

2015
NORTHWEST ARKANSAS
BICYCLE/PEDESTRIAN MASTER
PLAN

City of Tontitown Community Plan
and Catalyst Trail

Timeline for the updates to the 2015 Northwest Arkansas Bicycle/Pedestrian Master Plan-City of Tontitown:

- May 12, 2022-Special Tontitown Meeting for the Planning Commission to discuss changes/updates to the Community Plan for Tontitown.
- Tentatively have a Public Input meeting in June 2022 to present the proposed changes to the Community Plan and receive citizen input.
- Regional Planning to host discussions with cities in June 2022. This will give Tontitown an opportunity to see how your plan aligns with the adjacent cities.
- Tentatively have a Public Input meeting in July 2022 to present changes to the Community Plan that were made based on citizens input and meetings with the neighboring cities.
- City of Tontitown to adopt the Community Plan by the end of August 2022.
- Regional Planning will have public input sessions around November 2022 for the entire Northwest Arkansas Bicycle/Pedestrian Master Plan.
- Regional Planning to adopt the Regional Plan in December 2022.



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

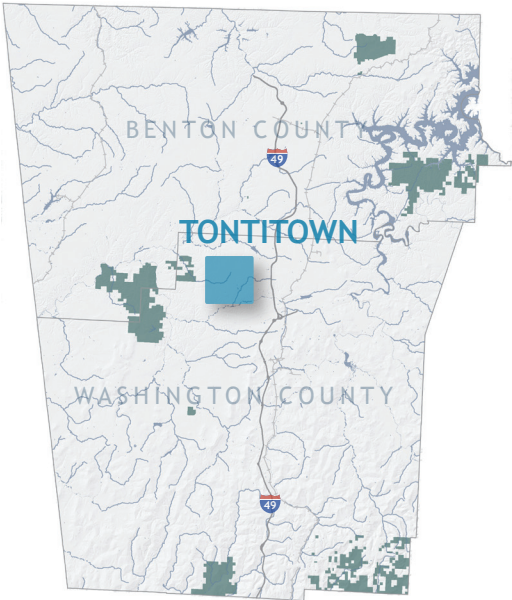
- » Downtown center

Other Key Destinations

- » Residential areas
- » Sbanotto Park
- » Potential future park site
- » Har-Ber Avenue (toward Springdale Har-Ber High School)

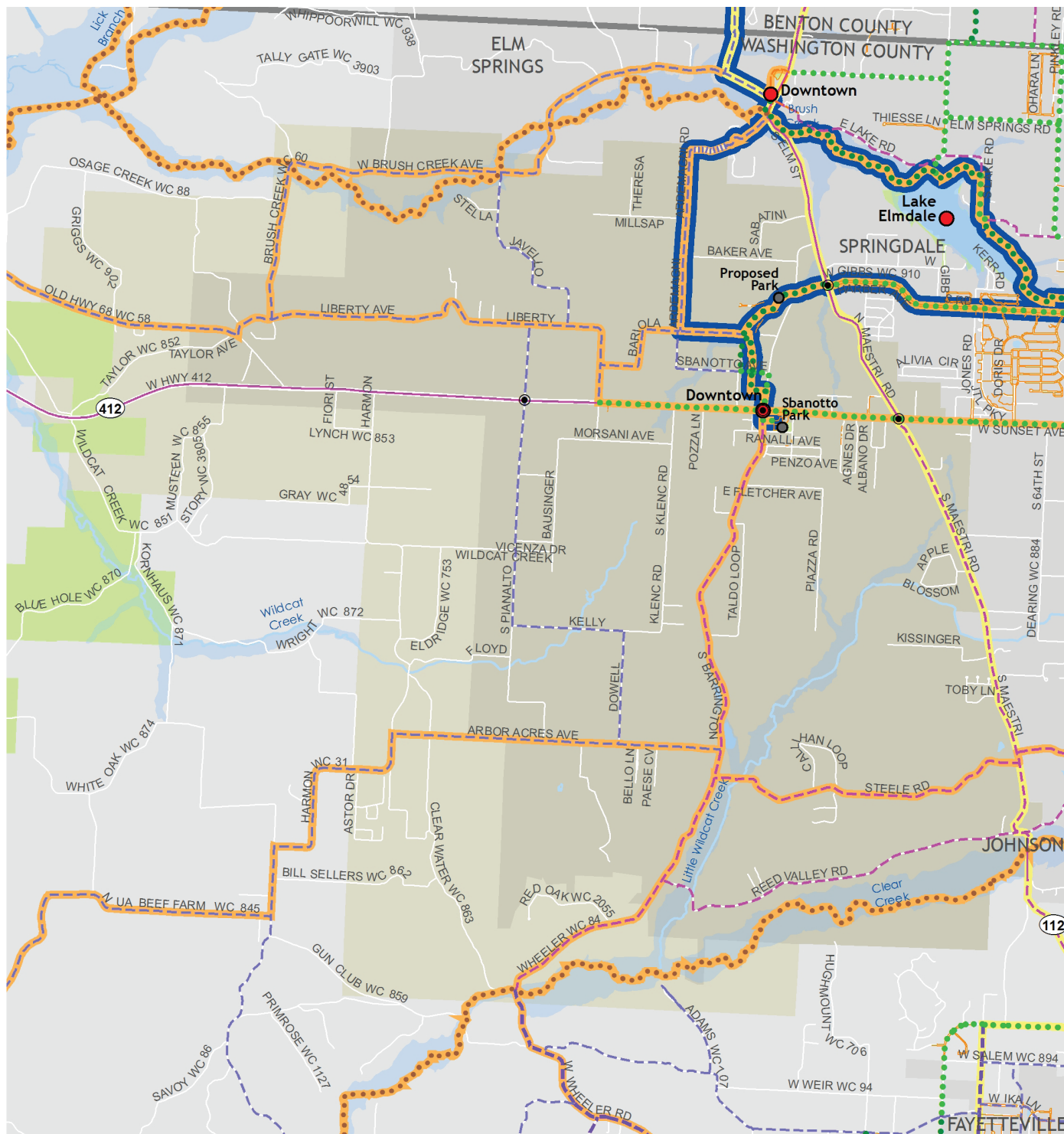


REGIONAL LOCATION MAP

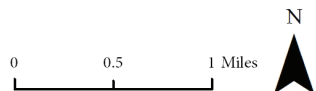


Clockwise from upper left: Park/Trail opportunities through Belmont Way; Sbanotto Park; Scenic and low traffic volume corridors (Dowell Road)

MAP 6.24 TONTITOWN COMMUNITY PLAN



Regional Network	Shared Use Facilities	Proposed Separated Bikeway	Pedestrian Facilities	City Limits
Heritage Trail	Proposed Shared Use Paved Trail	Proposed Shoulder Improvement	Sidewalk	Planning Area
Catalyst Project	Proposed Sidepath	Existing Shoulder	Proposed Sidewalk	Floodplain
Regional Destination	Proposed Natural Surface Trail	Proposed Shared Roadway		Waterbodies
Local Destination	Crossing Improvement	Proposed Gravel Grinding (Shared Roadway)		





Key Needs & Recommendations for Tontitown

Topic	Key Needs & Notes
<i>Regional Needs</i>	<ul style="list-style-type: none"> » Provide links through the downtown area. Connect to surrounding communities and identify opportunities to connect to Lake Wedington.
<i>Other Key Needs</i>	<ul style="list-style-type: none"> » Provide links to Sbanotto Park » Improve neighborhood connectivity. » Improve Har-Ber Avenue connectivity. » Provide safe crossings of US 412.
Facility Recommendation	Recommendation Detail
<i>Sidewalks</i>	<ul style="list-style-type: none"> » Residential Areas: Continue developing sidewalks with new residential development.
<i>Intersections</i>	<ul style="list-style-type: none"> » 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.
<i>On-Street Bike Facilities</i>	<ul style="list-style-type: none"> » 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.
<i>Shared Use Facilities</i>	<ul style="list-style-type: none"> » 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
<i>Multi-Modal Connections</i>	<ul style="list-style-type: none"> » Tontitown is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
<i>Heritage Trail</i>	<ul style="list-style-type: none"> » 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		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Tontitown
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Tontitown
Complete Streets Policy	Medium	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
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



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.



17 Elm Springs to Tontitown Loop

From: Elm Springs

To: Tontitown

Distance: 9.1 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

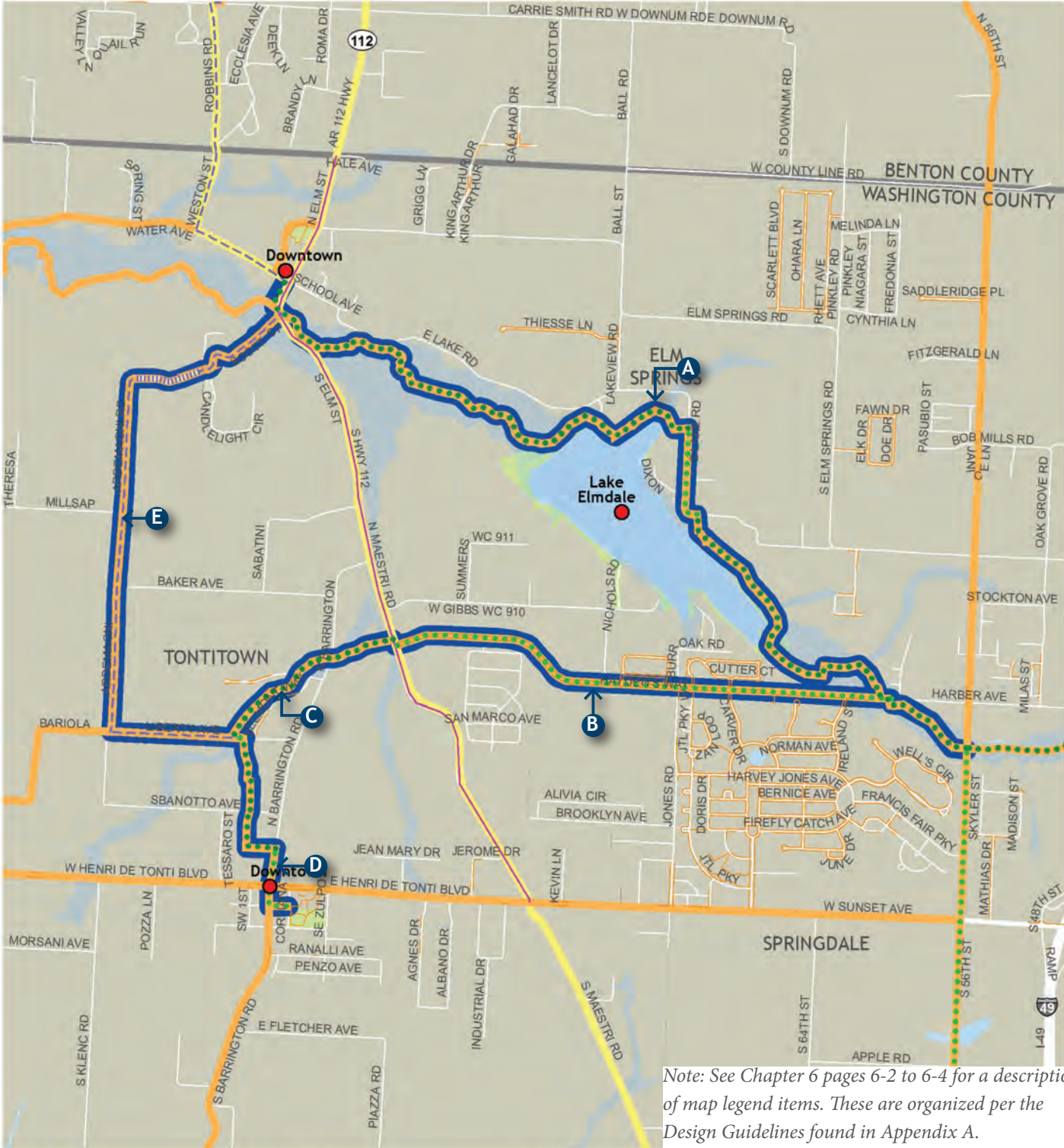
*Total Planning-Level Cost Opinion \$4,554,973
(see table 5.3 for details)*



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 | Shared Use Facilities | Proposed Shared Roadway | Pedestrian Facilities |
| Regional Network | Proposed Shared Use Paved Trail | Proposed Gravel Grinding (Shared Roadway) | Existing Sidewalk |
| Heritage Trail | Proposed Sidepath | Existing Shoulder | |
| Regional Destination | | | |



2015 NORTHWEST ARKANSAS BICYCLE/PEDESTRIAN MASTER PLAN



https://www.nwarpc.org/wp-content/uploads/2021/10/NWA_Regional_Bike_Ped_Master_Plan_reduced.pdf

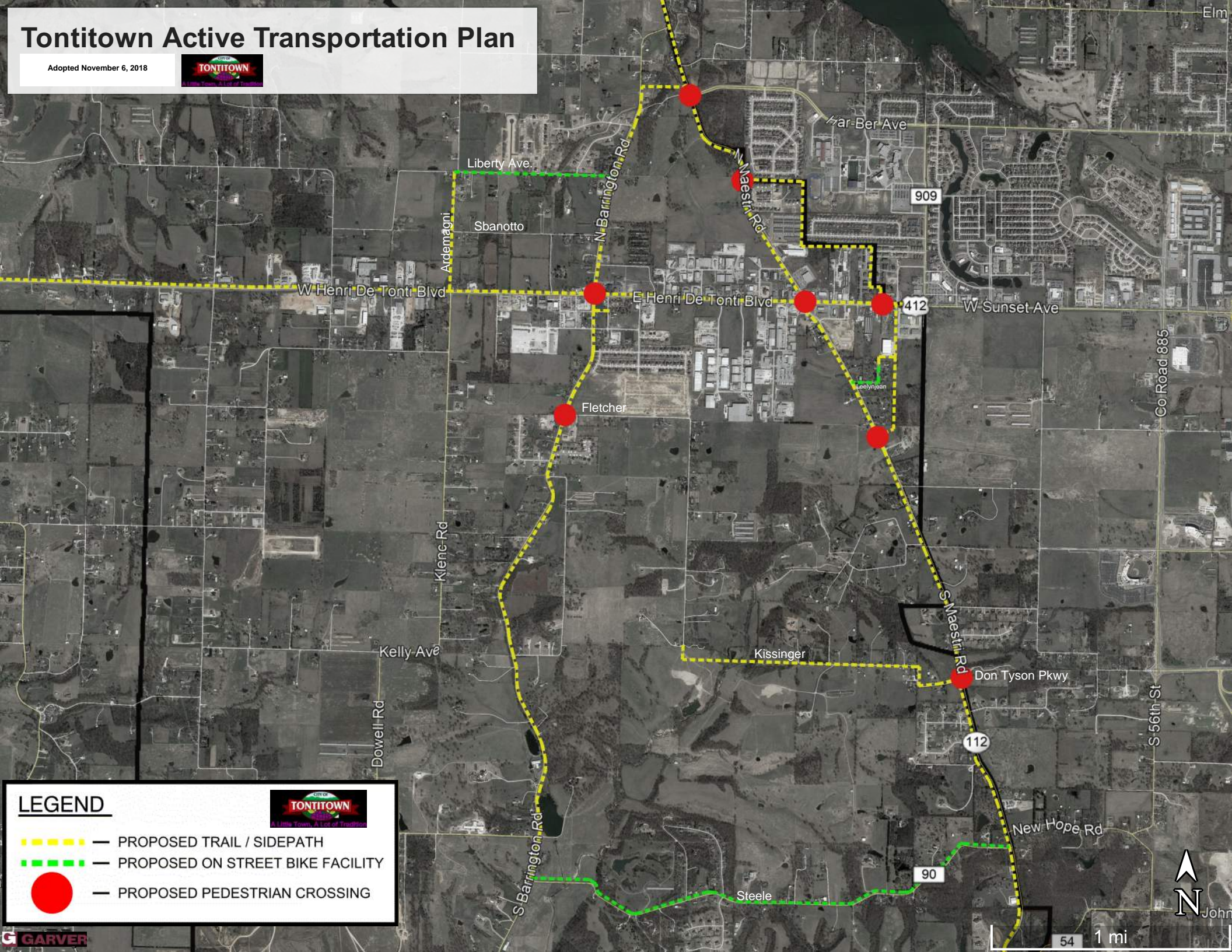
2015 NORTHWEST ARKANSAS BICYCLE/PEDESTRIAN MASTER PLAN APPENDIX



https://www.nwarpc.org/wp-content/uploads/2021/10/NWA_Bike_Ped_Appendix_reduced.pdf




Tontitown Active Transportation Plan

Adopted November 6, 2018



LEGEND



-  — PROPOSED TRAIL / SIDEPATH
-  — PROPOSED ON STREET BIKE FACILITY
-  — PROPOSED PEDESTRIAN CROSSING



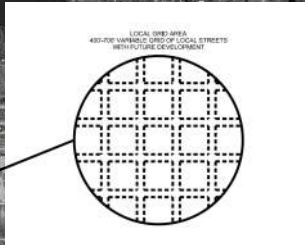
Master Street Plan

Tontitown, Arkansas

Adopted November 6, 2018



Proposed Interchange



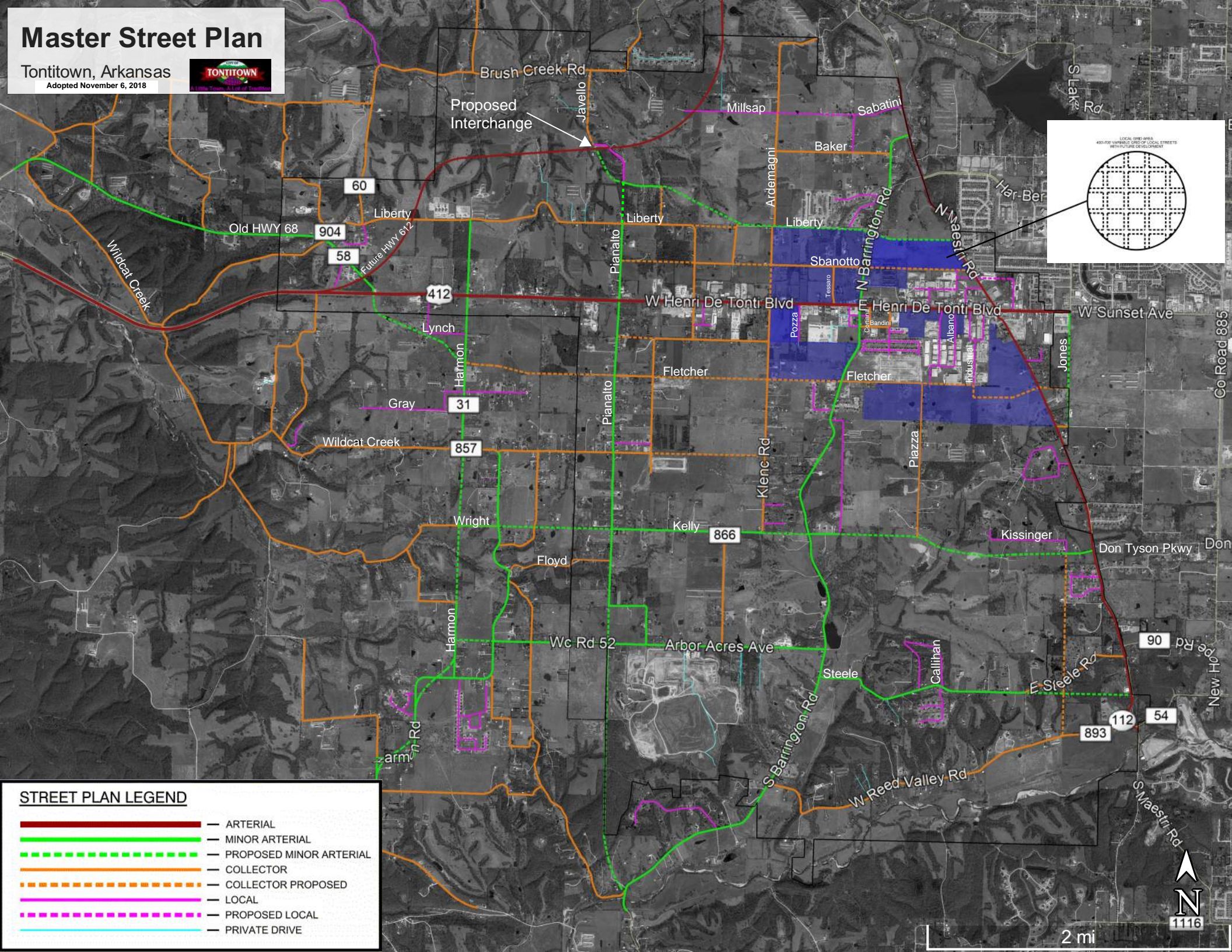
STREET PLAN LEGEND

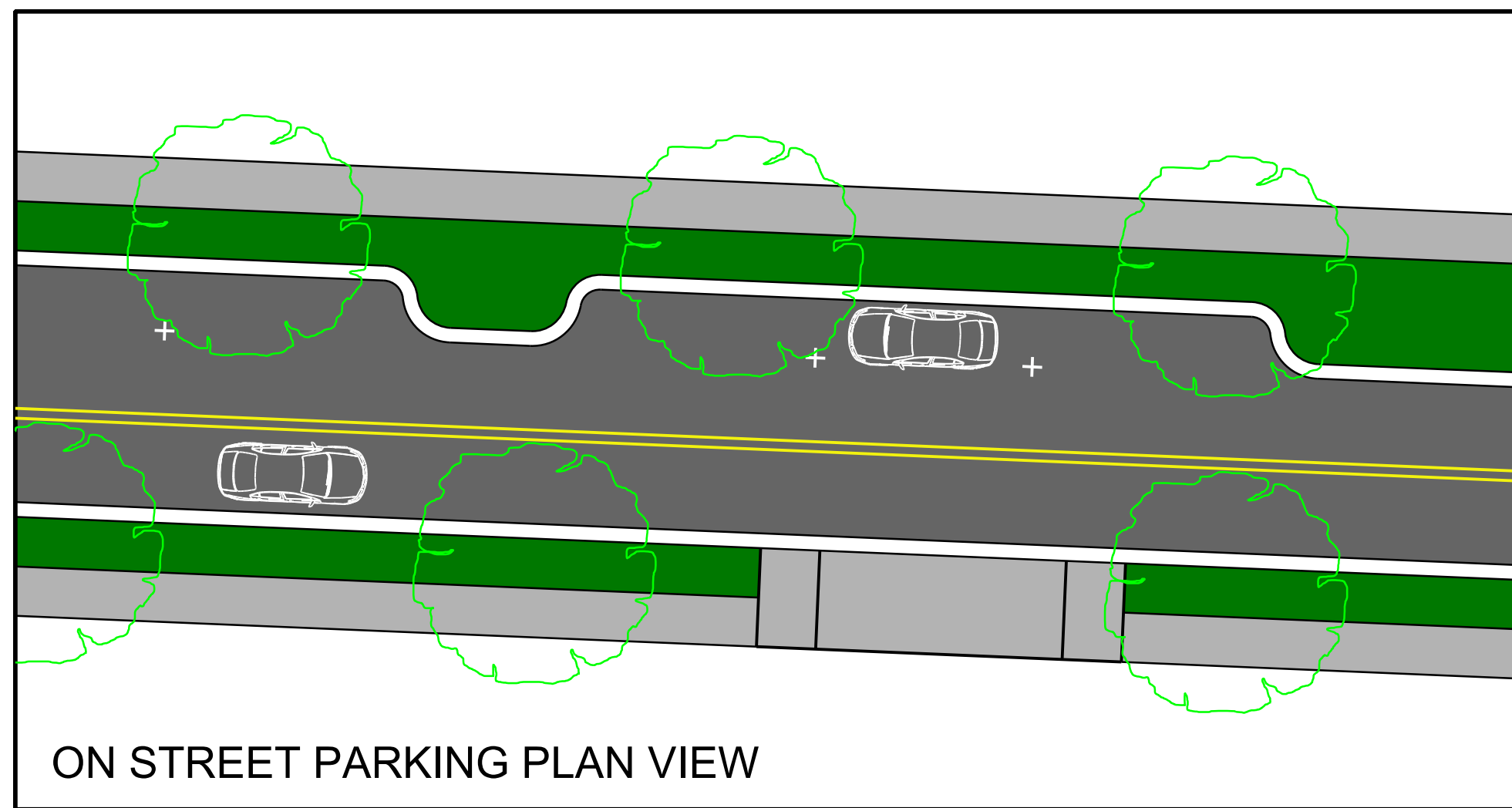
- ARTERIAL
- MINOR ARTERIAL
- PROPOSED MINOR ARTERIAL
- COLLECTOR
- COLLECTOR PROPOSED
- LOCAL
- PROPOSED LOCAL
- PRIVATE DRIVE

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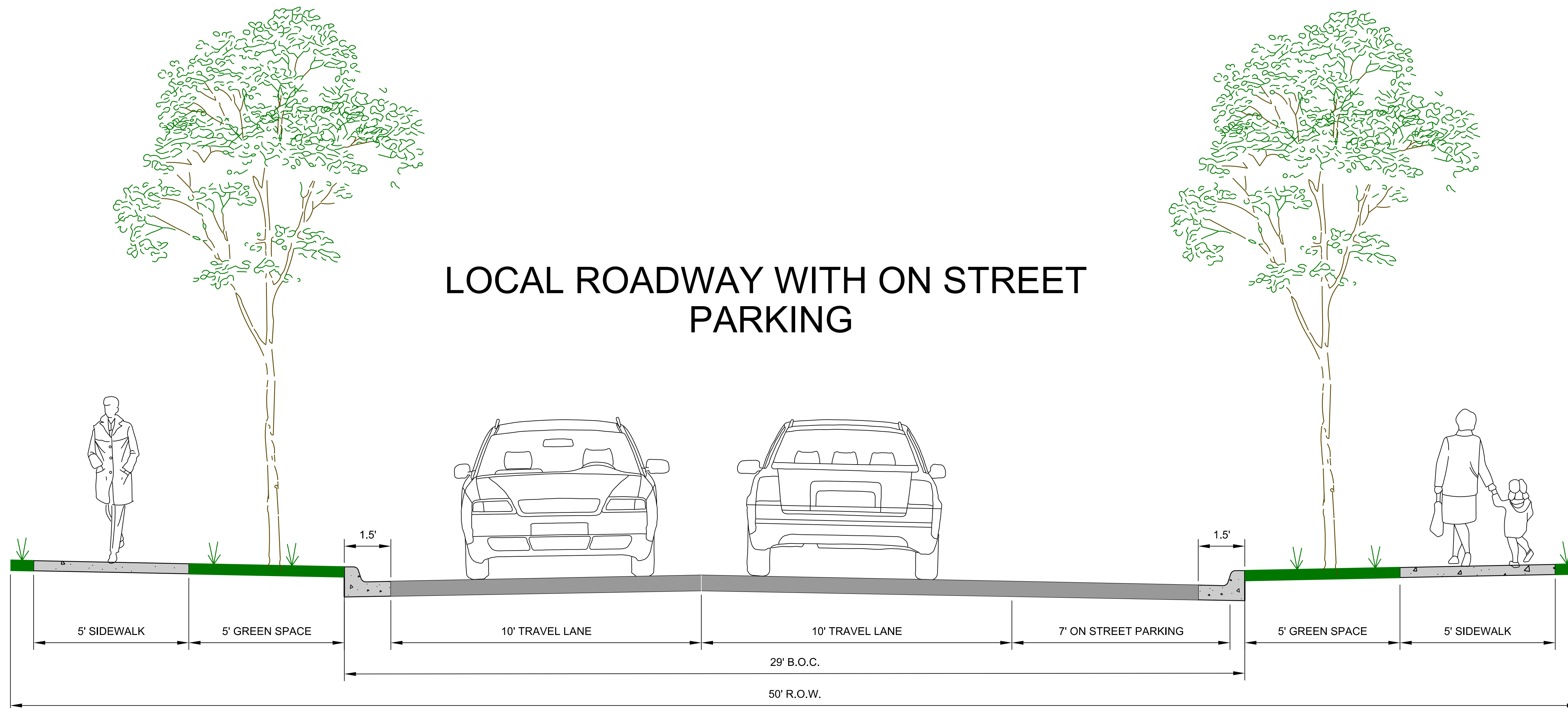


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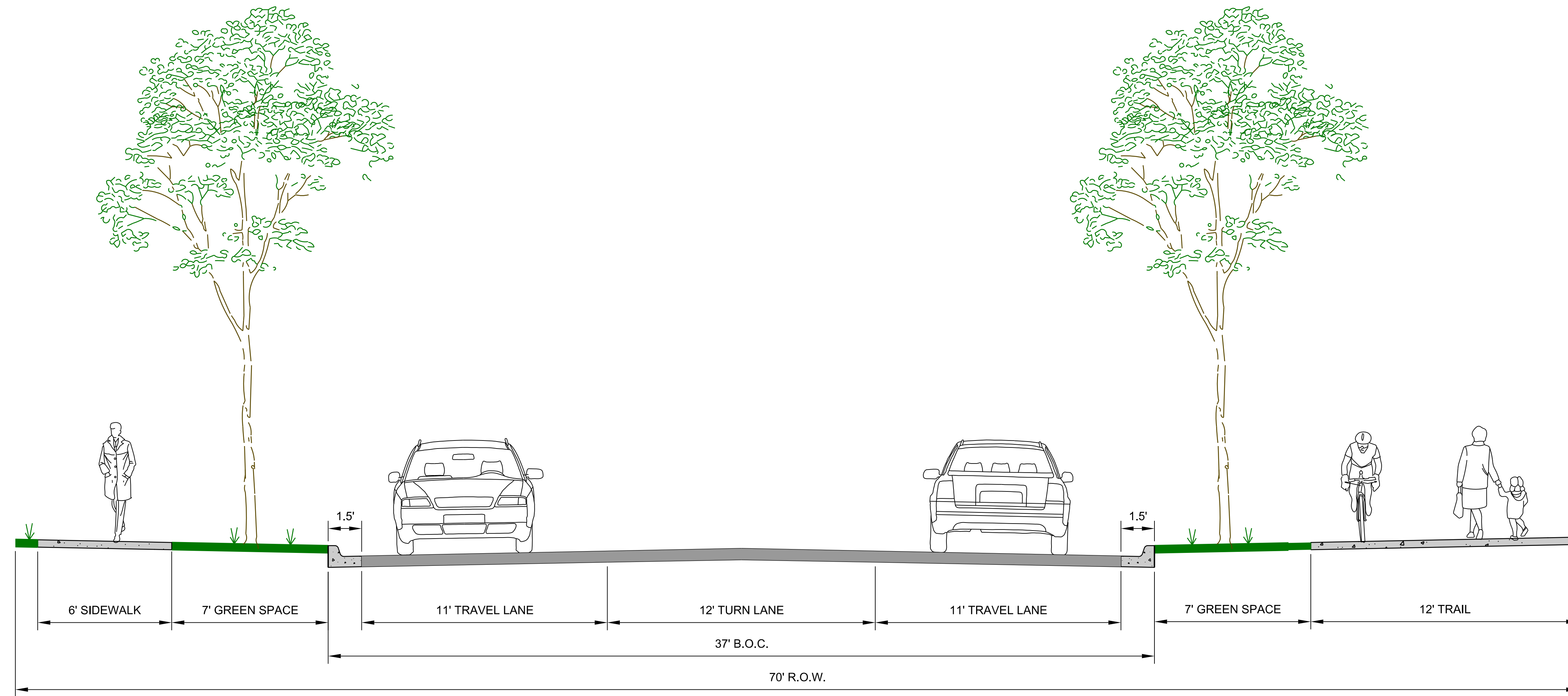




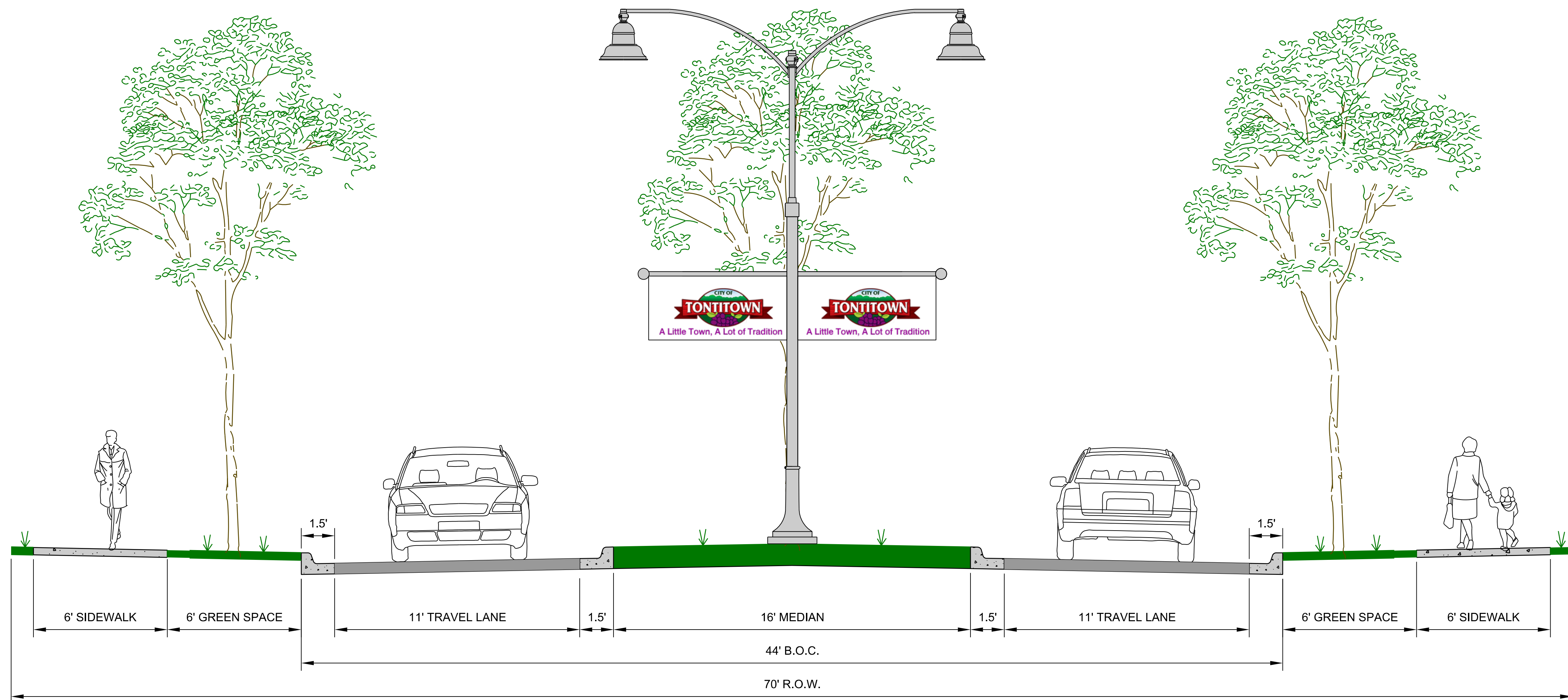
LOCAL ROADWAY WITH ON STREET PARKING



COLLECTOR ROADWAY WITH TRAIL



COLLECTOR BOULEVARD

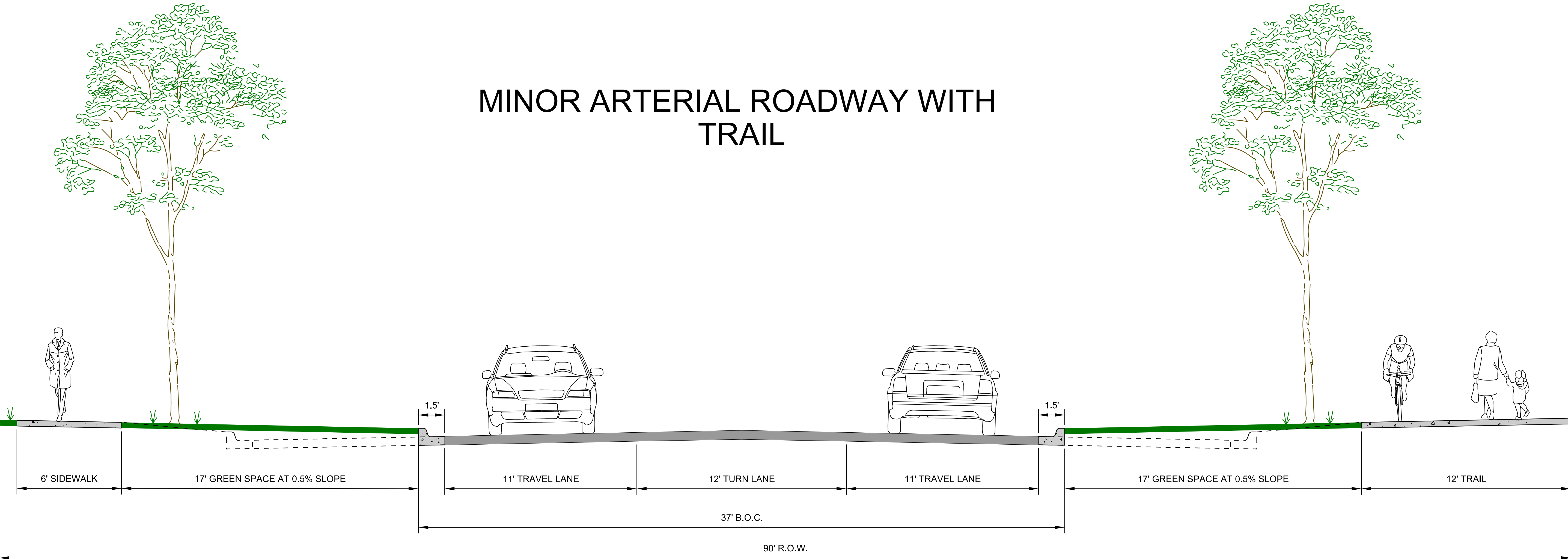


CITY OF TONTITOWN
TONTITOWN, ARKANSAS
ROADWAY TYPICAL SECTIONS

COLLECTOR ROADWAYS



MINOR ARTERIAL ROADWAY WITH TRAIL

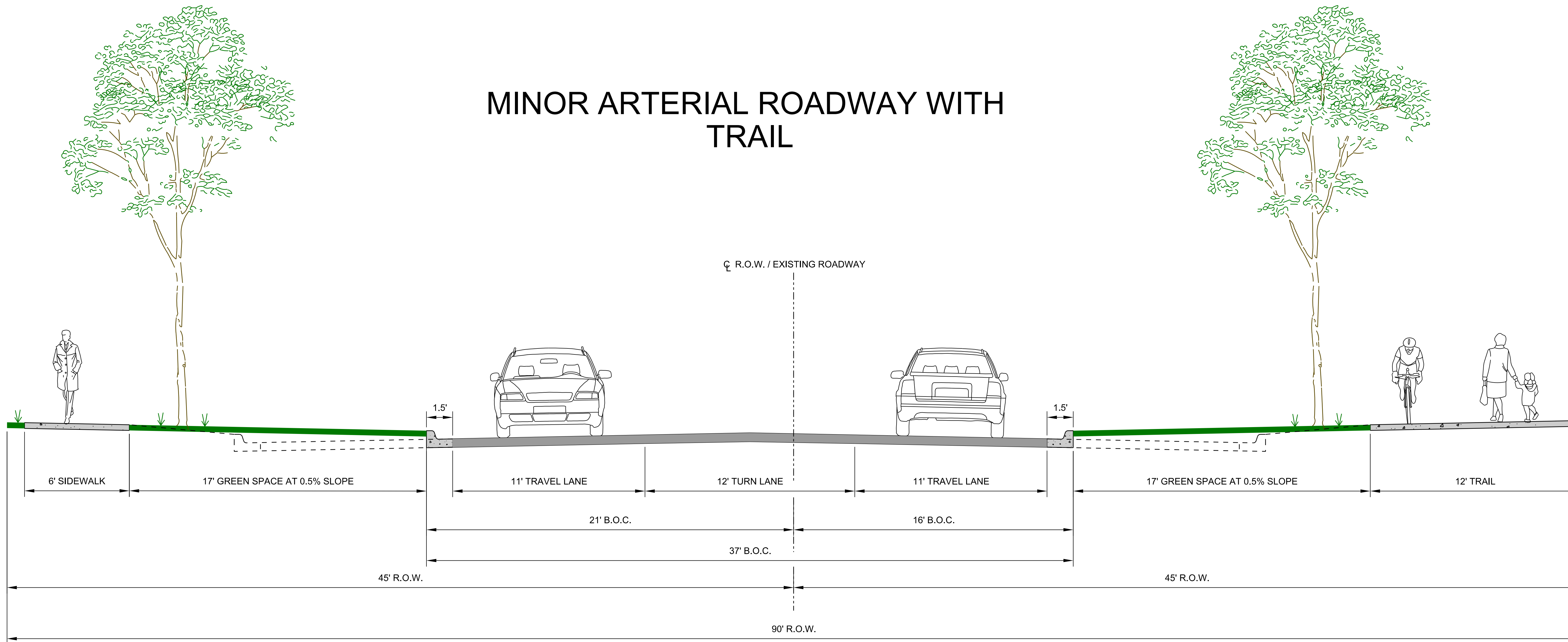


CITY OF TONTITOWN
TONTITOWN, ARKANSAS
ROADWAY TYPICAL SECTIONS

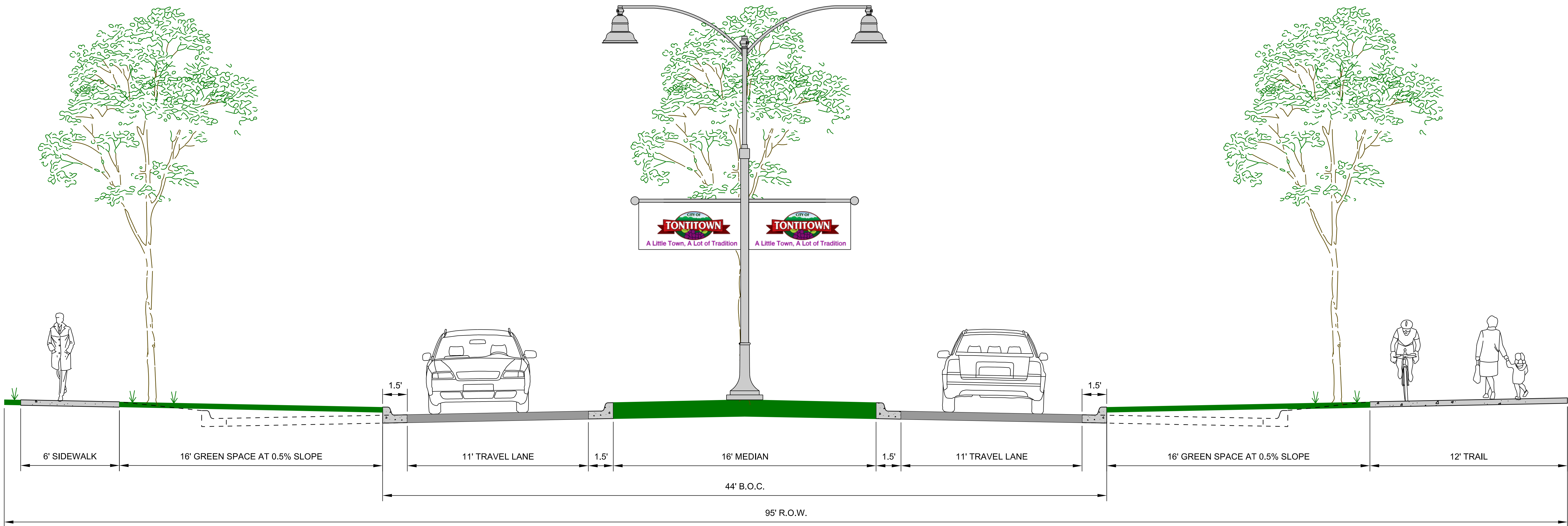
MINOR ARTERIAL ROADWAYS



MINOR ARTERIAL ROADWAY WITH TRAIL



MINOR ARTERIAL BOULEVARD WITH TRAIL

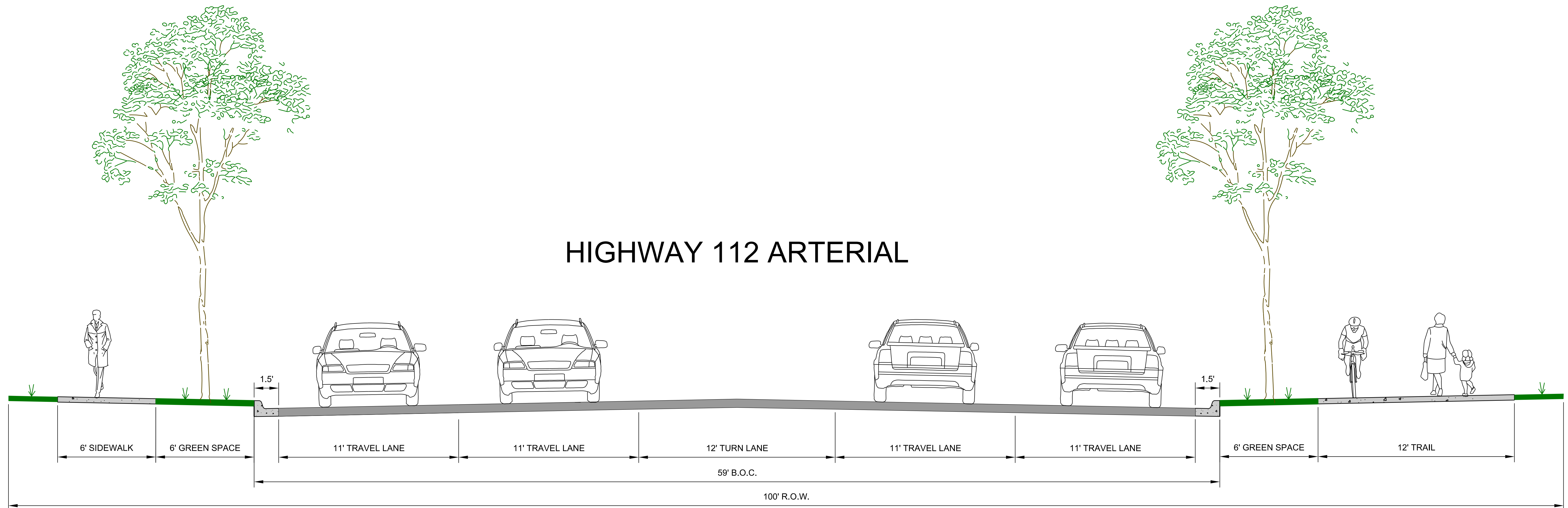


CITY OF TONTITOWN
 TONTITOWN, ARKANSAS
 ROADWAY TYPICAL SECTIONS

MINOR ARTERIAL ROADWAYS



HIGHWAY 112 ARTERIAL

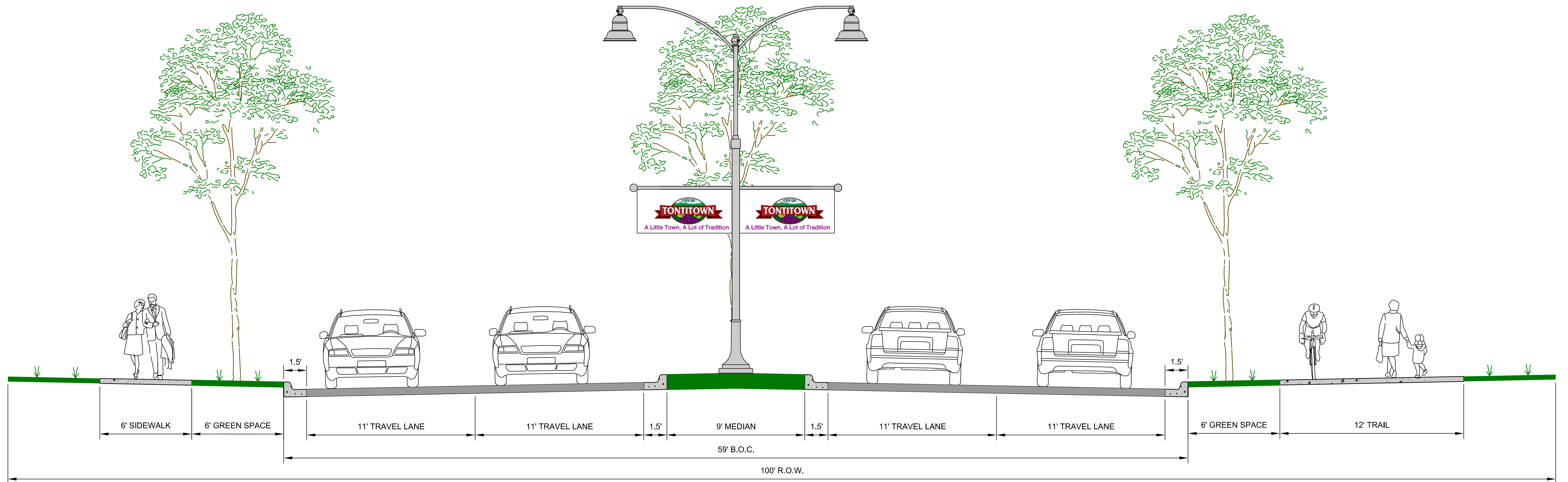


CITY OF TONTITOWN
TONTITOWN, ARKANSAS
ROADWAY TYPICAL SECTIONS

ARTERIAL ROADWAYS



HIGHWAY 112 ARTERIAL BOULEVARD

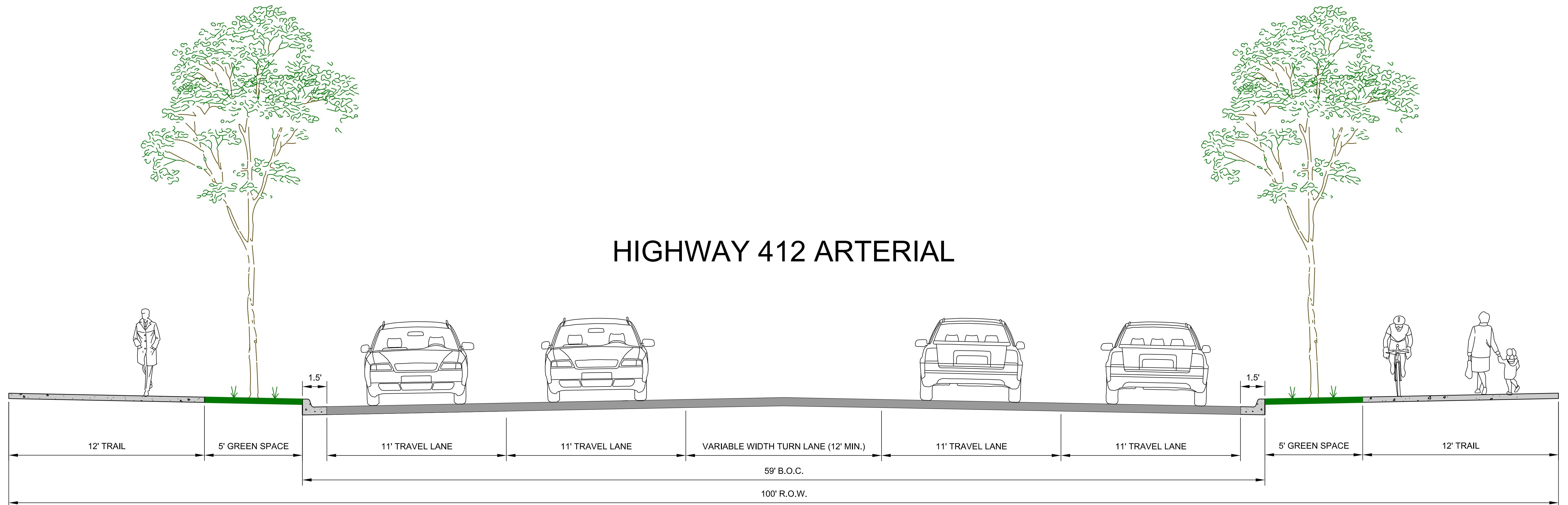


CITY OF TONTITOWN
TONTITOWN, ARKANSAS
ROADWAY TYPICAL SECTIONS

ARTERIAL ROADWAYS



HIGHWAY 412 ARTERIAL

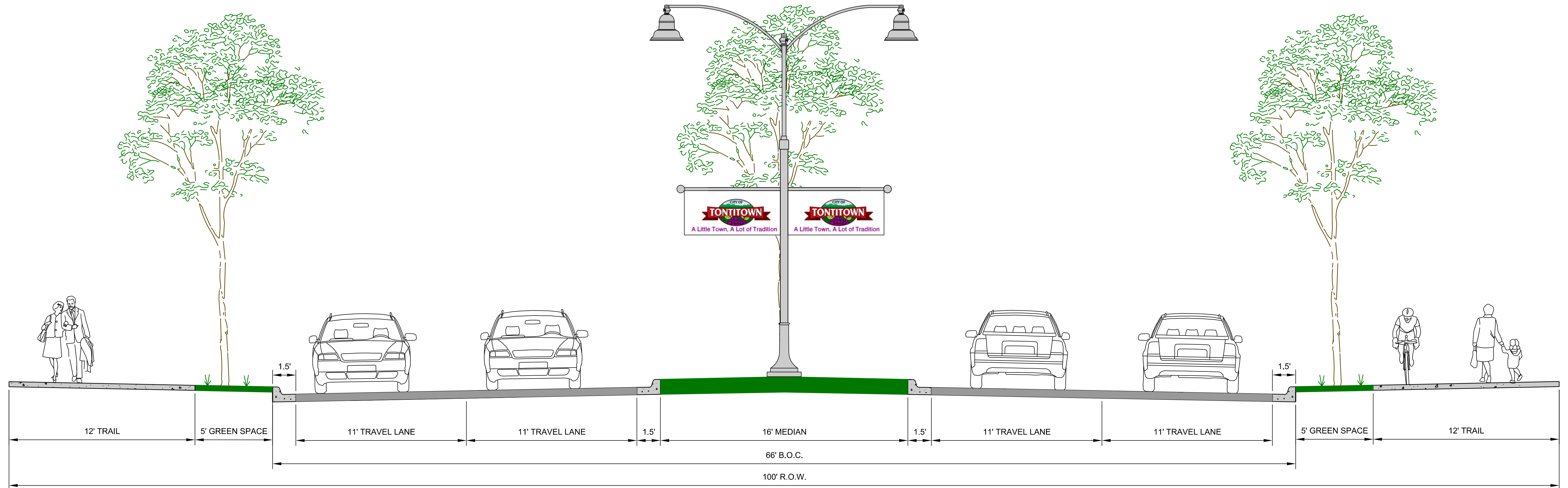


CITY OF TONTITOWN
TONTITOWN, ARKANSAS
ROADWAY TYPICAL SECTIONS

ARTERIAL ROADWAYS



HIGHWAY 412 ARTERIAL BOULEVARD

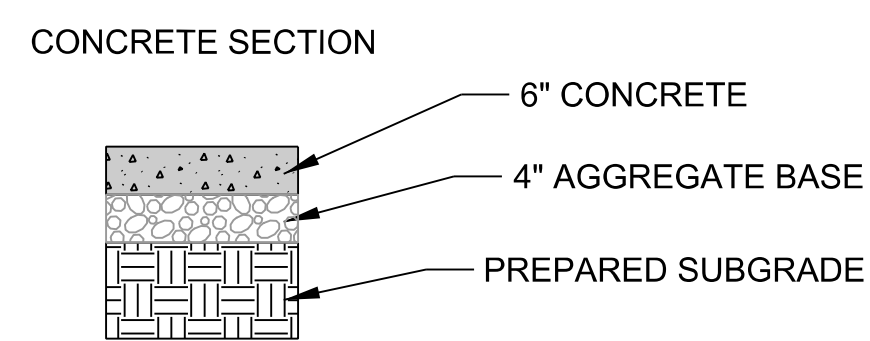
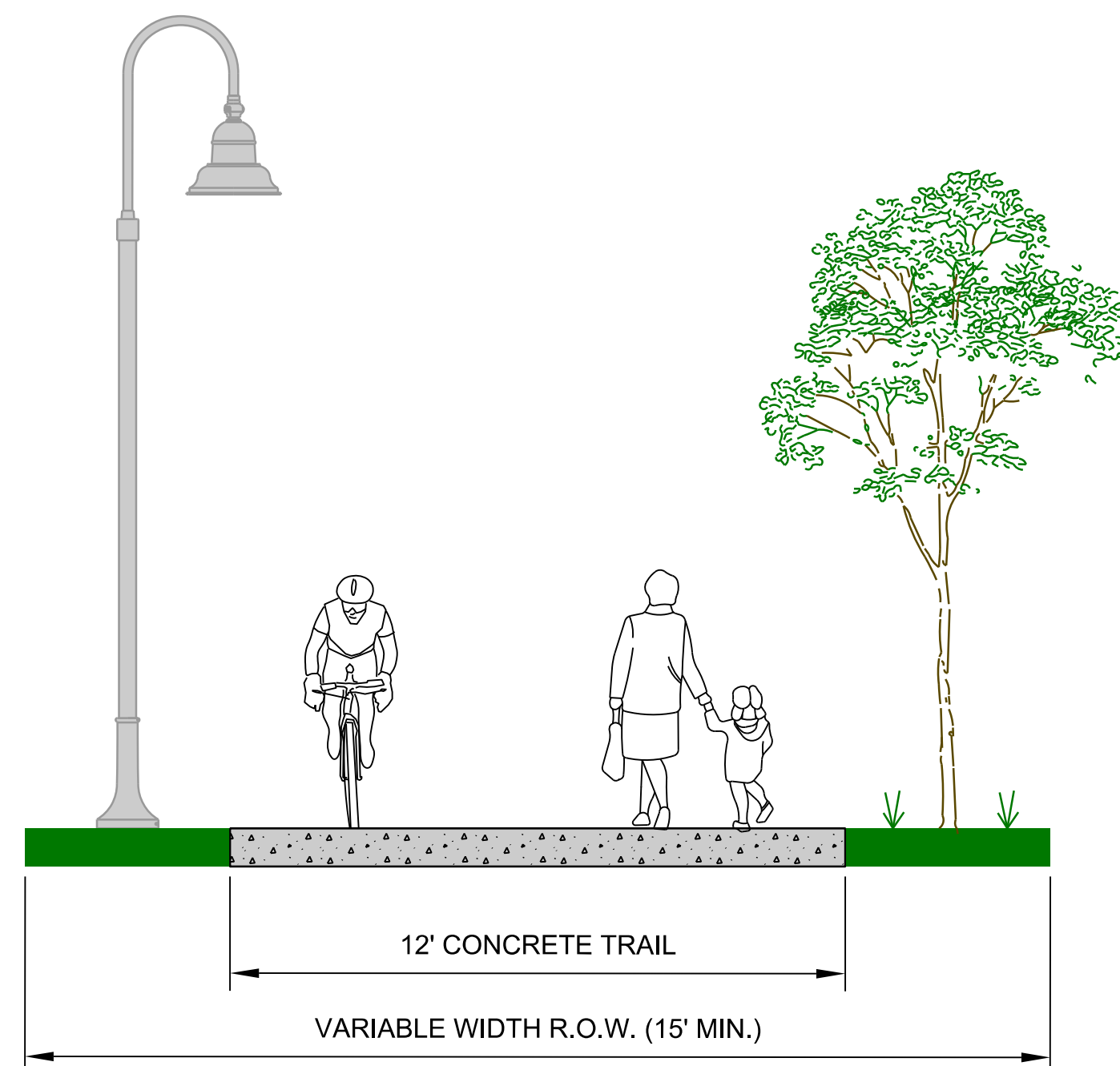


CITY OF TONTITOWN
TONTITOWN, ARKANSAS
ROADWAY TYPICAL SECTIONS

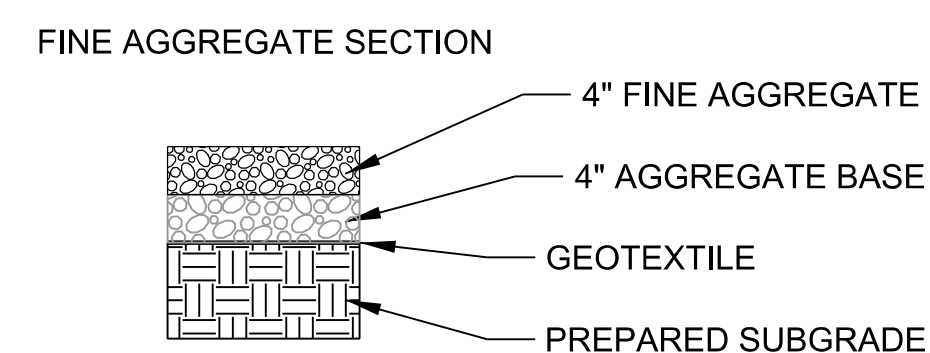
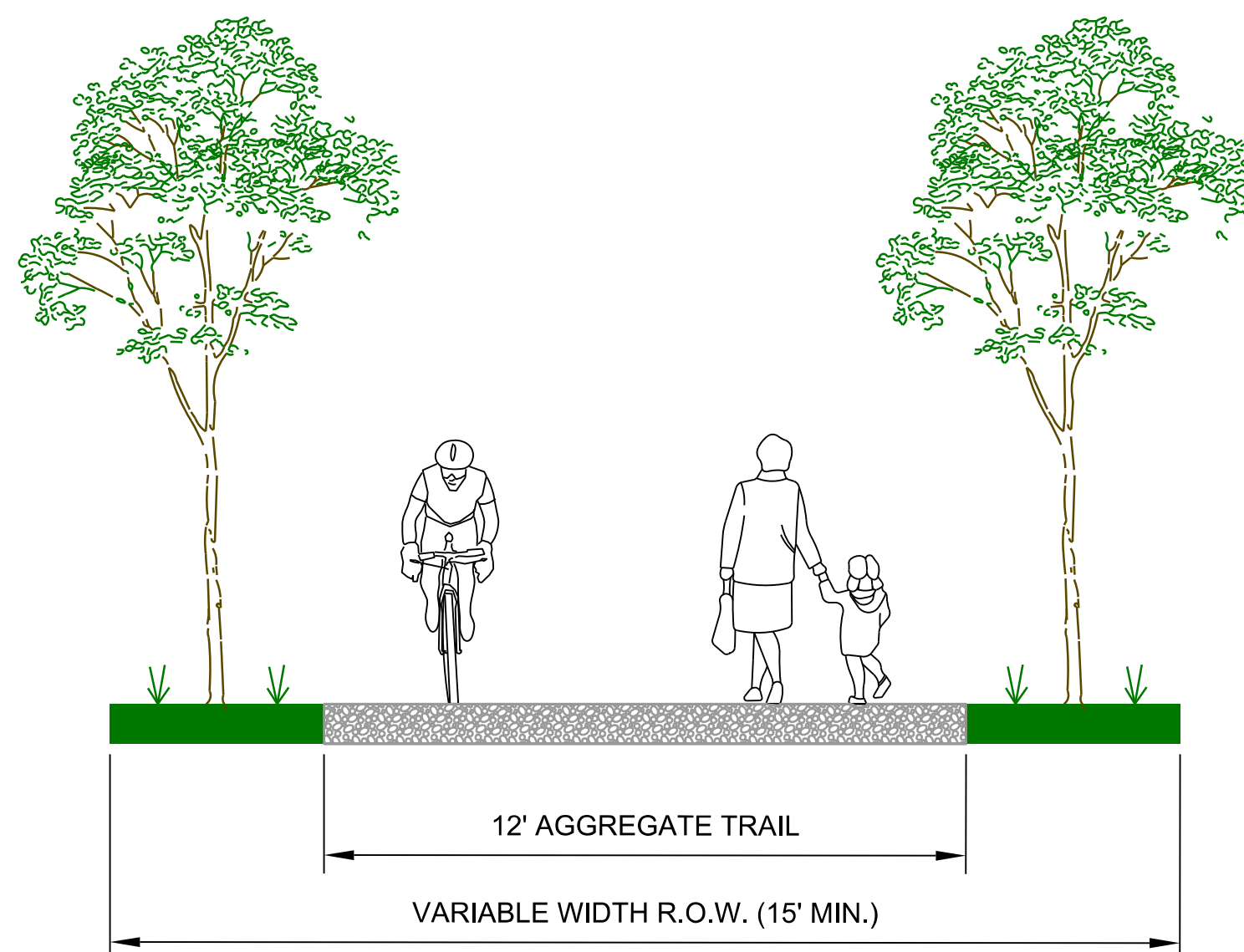
ARTERIAL ROADWAYS



SHARED USE TRAIL (CONCRETE)



SHARED USE TRAIL (AGGREGATE)



ON STREET BICYCLE FACILITY OPTIONS

1. LOW VOLUME AND SPEED ROADWAYS - BICYCLE BOULEVARD
 2. LOW TO MODERATE VOLUME AND SPEED ROADWAYS - ADVISORY SHOULDERS
 3. MODERATE TO HIGH VOLUME AND SPEED ROADWAYS - PAVED SHOULDERS
 4. MODERATE VOLUME AND SPEED ROADWAYS - BIKE LANES
- SEE "SMALL TOWN AND RURAL MULTIMODAL NETWORKS" BY USDOT/FHWA FOR MORE INFORMATION.

