)$$

Where:

BF = Base Fee specified in Appendix D

ABF = Adjusted Base Fee

AF = Adjustment Factor as determined by the formula:

$$AF = .5\ (ECI + CPI)$$

ECI = The twelve month percent change (from the third quarter of the prior year to the third quarter in the current year) in the Employment Cost Index for Total Compensation for Civilian Workers, Not Seasonally Adjusted as published by U. S. Department of Labor, Bureau of Labor Statistics in the Detailed Report Series ID: CIU1010000000000A.

CPI = The twelve month percent change (from October of the prior year to October of the current year) in the Consumer Price Index for All Urban Consumers, Not Seasonally Adjusted as published by U.S. Department of Labor, Bureau of Labor Statistics in the CPI Detailed Report Series Id: CUUR000SA0.

Appendix J

LAKE SEQUOYAH DREDGING PROJECT – SCOPE OF WORK

Lake Sequoyah has accumulated approximately 5 billion pounds of sediment over the past 50 years. Nearly 1% or 4 million pounds of the sediment is phosphorus. The accumulated sediment decreases the lake capacity as a sediment and phosphorus trap as well as severely curtails the recreation uses of the lake.

At the request of the City of Fayetteville, CH2M HILL staff planned for a large scale dredging pilot on Lake Sequoyah in 2012. The purpose of this study was to develop a sustainable approach for a full scale dredging project that will meet all regulatory and implementation objectives. The dredging pilot study began in September 2012, which involved pumping of several hundred thousand gallons of lake sediment and capturing several hundred cubic yards of dried sediment.

In 2013, the CH2M HILL O&M budget included funding for the initiation of the full scale maintenance dredging of Lake Sequoyah. Primary objectives for the additional scope include beginning the process of developing the necessary processes and permitting of the of the full scale dredging project. CH2M HILL will continue to make progress in -2015 with the following goals:

- Obtain all authorization(s) and/or permit(s) pertaining to the Lake Sequoyah Sediment Removal Project for:
    - Removing sediment from Lake Sequoyah
    - Filling-dewatering geobags with removed sediment to the extent practical
    - Constructing project infrastructure to the extent practical
- Oversee Project Quality Assurance and Health & Safety Programs for all aspects of the Lake Sequoyah Sediment Removal Project
- Implement and/or construct selected sediment containment & dewatering facilities
- Establish contracts for equipment rental and necessary sub-contract agreements, make recommendations for capital purchases, or an appropriate combination of these activities
- Identify preliminary means of sediment reuse or sale

The dredging project is expected to remove most of the accumulated sediment from the lake over the next 10-15 years, but will likely continue in a reduced fashion beyond that horizon as new sediment is trapped within the lake over that same time period.

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0556

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: C. 4

A RESOLUTION TO APPROVE A BUDGET ADJUSMENT IN THE AMOUNT OF $500,000.00
FOR THE DEVELOPMENT OF A MASTER TRANSPORTATION PLAN

WHEREAS, on November 5, 2013, the City Council passed Resolution 221-13, which expressed its intent to fund a Transportation Plan in the amount of $250,000.00 to $500,000.00; and

WHEREAS, staff is requesting a budget adjustment at this time so a scope of work can be developed that is in alignment with the budget and the process for selection of a consultant can be completed in 2015; and

WHEREAS, the funding for this budget adjustment will come from projects that have excess funds not used in 2014.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment in the amount of $500,000.00 for the development of a Master Transportation Plan.

City of Fayetteville Staff Review Form

2014-0556

Legistar File ID

12/16/2014

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

Chris Brown	11/26/2014	Engineering / Development Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Approval of a Budget Adjustment to Establish the Project Budget for development of a Master Transportation Plan

Budget Impact:

4470.9470.5314.00	Sales Tax Capital
Account Number	Fund
14021	Transportation Master Plan
Project Number	Project Title

Budgeted Item?	No	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	$	-
Does item have a cost?	Yes	Item Cost	$	500,000.00
Budget Adjustment Attached?	Yes	Budget Adjustment	$	500,000.00
		Remaining Budget	$	-

V20140710

Previous Ordinance or Resolution # 221-13

Original Contract Number: _____ Approval Date: _____

Comments:

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF DECEMBER 16, 2014

TO: Mayor and City Council

THRU: Don Marr, Chief of Staff
Terry Gulley, Transportation Services Dept. Director
Jeff Coles, Recycling and Trash Collection Division Head

FROM: Chris Brown, P.E., City Engineer CB

DATE: November 25, 2014

SUBJECT: **Approval of a Budget Adjustment to Establish the Project Budget for the Master Transportation Study and Plan**

RECOMMENDATION:
Staff recommends approval of a budget adjustment to move $500,000 in funds from projects that are either completed or have funds not used in 2014 to a single project fund that will be used for the development of a Master Transportation Plan.

BACKGROUND:
In 2003, the City hired a consultant to develop a citywide traffic and transportation study. This document has been used to guide policy and decision making for transportation related issues, most notably the Transportation Bond Program which is ongoing throughout the City.

In 2013, the City Council passed Resolution 221-13, expressing the intent to fund an updated Transportation Plan in the amount of up to $500,000. This updated plan will focus on alternative transportation, transit opportunities, and land use policies as related to transportation, and will develop new priorities for future transportation funding.

DISCUSSION:
In 2014, staff began the process of procuring a consultant using the City's consultant selection procedures, with the intent of bringing a proposed contract and budget adjustment to the City Council. However, during negotiations with the selected consultant, it became apparent that the work scopes developed by the consultant were not in line with the City's vision for the project, and negotiations were ended with the consultant. It is staff's intention to reevaluate the scope of work and re-initiate the procurement process in 2015; however, staff requests that the budget adjustment be considered at this time so that the budget is secure and we can develop a scope that is in alignment with the budget.

BUDGET/STAFF IMPACT:
This project will be funded from 4 projects:

- Township Street Widening-College to Gregg (Completed): $189,010

- Duncan/Harmon/Center Intersections (Completed by Developer): $67,656
- Zion Road-Vantage to Crossover (Funded by Trans. Bond Program) $65,000
- Street ROW/Intersection/Cost Sharing (Excess 2014 funds): $178,334

Attachments:
Budget Adjustment
Resolution 221-13

RESOLUTION NO. 221-13

A RESOLUTION TO EXPRESS THE INTENT OF THE CITY COUNCIL TO FUND A TRANSPORATION PLAN IN THE AMOUNT OF $250,000.00 TO $500,000.00

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby expresses its intent to fund a Transportation Plan in the amount of $250,000.00 to $500,000.00.

PASSED and **APPROVED** this 5th day of November 2013.

APPROVED: ATTEST:

By: _____ By: _____
LIONELD JORDAN, Mayor **SONDRA E. SMITH**, City Clerk/Treasurer

CITY CLERK / TREASURER
CITY OF
FAYETTEVILLE
ARKANSAS
WASHINGTON COUNTY

City of Fayetteville Staff Review Form

City Council Agenda Items
and
Contracts, Leases or Agreements

11/5/2013
City Council Meeting Date
Agenda Items Only

Peter Nierengarten		Sustainability & Strategic Planning
Submitted By	**Division**	**Department**

Action Required:

The purpose of this resolution is to express intent to fund a Transportation Plan for Fayetteville in the amount of approximately $250,000 – $500,000.

N/A	N/A	N/A
Cost of this request	Category / Project Budget	Program Category / Project Name
N/A	N/A	N/A
Account Number	Funds Used to Date	Program / Project Category Name
N/A	N/A	N/A
Project Number	Remaining Balance	Fund Name

Budgeted Item ☐ **Budget Adjustment Attached** ☐

Department Director — Date: 10/18/13

City Attorney — Date: 10/18/18

Previous Ordinance or Resolution # -

Original Contract Date:

Original Contract Number:

Paul A. Becker — Finance and Internal Services Director — Date: 10-21-2013

Received in City Clerk's Office 10-13-13P01:55 RCVD

Paul A. Becker for Don Marr — Chief of Staff — Date: 10-21-2013

Mayor — Date: 10/21/13

Received in Mayor's Office ENTERED 10/21/13

Comments:

Fayetteville ARKANSAS
www.accessfayetteville.org

THE CITY OF FAYETTEVILLE, ARKANSAS
DEPARTMENT CORRESPONDENCE

CITY COUNCIL AGENDA MEMO

To: Mayor Lioneld Jordan

Thru: Don Marr, Chief of Staff

CC: Jeremy Pate, Development Services Director
Chris Brown, City Engineer CB
Paul Becker, Finance Director PB

From: Peter Nierengarten, Sustainability & Strategic Planning Director PN

Date: October 18, 2013

Subject: Fayetteville Transportation Plan

PURPOSE

The purpose of this resolution is to express intent to fund a Transportation Plan for Fayetteville in the amount of approximately $250,000 – $500,000. This plan would be developed in partnership with the University of Arkansas.

BACKGROUND

In 2003 the City of Fayetteville contracted with Bucher, Willis & Ratliff (BWR) in the amount of $222,382 to conduct a Citywide Traffic and Transportation Study. This study included the development of master street plan cross-sections, multi-modal transportation policies, a traffic calming policy, an access management policy, a development assessment policy, a smart growth policy, traffic analysis and project costs and prioritization. Recommendations from this study have helped guide three phases of transportation bonds for street improvements in Fayetteville. The third phase of the transportation bonds are planned to be issued in the fourth quarter of 2013.

In 2005 the University of Arkansas contracted with Martin, Alexiou & Bryson in the amount of $520,000 to develop a Campus Transportation Plan. The University's Plan included a parking plan, a travel demand management plan, recommendations for all modes of transportation (transit, walking, biking and automobiles) and recommended improvements to streets. The University of Arkansas is currently developing a Request for Qualifications for a consultant to update their 2005 Campus Transportation Plan, develop and implement transportation policies, analyze parking fees, site their next parking garage and recommend locations for park and ride facilities.

Recognizing the impact that the University of Arkansas has on transportation within Fayetteville, there would be benefits and efficiencies if the University and City Transportation plans were well coordinated. Consulting services should address similar scope items and require coordinating and collaboration on items such as transit, data collection and parking. This arrangement would be spelled in each organization's respective consultant contract.

Considering the direct link between transportation and land use in cities, a new or updated Transportation Plan for the City of Fayetteville should serve the land use goals in City Plan 2030. A plan with an emphasis on transit and active transportation (walking and bicycling) would empower the City to realize the six goals of City Plan 2030. In addition this plan could serve as a blue print for future transportation bond funding.

RECOMMENDATION

Approve a resolution of intent to fund a $250,000 – 500,000 Fayetteville Transportation Plan. The scope for the City's Transportation Plan could include:

- An update of the 2003 BWR Traffic and Transportation Study
- Review of Pedestrian/Bicycle Limitations and Recommendations for Safety Improvements
- Public Participation
- Transit Route Recommendations
- Recommendations for Transit Center Locations
- Identification and prioritization of Transit Oriented Development (TOD) Opportunities
- Identification and prioritization of Redevelopment Opportunities Thoroughfares
- The development of a Complete Streets Policy
- A review of Minimum Street Standards and Master Street Plan Cross Sections and Traffic Calming Policy
- The develop of congestion management strategies/policies and Bond Funding Prioritization

The detailed scope and budget for the project would be negotiated with the selected consultant and the completion of the RFP process.

BUDGET IMPACT

Approximately $250,000 of leftover funds from recently completed street projects is currently available in the Sales Tax Capital Fund. If the cost of the project exceeds $250,000, additional funding could be provided from the Street Right of Way/Intersection/Cost Sharing project within the Sales Tax fund or from other sources.

RESOLUTION NO. _____

A RESOLUTION TO EXPRESS THE INTENT OF THE CITY COUNCIL TO FUND A TRANSPORATION PLAN IN THE AMOUNT OF $250,000.00 TO $500,000.00

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby expresses its intent to fund a Transportation Plan in the amount of $250,000.00 to $500,000.00.

PASSED and **APPROVED** this 5th day of November 2013.

APPROVED:

By: _____
LIONELD JORDAN, Mayor

ATTEST:

By: _____
SONDRA E. SMITH, City Clerk/Treasurer

City of Fayetteville, Arkansas - Budget Adjustment Form (Legistar)

Budget Year	Division:	Engineering	Adjustment Number
2014	Dept.:	Development Services	
	Requestor:	Chris Brown	

BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:

$500,000 for the for the development of a Transportation Master Plan. Funds will come from unused remaining project budgets.

COUNCIL DATE: 12/16/2014

LEGISTAR FILE ID#: **2014-0556**

Kevin Springer
11/25/2014 2:26 PM

Budget Director Date

TYPE:

DESCRIPTION:

GLDATE:

POSTED: /

RESOLUTION/ORDINANCE

v.20141113

	Increase / (Decrease)		Project.Sub#			
Account Number	Expense	Revenue	Project	Sub	AT	Account Name
TOTAL	-	-				
4470.9470.5809.00	(189,010)	-	04017	1	EX	Street Improvements
4470.9470.5809.00	(67,656)	-	06005	1	EX	Street Improvements
4470.9470.5809.00	(65,000)	-	12010	1	EX	Street Improvements
4470.9470.5809.00	(178,334)	-	02116	1	EX	Street Improvements
4470.9470.5314.00	500,000		14021	1	EX	Professional Services
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0523

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Ordinance

Agenda Number: C. 5

AN ORDINANCE TO WAIVE THE REQUIREMENTS OF FORMAL COMPETITIVE BIDDING AND APPROVE A ONE YEAR CONTRACT WITH MOTOROLA SOLUTIONS, INC. IN THE AMOUNT OF $98,422.92 PLUS APPLICABLE TAXES WITH AUTOMATIC RENEWAL FOR FOUR ADDITIONAL YEARS FOR MAINTENANCE OF THE CITY'S MOTOROLA SIMULCAST RADIO SYSTEM, CONTINGENT ON APPROVAL OF THE 2015 ANNUAL CITY BUDGET AND WORK PROGRAM

WHEREAS, the City's Motorola simulcast radio project was completed in 2012; and

WHEREAS, Motorola Solutions, Inc. provides factory authorized training, field technical representation services and other technical support to provide maintenance on the Motorola simulcast system and has provided these services since 2012; and

WHEREAS, due to the complexity of the system and Motorola Solutions, Inc.'s unique knowledge of the technical aspects of the system and how it connects to the Arkansas Wireless Network (AWIN), it is necessary for them to continue providing the necessary maintenance for the system;

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 determines an exceptional situation exists in which competitive bidding is deemed not feasible or practical and therefore waives the requirements of formal competitive bidding and approves a one year contract with Motorola Solutions, Inc. in the amount of $98,422.92 plus applicable taxes per year with automatic renewal for four additional years for maintenance of the City's Motorola simulcast radio system, contingent on approval of the 2015 annual city budget and work program.

City of Fayetteville Staff Review Form

2014-0523

Legistar File ID

12/16/2014

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

Chief Greg Tabor	11/18/2014	Central Dispatch / Police Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Approval of an ordinance waiving the requirements of formal competitive bidding and award a five year contract with Motorola Inc. for radio maintenance in the amount of $98,422.92 plus tax. Motorola Inc. agrees the contract price will remain fixed for the initial term and for four one year subsequent renewals.

Budget Impact:

Various Radio Maintenance Accounts	Various Funds
Account Number	Fund
Project Number	Project Title

Budgeted Item?	Yes	Current Budget	$	108,019.15
		Funds Obligated	$	-
		Current Balance	$	**108,019.15**
Does item have a cost?	Yes	Item Cost		
Budget Adjustment Attached?	No	Budget Adjustment		
		Remaining Budget	$	**108,019.15**

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____

Approval Date: _____

Comments:

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF DECEMBER 16, 2014

TO: Mayor and City Council

THRU: Greg Tabor, Chief of Police

FROM: Kathleen Stocker, Dispatch Manager

DATE: November 12, 2014

SUBJECT: **Approve Radio Maintenance Contract from Motorola Inc.**

RECOMMENDATION:
Staff recommends approval of an ordinance to waive the requirements of formal competitive bidding and to approve a five (5) year contract with Motorola for radio maintenance in the amount of $98,422.92 plus tax. Motorola agrees the contract price listed will remain fixed for the initial term and for four one year subsequent renewals.

BACKGROUND:
The City of Fayetteville's simulcast radio project was completed in 2012. This radio maintenance includes all dispatch equipment, older radios that were upgraded in the project and new mobiles and portables that are now coming off warranty.

DISCUSSION:
Motorola Inc. offers factory authorized training, field technical representation services (engineers) and other technical support to provide maintenance on the Motorola Simulcast system. Motorola subcontracts with Smith Two Way a local authorized Motorola service and repair center in Fayetteville to help provide on-site service to the dispatch center and fire departments. Due to the complexity of this type of system; Motorola's unique knowledge of the technical aspects of our system; and how it connects to the Arkansas Wireless Network it is necessary for them to provide the maintenance for this system.

BUDGET/STAFF IMPACT:
Funding is contingent upon approval of the 2015 proposed budget. A check request will be prepared for this item in January of 2015.

Attachments:
Staff Review Form
Motorola Contract

MOTOROLA SOLUTIONS

SERVICES AGREEMENT

Attn: National Service Support/4th fl
1301 East Algonquin Road
(800) 247-2346

Contract Number: S00001012130
Contract Modifier: RN24-JUN-14 13:02:40

Date: 07/07/2014

Company Name:	Fayetteville, City Of
Attn:	
Billing Address:	113 W Mountain St
City, State, Zip:	Fayetteville,AR,72701
Customer Contact:	
Phone:	

Required P.O.:	No
Customer # :	1011442374
Bill to Tag # :	0001
Contract Start Date:	01/01/2015
Contract End Date:	12/31/2015
Anniversary Day:	Dec 31st
Payment Cycle:	ANNUAL
PO # :	

QTY	MODEL/OPTION	SERVICES DESCRIPTION	MONTHLY EXT	EXTENDED AMT
		***** Recurring Services *****		
1	SVC01SVC0033A SVC828AE	SECURITY MONITORING DISPATCH SITE	$251.33	$3,015.96
1 6	SVC01SVC1101C SVC060AD SVC062AD	INFRASTRUCTURE REPAIR WITH ADV REPL ASTRO25 DISPATCH SITE ASTRO25 OPERATOR POSITIONS	$626.35	$7,516.20
2	SVC01SVC1102C SVC084AD	DISPATCH SERVICE ASTRO25 DISPATCH SITE	$29.05	$348.60
1	SVC01SVC1103C SVC049AD	NETWORK MONITORING ASTRO25 DISPATCH SITE	$207.07	$2,484.84
2	SVC01SVC1104C SVC040AD	TECHNICAL SUPPORT ASTRO25 DISPATCH SITE	$74.19	$890.28
1	SVC01SVC1405C SVC126AD	NETWORK PREVENTATIVE MAINTENANCE A ASTRO25 DISPATCH SITE	$95.87	$1,150.44
2 1	SVC01SVC1413C SVC115AD SVC117AD	ONSITE INFRASTRUCTURE RESPONSE-PREMIER ASTRO25 DISPATCH SITE ASTRO25 OPERATOR POSITIONS	$585.03	$7,020.36
204 98 44 14 86 15 27 3 144	SVC01SVC1422C SVC118AG SVC122AG SVC26AC SVC27AC SVC607AB SVC619AB SVC964AD SVC972AE SVC997AD	LOCAL RADIO COMBO PACKAGE ENH: APX6000 ENH: APX6500 XTS2500 XTS5000 XTS1500 - PORTABLE XTL5000 - MOBILE ENH: XTL2500 ENH: APX7500 ENH: XTL1500	$6,000.45	$72,005.40
1	SVC04SVC0016C SVC835AE	SECURITY UPDATE SERVICE DISPATCH SITE	$332.57	$3,990.84
		Subtotal - Recurring Services	$8,201.91	$98,422.92

SPECIAL INSTRUCTIONS - ATTACH STATEMENT OF WORK FOR PERFORMANCE DESCRIPTIONS

Subtotal - One-Time Event Services	$ .00	$ .00
Total	$8,201.91	$98,422.92
Taxes	-	-
Grand Total	$8,201.91	$98,422.92

THIS SERVICE AMOUNT IS SUBJECT TO STATE AND LOCAL TAXING JURISDICTIONS WHERE APPLICABLE, TO BE VERIFIED BY MOTOROLA.

Subcontractor(s)	City	State
MOTOROLA SYSTEM SUPPORT CENTER	ELGIN	IL
MOTOROLA SSC NETWORK SECURITY DO298	SCHAUMBURG	IL
MOTOROLA SYSTEM SUPPORT CENTER-NETWORK MGMT DO067	SCHAUMBURG	IL
MOTOROLA SYSTEM SUPPORT CTR-CALL CENTER DO066	SCHAUMBURG	IL
MOTOROLA SYSTEM SUPPORT-TECHNICAL SUPPORT DO068	SCHAUMBURG	IL
SMITH TWO WAY RADIO INC	FAYETTEVILLE	AR
SMITH TWO WAY RADIO INC	FAYETTEVILLE	AR
SMITH TWO WAY RADIO INC	FAYETTEVILLE	AR
SMITH TWO WAY RADIO INC	FAYETTEVILLE	AR
SMITH TWO WAY RADIO INC	FAYETTEVILLE	AR
SMITH TWO WAY RADIO INC	FAYETTEVILLE	AR
SMITH TWO WAY RADIO INC	FAYETTEVILLE	AR
SMITH TWO WAY RADIO INC	FAYETTEVILLE	AR

I received Statements of Work that describe the services provided on this Agreement. Motorola's Service Terms and Conditions, a copy of which is attached to this Service Agreement, is incorporated herein by this reference.

AUTHORIZED CUSTOMER SIGNATURE TITLE DATE

CUSTOMER (PRINT NAME)

Homer Lancaster CSM Mgr 11-17-14

MOTOROLA REPRESENTATIVE(SIGNATURE) TITLE DATE

~~Brian Lasher~~ Homer Lancaster ~~501-515-2356~~ 901-233-0138

MOTOROLA REPRESENTATIVE(PRINT NAME) PHONE

Company Name: Fayetteville, City Of
Contract Number: S00001012130
Contract Modifier: RN24-JUN-14 13:02:40
Contract Start Date: 01/01/2015
Contract End Date: 12/31/2015

Service Terms and Conditions

Motorola Solutions, Inc. ("Motorola") and the City of Fayetteville ("City") hereby agree as follows:

Section 1 APPLICABILITY

These Service Terms and Conditions apply to service contracts whereby Motorola will provide to City either (1) maintenance, support, or other services under a Motorola Service Agreement, or (2) installation services under a Motorola Installation Agreement.

Section 2 DEFINITIONS AND INTERPRETATION

2.1. "Agreement" means these Service Terms and Conditions; the cover page for the Service Agreement or the Installation Agreement, as applicable; and any other attachments, all of which are incorporated herein by this reference. In interpreting this Agreement and resolving any ambiguities, these Service Terms and Conditions take precedence over any cover page, and the cover page takes precedence over any attachments, unless the cover page or attachment states otherwise.

2.2. "Equipment" means the equipment that is specified in the attachments or is subsequently added to this Agreement.

2.3. "Services" means those installation, maintenance, support, training, and other services described in this Agreement.

Section 3 ACCEPTANCE

City accepts these Service Terms and Conditions and agrees to pay the prices set forth in the Agreement. This Agreement becomes binding only when accepted in writing by Motorola. The term of this Agreement begins on the "Start Date" indicated in this Agreement.

Section 4 SCOPE OF SERVICES

4.1. Motorola will provide the Services described in this Agreement or in a more detailed statement of work or other document attached to this Agreement. At City's request, Motorola may also provide additional services at Motorola's then-applicable rates for the services.

4.2. If Motorola is providing Services for Equipment, Motorola parts or parts of equal quality will be used; the Equipment will be serviced at levels set forth in the manufacturer's product manuals; and routine service procedures that are prescribed by Motorola will be followed.

4.3. If City purchases from Motorola additional equipment that becomes part of the same system as the initial Equipment, the additional equipment may be added to this Agreement and will be billed at the applicable rates after the warranty for that additional equipment expires.

4.4. All Equipment must be in good working order on the Start Date or when additional equipment is added to the Agreement. Upon reasonable request by Motorola, City will provide a complete serial and model number list of the Equipment. City must promptly notify Motorola in writing when any Equipment is lost, damaged, stolen or taken out of service. City's obligation to pay Service fees for this Equipment will terminate at the end of the month in which Motorola receives the written notice.

4.5. City must specifically identify any Equipment that is labeled intrinsically safe for use in hazardous environments.

4.6. If Equipment cannot, in Motorola's reasonable opinion, be properly or economically serviced for any reason, Motorola may modify the scope of Services related to that Equipment; remove that Equipment from the Agreement; or increase the price to Service that Equipment.

4.7. City must promptly notify Motorola of any Equipment failure. Motorola will respond to City's notification in a manner consistent with the level of Service purchased as indicated in this Agreement.

Section 5 EXCLUDED SERVICES

5.1. Service excludes the repair or replacement of Equipment that has become defective or damaged from use in other than the normal, customary, intended, and authorized manner; use not in compliance with applicable industry standards; excessive wear and tear; or accident, liquids, power surges, neglect, acts of God or other force majeure events.

5.2. Unless specifically included in this Agreement, Service excludes items that are consumed in the normal operation of the Equipment, such as batteries or magnetic tapes.; upgrading or reprogramming Equipment; accessories, belt clips, battery chargers, custom or special products, modified units, or software; and repair or maintenance of any transmission line, antenna, microwave equipment, tower or tower lighting, duplexer, combiner, or multicoupler. Motorola has no obligations for any transmission medium, such as telephone lines, computer networks, the internet or the worldwide web, or for Equipment malfunction caused by the transmission medium.

Section 6 TIME AND PLACE OF SERVICE

Service will be provided at the location specified in this Agreement. When Motorola performs service at City's location, City will provide Motorola, at no charge, a non-hazardous work environment with adequate shelter, heat, light, and power and with full and free access to the Equipment. Waivers of liability from Motorola or its subcontractors will not be imposed as a site access requirement. City will provide all information pertaining to the hardware and software elements of any system with which the Equipment is interfacing so that Motorola may perform its Services. Unless otherwise stated in this Agreement, the hours of Service will be 8:30 a.m. to 4:30 p.m., local time, excluding weekends and holidays. Unless otherwise stated in this Agreement, the price for the Services exclude any charges or expenses associated with helicopter or other unusual access requirements; if these charges or expenses are reasonably incurred by Motorola in rendering the Services, City agrees to reimburse Motorola for those charges and expenses.

Section 7 CITY CONTACT

City will provide Motorola with designated points of contact (list of names and phone numbers) that will be available twenty-four (24) hours per day, seven (7) days per week, and an escalation procedure to enable City's personnel to maintain contact, as needed, with Motorola.

Section 8 PAYMENT

Unless alternative payment terms are stated in this Agreement, Motorola will invoice City in advance for each payment period. All other charges will be billed monthly, and City must pay each invoice in U.S. dollars within twenty (20) days of the invoice date. City will reimburse Motorola for all property taxes, sales and use taxes, excise taxes, and other taxes or assessments that are levied as a result of Services rendered under this Agreement (except income, profit, and franchise taxes of Motorola) by any governmental entity.

Section 9 WARRANTY

Motorola warrants that its Services under this Agreement will be free of defects in materials and workmanship for a period of ninety (90) days from the date the performance of the Services are

completed. In the event of a breach of this warranty, City's sole remedy is to require Motorola to re-perform the non-conforming Service or to refund, on a pro-rata basis, the fees paid for the non-conforming Service. MOTOROLA DISCLAIMS ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

Section 10 DEFAULT/TERMINATION

10.1. If either party defaults in the performance of this Agreement, the other party will give to the non-performing party a written and detailed notice of the default. The non-performing party will have thirty (30) days thereafter to provide a written plan to cure the default that is acceptable to the other party and begin implementing the cure plan immediately after plan approval. If the non-performing party fails to provide or implement the cure plan, then the injured party, in addition to any other rights available to it under law, may immediately terminate this Agreement effective upon giving a written notice of termination to the defaulting party.

10.2. Any termination of this Agreement will not relieve either party of obligations previously incurred pursuant to this Agreement, including payments which may be due and owing at the time of termination. All sums owed by City to Motorola will become due and payable immediately upon termination of this Agreement. Upon the effective date of termination, Motorola will have no further obligation to provide Services.

Section 11 LIMITATION OF LIABILITY

Except for personal injury or death, Motorola's total liability, whether for breach of contract, warranty, negligence, strict liability in tort, or otherwise, will be limited to the direct damages recoverable under law, but not to exceed the price of twelve (12) months of Service provided under this Agreement. ALTHOUGH THE PARTIES ACKNOWLEDGE THE POSSIBILITY OF SUCH LOSSES OR DAMAGES, THEY AGREE THAT MOTOROLA WILL NOT BE LIABLE FOR ANY COMMERCIAL LOSS; INCONVENIENCE; LOSS OF USE, TIME, DATA, GOOD WILL, REVENUES, PROFITS OR SAVINGS; OR OTHER SPECIAL, INCIDENTAL, INDIRECT, OR CONSEQUENTIAL DAMAGES IN ANY WAY RELATED TO OR ARISING FROM THIS AGREEMENT OR THE PERFORMANCE OF SERVICES BY MOTOROLA PURSUANT TO THIS AGREEMENT. No action for contract breach or otherwise relating to the transactions contemplated by this Agreement may be brought more than one (1) year after the accrual of the cause of action, except for money due upon an open account. This limitation of liability will survive the expiration or termination of this Agreement and applies notwithstanding any contrary provision.

Section 12 EXCLUSIVE TERMS AND CONDITIONS

12.1. This Agreement supersedes all prior and concurrent agreements and understandings between the parties, whether written or oral, related to the Services, and there are no agreements or representations concerning the subject matter of this Agreement except for those expressed herein. Changes, modifications, or amendments in scope, price or fees to this Agreement shall not be allowed without a prior formal Agreement Amendment to be approved by Motorola and the Mayor and the City Council in advance of the change in scope, cost or fees.12.2. City agrees to reference this Agreement on any purchase order issued in furtherance of this Agreement, however, an omission of the reference to this Agreement will not affect its applicability. In no event will either party be bound by any terms contained in a City purchase order, acknowledgement, or other writings unless: the purchase order, acknowledgement, or other writing specifically refers to this Agreement; clearly indicate the intention of both parties to override and modify this Agreement; and the purchase order, acknowledgement, or other writing is signed by authorized representatives of both parties.

Section 13 PROPRIETARY INFORMATION; CONFIDENTIALITY; INTELLECTUAL PROPERTY RIGHTS

13.1. Any information or data in the form of specifications, drawings, reprints, technical information or otherwise furnished to City under this Agreement will remain Motorola's property, will be deemed proprietary, will be kept confidential to the extent permitted by law, and will be promptly returned at Motorola's request. City may not disclose, without Motorola's written permission or as required by law, any confidential information or data to any person, or use confidential information or data for any purpose other than performing its obligations under this Agreement. The obligations set forth in this Section survive the expiration or termination of this Agreement. Notwithstanding anything herein to the contrary, Motorola acknowledges that City contracts and documents prepared while performing city contractual work are subject to the Arkansas Freedom of Information Act. If a Freedom of Information Act request is presented to the City of Fayetteville, Motorola will do everything possible to provide the documents in a prompt and timely manner as prescribed in the Arkansas Freedom of Information Act (A.C.A 25-19-101 et. seq) Only legally authorized photocopying costs pursuant to the FOIA may be assessed for this compliance.

13.2. Unless otherwise agreed in writing, no commercial or technical information disclosed in any manner or at any time by City to Motorola will be deemed secret or confidential. Motorola will have no obligation to provide City with access to its confidential and proprietary information, including cost and pricing data.

13.3. This Agreement does not grant directly or by implication, estoppel, or otherwise, any ownership right or license under any Motorola patent, copyright, trade secret, or other intellectual property, including any intellectual property created as a result of or related to the Equipment sold or Services performed under this Agreement.

Section 14 FCC LICENSES AND OTHER AUTHORIZATIONS

City is solely responsible for obtaining licenses or other authorizations required by the Federal Communications Commission or any other federal, state, or local government agency and for complying with all rules and regulations required by governmental agencies. Neither Motorola nor any of its employees is an agent or representative of City in any governmental matters.

Section 15 COVENANT NOT TO EMPLOY

During the term of this Agreement and continuing for a period of two (2) years thereafter, City will not hire, engage on contract, solicit the employment of, or recommend employment to any third party of any employee of Motorola or its subcontractors without the prior written authorization of Motorola. This provision applies only to those employees of Motorola or its subcontractors who are responsible for rendering services under this Agreement. If this provision is found to be overly broad under applicable law, it will be modified as necessary to conform to applicable law.

Section 16 MATERIALS, TOOLS AND EQUIPMENT

All tools, equipment, dies, gauges, models, drawings or other materials paid for or furnished by Motorola for the purpose of this Agreement will be and remain the sole property of Motorola. City will safeguard all such property while it is in City's custody or control, be liable for any loss or damage to this property, and return it to Motorola upon request. This property will be held by City for Motorola's use without charge and may be removed from City's premises by Motorola at any time without restriction.

Section 17 GENERAL TERMS

17.1. If any court renders any portion of this Agreement unenforceable, the remaining terms will continue in full force and effect.

17.2. This Agreement and the rights and duties of the parties will be interpreted in accordance with the laws of the State of Arkansas.

17.3. Failure to exercise any right will not operate as a waiver of that right, power, or privilege.

17.4. Neither party is liable for delays or lack of performance resulting from any causes that are beyond that party's reasonable control, such as strikes, material shortages, or acts of God.

17.5. Motorola may subcontract any of the work, but subcontracting will not relieve Motorola of its duties under this Agreement.

17.6. Except as provided herein, neither Party may assign this Agreement or any of its rights or obligations hereunder without the prior written consent of the other Party, which consent will not be unreasonably withheld. Any attempted assignment, delegation, or transfer without the necessary consent will be void. Notwithstanding the foregoing, Motorola may assign this Agreement to any of its affiliates or its right to receive payment without the prior consent of City. In addition, in the event Motorola separates one or more of its businesses (each a "Separated Business"), whether by way of a sale, establishment of a joint venture, spin-off or otherwise (each a "Separation Event"), Motorola may, without the prior written consent of the other Party and at no additional cost to Motorola, assign this Agreement such that it will continue to benefit the Separated Business and its affiliates (and Motorola and its affiliates, to the extent applicable) following the Separation Event.

17.7. THIS AGREEMENT SHALL COMMENCE ON JANUARY 1, 2015 AND CONTINUE FOR A TERM OF ONE (1) YEAR WITH AUTOMATIC ANNUAL RENEWAL UP TO FOUR (4) ADDITIONAL ONE-YEAR PERIODS. EITHER PARTY MAY TERMINATE THIS AGREEMENT BY PROVIDING THE OTHER PARTY WITH AT LEAST THIRTY (30) DAYS WRITTEN NOTICE PRIOR TO THE END OF THE THEN CURRENT TERM OR RENEWAL TERM. Motorola agrees that the contract price listed on the Cover Page will remain fixed for the initial term and for four one year subsequent renewals.

17.8. If Motorola provides Services after the termination or expiration of this Agreement, the terms and conditions in effect at the time of the termination or expiration will apply to those Services and City agrees to pay for those services on a time and materials basis at Motorola's then effective hourly rates.

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0555

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: C. 6

A RESOLUTION TO APPROVE THE ATTACHED BUDGET ADJUSTMENT FOR BOTH THE 2014 AND 2015 BUDGETS TO CREATE THE HOTEL, MOTEL AND RESTAURANT 2014 BOND CAPITAL IMPROVEMENT FUND IN THE AMOUNT OF $7,181.004.00 FOR THE WALTON ARTS CENTER EXPANSION AND ENHANCEMENT PROJECT AND $3,642.656.00 FOR PHASE I OF THE REGIONAL PARK PROJECT

WHEREAS, the citizens of Fayetteville approved the issuance of Hotel, Motel and Restaurant Capital Improvement Bonds for the Walton Arts Center expansion and enhancement project, the Regional Park project, and to pay off the previously issued HMR bonds; and

WHEREAS, the City Council authorized the issuance of the 2014 Hotel, Motel and Restaurant Capital Improvement Bonds to finance a portion of these improvement projects and to pay off the existing HMR bonds; and

WHEREAS, the 2014 Hotel, Motel and Restaurant Capital Improvement Bonds have been sold and the previously issued HMR bonds have been paid so that the remaining funds from the bond sales can be divided pursuant to the voters' approval with $7,181,004.00 allocated to the Walton Arts Center expansion and enhancement project and $3,642,656.00 allocated to the Regional Park project; and

WHEREAS, these funds should be placed into a new Hotel, Motel and Restaurant (HMR) 2014 Bond Capital Improvement Fund and appropriated into the existing 2014 Budget and all remaining funds on January 1, 2015, appropriated into the 2015 Budget.

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

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves the attached budget adjustment for both the 2014 and 2015 budgets to create the Hotel, Motel and Restaurant 2014 Bond Capital Improvement Fund in the amount of $7,181,004.00 for the Walton Arts Center expansion and enhancement project and $3,642,656.00 for Phase I of the Regional Park project.

City of Fayetteville Staff Review Form

2014-0555

Legistar File ID

12/16/2014

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

Paul A. Becker	11/24/2014	Chief Financial Officer / Finance & Internal Services Department
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

This request is for the City Council to appropriate in both the 2014 and 2015 budgets, the proceeds of the 2014 HMR Bond Issue. This will authorize the use of the proceeds of the 2014 HMR Bond Issue for the intended purposes which are the Walton Arts Center Expansion Project and the Regional Park Project. Approval of a Budget Adjustment is required to amend the 2014/2015 budgets.

Budget Impact:

4570.XXXX.XXXX.XX	4570 - HMR 2014 Bond Capital Improvement
Account Number	Fund
XXXXX	Walton Arts Center Expansion Regional Park Phase 1
Project Number	Project Title

Budgeted Item?	No	Current Budget	$	-
		Funds Obligated	$	-
		Current Balance	**$**	**-**
Does item have a cost?	No	Item Cost	$	-
Budget Adjustment Attached?	Yes	Budget Adjustment	$	11,043,691.00
		Remaining Budget	**$**	**11,043,691.00**

V20140710

Previous Ordinance or Resolution # Ord #5713

Original Contract Number: _____

Approval Date: _____

Comments:

CITY OF Fayetteville ARKANSAS

CITY COUNCIL AGENDA MEMO

MEETING OF DECEMBER 16, 2014

TO: Mayor and City Council

FROM: Paul A. Becker, Chief Financial Officer

DATE: November 24, 2014

SUBJECT: Appropriation Authority for Hotel, Motel and Restaurant Gross Receipts Tax and Tourism Revenue Capital Improvements and Refunding Bonds Series 2014

RECOMMENDATION:
It is recommended that the attached budget amendment be approved for inclusion in both the fiscal 2014 and 2015 budgets so work may commence as soon as construction is ready to proceed.

BACKGROUND:
Pursuant to the passage of Ordinance 5713 on September 16, 2014 the Hotel, Motel and Restaurant Gross Receipts Tax and Tourism Revenue Capital Improvement and Refunding Bonds Series 2014 has been sold. To proceed with the identified capital improvement projects it is necessary to create the HMR 2014 Bond Capital Improvement Fund and appropriate the proceeds of the bond issue to the identified projects.

BUDGET/STAFF IMPACT:
The attached budget amendment will appropriate the funds available for the HMR 2014 Bond Capital Improvement Fund in the amount of $7,181,004 for the Walton Arts Center expansion and $3,642,656 for the Regional Park Phase I project. The budget adjustment also includes issuance costs which have been deducted from the bond proceeds.

Attachments:
Budget amendment allocating funding for the above projects and bond issuance costs.

City of Fayetteville, Arkansas - Budget Adjustment Form (Legistar)

Budget Year	Division:	Chief Financial Officer	Adjustment Number
2014	Dept.:	Finance & Internal Services	
	Requestor:	Paul A. Becker	

BUDGET ADJUSTMENT DESCRIPTION / JUSTIFICATION:

$11,043,691 in the HMR 2014 Bond Capital Improvement Fund for the recognition of Bond Proceeds.

COUNCIL DATE: 12/16/2014

LEGISTAR FILE ID#: **2014-0555**

Barbara Fell
11/25/2014 2:11 PM

Budget Director Date

TYPE:

DESCRIPTION:

GLDATE:

POSTED: /

RESOLUTION/ORDINANCE

v.20141113

Account Number	Increase / (Decrease) Expense	Increase / (Decrease) Revenue	Project.Sub# Project	Project.Sub# Sub	AT	Account Name
TOTAL	11,043,691	11,043,691				
4570.0957.6884.00	-	10,980,000			RE	**Proceeds from Bond Sales
4570.0957.6884.02	-	662,791			RE	**Premium on Bond Issue
4570.0957.6884.00	-	(599,100)			RE	**Proceeds from Bond Sales
4570.9570.7506.00	192,300	-			EX	**Bond Issuance Cost
4570.9570.7506.00	27,731	-			EX	**Bond Issuance Cost
4570.9575.5804.00	7,181,004	-			EX	**Building Costs
4570.9570.5806.00	3,642,656	-			EX	**Park Improvements
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				
	-	-				

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD -
479-521-1316

Text File

File Number: 2014-0553

Agenda Date: 12/16/2014 **Version:** 1 **Status:** Agenda Ready

In Control: City Council **File Type:** Resolution

Agenda Number: C. 7

AN ORDINANCE TO AMEND §31.16 ALDERMEN, COMPENSATION TO PROVIDE THAT ALDERMEN MAY PARTICIPATE IN THE CITY OF FAYETTEVILLE EMPLOYEE HEALTH INSURANCE PLAN AS A DEFINED CLASS DURING THEIR ELECTED TERMS OF OFFICE

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 amends §31.16(A) of the Fayetteville Code by repealing it in its entirety and enacting a replacement §31.16(A) as shown below:

"**31.16 Aldermen, Compensation**

(A) Compensation for each alderman shall be in the amount of $1,042.00 per month without regular city benefits, except that aldermen may elect to participate in the City health insurance plan as a separate defined class."

City of Fayetteville Staff Review Form

2014-0553

Legistar File ID

12/16/2014

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

Don Marr	12/2/2014	Chief of Staff
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

An Ordinance to amend §31.16 Aldermen, Compensation to provide that Aldermen may participate in the City of Fayetteville employee health insurance plan as a defined class during their elected terms of office.

Budget Impact:

1010.XXX.5108.00	General Fund
Account Number	Fund
Project Number	Project Title

Budgeted Item?	Yes	Current Budget	$	2,695,770.00
		Funds Obligated	$	-
		Current Balance	$	2,695,770.00
Does item have a cost?	No	Item Cost		
Budget Adjustment Attached?	No	Budget Adjustment		
		Remaining Budget	$	2,695,770.00

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____ Approval Date: _____

Comments:

ORDINANCE NO. _____

AN ORDINANCE TO AMEND §31.16 ALDERMEN, COMPENSATION TO PROVIDE THAT ALDERMEN MAY PARTICIPATE IN THE CITY OF FAYETTEVILLE EMPLOYEE HEALTH INSURANCE PLAN AS A DEFINED CLASS DURING THEIR ELECTED TERMS OF OFFICE

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"31.16 Aldermen, Compensation

(A) Compensation for each alderman shall be in the amount of $1,042.00 per month without regular city benefits, except that aldermen may elect to participate in the City health insurance plan as a separate defined class."

PASSED and **APPROVED** this _____ day of _____, 20____.

APPROVED:

By: _____
LIONELD JORDAN, Mayor

ATTEST:

By: _____
SONDRA E. SMITH, City Clerk/Treasurer

CITY COUNCIL AGENDA MEMO

To: Mayor Lioneld Jordan and City Council members
Thru: Mayor Jordan
From: Don Marr, Chief of Staff
Date: December 2, 2014
Subject: Alderman insurance benefits

PROPOSAL:

It is proposed that City of Fayetteville Alderman be offered health insurance as of January 1, 2015.

Health Care Reform laws mandate that, as of January 1, 2015, employers offer health insurance to employees who average at least 30 hours a week[1]. **The City's Benefits Broker, Gallagher Benefits Services, has opined through its Legal Department that the City's Alderman fall under the definition of "employee"** (if they work 30 or more hours a week) ,for purposes of the City's obligations under Health Care Reform laws.

The Administration recommends addressing this issue as follows:

Recommendation:
Under this proposal, effective January 1, 2015 all Aldermen would be offered health insurance as a defined class within our Blue Cross Blue Shield Application for the period of time while in service to the City. This would provide Aldermen the option to be provided health insurance coverage so that the City of Fayetteville is in compliance with the Health Care Reform laws, without timekeeping paperwork having to be submitted monthly.

If the Council does not authorize Alderman to be designated as an insured class in the AR BC/BS plan, any Alderman who confirms that he/she averages more than 30 hours a week in performing their Alderman duties, the City will still be required to offer health insurance to these individuals as required by federal law.

BUDGET IMPACT:

The cost to the City would be the City's contribution to the health insurance premiums for those council members who elect coverage. A chart showing the allotment of health insurance premiums costs is attached.

[1] For existing employees, the twelve month period for measuring the average weekly hours worked is, for the City of Fayetteville, August 1st through July 31st of each year. For new employees, it is acceptable to go by the anticipated work schedule.

2015 Health Insurance Rates

	MONTHLY CALCULATIONS			
PPO Rate Tier	Total Monthly Premiums	Monthly Employee Contribution	Monthly Employer Contribution	Employee Cost Share %
2014 Single	$386.93	$77.38	$309.55	20.00%
2014 Family	$1,025.34	$358.86	$666.48	35.00%
2015 Single	$414.79	$82.96	$331.83	20.00%
2015 Family	$1,099.16	$384.72	$714.44	35.00%

HDHP (High Deductible)

	MONTHLY CALCULATIONS					
HDHP Rate Tier	Total Monthly Premiums	Monthly Employee Contribution	Monthly Employer Contribution	Total Employee Cost Share % (for 2015 means prior 5% cost share plus assuming 20% of the increase for individual and 35% of the increase for family)	Employer's Monthly Health Savings Account Contribution (assumes same for 2014 & 2015)	Total Employer Monthly Contribution (Premium + Health Savings Account Contribution
2014 Single	$204.11	$10.20	$193.91	5.00%	$70.80	$264.71
2014 Family	$540.86	$27.04	$513.82	5.00%	$156.66	$670.48
2015 Single	$218.81	$13.16	$205.65	6.01%	$70.80	$276.45
2015 Family	$579.80	$40.68	$539.12	7.02%	$156.66	$695.78

Agenda Session 12-09-14

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD - 479-521-1316

Meeting Agenda - Tentative Agenda

Tuesday, December 16, 2014

5:30 PM

City Hall--Room 219

City Council

Adella Gray Ward 1
Sarah Marsh Ward 1
Mark Kinion Ward 2
Matthew Petty Ward 2
Justin Tennant Ward 3
Martin W. Schoppmeyer, Jr. Ward 3
Rhonda Adams Ward 4
Alan Long Ward 4

ELECTED OFFICIALS:
Mayor Lioneld Jordan
City Attorney Kit Williams
City Clerk Sondra Smith

Call To Order

Roll Call

Pledge of Allegiance

Mayor's Announcements, Proclamations and Recognitions

1. **2014-0536** Alderman Rhonda Adams Recognition

City Council Meeting Presentations, Reports and Discussion Items:

1. **2014-0562** Mayor confirmation of the Public Facilities Board Appointment

   Attachments: Public Facilities Board Appointment

2. **2014-0563** Mayor confirmation of the Northwest Arkansas Regional Airport Authority Appointments

   Attachments: NWA Regional Airport Board Appointment

3. **2014-0537** Nominating Committee Report

Add 4. Town Center Report

Agenda Additions:

A. Consent:

A. 1 **2014-0316** Approval of the December 2, 2014 City Council Meeting Minutes

A. 2 **2014-0480** A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT FOR HOUSING CONTRACT SERVICES IN THE AMOUNT OF $11,364.00 REPRESENTING COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM INCOME RECEIVED THROUGH A HOUSING PROGRAM LIEN PAYOFF, AND TO APPROVE A BUDGET ADJUSTMENT FOR COMMUNITY OUTREACH PROJECTS IN THE AMOUNT OF $627.00 REPRESENTING DONATIONS TO RANGER'S PANTRY AND THE SENIOR GIVING TREE

   Attachments: SRF-SRM-Donations and PI

   BA-Donations and PI

A. 3 **2014-0540** A RESOLUTION TO APPROVE CHANGE ORDER NO. 2 TO THE CONTRACT WITH BENCHMARK CONSTRUCTION IN THE AMOUNT OF $6,703.00 FOR INSTALLATION OF A SIDEWALK AND AN AMERICANS WITH DISABILITIES ACT COMPLIANT RAMP FOR THE FIRE STATION NO. 1 DRIVEWAY REPLACEMENT PROJECT

Attachments: SRF & SRM Change Order 2 at Station #1

A. 4 **2014-0545** A RESOLUTION TO AWARD BID #14-45 AND AUTHORIZE A CONTRACT WITH JL BRYSON, INC. FOR THE INSTALLATION OF AN OZONE DISINFECTION SYSTEM AT THE NOLAND WASTEWATER TREATMENT PLANT IN THE AMOUNT OF $867,010.00, TO APPROVE A PROJECT CONTINGENCY IN THE AMOUNT OF $86,701.00, AND TO APPROVE A BUDGET ADJUSTMENT

Attachments: Noland Ozone Construction Contract-JL Bryson, Inc Revised by Michelle

BA Noland Ozone Disinfection Construction

A. 5 **2014-0551** A RESOLUTION TO AWARD BID #14-64 TO EVANS ENTERPRISES, INC. TO REBUILD FOUR (4) MOTORS AND TO PURCHASE FOUR (4) VARIABLE FREQUENCY DRIVES AND LOAD REACTORS FOR THE NOLAND WASTEWATER TREATMENT PLANT IN THE AMOUNT OF $42,341.74 PLUS APPLICABLE TAXES

Attachments: SRP Noland Basin Motor Rebuilds and VFDs Bid 14-64

A. 6 **2014-0550** A RESOLUTION TO AWARD BID #14-61 TO ROGERS IRON AND METAL FOR THE REMOVAL AND RECYCLING OF SCRAP METAL ITEMS FOR AN AMOUNT ESTABLISHED IN THE SEVENTH EFFECTIVE ISSUE OF THE AMERICAN METAL MARKET AUTOMOBILE SCRAP INDEX EACH MONTH FOR THE ARKANSAS/TENNESSEE MARKET LESS ROGERS IRON AND METAL's OPERATING COSTS IN THE AMOUNT OF $96.00 PER TON

Attachments: SRF Scrap Metal Bid RIMCO 11-24-14

A. 7 **2014-0552** A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT IN THE TOTAL AMOUNT OF $44,018.00 RECOGNIZING FEDERAL AND STATE LAW ENFORCEMENT FORFEITURE REVENUE RECEIVED THROUGH NOVEMBER 2014

Attachments: SRP - Forfeitures - Nov 2014

BA - Forfeitures - Nov 2014

A. 8 **2014-0548** A RESOLUTION TO APPROVE A BUDGET ADJUSTMENT IN THE TOTAL AMOUNT OF $7,900.00 RECOGNIZING DONATION REVENUE TO THE FAYETTEVILLE POLICE DEPARTMENT IN SUPPORT OF OFFICER SERVICE AWARDS, GENERAL RECOGNITION AND REPAIR OF THE VANDALIZED POLICE MEMORIAL MONUMENT

Attachments: SRP - Donations - Nov 2014

BA - Donations - Nov 2014

A. 9 **2014-0559** A RESOLUTION TO APPROVE AMENDMENT NO. 2 TO THE MEMORANDUM OF UNDERSTANDING WITH THE WATERSHED CONSERVATION RESOURCE CENTER IN AN AMOUNT NOT TO EXCEED $6,020.00 FOR ENHANCEMENT OF THE EXISTING FLOODPLAIN OF THE NIOKASKA CREEK IN SWEETBRIAR PARK, MONITORING OF BANK EROSION AND REPAIRS TO ROCK STRUCTURES CONSTRUCTED AS PART OF THE ORIGINAL STREAM RESTORATION PROJECT

Attachments: 2014-0559 WCRC Contract Amendment No 2

B. Unfinished Business:

B. 1 **2014-0447** AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4850, FOR APPROXIMATELY 4.96 ACRES, LOCATED ALONG THE NORTH SIDE OF MARTIN LUTHER KING BOULEVARD BETWEEN GOVERNMENT AND HILL AVENUES, FROM I-1, HEAVY COMMERCIAL/LIGHT INDUSTRIAL, TO C-2, THOROUGHFARE COMMERCIAL

Attachments: Appeal Letter 14-4850

SRM 14-4850

ORD 14-4850

EX A 14-4850

EX B 14-4850

Photographs 14-4850

Staff Report 14-4850

Maps 14-4850

Additional Information

120214 Hanna's Landing RZN E-mail CC Handout

120214 Hanna's Landing RZN Petitions

Legislative History

12/2/14 City Council tabled

This ordinance was left on the First Reading at the November 6, 2014 City Coucil meeting and tabled to the December 2, 2014 City Council meeting. This ordinance was left on the second reading at the December 2, 2014 City Council Meeting.

C. New Business:

C. 1 **2014-0554** AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4875, FOR APPROXIMATELY 20.54 ACRES, LOCATED AT THE WEST END OF TRUCKERS DRIVE FROM R-PZD, RESIDENTIAL PLANNED ZONING DISTRICT, PARK WEST 05-1796, TO RMF-12, RESIDENTIAL MULTI FAMILY, 12 UNITS PER ACRE

Attachments: 14-4875 CC PACKET

14-4875 CC ORD

C. 2 **2014-0538** A RESOLUTION TO ENDORSE THE NORTHWEST ARKANSAS BICYCLE AND PEDESTRIAN MASTER PLAN CREATED BY THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION AND ALTA PLANNING AND DESIGN

Attachments: 2014-0538 NWA Regional Bicycle & Pedestrian Master Plan - Endorsement Me

2014-0538 NWA Regional Bicycle & Pedestrain Master Plan - Document

2014-0538 NWA Regional Bicycle & Pedestrian Master Plan - Appendix

Consent **C. 3** A.10 **2014-0546** A RESOLUTION TO APPROVE AMENDMENT NO. 6 TO THE AGREEMENT FOR OPERATIONS, MAINTENANCE AND MANAGEMENT SERVICES BETWEEN THE CITY OF FAYETTEVILLE, ARKANSAS AND CH2M HILL ENGINEERS, INC. IN THE AMOUNT OF $7,902,543.00 FOR SERVICES IN 2015.

Attachments: CH2M HILL Contract Amendment 6

Consent **C. 4** A.11 **2014-0556** A RESOLUTION TO APPROVE A BUDGET ADJUSMENT IN THE AMOUNT OF $500,000.00 FOR THE DEVELOPMENT OF A MASTER TRANSPORTATION PLAN

Attachments: 2014-0556 Budget Adjustment for Transportation Master Plan

BA Transportation Master Plan

C. 5 C3 **2014-0523** AN ORDINANCE TO WAIVE THE REQUIREMENTS OF FORMAL COMPETITIVE BIDDING AND APPROVE A ONE YEAR CONTRACT WITH MOTOROLA SOLUTIONS, INC. IN THE AMOUNT OF $98,422.92 PLUS APPLICABLE TAXES WITH AUTOMATIC RENEWAL FOR FOUR ADDITIONAL YEARS FOR MAINTENANCE OF THE CITY'S MOTOROLA SIMULCAST RADIO SYSTEM, CONTINGENT ON APPROVAL OF THE 2015 ANNUAL CITY BUDGET AND WORK PROGRAM

Attachments: Radio Maintenance Motorola Inc

Consent **C. 6** A.12 **2014-0555** A RESOLUTION TO APPROVE THE ATTACHED BUDGET ADJUSTMENT FOR BOTH THE 2014 AND 2015 BUDGETS TO CREATE THE HOTEL, MOTEL AND RESTAURANT 2014 BOND CAPITAL IMPROVEMENT FUND IN THE AMOUNT OF $7,181.004.00 FOR THE WALTON ARTS CENTER EXPANSION AND ENHANCEMENT PROJECT AND $3,642.656.00 FOR PHASE I OF THE REGIONAL PARK PROJECT

Attachments: SRF_SRM_HMR Bond Issue Revised

BA - HMR 2014 Bond Proceeds.xlsm

C. 7 C4 **2014-0553** AN ORDINANCE TO AMEND §31.16 ALDERMEN, COMPENSATION TO PROVIDE THAT ALDERMEN MAY PARTICIPATE IN THE CITY OF FAYETTEVILLE EMPLOYEE HEALTH INSURANCE PLAN AS A DEFINED CLASS DURING THEIR ELECTED TERMS OF OFFICE

Attachments: Alderman Health Insurance 12-2014

D. City Council Agenda Session Presentations:

1. **2014-0539** Agenda Session Presentation - Spring Street Parking Deck Construction Update - Jermy Pate, Development Services Director

E. City Council Tour:

F. Announcements:

G. Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE

Add:

was C3 C.8. C5 71.016 insurance requirements for motorized bicycles

was C4 C.9. C6 Real Estate

C.10. C7 Outsourcing core public services.

All interested persons may address the City Council on agenda items of New and Old Business. Please wait for the Mayor to request public comment and then come to the podium, give your name, address, and comments about the agenda item. Please address only the Mayor. Questions are usually answered by the Mayor, Aldermen or Staff after the public comment period is over. Please keep your comments brief and respectful. Each person is only allowed one turn at the microphone for discussion of an agenda item.

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

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

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

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

Old business and new business.

Presentations by staff and applicants. Agenda items shall be introduced by the Mayor and, if an ordinance, read by the City Attorney. City staff shall then present a report. An agenda applicant (city contractor, rezoning or development applicant, etc.) may present its proposal only during this presentation period, but may be recalled by an alderman later to answer questions. Staff and applicants may use electronic visual aids in a City Council meeting as part of their presentation.

Public comments. Public comment shall be allowed for all members of the audience on all items of old and new business and subjects of public hearings. No electronic visual aid presentations shall be allowed, but the public may submit photos, petitions, etc. to be distributed to the City Council. If a member of the public wishes for the City Clerk to distribute materials to the City Council before its meeting, such materials should be supplied to the City Clerk office no later than 9:00 a.m. on the day of the City Council meeting. Any member of the public shall first state his or her name and address, followed by a concise statement of the person's position on the question under discussion. Repetitive comments should be avoided; this applies to comments made previously either to the City Council or to the Planning Commission when those Planning Commission minutes have been provided to the Aldermen. All remarks shall be addressed to the Mayor or the City Council as a whole and not to any particular member of the City Council. No person other than the Aldermen and the person having the floor shall be permitted to enter into any discussions without permission of the Mayor. No questions shall be directed to an Alderman or city staff member except through the Mayor.

Courtesy and respect.

All members of the public, all city staff and elected officials shall accord the utmost courtesy and respect to each other at all times. All shall refrain from rude or derogatory remarks, reflections as to integrity, abusive comments and statements about motives or personalities. Any member of the public who violates these standards shall be ruled out of order by the Mayor, must immediately cease speaking and shall leave the podium.

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

A copy of the complete City Council agenda is available at accessfayetteville.org or in the office of the City Clerk, 113 W. Mountain, Fayetteville, Arkansas.

Pre Agenda Meeting 12-3-14

City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
479-575-8323 TDD - 479-521-1316

Meeting Agenda - Draft

Tuesday, December 16, 2014

5:30 PM

City Hall--Room 219

City Council

Adella Gray Ward 1
Sarah Marsh Ward 1
Mark Kinion Ward 2
Matthew Petty Ward 2
Justin Tennant Ward 3
Martin W. Schoppmeyer, Jr. Ward 3
Rhonda Adams Ward 4
Alan Long Ward 4

ELECTED OFFICIALS:
Mayor Lioneld Jordan
City Attorney Kit Williams
City Clerk Sondra Smith

Call To Order

Roll Call

Pledge of Allegiance

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2. **2014-0563** Mayor confirmation of the Northwest Arkansas Regional Airport Authority Appointments

Attachments: NWA Regional Airport Board Appointment

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BA-Donations and PI

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A T 8 2

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BA_Noland Ozone Disinfection Construction

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NB # 3

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Attachments: CH2M HILL Contract Amendment 6

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A.6

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BA - Forfeitures - Nov 2014

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A.8

Attachments: SRP - Donations - Nov 2014

BA - Donations - Nov 2014

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A.9

Nbt#2

Attachments: 2014-0559 WCRC Contract Amendment No 2

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2014-0538 NWA Regional Bicycle & Pedestrain Master Plan - Document

2014-0538 NWA Regional Bicycle & Pedestrian Master Plan - Appendix

B. Unfinished Business:

B.1 **2014-0447** AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4850, FOR APPROXIMATELY 4.96 ACRES, LOCATED ALONG THE NORTH SIDE OF MARTIN LUTHER KING BOULEVARD BETWEEN GOVERNMENT AND HILL AVENUES, FROM I-1, HEAVY COMMERCIAL/LIGHT INDUSTRIAL, TO C-2, THOROUGHFARE COMMERCIAL

Attachments:

Appeal Letter 14-4850

SRM 14-4850

ORD 14-4850

EX A 14-4850

EX B 14-4850

Photographs 14-4850

Staff Report 14-4850

Maps 14-4850

Additional Information

Legislative History

12/2/14 City Council tabled

This ordinance was left on the First Reading at the November 6, 2014 City Coucil meeting and tabled to the December 2, 2014 City Council meeting. This ordinance was left on the second reading at the December 2, 2014 City Council Meeting.

C. New Business:

C.1 **2014-0554** AN ORDINANCE REZONING THAT PROPERTY DESCRIBED IN REZONING PETITION RZN 14-4875, FOR APPROXIMATELY 20.54 ACRES, LOCATED AT THE WEST END OF TRUCKERS DRIVE FROM R-PZD, RESIDENTIAL PLANNED ZONING DISTRICT, PARK WEST 05-1796, TO RMF-12, RESIDENTIAL MULTI FAMILY, 12 UNITS PER ACRE

Attachments:

14-4875 CC PACKET

14-4875 CC ORD

C.2 **2014-0556** A RESOLUTION TO APPROVE A BUDGET ADJUSMENT IN THE AMOUNT OF $500,000.00 FOR THE DEVELOPMENT OF A MASTER TRANSPORTATION PLAN

Attachments:

2014-0556 Budget Adjustment for Transportation Master Plan

BA Transportation Master Plan

C.3 2014-0523 AN ORDINANCE TO WAIVE THE REQUIREMENTS OF FORMAL COMPETITIVE BIDDING AND APPROVE A ONE YEAR CONTRACT WITH MOTOROLA SOLUTIONS, INC. IN THE AMOUNT OF $98,422.92 PLUS APPLICABLE TAXES WITH AUTOMATIC RENEWAL FOR FOUR ADDITIONAL YEARS FOR MAINTENANCE OF THE CITY'S MOTOROLA SIMULCAST RADIO SYSTEM, CONTINGENT ON APPROVAL OF THE 2015 ANNUAL CITY BUDGET AND WORK PROGRAM

Attachments: Radio Maintenance Motorola Inc

C.4 2014-0555 A RESOLUTION TO APPROVE THE ATTACHED BUDGET ADJUSTMENT FOR BOTH THE 2014 AND 2015 BUDGETS TO CREATE THE HOTEL, MOTEL AND RESTAURANT 2014 BOND CAPITAL IMPROVEMENT FUND IN THE AMOUNT OF $3,642.656.00 FOR THE WALTON ARTS CENTER EXPANSION AND ENHANCEMENT PROJECT AND $7,181.004.00 FOR PHASE I OF THE REGIONAL PARK PROJECT

ATSR C.U

Remove - moved to 1/6/14

Attachments: SRF_SRM_HMR Bond Issue Revised

BA - HMR 2014 Bond Proceeds.xlsm

C. 5 2014-0561 Approval of an ordinance to enter into an agreement with the Walton Arts Center and CDI,LLC for the Walton Arts Center Expansion Project.

ATSR

Attachments: 2014-0561 WAC agreement

C.6 2014-0553 AN ORDINANCE TO AMEND §31.16 ALDERMEN, COMPENSATION TO PROVIDE THAT ALDERMEN MAY PARTICIPATE IN THE CITY OF FAYETTEVILLE EMPLOYEE HEALTH INSURANCE PLAN

C.7

ATS Paused

Attachments: Alderman Health Insurance

C. 7 2014-0560 A RESOLUTION FOR A GENERAL STATEMENT ON TAXPAYER EMPOWERMENT AND THE PROVISION OF CORE CITY SERVICES PROVIDING THAT THE CITY OF FAYETTEVILLE WILL CONTINUE ALL SERVICES CURRENTLY PROVIDED OR PERFORMED BY PUBLIC EMPLOYEES RATHER THAN OUTSOURCING THOSE CORE PUBLIC SERVICES; AND TO OUTLINE CONTRACT TERMS TO BE UTILIZED WHEN OUTSOURCING ANY OTHER SERVICES REQUIRING UNIQUE PROFESSIONAL EXPERTISE NOT AVAILABLE FROM CITY EMPLOYEES

Remove ? moved to 1/6/14

Attachments: Alan Long's email FW RESOLUTION -Outsourcing -Draft.doc

D. City Council Agenda Session Presentations:

1. **2014-0539** Agenda Session Presentation - Spring Street Parking Deck Construction Update - Jermy Pate, Development Services Director

E. City Council Tour:

F. Announcements:

G. Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE

All interested persons may address the City Council on agenda items of New and Old Business. Please wait for the Mayor to request public comment and then come to the podium, give your name, address, and comments about the agenda item. Please address only the Mayor. Questions are usually answered by the Mayor, Aldermen or Staff after the public comment period is over. Please keep your comments brief and respectful. Each person is only allowed one turn at the microphone for discussion of an agenda item.

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

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

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

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

Old business and new business.

Presentations by staff and applicants. Agenda items shall be introduced by the Mayor and, if an ordinance, read by the City Attorney. City staff shall then present a report. An agenda applicant (city contractor, rezoning or development applicant, etc.) may present its proposal only during this presentation period, but may be recalled by an alderman later to answer questions. Staff and applicants may use electronic visual aids in a City Council meeting as part of their presentation.

Public comments. Public comment shall be allowed for all members of the audience on all items of old and new business and subjects of public hearings. No electronic visual aid presentations shall be allowed, but the public may submit photos, petitions, etc. to be distributed to the City Council. If a member of the public wishes for the City Clerk to distribute materials to the City Council before its meeting, such materials should be supplied to the City Clerk office no later than 9:00 a.m. on the day of the City Council meeting. Any member of the public shall first state his or her name and address, followed by a concise statement of the person's position on the question under discussion. Repetitive comments should be avoided; this applies to comments made previously either to the City Council or to the Planning Commission when those Planning Commission minutes have been provided to the Aldermen. All remarks shall be addressed to the Mayor or the City Council as a whole and not to any particular member of the City Council. No person other than the Aldermen and the person having the floor shall be permitted to enter into any discussions without permission of the Mayor. No questions shall be directed to an Alderman or city staff member except through the Mayor.

Courtesy and respect.

All members of the public, all city staff and elected officials shall accord the utmost courtesy and respect to each other at all times. All shall refrain from rude or derogatory remarks, reflections as to integrity, abusive comments and statements about motives or personalities. Any member of the public who violates these standards shall be ruled out of order by the Mayor, must immediately cease speaking and shall leave the podium.

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

A copy of the complete City Council agenda is available at accessfayetteville.org or in the office of the City Clerk, 113 W. Mountain, Fayetteville, Arkansas.

Branson, Lisa

From: Pate, Jeremy
Sent: Monday, November 17, 2014 6:11 PM
To: Branson, Lisa
Subject: Dec 09 agenda session presentation

Lisa,
Will you please tentatively add "Spring Street Parking Deck Construction Update" on this agenda session? I will give the update, if we have met our deadline. We can make the final call on whether to leave it on or not at the pre-agenda meeting the week before.

Thanks,
Jeremy

Sent from my iPad