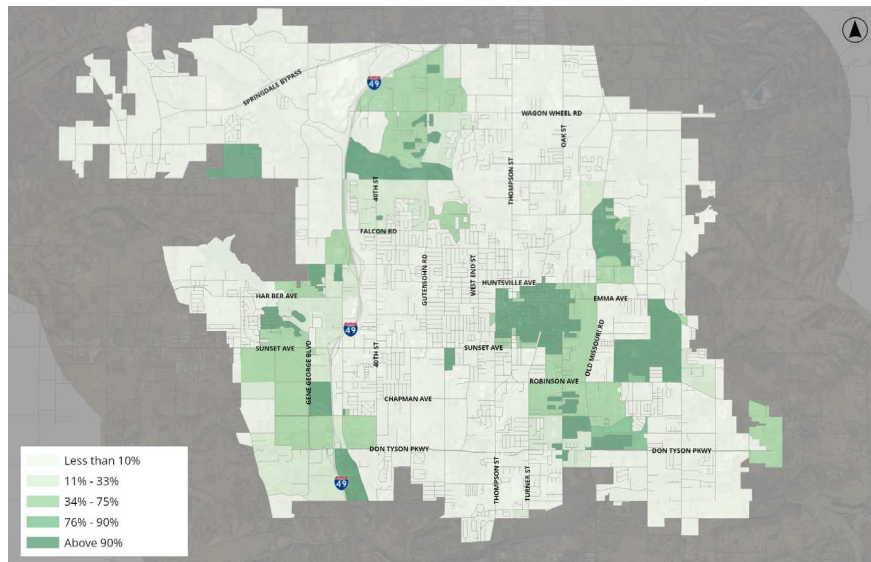


Active Transportation Master Plan Study – Process and Methodology

GUIDING GOAL

Leverage the city's existing trail system investment by identifying areas within the city which are not served by pedestrian pathways and prioritizing active transportation connections and improvements to maximize the reach of the city's active transportation network to benefit the most citizens.

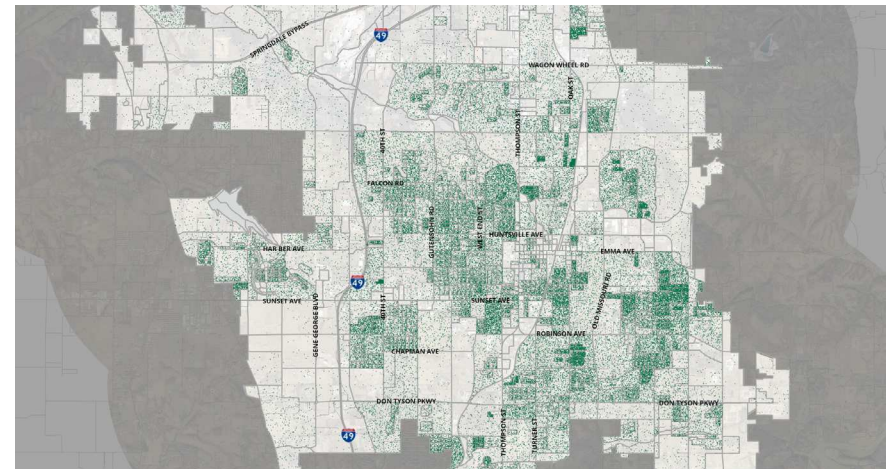


Using several datasets, census blocks were evaluated to determine what percentage of residents are currently connected to the active transportation network—either directly or indirectly through neighborhood/local streets. In this map, darker shades of green indicate census blocks with higher percentages of the population being connected.

GUIDING PRIORITIES

In addition to connecting the most people back to the existing network, the following connection priorities were also emphasized:

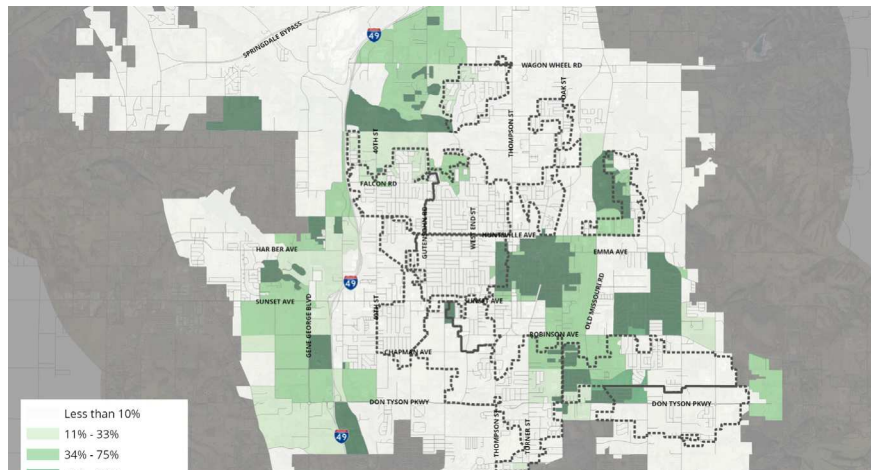
- Current population density
- Major employment centers
- Schools
- Significant community destinations
- Neighborhood amenities, services, and civic structure
- Overall interconnectivity
- Future development potential



Population density as provided by census data is mapped where each dot represents one resident. This density mapping was used to directly inform where proposed infrastructure could potentially be most beneficial in connecting the most people to the active transportation network and other destinations.

OVERALL APPROACH

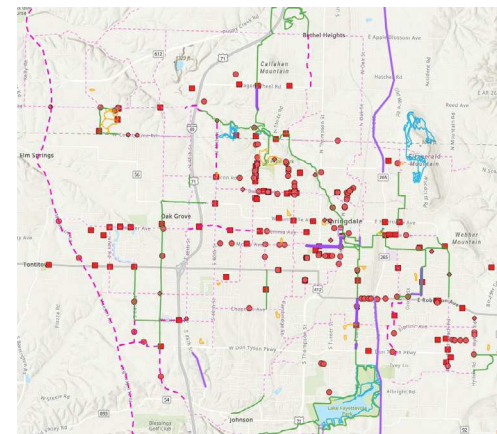
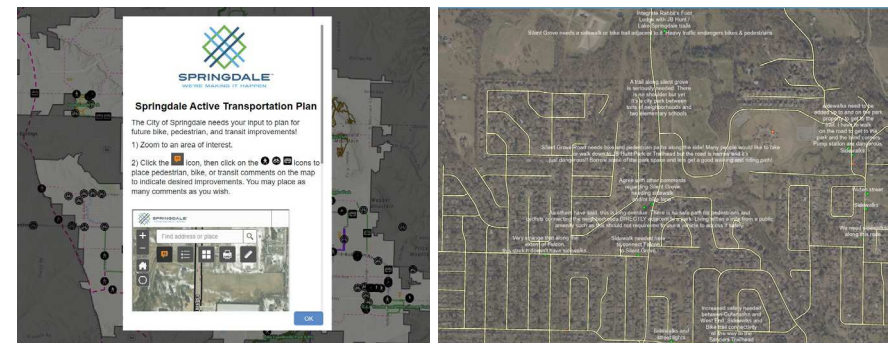
Public input along with the city's existing/funded trail network and sidewalk inventory data was paired with applicable GIS data from the City, school district, NWARPC, Chamber of Commerce, State, Counties, Census Bureau and other agencies, to determine the best ways to effectively expand the city's active transportation networks to connect the most Springdale residents with important amenities.



Current level of connectivity—via the current active transportation network—per census block is highlighted in varying shades of green. The Study's guiding goals, priorities, and available data informed each proposed project impact (improvement) area, as highlighted with each dashed line polygon.

PUBLIC COMMENT MAP

- A robust public comment opportunity was launched last November via an online map that the public was able to access via smartphone or PC.
- The opportunity was shared widely by city staff and other community members across multiple social media formats and pages.
- Over 210 comments have been recorded regarding pedestrian, bike and other active transportation infrastructure needs.



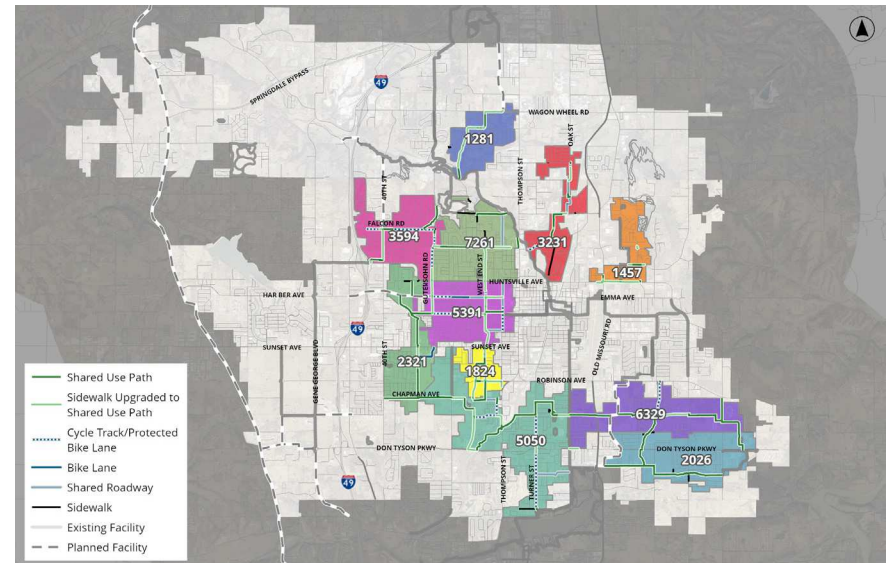
A splash screen containing a 'How To' GIF welcomes users to the Springdale Active Transportation comment/input map (top left). Sample comments are displayed, with a concentration of comments occurring along Silent Grove Road (top right). Comments as submitted are referenced with a corresponding dot or square on the above city-wide exhibit (bottom left).

PROCESS SUMMARY

Data and resources guiding the project include:

- Initial inventory of existing levels of connectivity
 - Sidewalk inventory, existing/ funded trail and Master Street Plan data informed current level of connectedness per census block
- Public comments
- Population density (Census data)
- Master Trail Plan (particular emphasis on designed and/or funded routes)
- Areas of pending or possible development were considered
 - Keeping in mind the potential for public/private infrastructure partnerships on pending or possible development sites

Using all relative data via the approach outlined above, proposed infrastructure—including sidewalks, on-street bike lanes, and shared use paths—was designed in GIS to leverage and efficiently expand the City's existing active transportation network to connect the most people with priority destinations. Census data was referenced to map population density and identify the approximate population to be served by each recommended project as outlined in each project summary sheet. Proposed alignments were revised as applicable through feedback from the City's Active Transportation Committee, Active Transportation Coordinator, Planning Director, and City Engineer.






Project Area Context Map, with Impact Area population identified.

Active Transportation Projects Summary Sheet

DRAFT DATE - March 14, 2023

IMPACT AREA CONNECTS

Project	 Residents	 Residential Units	 Community Destinations	Length (miles) of Improvements
Backus/West End Improvements	7,261	2,079	5	3.53
Carley Road- Brush Creek Improvements	2,321	918	5	3.01
Chapman - Railroad and Turner Routes	5,050	1,887	11	8.13
Clear Creek Connection	2,026	672	5	3.4
Dixieland Trail Extension	1,281	419	6	1.63
Electric Avenue Connection	6,329	1,978	8	3.16
Emma-McRay Improvements	5,391	1,809	9	6.28
Falcon Road Area Improvements	3,594	1,220	5	2.25
Morris to Mill Area Improvements	3,231	1,135	8	2.65
Mountain and Huntsville Area Improvements	1,457	449	6	1.03
South West End Street Connections	1,824	718	5	1.77
TOTAL	39,765	13,284	73	36.84

Backus and West End Area Improvements

DRAFT DATE - March 15, 2023

IMPACT AREA CONNECTS



**7,261
RESIDENTS**



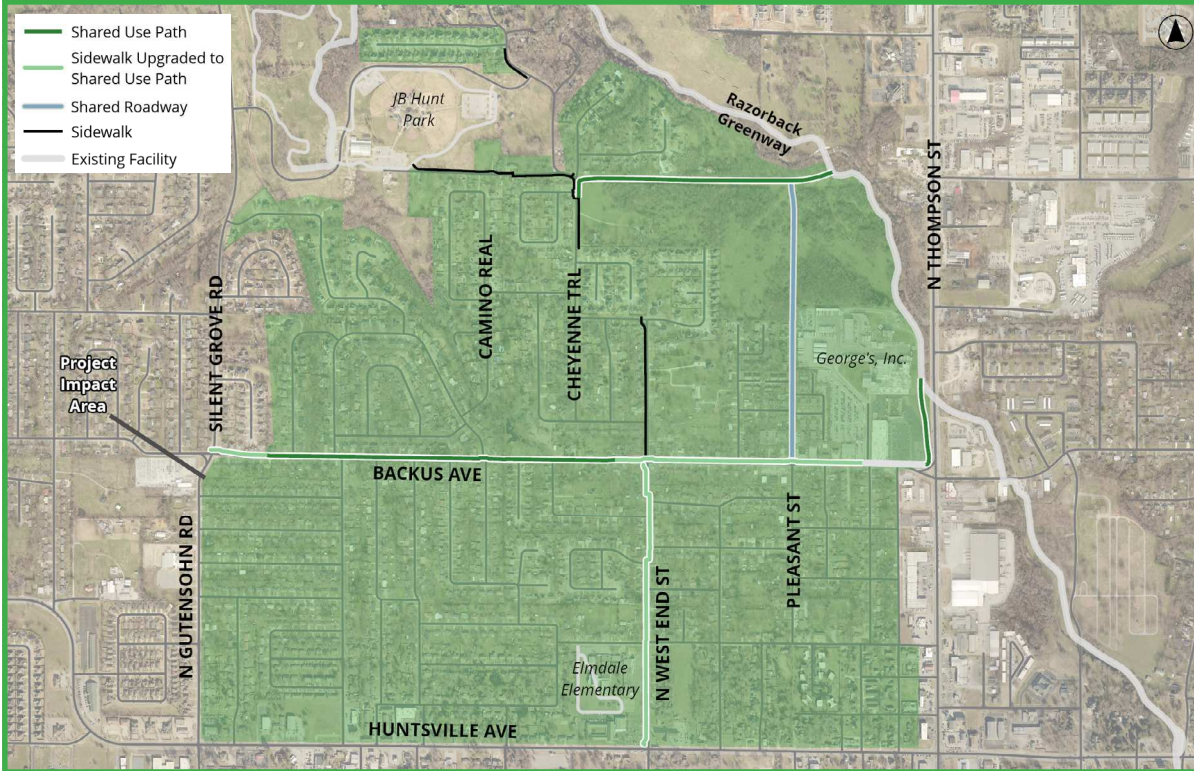
**2,079
RESIDENTIAL
UNITS**



**6
COMMUNITY
DESTINATIONS**

- Elmdale Elementary School
- George's Inc. (1306 N Kansas Street)
- Rabbit Foot Lodge Historic Site
- J.B. Hunt Park
- Razorback Greenway (north of Backus Ave)
- J.B. and Johnelle Hunt Family Ozark Highlands Nature Center (via Spring Creek Trail)

IMPACT AREA EXHIBIT



DESCRIPTION

3.53 Miles of Improvements

6,546 feet of shared use path

- Backus Avenue west of San Miguel Drive to just west of North West End Street
- Cheyenne Trail and Lewis Avenue intersection east along an overhead power line to Razorback Greenway just south of the Spring Creek bridge
- From an existing sidepath near the Backus Avenue/Thompson Street intersection to the Razorback Greenway just west of the North Thompson Street bridge over Spring Creek

5,589 feet of upgraded sidewalk to shared use path

- Backus Avenue from North Silent Grove Road to near San Miguel Drive
- Backus Avenue from near North West End Street to North Kansas Street
- North West End Street from Backus Avenue to Huntsville Avenue

3,976 feet of sidewalk

- West End Street from Backus Avenue to Counts Avenue
- Cheyenne Trail north of Counts Avenue
- Lewis Avenue to J.B. Hunt Park
- North Pump Station Road between Fleming Drive and Tall Tree Lane

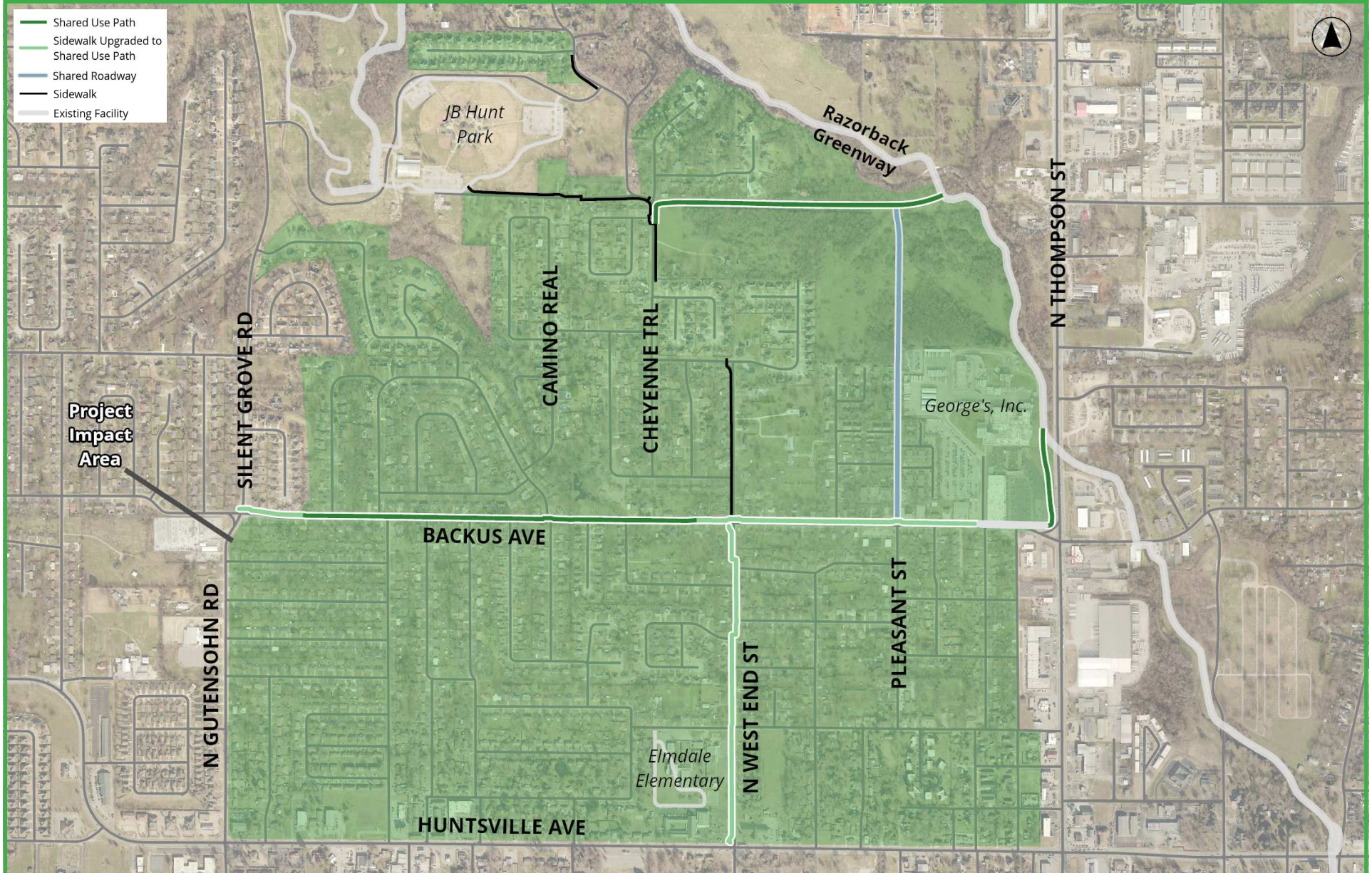
2,573 feet of sharrows

- North Pleasant Street from Backus Avenue to just west of the Razorback Greenway, via a future extension of North Pleasant Street

Backus and West End Area Improvements

DRAFT DATE - March 15, 2023

IMPACT AREA EXHIBIT



Carley Road - Brush Creek Improvements

DRAFT DATE - March 6, 2023

IMPACT AREA EXHIBIT



IMPACT AREA CONNECTS

**2,321
RESIDENTS**



**918
RESIDENTIAL
UNITS**



5 COMMUNITY

- Walker Elementary School
- Spring Meadows Apartments (Carley Rd)
- Springdale Motor Vehicle Office (3159 Springdale Ave)

DESTINATIONS

- Wal-Mart Neighborhood Market (1375 Market Square Dr)
- U.S. Postal Service (2811 Springdale Ave)

DESCRIPTION

3.01 Miles of Improvements

17,617 feet of shared use path

- Chapman Avenue from South 40th Street to Carley Road
- Carley Road from Chapman Avenue to north of Hillview Court
- Natalie Avenue/Clayton Street intersection to Carley Road
- Behind the former K-Mart and Brush Creek from West Sunset Avenue to the future extension of Har-Ber Avenue
- Between the future Har-Ber Avenue extension and West Huntsville Avenue

1,653 feet of upgraded sidewalk to shared use path

- Carley Road from West Sunset Avenue to north of Hillview Court

1,839 feet of bike lanes

- Springdale Avenue from West Sunset Avenue to Carley Road

857 feet of sidewalk

- Portions of West Huntsville Avenue near Westbury Street

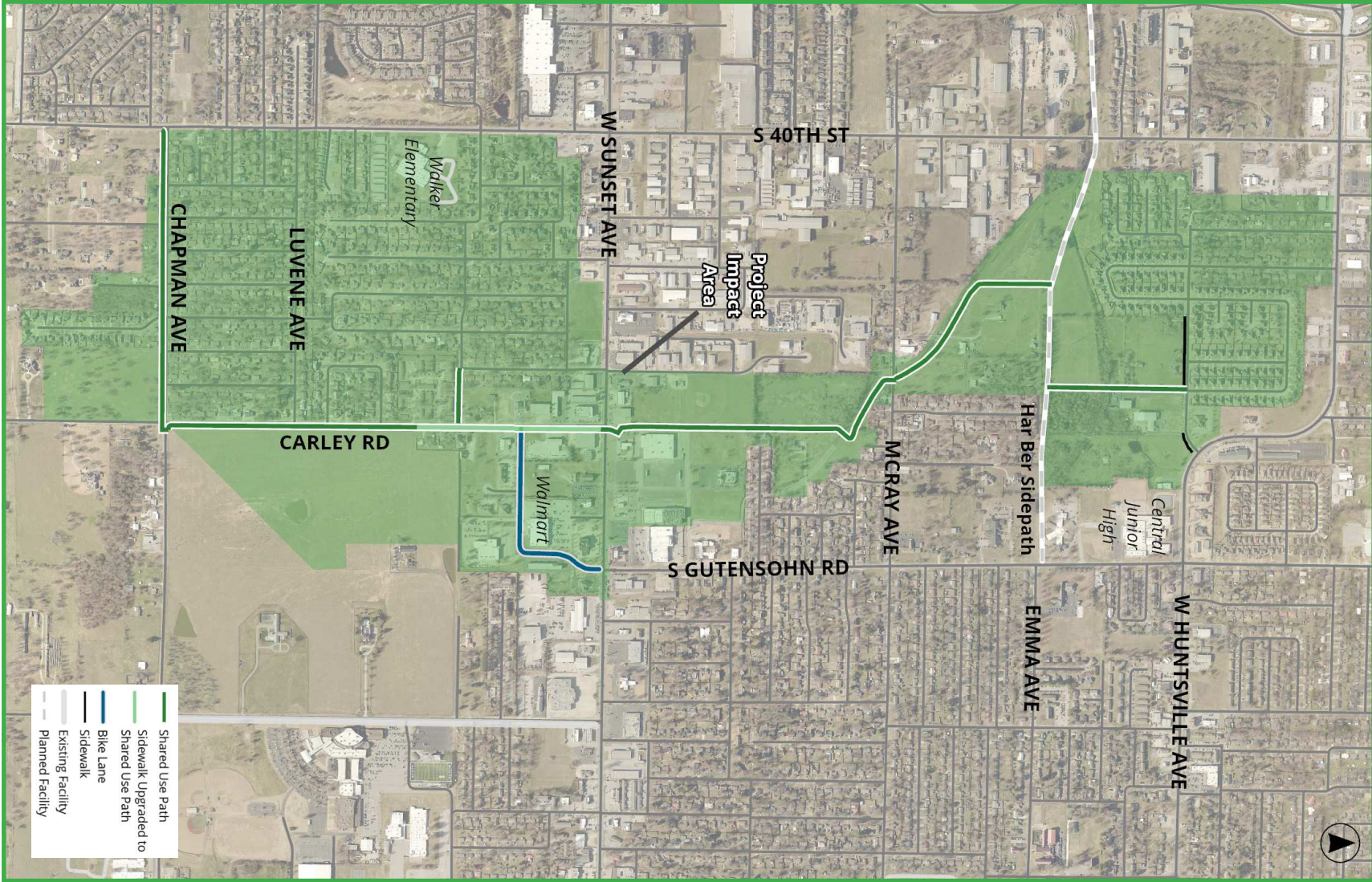


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Carley Road - Brush Creek Improvements

DRAFT DATE - March 6, 2023

IMPACT AREA EXHIBIT



Chapman - Railroad and Turner Routes

DRAFT DATE - March 14, 2023

IMPACT AREA CONNECTS



**5,050
RESIDENTS**



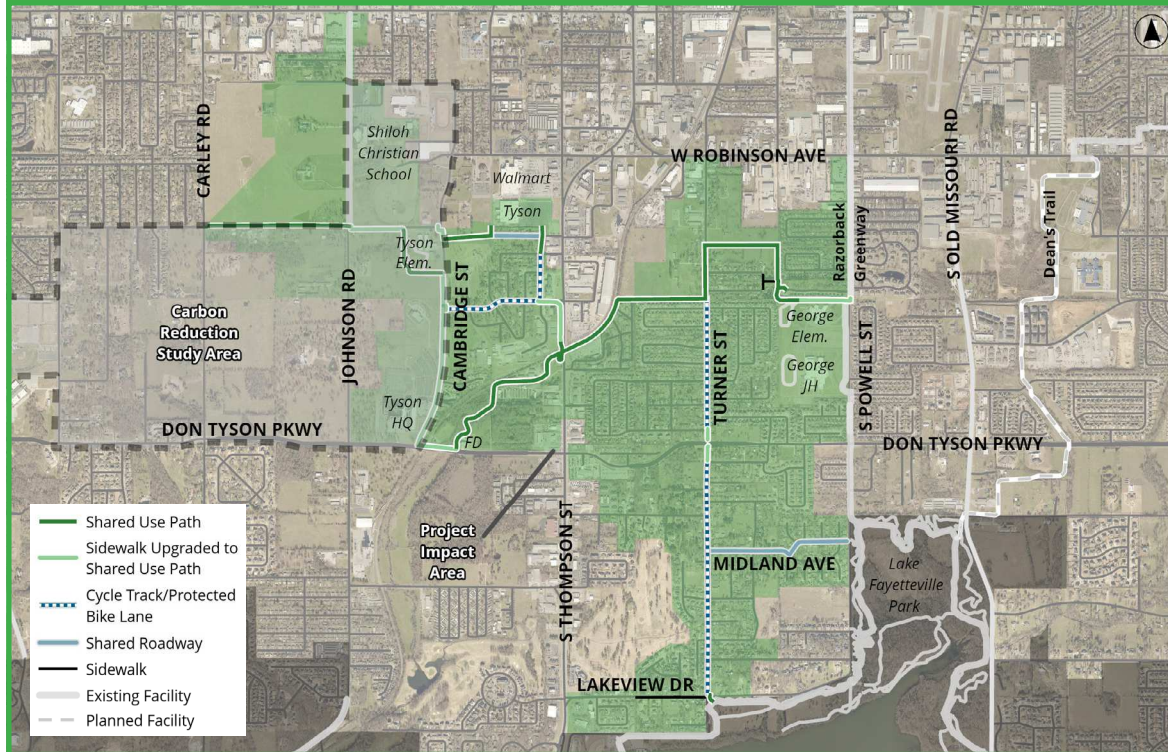
**1,887
RESIDENTIAL
UNITS**



**11
COMMUNITY
DESTINATIONS**

- George Elementary School
- John Tyson Elementary
- George Junior High School
- Tyson Headquarters (3424 Cambridge)
- Tyson Offices (2008 S. Thompson)
- Wal-Mart Supercenter
- Wal-Mart Supercenter (2004 S. Pleasant)
- Shiloh Christian Campus
- Razorback Regional Greenway
- Lake Fayetteville (at/near Turner)
- Springdale Fire Department (FS2 at 1660 W. Don Tyson Pkwy)

IMPACT AREA EXHIBIT



DESCRIPTION

8.13 Miles of Improvements

16,010 feet of share use path

- Chapman Avenue from Carley Road to Johnson Road
- Tyson Elementary from Chapman Avenue to Cambridge Street
- Cambridge to Tyson offices (2008 South Thompson)
- Tyson offices to Morlan Avenue
- At Don Tyson Parkway northward to Little Sandy Creek, across South Thompson Street railroad to near Caboose Street, east to Turner Street
- Turner Street then east to George Elementary

9,030 feet of upgraded sidewalk to shared use path

- Thompson Street from railroad bridge to Arapaho Avenue
- Arapaho Avenue from Thompson Street to American Street
- Cambridge Street from Tyson Elementary to Don Tyson Parkway

- A portion of Don Tyson to Fire Station 2
- Chapman Avenue from Johnson Road to Tyson Elementary
- A portion of Turner Street near Don Tyson
- North edge of George Elementary at Powell Street

9,300 feet of protected bike lanes

- Arapaho Avenue and American Street
- Turner Street from near Colorado Avenue to Lakeview Drive

4,945 feet of sidewalk

- Connecting Eames Avenue and Wright Avenue to George Elementary

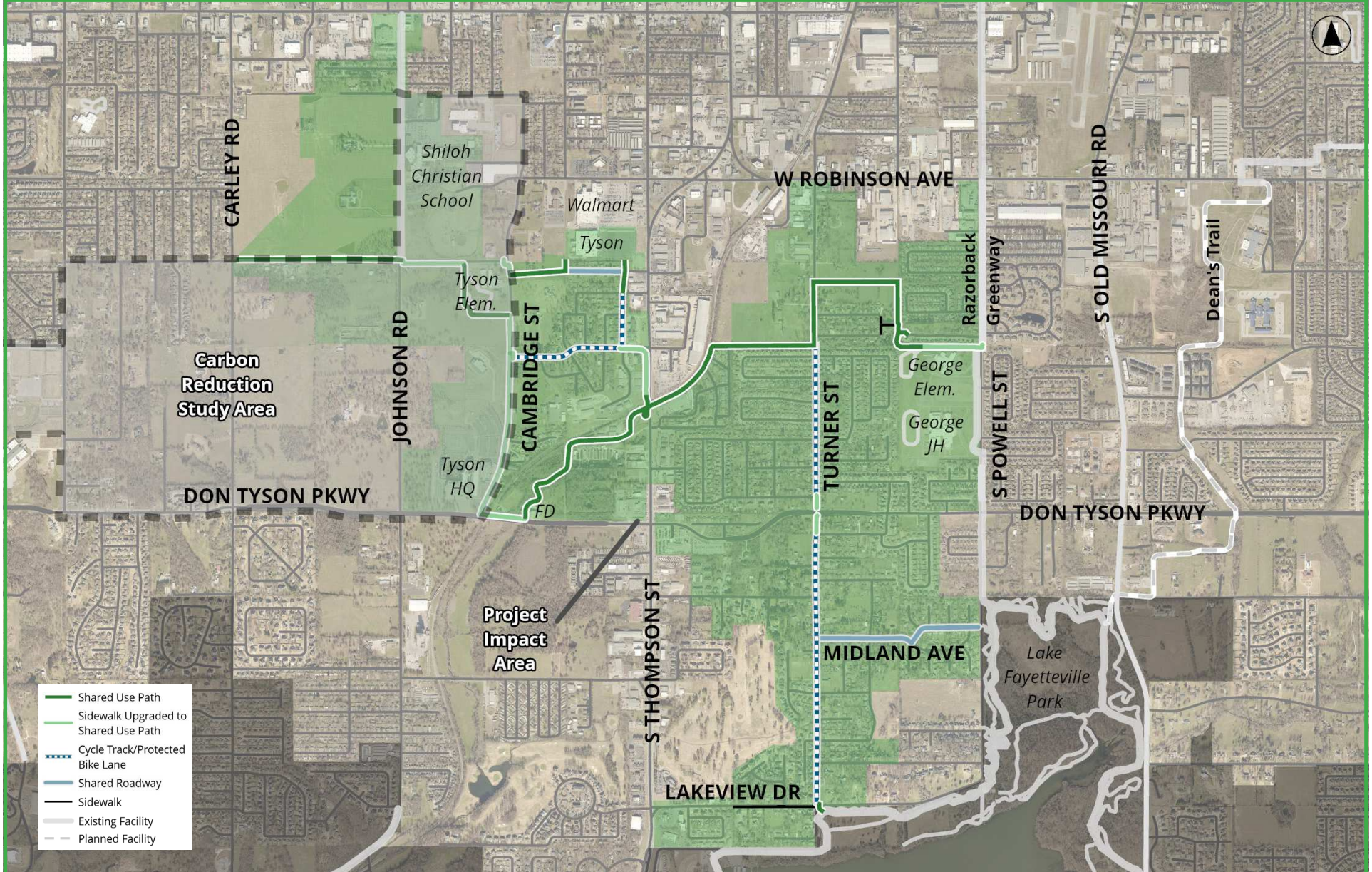
3,620 feet of shared roadway (sharrows)

- Midland Avenue, Indian Trail, and Hembree Avenue

Chapman - Railroad and Turner Routes

DRAFT DATE - March 14, 2023

IMPACT AREA EXHIBIT



Clear Creek Connection

DRAFT DATE - March 14, 2023

IMPACT AREA CONNECTS



2,026
RESIDENTS



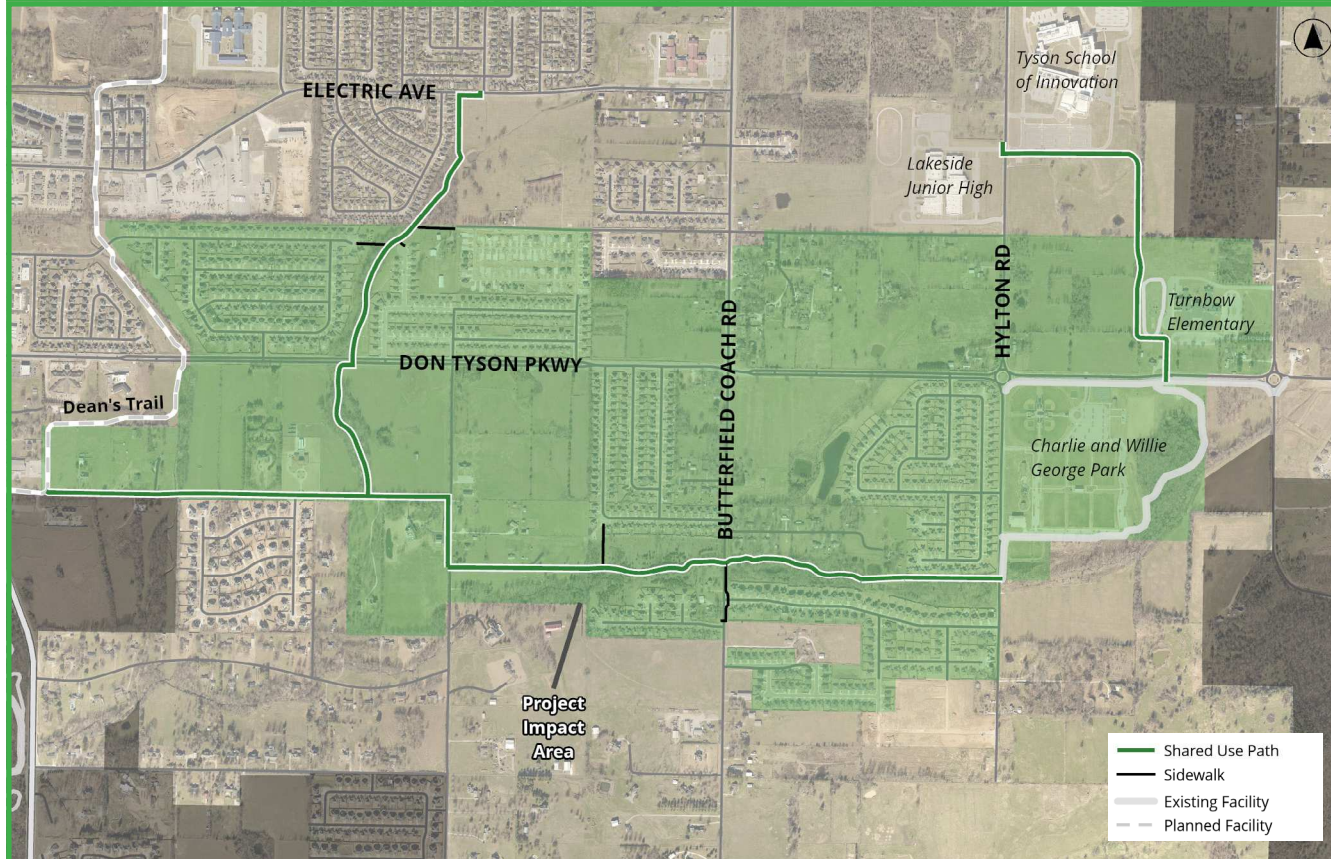
672
RESIDENTIAL
UNITS



5
COMMUNITY
DESTINATIONS

- Tyson School of Innovation
- Turnbow Elementary School
- Lakeside Junior High School
- Charlie and Willie George Park
- Lake Fayetteville (via Dean's Trail)

IMPACT AREA EXHIBIT



DESCRIPTION

3.40 Miles of Improvements

18,194 feet of shared use path

- Ivey Lane and George Anderson Road
- Dean's Trail to Rick's Lane
- Rick's Lane and then Clear Creek, from George Anderson Road to Hylton Road
- Turnbow Elementary to Tyson School of Innovation
- Unnamed tributary between Ivey Lane and Electric Avenue

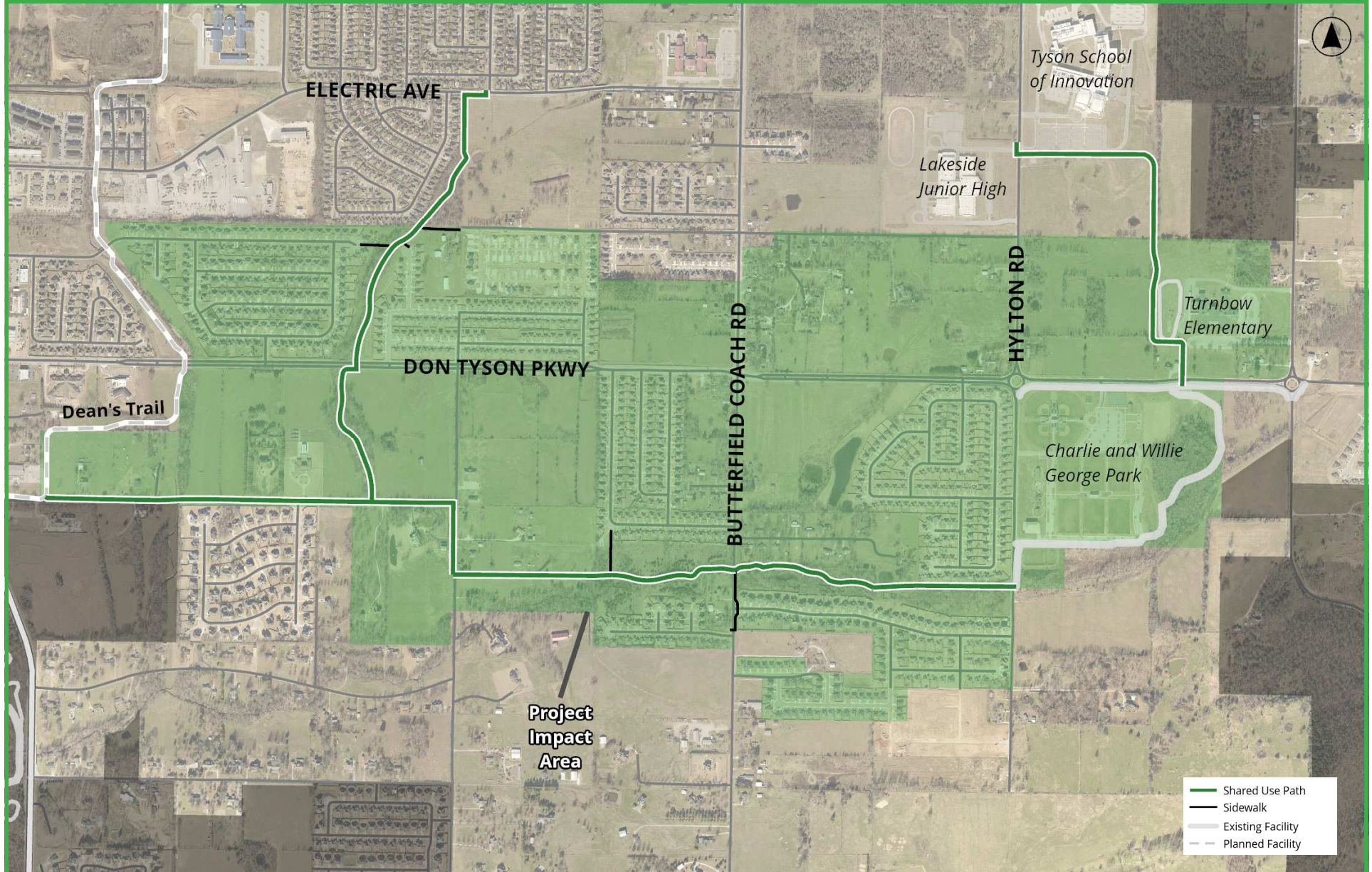
2,021 feet of upgraded sidewalk

- Trail connections from Spring Creek Avenue, Julio Road, Barnevelder Cove, Rosemary Avenue, and Brushwood Avenue

Clear Creek Connection

DRAFT DATE - March 14, 2023

IMPACT AREA EXHIBIT



Dixieland Trail Extension

DRAFT DATE - March 6, 2023

IMPACT AREA CONNECTS



**1,281
RESIDENTS**



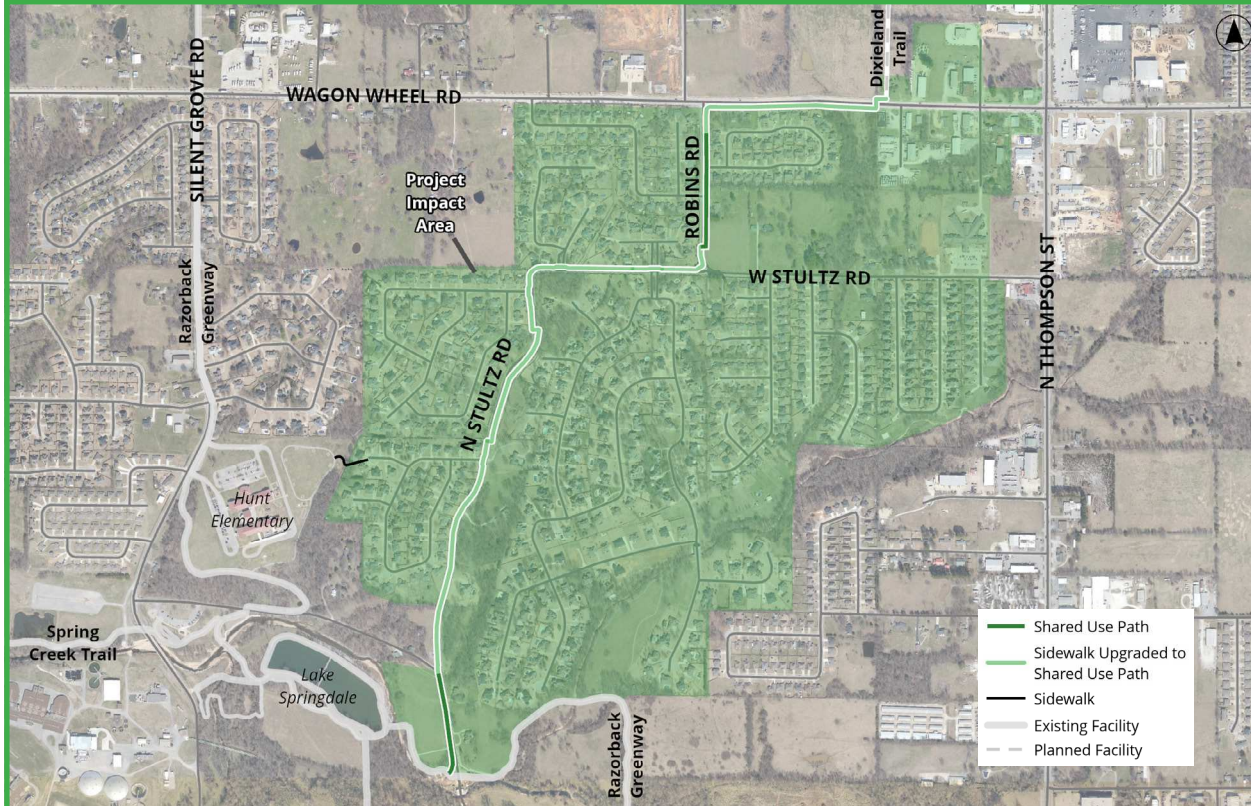
**419
RESIDENTIAL
UNITS**



**6
COMMUNITY
DESTINATIONS**

- Hunt Elementary School
- Shiloh Nursing and Rehab Center (via Donna St)
- J.B. Hunt Park
- Razorback Greenway (at Pump Station Rd)
- J.B. & Johnelle Hunt Family Ozark Highlands Nature Center (via Spring Creek Trail)
- J.B. Hunt Corporate Campus (upon completion of planned Dixieland Side Trail)

IMPACT AREA EXHIBIT



DESCRIPTION

1.63 Miles of Improvements

1,711 feet of shared use path

- Robins Road and along that stretch of North Pump Station Road from North Stultz Road to Razorback Greenway

5,877 feet of upgraded sidewalk to shared use path

- Wagon Wheel Road from planned Dixieland Side Trail to Robins Road, along parts of Robins Road, along North Stultz Road

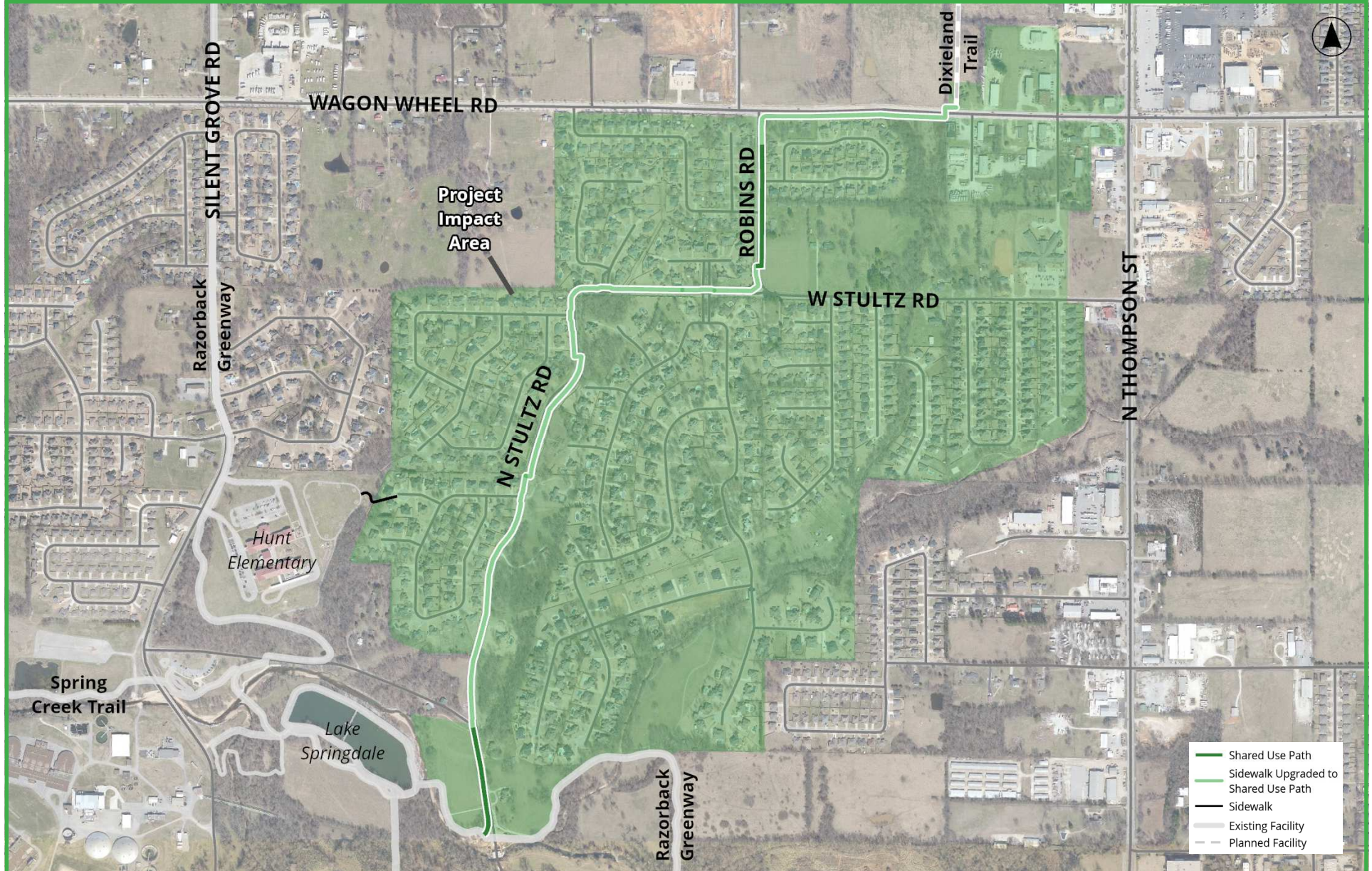
309 feet of sidewalk

- Huntsboro Lane to Hunt Elementary School

Dixieland Trail Extension

DRAFT DATE - March 6, 2023

IMPACT AREA EXHIBIT



Electric Avenue Connection

DRAFT DATE - March 6, 2023

IMPACT AREA CONNECTS



**6,329
RESIDENTS**



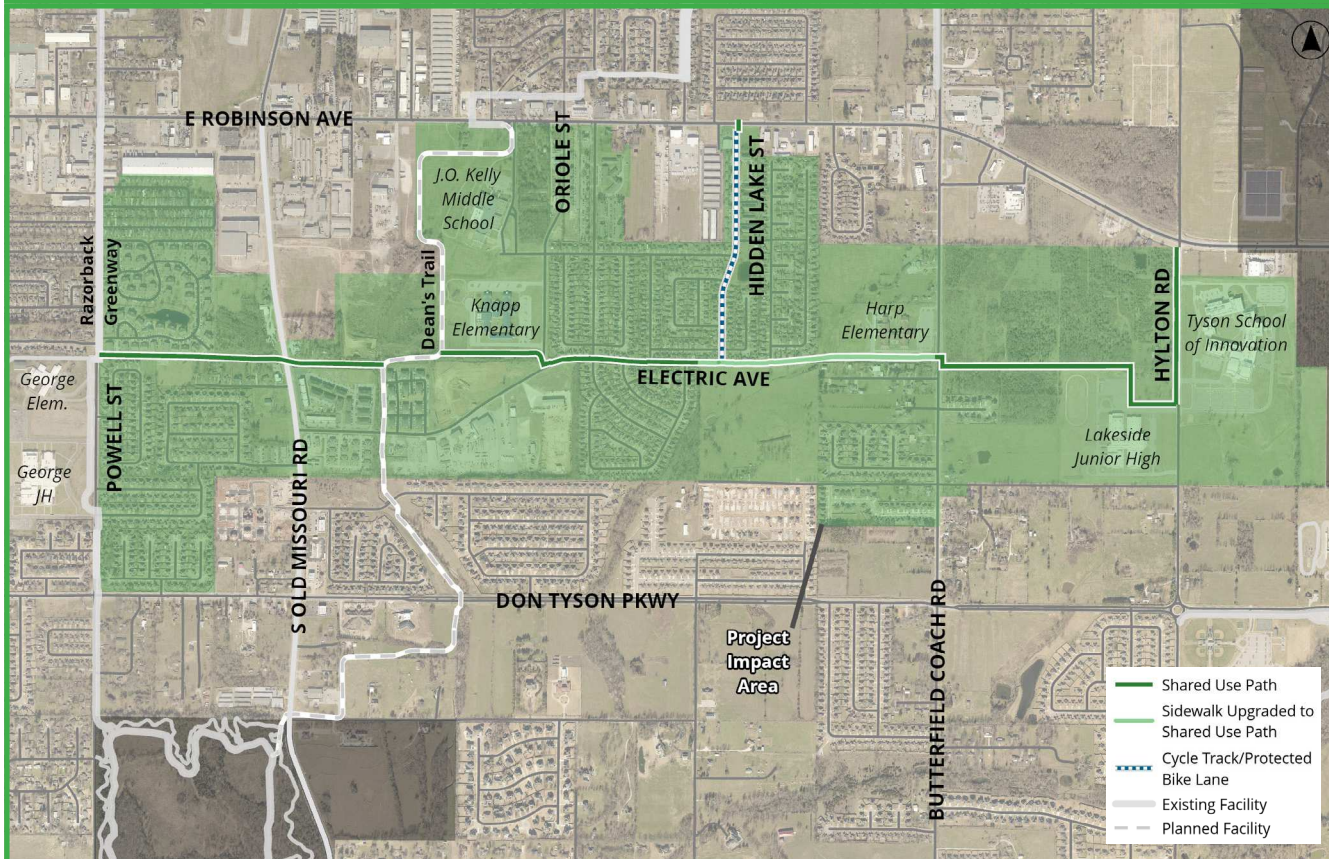
**1,978
RESIDENTIAL
UNITS**



**8
COMMUNITY
DESTINATIONS**

- George Elementary School
- George Junior High School
- Knapp Elementary School
- J.O. Kelly Middle School
- Harp Elementary School
- Lakeside Junior High School
- Tyson School of Innovation
- Razorback Regional Greenway

IMPACT AREA EXHIBIT



DESCRIPTION

3.16 Miles of Improvements

13,010 feet of shared use path

- Powell Street to Dean's Trail
- Dean's Trail to Oriole/Electric Avenue
- Electric Avenue east to Hidden Lake Street
- Butterfield Coach Road to Hylton Road
- Hylton Road to East Robinson Avenue

4,465 feet of upgraded sidewalk to shared use path

- Electric Avenue from Hidden Lake Street to Butterfield Coach Road

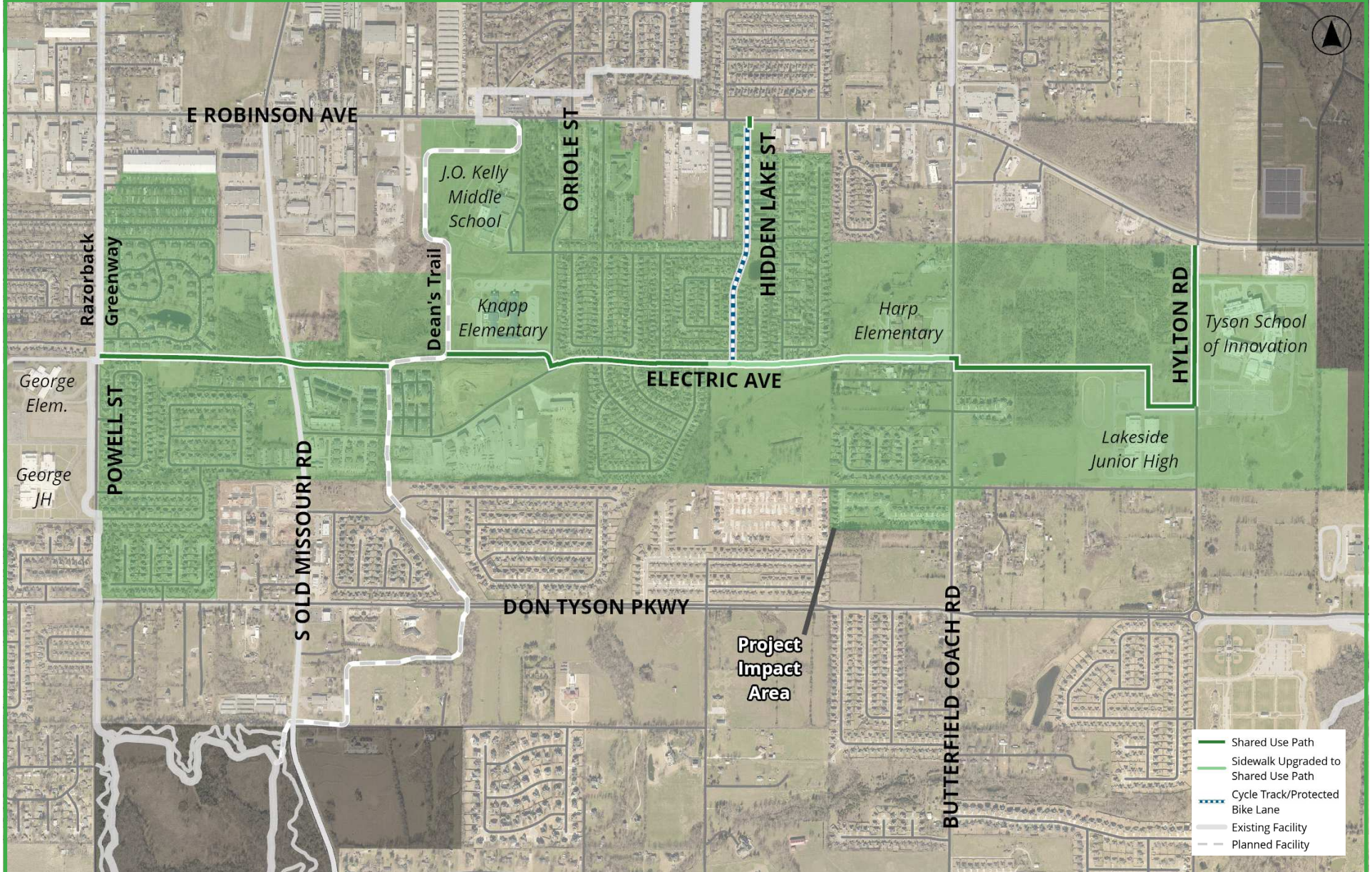
2,600 feet of protected bike lane

- Hidden Lake Street from East Robinson Avenue to Electric Avenue

Electric Avenue Connection

DRAFT DATE - March 6, 2023

IMPACT AREA EXHIBIT



Emma-McRay Improvements

DRAFT DATE - March 6, 2023

IMPACT AREA CONNECTS



**5,391
RESIDENTS**



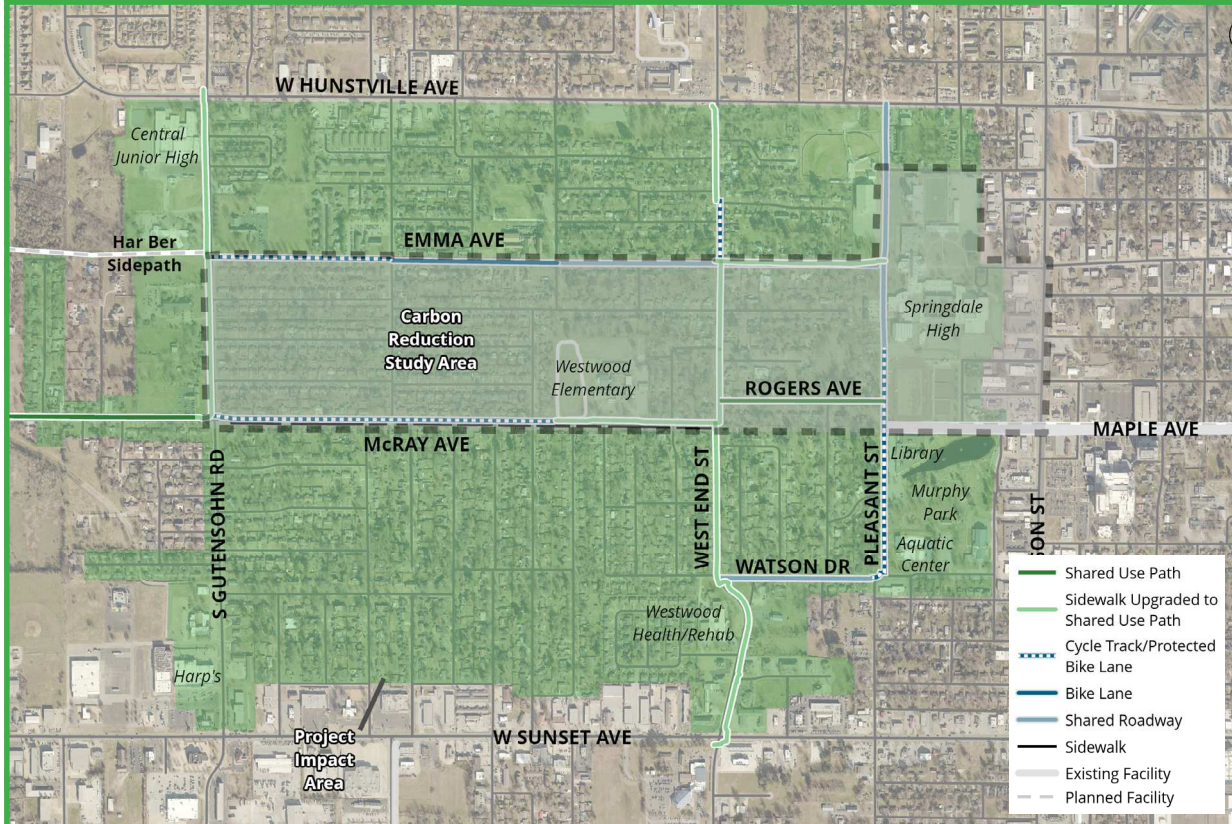
**1,809
RESIDENTIAL
UNITS**



**9
COMMUNITY
DESTINATIONS**

- Central Junior High School
- Westwood Elementary School
- Springdale High School
- Springdale Public Library
- Murphy Park
- Springdale Aquatic Center
- Harps Food Store
- Westwood Health & Rehab
- Springdale Health & Rehab

IMPACT AREA EXHIBIT



DESCRIPTION

6.28 Miles of Improvements

2,510 feet of shared use path

- Rogers Avenue from South West End Street to South Pleasant Street
- South Pleasant Street from Rogers Avenue to Springdale High School

9,730 feet of upgraded sidewalk to shared use path

- Gutensohn Road from West Huntsville Avenue to McRay Avenue
- North West End Street from West Huntsville Avenue to Wilshire Drive
- Emma Avenue from North West End Street to North Pleasant Street
- Pleasant Street from Emma Avenue to Springdale High School
- Pleasant Street from Rogers Avenue to West Maple Avenue
- South West End Street from Emma Avenue to West Sunset Avenue
- McRay Avenue from Westwood Elementary to South West End Street

6,470 feet of protected bike lane

- McRay Avenue from South Gutensohn Road to Westwood Elementary
- Emma Avenue from North Gutensohn Road to North Campbell Drive
- North West End Street from Wilshire Drive to West Emma Avenue
- South Pleasant Street from West Maple Avenue to Watson Drive

7,350 feet of sidewalk

- Emma Avenue from North Gutensohn Road to North West End Street
- McRay Avenue from South Gutensohn Road to South West End Street

1,330 feet of bike lanes

- Emma Avenue from South Campbell Drive and South Westwood Lane

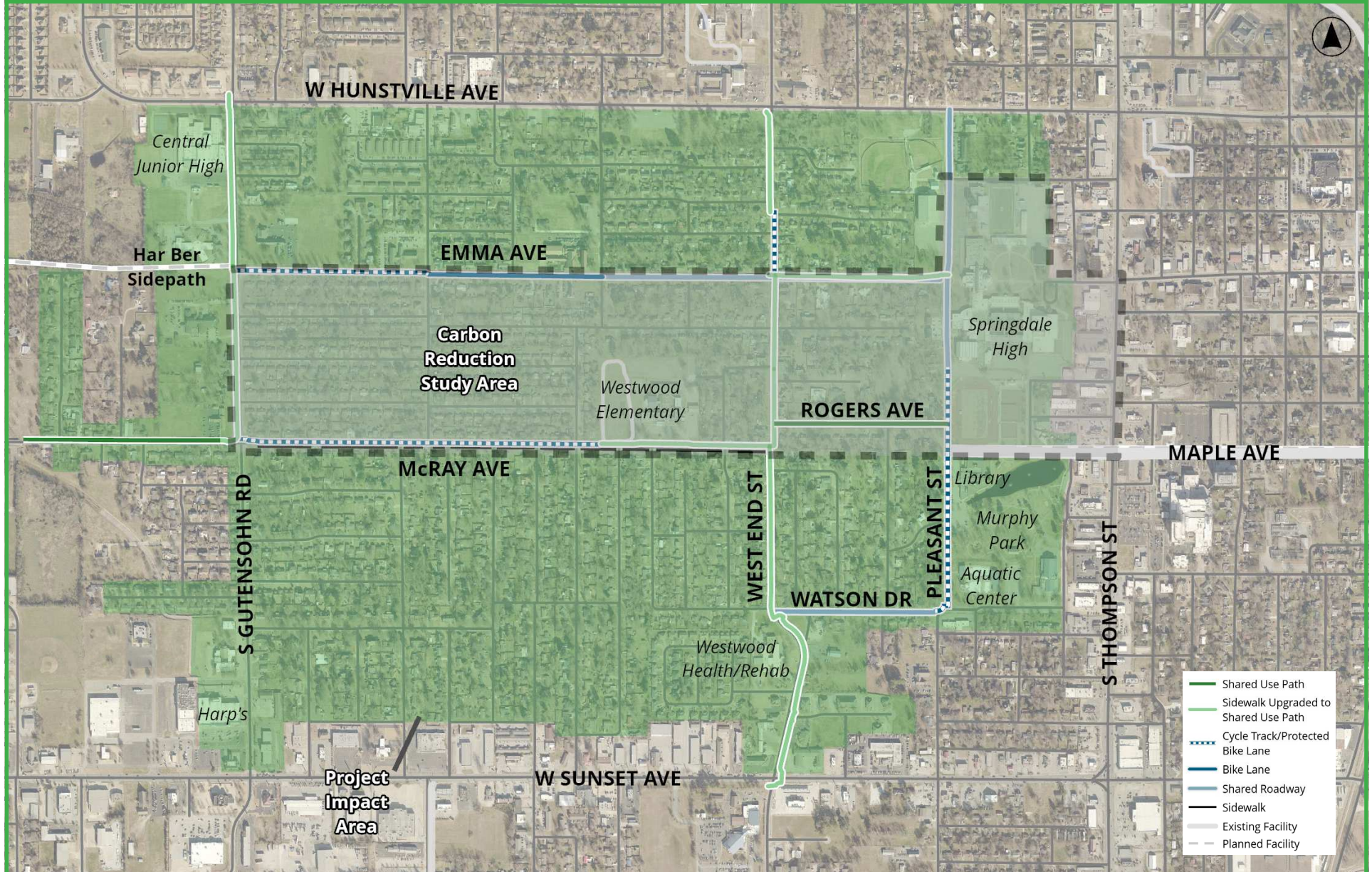
5,755 feet of shared roadway (sharrows)

- Emma Avenue from South Westwood Lane to West End Street
- Watson Drive from South West End Street to South Pleasant Street

Emma-McRay Improvements

DRAFT DATE - March 6, 2023

IMPACT AREA EXHIBIT



Falcon Road Area Improvements

DRAFT DATE - March 15, 2023

IMPACT AREA CONNECTS



3,594
RESIDENTS



1,220
RESIDENTIAL
UNITS

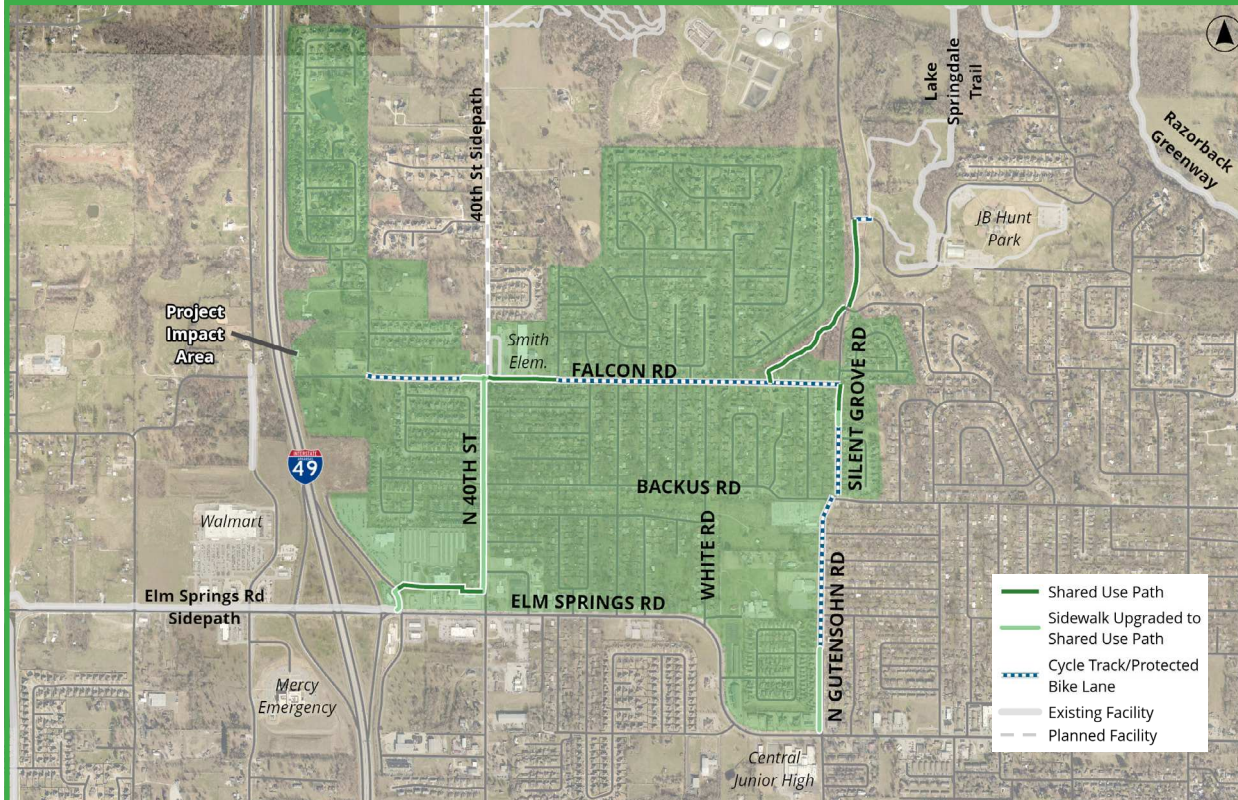


5
COMMUNITY
DESTINATIONS

- Elm Springs Road and Gene George Boulevard Sidepaths, thereby connecting users to Wal-Mart Supercenter, Mercy Hospital, and Arvest Ballpark
- J.B. Hunt Park

- Thurman G. Smith Elementary School
- Central Junior High School
- J.B. and Johnelle Hunt Family Ozark Highlands Nature Center (via Spring Creek Trail)

IMPACT AREA EXHIBIT



DESCRIPTION

2.25 Miles of Improvements

4,410 feet of shared use path

- Silent Grove Road from Fleming Drive to Cimarron Avenue to Falcon Road via the ravine east of Glen Street
- Silent Grove Road just south of Falcon Road
- Falcon Road from Kimbrough Street to North 40th Street
- From North 45th Street to North 40th Street

3,151 feet of upgraded sidewalk to shared use path

- Gutensohn Road from Huntsville Avenue to approximately 918 feet north of that intersection
- Falcon Road from North 40th Street to Letha Drive
- A short portion of Silent Grove near Hilburn Court
- Falcon Road for a short

distance west of North 40th Street

- North 40th Street to a point past Willowood Avenue and a short portion along North 45th Street

4,200 feet of protected bike lane

- Silent Grove Road and Gutensohn Road near Hilburn Court to near Chestnut Avenue
- Falcon Road from Silent Grove Road to Kimbrough Street
- Falcon Road from Pine Woods Road to the proposed upgraded sidewalk to shared use path just west of North 40th Street

140 feet of Sidewalk

- Silent Grove Road from Falcon Road to Barcelona Avenue

Falcon Road Area Improvements

DRAFT DATE - March 15, 2023

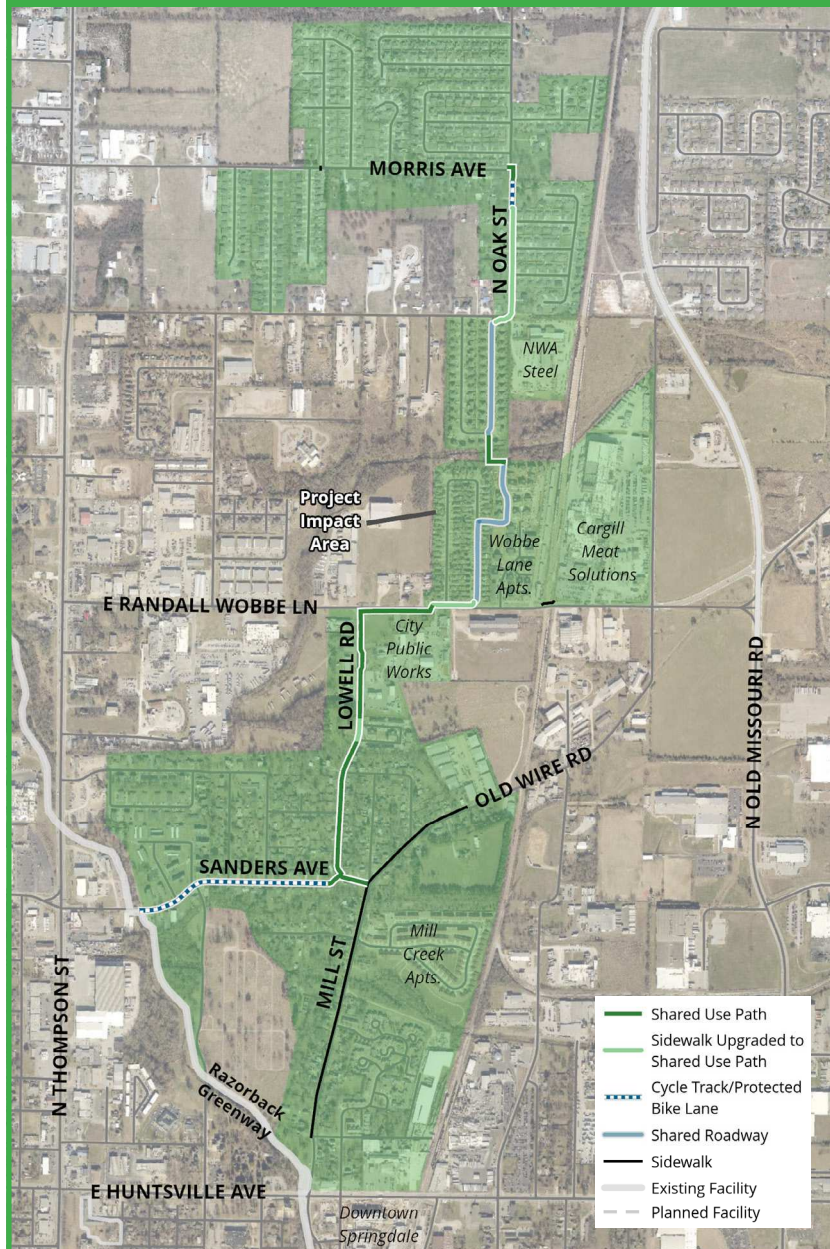
IMPACT AREA EXHIBIT



Morris to Mill Area Improvements

DRAFT DATE - March 6, 2023

IMPACT AREA EXHIBIT



IMPACT AREA CONNECTS

**3,231
RESIDENTS**



**1,135
RESIDENTIAL
UNITS**



8 COMMUNITY

DESTINATIONS

- NWA Steel
- City of Springdale Public Works
- Cargill Meat Solutions
- Lowell Road Apartments
- Mill Creek Apartments
- Wobbe Lane Apartments
- Downtown Springdale
- Razorback Greenway

DESCRIPTION

2.65 Miles of Improvements

3,930 feet of shared use path

- A short portion of Sanders Road
- Majority of Lowell Road from North Mill Avenue/Old Wire Road to Randall Wobbe Lane
- A portion of Randall Wobbe Lane
- Between Big Creek Avenue and Chartres Avenue
- A short portion near North Oak and East Morris Avenue

1,760 feet of upgraded sidewalk to shared use path

- Oak Street near Loganberry to County Line Road
- Segments along Randall Wobbe and Lowell Road

Crosswalk

- Across Morris Avenue at Justice Drive

1,990 feet of protected bike lane

- Sanders Avenue from Sanders/Razorback Greenway to near Lowell Road
- A portion of Oak Street south of Morris Avenue

3,550 feet of sidewalk

- As applicable from end of the existing network near North Mill / Rhodes Avenue to existing sidewalk network adjacent to a multi-building light industrial site west of the Arkansas and Missouri Railroad at Old Wire Road
- A portion of Randall Wobbe Lane

2,600 feet of shared roadway (sharrows)

- Along Carondelet Street and Harry Street
- Through Wobbe Lane Apartments to access streets

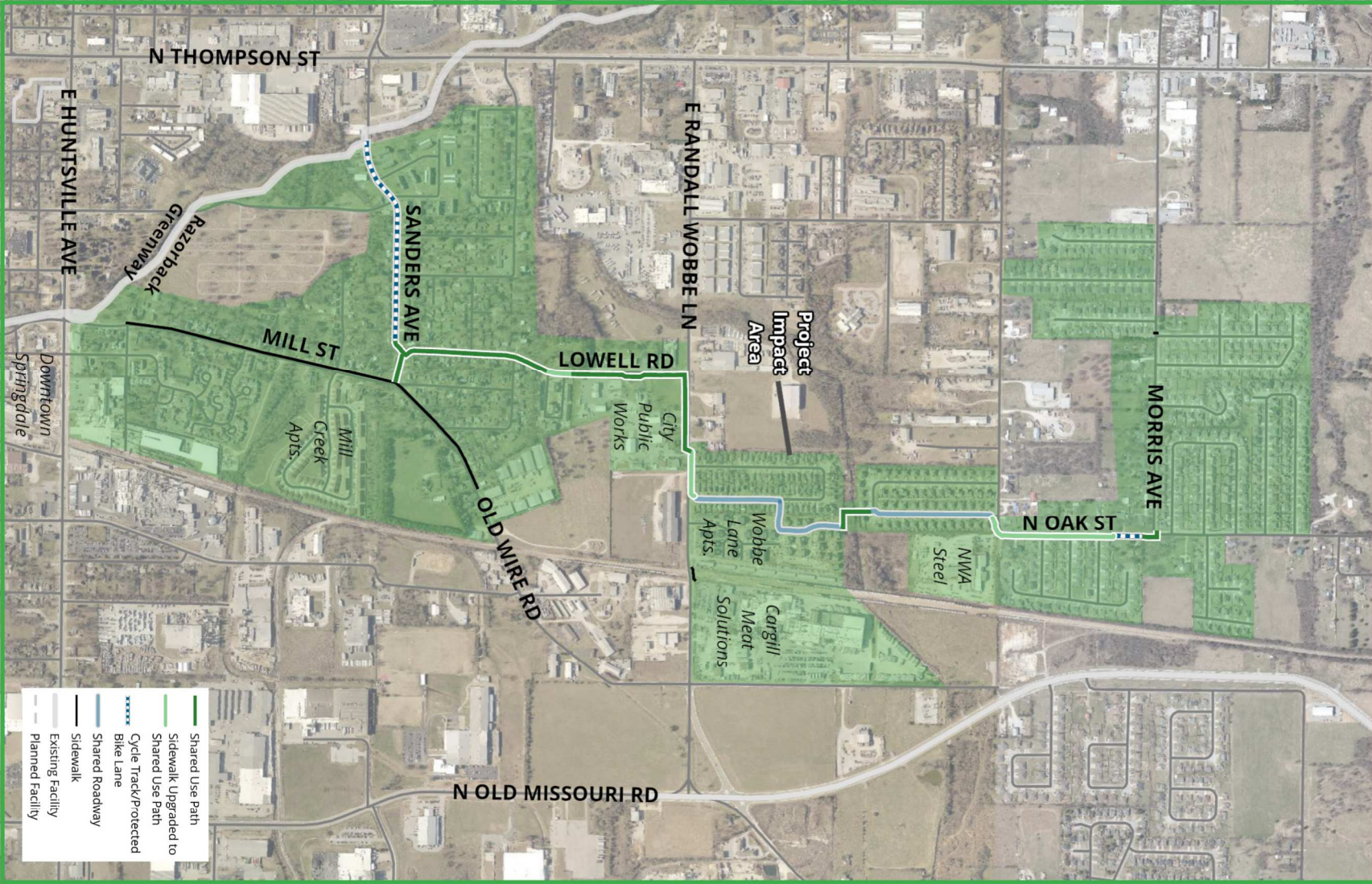


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Morris to Mill Area Improvements

DRAFT DATE - March 6, 2023

IMPACT AREA EXHIBIT



Mountain and Huntsville Area Improvements

DRAFT DATE - March 14, 2023

IMPACT AREA CONNECTS



**1,457
RESIDENTS**



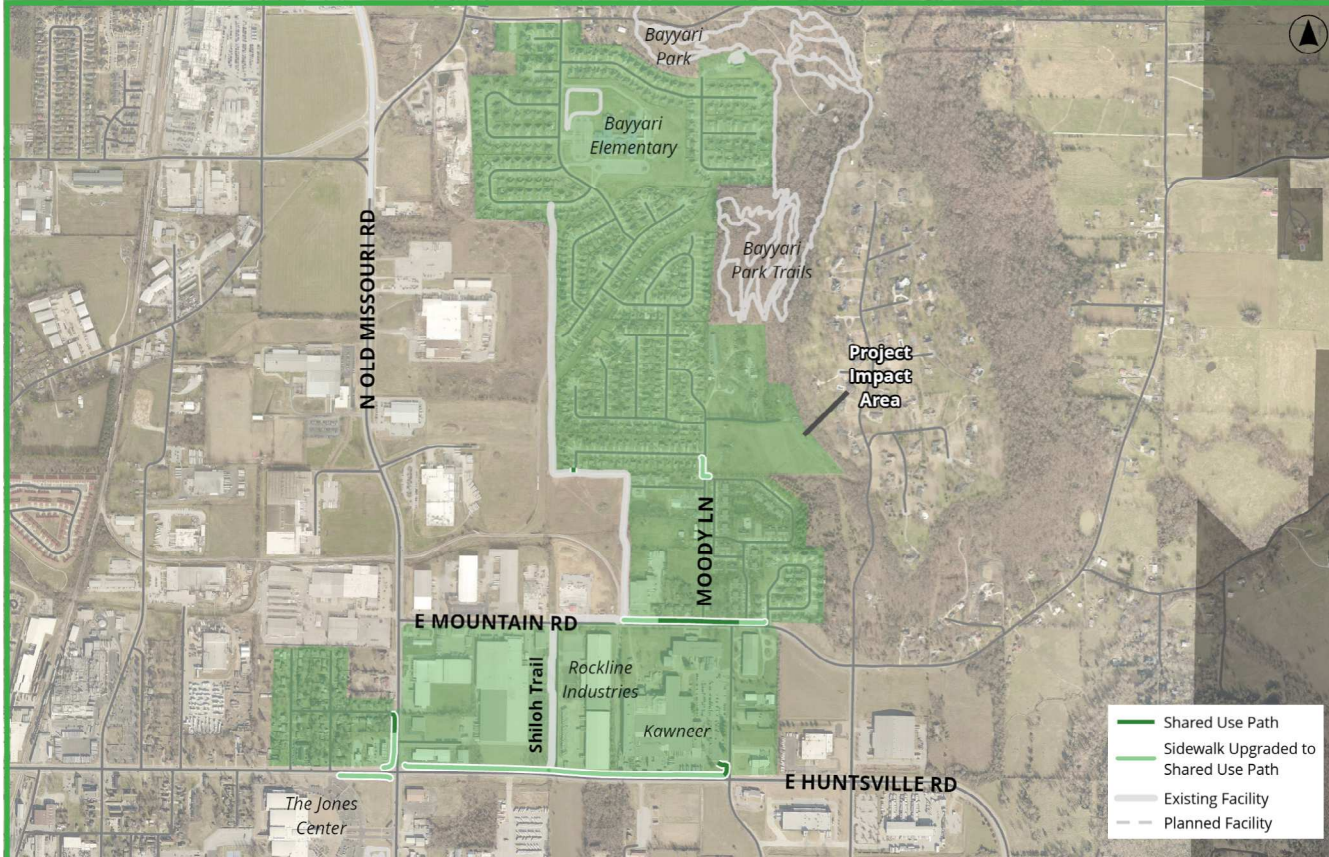
**449
RESIDENTIAL
UNITS**



**6
COMMUNITY
DESTINATIONS**

- Bayyari Elementary School
- Shiloh Trail, Shiloh Sidepath, and Dean's Trail
- Jones Center for Families
- Kawneer
- Rockline Industries
- Bayyari Park & Mountain Bike Trails

IMPACT AREA EXHIBIT



DESCRIPTION

1.03 Miles of Improvements

1,123 feet of shared use path

- Old Missouri Road near Rhodes Avenue
- East Mountain Road at Moody Lane
- Short connecting segments along Kawneer Drive
- Nantucket Street to Shiloh Trail

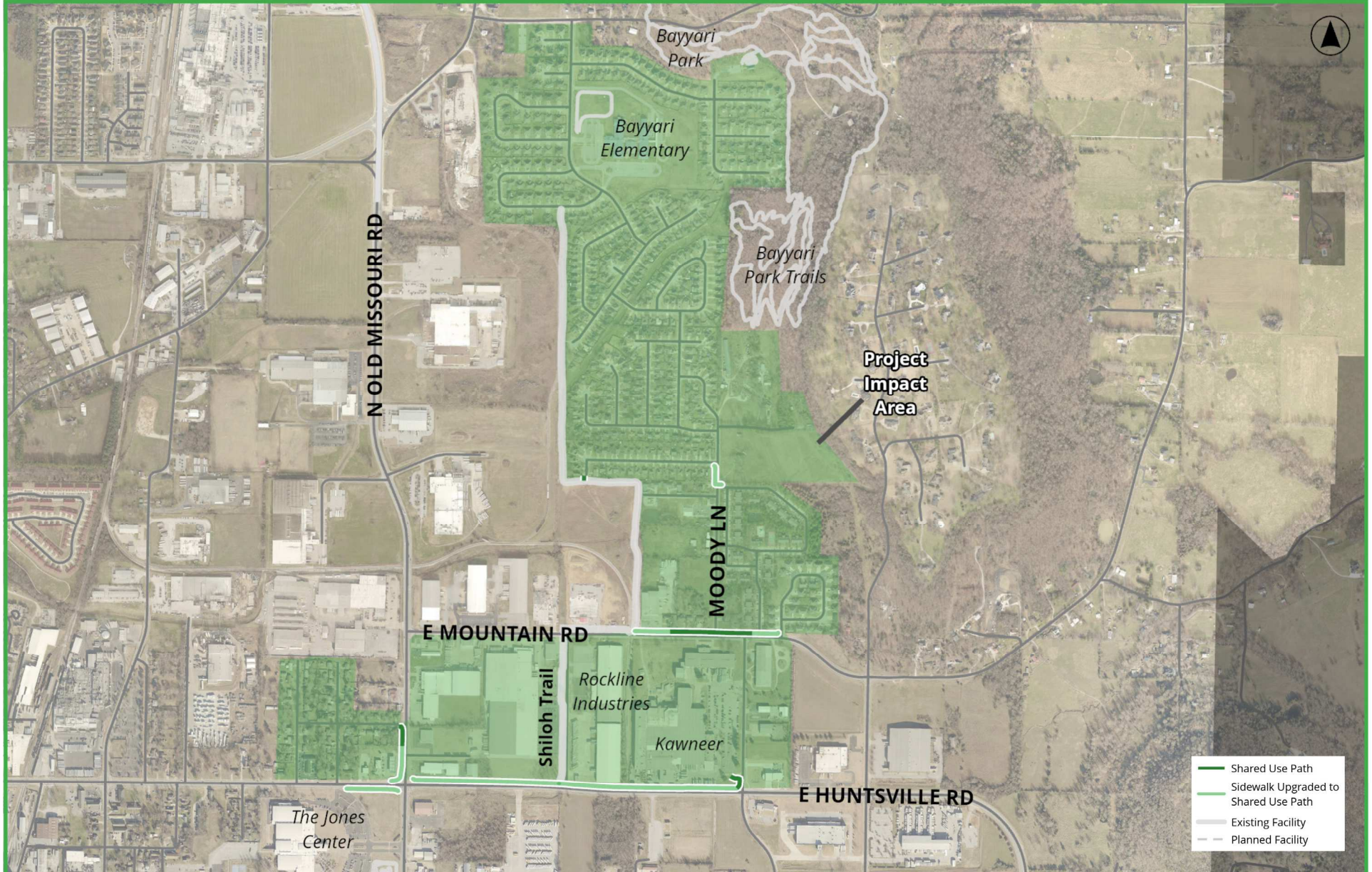
4,339 feet of upgraded sidewalk to shared use path

- Huntsville Avenue near Curtis Street to Kawneer Drive
- Old Missouri Road near Huntsville Avenue
- East Mountain Road for segments between Shiloh Trail and Plateau Street
- Moody Lane near Collins Avenue

Mountain and Huntsville Area Improvements

DRAFT DATE - March 14, 2023

IMPACT AREA EXHIBIT



South West End Street Connections

DRAFT DATE - March 6, 2023

IMPACT AREA CONNECTS



**1,824
RESIDENTS**



**718
RESIDENTIAL
UNITS**

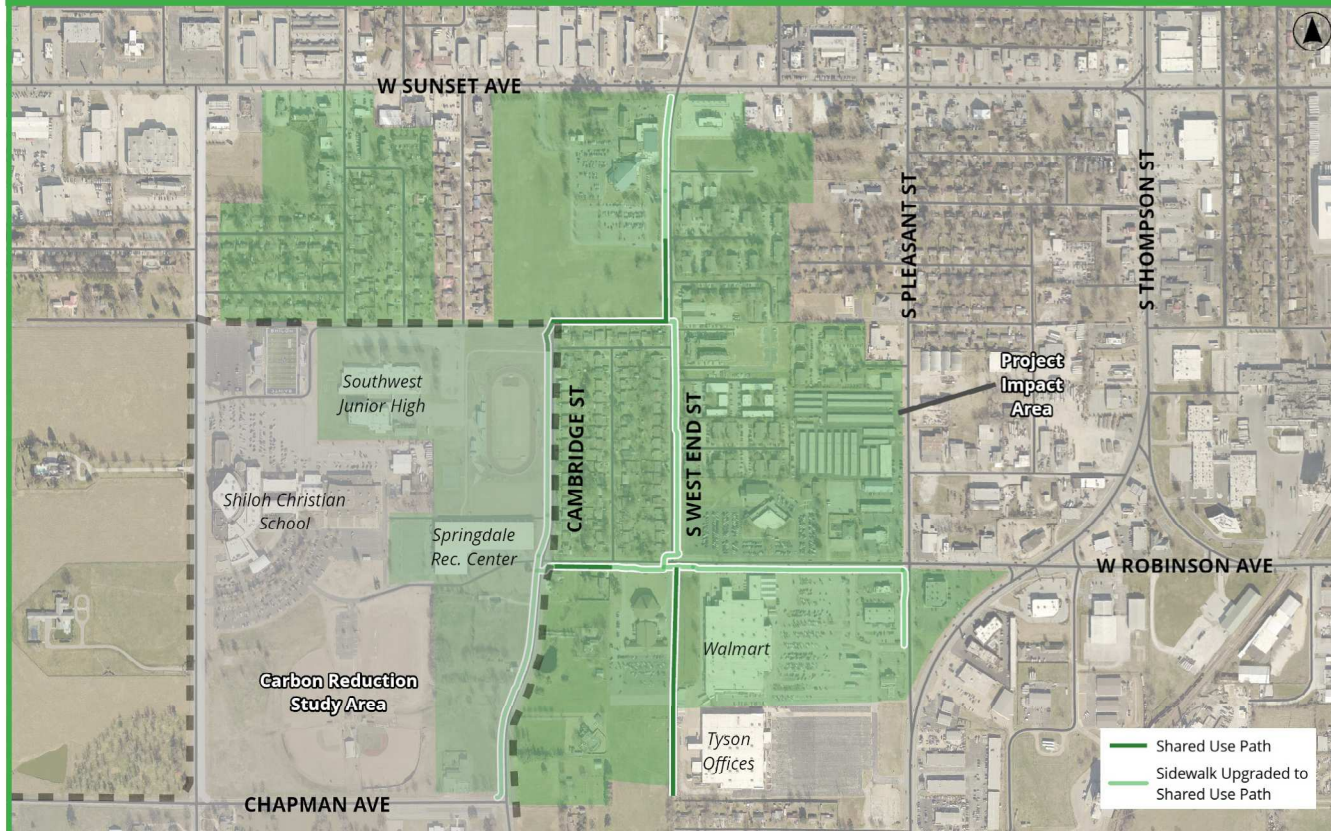


**5
COMMUNITY
DESTINATIONS**

- Wal-Mart Supercenter
- Southwest Junior High School
- Shiloh Christian School

- Springdale Recreation Center
- Tyson Offices (2008 S. Thompson)

IMPACT AREA EXHIBIT



DESCRIPTION

1.77 Miles of Improvements

1,510 feet of shared use path

- Southwest Junior High School to South West End Street
- South West End Street from Kirsten Drive to north of Princeton Avenue
- West Robinson Avenue from Cambridge Street to Stone Street
- West side of the Wal-Mart Supercenter and 2008 South Thompson properties to a point near Hembree Avenue

6,785 feet of upgraded sidewalk to shared use path

- Cambridge Street from Chapman Avenue to Southwest Junior High Football Field
- West Robinson Avenue from Stone Street to South Pleasant
- South Pleasant to the associated Wal-Mart access drive just north of South Thompson Street

South West End Street Connections

DRAFT DATE - March 6, 2023

IMPACT AREA EXHIBIT

