

APPENDIX A

COMMUNITY OUTREACH PLAN, 2040 MTP PUBLIC OPINION SURVEY (ENGLISH
AND SPANISH) AND PUBLIC COMMENTS

2040 MTP COMMUNITY OUTREACH PLAN - JULY 2014 THROUGH MARCH 2016

DATE	FORUMS/ACTIVITIES/EVENTS	LOCATION
JUL-2014	Staff – Begin to organize and develop materials for outreach activities.	NWARPC (on bus route)
AUG-2014	TAC and RPC/Policy Cmte – formal notification of MTP development process.	NWARPC (on bus route)
SEP-2014	<ul style="list-style-type: none"> Initial COP introduced to TAC. Establish a Facebook page and an online email for ease in submitting public comments. Post the Transportation Survey, in English and Spanish, online. Post the Wiki map online. 	
SEP-18-2014	Kick Off Public Forum, noon to 6:00 pm.	NWARPC (on bus route)
NOV-2014	Further refinement of outreach materials.	
DEC-2014	Begin meeting with 25 local jurisdictions toward adoption of individual trail plans as part of the Regional Bike and Pedestrian Master Plan, which is included in the MTP.	Elm Springs, Fayetteville, Lowell, Elkins, Tontitown
JAN-2015	<ul style="list-style-type: none"> Continue meeting with local jurisdictions toward adoption of individual trail plans. Hold two Public Forums – NWA Open Space Plan, to be included in the MTP 	Siloam Springs, Gentry, Greenland
FEB-2015	<ul style="list-style-type: none"> Continue meeting with local jurisdictions toward adoption of individual trail plans. Distribute surveys and comment cards to city halls, community centers, libraries, and the University. 	Greenland, Goshen, Centerton
FEB-19-2015	Update TAC on MTP development and COP	NWARPC (on bus routes)
MAR-2015	<ul style="list-style-type: none"> Continue meeting with local jurisdictions toward adoption of individual trail plans. NWA Open Space Stakeholders meetings. 	Gravette, Centerton
MAR-18-2015	<ul style="list-style-type: none"> Meet with local and state environmental agencies. Meet with the NWA MS4 Compliance Group – to discuss stormwater runoff management as it pertains to open space and the MTP. 	NWARPC (on the bus route)
MAR-19-2015	Update TAC on MTP and COP	
APR-2015	<ul style="list-style-type: none"> Engage the press – look for opportunities to publish articles, or do interviews, about the MTP, Bike-Ped Plan and Open Space Plan. Make arrangements for outreach efforts through meetings with community organizations, local and state agencies, and individual stakeholders. Make arrangements for public forums to be held in May. 	
APR-16-2015	Present the Congestion Management Process Report to the TAC. The CMP will be included in the MTP. Use the information from the Report in public forums.	NWARPC (on the bus route)
MAY-15	<ul style="list-style-type: none"> Hold two public forums in NWA. Continue to plan and attend outreach forums and activities connected to other plans and studies NWARPC is involved in to gather public input. Continue to engage the press. Monitor Facebook, Wiki map, and survey for public sentiment; continue through the duration of the public comment period. 	
MAY-21-2015	Update TAC on MTP development and COP	NWARPC (on bus route)
JUN-15	<ul style="list-style-type: none"> Continue all previous activities pertaining to engaging the public. Hold a public forum in McDonald County. Hold public forums in conjunction with Open Space Plan. Evaluate public forums, and incorporate information into MTP goals and recommendations. <ul style="list-style-type: none"> Assemble subcommittees, such as the Vision and Goals Committee and the Management and Operations Committee. 	
JULY AND AUGUST 2016	Continue outreach activities and evaluations	
JUL-16-2015	Update TAC on MTP development and COP	Siloam Springs Community Building
AUG20-20-15	Update TAC on MTP development and COP	NWARPC (on bus route)
SEP-15	Continue to collect public comment, but September 30 will be the cut-off in terms of using the online and paper surveys and the Wiki map in order to begin to compile and analyze public input.	
SEP-17-2015	Update TAC on COP; Vision and Goals Committee – update the MTP vision and goals with public input gathered over the past year.	NWARPC (on bus route)
OCTOBER, NOVEMBER, DECEMBER 2015	<ul style="list-style-type: none"> Continue to compile and analyze public input. Incorporate public input into MTP goals and recommendations. Vision and Goals Committee develops vision and goals for MTP; present to TAC for approval. <ul style="list-style-type: none"> Continue to update TAC on MTP development. Staff composes Draft MTP; TAC and RPC/Policy Committee review begins on December 30, 2015. 	
JAN-16	Incorporate any public comments into the official Draft MTP.	
JAN-21-2016	Final Public Forum – noon until 6:00 pm; 30-day public comment period to close on February 21, 2016	NWARPC (on bus route)
FEB-16	Public comment period closed; incorporate public comments into final Draft MTP	
MAR-23-16	RPC/Policy Committee approval of MTP	NWARPC (on bus route)

2040 Metropolitan Transportation Plan Public Opinion Survey

The Northwest Arkansas Regional Planning Commission (NWARPC), the transportation planning organization in Northwest Arkansas is currently updating its Metropolitan Transportation Plan. The draft plan, under development, will guide transportation improvements through the year 2040.

Your opinion is very important. Since transportation affects everyone in the region, feedback from citizens is needed. Please take a moment to answer the following questions and share your suggestions about transportation. Please circle each answer and return this survey no later than July 31, 2015. You can also complete the survey online at <http://nwarpc.org>. Thank you.

A. On a scale of 1 to 5, with 1 being unacceptable and 5 being excellent, please rank the following:

My commute time to work (length of time)	1	2	3	4	5
Reliability of commute (same length of time every day)	1	2	3	4	5
Other trips, such as shopping (length of time)	1	2	3	4	5
Traffic congestion on Northwest Arkansas roadways	1	2	3	4	5
Availability of transit in Northwest Arkansas	1	2	3	4	5
The safety of Northwest Arkansas roadways	1	2	3	4	5
Availability of sidewalks	1	2	3	4	5
Availability of multi-use trails	1	2	3	4	5
Availability of on-road bicycle facilities	1	2	3	4	5
Safety of on-road bicycle facilities	1	2	3	4	5
Traffic signals and signage	1	2	3	4	5
Northwest Arkansas efforts to improve transportation	1	2	3	4	5

B. On a scale of 1 to 5, with 1 being not important and 5 being very important, please rank the following transportation improvements:

Adding lanes to I-49	1	2	3	4	5
Adding interchanges to I-49	1	2	3	4	5
Improving I-49 interchanges	1	2	3	4	5
Adding overpasses to I-49	1	2	3	4	5
Building new roads	1	2	3	4	5
Improving road safety	1	2	3	4	5
Expanding the bus system	1	2	3	4	5
Adding lanes to other roadways	1	2	3	4	5
Completing a 4 and 5 lane regional grid network	1	2	3	4	5
Providing transportation for people with disabilities	1	2	3	4	5
Building sidewalks	1	2	3	4	5
Building trails	1	2	3	4	5
Providing bicycle lanes	1	2	3	4	5
Providing bicycle facilities	1	2	3	4	5
Developing rideshare/carpool programs	1	2	3	4	5
Planning/developing a commuter rail system	1	2	3	4	5
Using technology to improve congestion (Changeable highway message signs, signal coordination, etc.)	1	2	3	4	5

C. On a scale of 1 to 5, with 1 being unacceptable and 5 being acceptable, please rank the following strategies to improve transportation in Northwest Arkansas:

Increase gas tax	1	2	3	4	5
Increase sales tax	1	2	3	4	5
Build toll roads	1	2	3	4	5
Improve public transportation	1	2	3	4	5
Maintain the Status quo (no change to current conditions)	1	2	3	4	5

D. In your opinion, which are the 3 transportation priorities in Northwest Arkansas?

- 1. _____
- 2. _____
- 3. _____

E. Please share any additional comments you may have.

Please tell us about yourself:

Where do you live?

- _____ Benton County
- _____ Washington County
- _____ McDonald County
- _____ Other

How old are you?

- _____ 10-20
- _____ 21-45
- _____ 46-55
- _____ 56-65
- _____ Over 65

Zip code where you live? _____

Zip code where you work? _____

Approximately how many miles do you live from I-49?

- _____ Under 5
- _____ 5-10
- _____ 11-20
- _____ 21-30

Do you use a bicycle or walk to commute to work or for other types of trips?

_____ Yes _____ No

If your answer is Yes, how often?

- _____ Daily
- _____ 2-3 times a week
- _____ Once a week
- _____ Several times a month
- _____ Other

Do you use public transportation to commute to work or for other types of trips?

_____ Yes _____ No

If your answer is Yes, how often?

- _____ Daily
- _____ 2-3 times a week
- _____ Once a week
- _____ Several times a month
- _____ Other

Do you have regular access to a motor vehicle for work and other types of trips?

_____ Yes _____ No

Thank you for taking the time to complete this survey. Your opinion is very important to us. Please fold and return this survey to the address listed below or fax it to (479) 751-7150.

For additional copies of the survey or to complete it online, go to nwarpc.org or call (479) 751-7125.

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Plan de Transporte Metropolitano 2040 NWA (MTP)

Encuesta de Opinión Pública

La Comisión Regional de Planeación del Noroeste de Arkansas, y la Organización de Planeación de Transporte del Noroeste de Arkansas están actualizando su plan de transporte a largo plazo. El bosquejo del plan bajo desarrollo creará una visión para las mejoras del transporte de ahora hasta el año 2040.

Su opinión es muy importante. Puesto que el transporte afecta a todos en la región, los comentarios de los ciudadanos es necesario. Por favor tome un momento para contestar las siguientes preguntas y compartir sus sugerencias sobre el transporte. Si cada respuesta círculo y devolver esta encuesta a más tardar el 31 de julio 2015. Usted también puede completar la encuesta en línea en www.nwarpc.org. Gracias.

En una escala del 1 al 5, 1 representa pobre y 5 excelente, por favor clasifique lo siguiente:

Mi viaje diario para ir al trabajo (tiempo de duración)	1	2	3	4	5
Vialidad del viaje (el mismo tiempo de duración cada día)	1	2	3	4	5
Otros viajes, tales como ir de compras (tiempo de duración)	1	2	3	4	5
Congestión del tráfico en las carreteras del Noroeste de Arkansas	1	2	3	4	5
Disponibilidad de tránsito en el Noroeste de Arkansas	1	2	3	4	5
La seguridad en las calles del Noroeste de Arkansas	1	2	3	4	5
La disponibilidad de aceras	1	2	3	4	5
La disponibilidad de senderos de uso múltiple	1	2	3	4	5
La disponibilidad de carriles en la calle para bicicletas	1	2	3	4	5
La seguridad de los carriles en la calle para bicicletas	1	2	3	4	5
Señales y rótulos de tráfico	1	2	3	4	5
Los esfuerzos del Noroeste de Arkansas para mejorar el transporte	1	2	3	4	5

B. En una escala del 1 al 5, siendo 1 no muy importante y el 5 muy importante, por favor clasifique las siguientes mejoras al transporte:

Añadir carriles a la autopista I-49	1	2	3	4	5
Añadir cruces en la autopista I-49	1	2	3	4	5
Mejoras a los cruces en la autopista I-49	1	2	3	4	5
Añadir pasos elevados a la autopista I-49	1	2	3	4	5
Construcción de nuevas calles	1	2	3	4	5
Mejoras a la seguridad en las calles	1	2	3	4	5
Ampliar el sistema de autobús	1	2	3	4	5
Añadir carriles a otras calles	1	2	3	4	5
Completar de 4 a 5 carriles a la cadena regional	1	2	3	4	5
Construcción de curva alrededor de la región	1	2	3	4	5
Proveer transporte para personas discapacitadas	1	2	3	4	5
Proveer aceras	1	2	3	4	5
Proveer carriles en la calle para bicicletas	1	2	3	4	5
Proveer carriles fuera de la calle para bicicletas	1	2	3	4	5
Proveer instalaciones para bicicletas (ej. armarios/percheros)	1	2	3	4	5
Desarrollar programas de uso compartido/carpool	1	2	3	4	5
Planificar/desarrollar programa de ferrocarril para pasajeros	1	2	3	4	5
Usar la tecnología para mejorar la congestión del tránsito (Letrero electrónico de mensajes en la autopista, señales, coordinación, etc.)	1	2	3	4	5

C. En una escala del 1 al 5, siendo 1 inaceptable y el 5 aceptable, por favor clasifique las siguientes estrategias para mejorar el transporte en el Noroeste de Arkansas:

Status quo (no cambiar el progreso actual)	1	2	3	4	5
Aumentar el impuesto de la gasolina	1	2	3	4	5
Aumentar el impuesto en las ventas	1	2	3	4	5
Construir peajes en las carreteras	1	2	3	4	5
Aumentar el transporte público	1	2	3	4	5

D. Por favor enumere tres de sus prioridades más importantes para mejorar el transporte en el Noroeste de Arkansas:

1. _____
2. _____
3. _____

E. Por favor comparta cualquier comentario adicional que usted pueda tener:

Por favor díganos algo sobre usted:

¿Dónde vive?

_____ Condado de Benton
_____ Condado de Washington
_____ Condado de McDonald
Condado de _____

¿Cuántos años tienes?

_____ 10-20 años
_____ 21-45 años
_____ 46-55 años
_____ 56-65 años
_____ Más de 65 años

¿Cuál es el código postal de donde vive?

Aproximadamente, ¿a cuántas millas usted vive de la I-540?

_____ Menos de 5 millas
_____ 5-10 millas
_____ 11-20 millas
_____ 21-30 millas

¿Cuál es el código postal de donde usted trabaja?

¿Utiliza una bicicleta para ir al trabajo o para otros tipos de viajes?

_____ Sí _____ No

¿Utiliza usted el transporte público para ir al trabajo o para otros tipos de viajes?

_____ Si _____ No

Si su respuesta es Sí, ¿con qué frecuencia?

_____ Diario
_____ 2-3 veces a la semana
_____ Una vez a la semana
_____ Varias veces a la semana
_____ Varias veces al mes
_____ Otro

Si su respuesta es Sí, ¿con qué frecuencia?

_____ Diario
_____ 2-3 veces a la semana
_____ Una vez a la semana
_____ Varias veces al mes
_____ Otro

¿Tiene acceso regular a un vehículo de motor para el trabajo y otros tipos de viajes?

_____ Si _____ No

Gracias por tomar un poco de su tiempo para completar esta encuesta.
Su opinión es muy importante para nosotros.
Por favor doble y devuelva esta encuesta a la dirección que se muestra abajo o envíela por fax al 479-751-7150.
Para obtener copias adicionales de esta encuesta, vaya al <http://nwarpc.org> o llame al 479-751-7125.

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Comments from the 2040 MTP Public Opinion Survey September 2014- September 2015

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- 1** How big of a population do we need to put in rail? Problem with sidewalks - stopping and starting and changing sides of the road. Need to have that fixed and get coordinated. And then there are no crosswalks. Also maintain the sidewalks - doesn't do any good if they are all grown over. Paint the crosswalks. ADA ramps - they crumble and are not always negotiable. Tile and brick is pretty, but not good for wheelchairs and strollers and bikes - the smoother the better. Clean bike lanes and make them smooth. Signs are needed for the nearest bike repair for flat tires. Make sure the Bella Vista bypass is controlled access. What about an overlay district so signs would be controlled. Put right turn lanes at intersections - all over NWA these are needed. The trail system is great - would like to see it get to the smaller cities, especially Pea Ridge. I-49 is such a challenge every day. Roundabouts are a wonderful thing - the safety factor is so much better and keeping the traffic moving is better.
 - 2** Hwy 112 from SW 41st south to Cave Springs is a very dangerous highway. The road is not wide enough for trucks pulling trailers to stay within the lines. The two curves by SW Gator have had several accidents including car vs. truck side swiping each other to two separate accidents where cars have gone thru fences and into backyards.... Plus the Windmill rd. turn off is on a curve and has a blind spot. Also feel that left turns off of 112 on to Elk, or right turns on to Hwy 112 should be allowed, as here too, several accidents have happened. The right hand turn lane off of New Hope on to I-49 east bound should not happen as people making the left turn from the number two lane have to stop just as the start if someone is turn right on to 49. They just need to use the other entrance off of Champions. Also the off ramp off of I-49 south bound at New Hope, the turn lanes from the off ramp on to New Hope need to be painted and applied. Someone needs to sit and watch the number of cars that do not stay in lanes as there are no lanes and almost cause accidents.
 - 3** I know the surveys you accepted last are the open space plan, but on the surveys about transportation needs/2040 transportation plan, I put lights along I-49 but I didn't or I forgot to put on also lights along the Highway 412 Springdale bypass. Please consider.
 - 4** Please look at improving the 112 Highway from I-49 north to Greathouse Springs Road (Johnson Mill). In particular, remove the sharp western turn and elevation changes near Chris Hollow Road. It is very dangerous. I have a new driver (16 Yr old) traveling Chris Hollow and 112 daily. Review the merging traffic at I-49 and 112 Hwy across 4-lanes at the exit. So many accidents.
 - 5** Subject: Transit System Issues in NWA - I recently went to an open meeting with Federal Transportation Officials on 6-24-14 and I would like to expand on the comments that I offered at that meeting. NWA is a rapidly growing metro area that has just reached the 500,000
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population milestone. The region currently has two transit services that receive Federal monies. They are Razorback Transit and Ozark Regional Transit. Razorback Transit is essentially a very well run bus system developed primarily to transport students that attend the University of Arkansas. Over the past several years, to their credit, they have expanded this system to cover most of the city of Fayetteville. This system offers free rides to anyone who uses the service and the University manages the system. Ozark Regional Transit is a much smaller service that is slowly expanding its service area in the NWA region. There is a charge for all who use the service. There is a citizen board that manages the system. Both transit services provide on demand services as required by the Federal program that provides funding to both services. I secured the records detailing the funding for a 12-year period beginning in 2001 from the records held by the NWA Regional Planning Commission. The numbers, which include Federal and Local support, are as follows. These do not include funding for fiscal year 2006 or 2014. Razorback Transit Maintenance: \$15,749,940; Capital \$3,608,250. Ozark Regional Transit: Maintenance \$16,732,500; Capital \$4,831,600. I currently have no way of knowing if the University uses any other sources for support for their system. I am aware that the University has a student fee per semester hour, which may be used for a funding source. I worked for the City of Fayetteville from 2001-2005. It was during that time that we moved ORT from being operated by the Community Resource Group (CRG) a private non-project to its current status as a publicly operated entity under an appointed board. I served on the first board. It was also during that period that others and I begin conversations with University representatives on the need to form a single Regional Mass Transit System to serve the region. On leaving the city, I have contacted the last two Presidents of the University asking that they participate in a publicly funded study to determine the feasibility of forming a single region wide system. Simply put, there has been no apparent interest in this seemingly reasonable planning approach. Several years ago, the NWARPC was willing to fund such a study, but the University was unwilling to participate and saw to it that the idea did not gain traction. My continued request is simple and direct: 1.Continued receipt of Federal monies should be discontinued unless and until a consultant is employed to evaluate the feasibility of forming a single regional mass transit system operated by an independent board. That board could well be the Regional Mobility Authority that has recently been created in the region. 2. I would further suggest that the next round of appropriations contain an amount of money sufficient to do such a study. Thank you for the opportunity to offer my comments on this important issue.

6 West Fork of White River - preserve a park along the river from West Fork to Goshen. Town Branch Area - add boat ramps and kayak rentals. Connect all this area with trails.

7 Would love an occasional bus to Crystal Bridges and buses to places near the Razorback Greenway where you could take your bikes on the bus and ride back. These could be buses you reserved a spot on so you knew how many to accommodate. Need buses and bike trails/lanes to go out to Hwy 265 and Hwy 45. I recently rode two ORT buss and neither had working A/C and it was hot. People riding mentioned having high blood pressure and being

able to handle the heat. Buses running on the hour are too inconvenient to attract most people. Need every half hour when you can.

8 I ride ORT and live at Oak Glen Mobile Home Park. Need a bus sign there at the stop. The bus driver may not stop without a sign. Waving my arms is not good. Would like to see the bus run on Saturdays and later hours. Would like new buses and new mechanics.

9 Corner of Hwy 265 and Hwy 16 during 3 to 6 pm, and 7 to 8:30 am. Intersection of Hwy 71 and Joyce Blvd still very congested. Traffic lanes off Fulbright turning left to Joyce - congestion and road improperly marked for merging. New congestion at multi-lights at Whole Foods site.

10 NWA is on a good path and I want to see the region become even better and with that come improvements to the roadways and finding new ways to improve public transportation.

11 Accommodations for bike riders are very poor in Northwest Arkansas. We need dedicated bike lanes and good pavement on collectors throughout the region.

12 West Fork, Arkansas is not pedestrian friendly on the 170 and 71. We need sidewalks on both sides of those scenic highways.

13 I would love some type of train from Fayetteville to Rogers/Bentonville (and beyond, but I'll take what I can get), but then there either needs to be enough parking available at the stops for plenty of people to drive in and use it, or enough busses to collect people and bring them to the stations. My favorite thing about visiting other cities is walkability, and we don't even have that done well at the Pinnacle Hills Promenade.

14 Maintenance of existing roads, lot of potholes pose a driving hazard

15 I lived in San Jose Calif for 31 years and saw the effects of sprawl. We in NW Arkansas are on a threshold of being able to do this right. San Jose was very short-sighted when the BART system was created and did not get on board. I understand they are still trying to figure out how to extend the line farther South. What a missed opportunity. As we grow in NW Arkansas we cannot continue adding concrete. I saw it time and again in Calif. as another lane was added, it made no difference. When the light rail went in ridership was light, but it caught on and they were soon adding cars. The light rail is also bike-friendly. Nearly all our congestion is commuter traffic to and from Bentonville and Fayetteville. We need a mass transit system before the land becomes too expensive to acquire. Let us be the example and perhaps one day we can also ride in comfort to Little Rock or Hot Springs.

16 There is no public transportation in place that causes everybody to drive by themselves to go to work. With increasing population in NWA it is very important to invest on public transportation. It will be helpful if there is any bus/ rail service available to go from one place

to another.

17 I live in Fayetteville and work in Bentonville. I get to see I-49 at its worst, and regularly take HWY 112 as an alternate route. As I-49 congestion increases, more people will start to use state highways as an alternative which will quickly increase the need for repairs. There are several alternatives, however. I'm a big fan of a light rail system connecting the larger NWA cities, as it would decrease freeway congestion and improve our impact on the environment. I would much prefer to commute by rail than by car, and I believe that through this survey it will become evident that many others feel the same. Until construction on the light rail is completed, I am also in favor of carpooling incentives for those who do use I-49. Fewer drivers on the road means fewer accidents and a lighter environmental impact. This would improve commute durations and conditions for those who work within their city of residence and those who work in other NWA cities alike.

18 Make commuter rail system.

19 The more lanes you add to roads, the more people choose to drive because they think there will be less congestion. It makes things worse.

20 Do whatever you have to do to alleviate Bella Vista traffic.

21 There are parts of Rogers that don't have sidewalks or completed sidewalks. Along Hudson some portion of the road has a sidewalk and then it just stops and down the way there may be more sidewalk but it doesn't connect or tell anyone an alternative route. I love having trails but I have to use main roads that don't have sidewalks and I have to ride on the road to get to the trails.

22 Provide connections across the cities and public transportation throughout NWA. Provide park and ride connections for residents outside of the city limits. Create a safe bike system on the roads and make taking a vehicle less of a priority. Create a commuter rail system along I-49 instead of increasing traffic lanes.

23 "Reduce" curb and cutter in cities for drainage and better clean-up. Cities should be paid by state and ten cities could maintain rights-of-way of state highways for better control.

24 Light rail would be a great addition to link Fayetteville and Bentonville. While costly, it would eliminate congestion and improve transportation across NWA. Also, Bentonville needs to have major infrastructure renovation. Right now, Walton Blvd cannot handle the heavy load of traffic. Creating new roads that eliminate this congestion would help; but I believe this area needs to begin heavily investing in public transportation (busses/rail).

25 Why in God's name is there not a more comprehensive bus system in NWA? Does the Northwest Arkansas Metropolitan Transportation Plan think that the bus system from the UofA would be enough when it runs 10 out of the 12 months a year? The Ozark Transit System routes are too limited. And there is a rail that runs through NWA that can be used for real

transportation.

- 26** After going to Europe for a month we need a system focused on people not cars. Cars are expensive, energy inefficient, and make travel time significantly higher when rush hour comes. Light Rail from Fayetteville to Bentonville would be the cheapest and best plan to move all those commuters. Or at least a bus route. If that was done then we could keep a considerable amount of traffic off the roads. Less car accidents and less waste. I currently commute from Springdale to Rogers and my hour of commuting every work day eats into my cash a lot. Gas, oil changes, insurance and tires are just a few of the plethora of expenses. Why can't I just walk 15 minutes, get on a bus or rail line, commute (read a book, watch something on phone), get off bus, walk 15 minutes to work? Even if it cost \$40 a month to use I would still be coming out a head in expenses and I would get a lot more light exercise in. Please consider this.
- 27** A turning lane is needed for the I-49 onramp to help reduce east bound traffic queue on Hwy 102 at I-49 interchange 86. It only takes 1 or 2 cars stopped at the light in the right-hand eastbound lane to prevent a lot of cars behind them from entering the southbound I-49 onramp. This leads to a large backup of traffic especially in the afternoon/rush hour when commuters are leaving work and heading south. For an example, there is already a similar turning lane for the eastbound traffic entering the southbound onramp at interchange 85.
- 28** From my perspective, road expansion is being done in critical areas. But the problem is that expansion or traffic signal improvements are being done years after they have become pain points and plainly needed. The lack of public transit, outside of the UofA and surrounding area in Fayetteville is so limited or non-visible that it might as well not exist. To the best of my knowledge, I am completely unable to take public transportation from my work to home and vice-versa. Let alone using public transportation to ride from Bentonville to Fayetteville.
- 29** I have been living in Bentonville for the last 10 yrs and both me and my spouse have been working and commuting to work daily. The amount of road work improvements in Bentonville have been slow (crawling pace). Even the potholes on Hwy 72 from Walton Blvd. (Central Ave) downtown to East of Bentonville have not been filled and I feel the pain each and every day. I am very disappointed in the work of the Bentonville Dot. Thanks
- 30** Time the red lights to allow an even flow.... I get that the City and state can't play nice but COME ON!!! A Monorail just makes for a good idea.
- 31** The lack of planning for future growth, being proactive rather than eventually reactive, makes the infrastructure in this area a laughing stock. A photo hangs in Feltner Bros restaurant on College Ave. in Fayetteville showing the intersection of College and Township looking south on College Ave. The photo is dated 1979 and it looks exactly as it does today. There is ZERO plan for growth with our roadways. I-49 should've been widened years ago. Now it'll be three wide and in five years it'll need to be four or five wide. Why not just go ahead and make it four or
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five wide and plan for that growth?! Do we not have city planners and engineers that are supposed to do exactly this? Wedington Avenue West of 49 is atrociously bad, yet nothing is being done. Trying to turn onto 49 from Wedington to go north is stupidly impossible. No other city I've ever been to is this bad. It's sad.

32 Personally, I feel the gridlock nearly every morning driving I-49. It's terrible. But it's not the waiting in traffic that I notice; so much as it's the cars that only have one person in them. If the NWA region could develop a network of carpool programs, with parking areas near bus stops, I believe this would help dramatically with the traffic on the roads. I'm sure most of these people work and live near each other, possibly even in the same neighborhood. It would mostly rely on communication between these individuals, but essentially a notification board with drivers and passengers could be developed, and actually endorsed by the local governments. Building towards our future, this area needs to develop a light rail project ASAP! The Fayetteville-Rogers-Bentonville metroplex would definitely benefit from a tram system, but the growth patterns for this area are increasing at an incredible rate. If the transportation departments do not keep up, I fear there will only be more gridlock on our highways.

33 Work with the university and have non-students pay for their bus services so that they can add lines. Then expand the ORT and get a light rail going for NWA.

34 Bentonville is especially bad in regards to traffic. There are just too many people for a road system that was made to handle small town traffic. There needs to be drastic changes to allow the continued growth the area has been seeing in the recent years.

35 We must expand our public transit system. Our current system is abysmal and cannot accommodate our exponential growth. Further, there are MANY areas of all 4 major cities which lack adequate sidewalks to connect regions of the city.

36 Please educate drivers (through billboards, PSAs, police focus weeks, etc.) about the dangers and bad effects of tailgating. Congestion on I-49 would be greatly eased if more drivers left a gap, rather than form long, stalled lines of bumper-to-bumper traffic. Traffic accidents would also be reduced. More than the preachy anti-texting and -drunk driving PSAs, I'd really like to see everyday reminders about courteous driving, signaling well before a merge or turn, planning your route in advance to avoid confusion, how to pass trucks safely, driving lane vs. passing lane, zipper merging, etc. All that said, everyone I've spoken to has agreed that light rail would have a transformative effect on this area, allowing lower-income workers to expand their job search. It would also reduce traffic on roadways and ease parking issues.

37 I would absolutely love to have some kind of train or light-rail public transportation. Right now there is NOTHING available in this area. ORT is insufficient, as they only work in NWA and in the smaller towns you have to call them (up to week ahead of time!) and work on their schedule. I guess that works for things like a doctor's appointment for an older person who

doesn't drive, but for the majority of us making up the majority of traffic this isn't doing anything. To get to work or school, to go buy groceries, to get people to the metro area from the smaller towns - something else is needed. As are connections with larger cities, like Tulsa or Kansas City, for events or personal and business travel. I used to drive 5 days a week from Gentry to Rogers or Bentonville, to get to classes at NWACC and then later to my job. This was a real nightmare! We have just got to do something about the traffic in this area, and we need to have done it 20 years ago.

38 We traveled to Amsterdam and that city uses various forms of mass transit and bicycles for the residents to get around the city. It appears to work well. My wife and I own bicycles and we would use them more if we felt safer on the streets. A few streets have bicycle lanes, but most do not and that makes it more dangerous to get out go around town on bicycles. Also, there should be more places around the area for people to safely secure their bicycles when they want to stop and shop, eat, or get a drink. If we make it easy for people to use bicycles, more people will opt to do so. I don't know if there are existing railroad tracks between Little Rock and NWA, but it appears to me a passenger train that provided transportation to and from the games for razorback fans during the football and basketball season might be worth looking into. My wife and I have used trains in Europe and Canada to travel from city to city. They were quite nice and a great way to travel between cities. The best way to generate revenue for maintenance of existing roads and building new infrastructure is an additional gasoline tax. People who use the roads and bridges should be the ones who pay for it. Adding 10 to 25 cents per year onto the price of gasoline every two years would have two affects. It would generate more revenue to maintain what we have and it would most likely help keep gasoline prices down. Gasoline prices vary anyway whether it is due to taxes or oil company profits. Higher gasoline prices cause people to cut back on driving, thereby reducing the demand, which in turn lowers the price of gasoline. Demand then goes back up and the prices rise again. Trying to maintain our infrastructure from general revenue funds would be a huge mistake. Basically, it would mean roads and bridges would end up being the lowest priority for spending. Whereas a tax on gasoline specifically designated for road and bridge maintenance and new infrastructure would mean a huge increase in jobs, safer transportation paths, and maintenance could be counted on as a top priority. People who claim that raising taxes on gasoline would lower consumption thereby hurting funding in the long run and raising prices on all goods apparently do not understand that prices go up whenever oil companies see higher demand and they decide to increase their profits. It would not take long before that 10 to 25 cent added tax would not be noticed by the consumer. But bad roads or failing bridges are noticed every day and are deadly in many cases. Thank you for this opportunity to share my thoughts on this subject.

39 Road diets are no good. They make a road inadequate for the traffic, cause traffic congestion, increase number of accidents and make some people tempted to make a dangerous stunt, if they are a type of people that disregard safety.

- 40** If you or the Northwest Arkansas Regional Mobility Authority have a vote on funding for road projects, have a campaign and educate everyone in Northwest Arkansas why it is important to vote for the tax. Tell people what it will mean if the tax doesn't pass and the fact they could be spending more money than the tax because in congested traffic you use more gas and the vehicle being on longer means various components wear out sooner and the engine will blow sooner.
- 41** Bring back the NWA Regional Mobility Authority. Make safety improvements to high accident areas such as lighting the roadway, signs, re-painting striping or improving striping, redesigning the road, etc.
- 42** Siloam Springs, my community, is small enough that biking should be a feasible daily transportation option within town. But due to lack of lanes, it is unsafe currently.
- 43** If possible, would like to bike or take public transit to work or other types of trips
- 44** Would also love to see cheaper flights at XNA
- 45** Would use XNA airport were prices more reasonable
- 46** The US needs desperately to reduce our dependence on all fossil fuels. Public transportation solutions are essential, as are trails and bike lanes.
- 47** Top priority is additional funding for transportation facilities. Western Beltway from Bella Vista bypass to Hwy 412 bypass.
- 48** I do greatly appreciate the completion and quality of the trail system.
- 49** I appreciate trail system. With it, small motorized vehicles might be possible for seniors and disabled. A system like this would be more flexible, user friendly and interesting for aging population. We in Fayetteville are city of compassion - one more step in that direction!
- 50** There are more people who want public transit throughout the area, including bus routes that run 7 days a week and much longer hours and have more pick up/drop off spots - lots more seniors would ride if it was more convenient! Need stable, consistent funding source for transit. Proactive planning!
- 51** Many people in our region are retired, growing older, wanting to continue to enjoy the wonderful resources of our region, but reluctant to drive "in the fast lane". Other, too young to drive, need to have a chance to go to, for example, Crystal Bridges, without parents as chauffeurs They all need public transit, as do many commuting students (NWACC, NWTI, UA)..
- 52** Vehicles that use the interstates through Arkansas should pay for the maintenance of those roads. Gas tax and selected toll booths to capture pass-through traffic.

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- 53** Roadways: Not banked, few shoulders for pull-off, some abrupt drops off pavement edge.
- 54** There are other options to improve transportation without raising taxes. The majority of traffic problems in NWA are from VERY poor planning. Throwing money at it will not fix the problem. We do a LOT more with what we have.
- 55** Sidewalks in communities are culturally important. Bike trails have a positive impact.
- 56** Encourage cities to adopt "roundabouts" to keep traffic flowing. Tell cities like Springdale to quit installing stoplights 3-way intersections.
- 57** Love, love, love newly opened Razorback Greenway! Fantastic!
- 58** Need to focus on developing bike/ped facilities with a high level of comfort (i.e. cycle tracks, buffered bicycle lanes, bikeways and sidewalks with adequate green space between the road and sidewalk).
- 59** Santa Barbara, CA is pretty hilly - when I lived there, big buses for freeways, flat areas, longer distances - little buses for loops into hilly residential and other area. The city was very well covered and pretty easy to get everywhere without driving. That's what I'd like here.
- 60** Ruppel Road/Howard Nickel through Estates at Salem Hills would destroy the neighborhood. This would be the only neighborhood that faces onto a 4-5 lane artery. Consider Deane Solomon instead. High speeds on Ruppel/Howard Nickel would also be dangerous at the curve and in the school zones.
- 61** Roadways are narrow and too few to accommodate present - much less future growth. Bottlenecks/road rage throughout NWA. Whole USA needs rail transportation. Diamond Lanes - 2 or more.
- 63** Let's not develop 6 lanes of traffic, but instead build some kind of rail system. How great it would be to hop on the train in S Fayetteville and go see a Naturals game, XNA, or on to Crystal Bridges. As gas gets more expensive, scarcer, the public transportation will keep our area vibrant.
- 64** Concerns for continued population growth without money to keep up with transportation needs.
- 65** As a retiree (one of thousands in our region) and a student at the U of A, I see daily the need to plan for the many who need public transit now and will depend on it in the futures - to shop, to enjoy our great resources, to see doctors, to see exhibits at Crystal Bridges or concerts at WAC. Please include XNA in expansion plans for and all forms of public transit.
- 66** Howard Nickle Road through the Estates at Salem Hills (Northwest Fayetteville) should NOT be made a 4 lane road when Ruppel is connected to Howard Nickle. It will destroy the
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	neighborhood and will be dangerous. Cars are already traveling at 45 MPH on a 2 lane road.
67	Develop exits and entrances to I-49 to facilitate traffic flow.
68	To ORT and Razorback Transit: Longer hours, weekend service; more frequency, more stops
69	Adding roundabouts/traffic circles. Adding more trails for walking. We'd like to rent kayaks and canoes on the lake.
70	Change the state law on district AHTD allocation of funding to track licenses.
71	Construction off I-49 is terrible.
72	71B from south Fayetteville to north Springdale needs sidewalks and better traffic flow. Hwy 412 in Springdale needs better traffic flow. Wedington overpass and Elm Springs overpass need expansion and better traffic flow. Left turns at both interchanges are backing up traffic.
73	Make the gas tax a percentage. Tax vehicle mileage at registration.
74	Stop wasting taxpayers money and time (risking life and accidents) by being way too slow on construction of improvements on I-49. Very embarrassing to spend money (our hard earned tax money) on putting cabling dividers on I-49 in recent years then tearing them out to I-49. What a waste.
75	Don't forget western Benton County!
76	Would like to see some more multi-use trails to include horses
77	Fixed guide-ways drive certainty and real estate development, increase property values, reduce strains on municipal budgets, and improve quality of life, allowing NWA to be a magnet for global talent
78	Promote Greenway usage for workers - it's our "other" highway Central Walton traffic congestion Corporate culture to drive instead of share rides
79	Travel West to East is poor road conditions East to West
80	Safe bike routes
81	I appreciate the work being done by the Commission.
82	Merging traffic is an accident waiting to happen. Around 8:00 and 5:00 seem to be where the most volume of traffic occurs. Businesses might alter their work hours.
83	Bypass for I-49 Bypass 412 Siloam Springs and Springdale 4 lane 58 Ark to Mo
84	I am a resident of Lowell, so my concerns are local. I would love to see sidewalks and

pedestrian crossings at and near major intersections.

- 85** Time and energy spent of bikes is great, but has to be low priority until the terrible traffic problems from State line to Fayetteville are improved
- 86** Looking fwd to completion of Razorback Greenway
- 87** The work on I-49 is increasing close calls because of the way is being done. A lot more thought should have been put in this.
- 88** Population density and use of commute by working class can save millions by allowing companies different access points
- 89** Pass legislation to allow the creation of a Regional Transportation District
- 90** It seems that bulk of Hwy funds are being spent in central or north central - between Ft. Smith and Little Rock - much is needed in NW AR.
- 91** I think that a priority should be to look at the county roads and be paving the heavily used roads
- 92** Hwy 340 needs a middle lane for emergency use by fire and police traffic
- 93** The three priorities are very important to me. There are numerous studies that support the argument that adding lanes to highways only helps the problem of congestion for 4-5 years. When lanes are added, people feel more inclined to drive, thereby clogging the roads again. Investment in other forms of transport is far past due. These would give citizens options. Right now, nearly everyone must drive
- 94** My 25 year old daughter has epilepsy and although a college graduate, is not currently working. Siloam Springs NEEDS public transportation so she can get a job and have reliable transportation to and from work. HELP! PLEASE!
- 95** We must provide public transportation for low income families, the disabled and our aging population. This needs to be a top priority
- 96** There needs to be yield signs on on ramps to I 49 also merge lanes to I 49 need to be longer
- 97** Bella vista by pass I-49 improvements Mass transit
- 98** Reduce commercial signage along I49 for safety reasons
- 99** It appears the state will start a project like the Bypass to Missouri then stops working on that project and goes elsewhere to begin another project that they may or may not finish before going someplace else. Finish the work one project before going someplace else unless you are able to work on both projects at the same time. It looks like the state only hires one company to build or work on existing roads, and that company gets pulled off one project to

another so it appears that nothing is getting done. I moved back to Arkansas 20 years ago after retiring from the military. They decided on the route around Bella Vista, after several years they finally started working on the project then just stopped and it's just setting there not finished. That seems very unacceptable to me.

100 This area could be safer if the State police would be on the roads more

101 The State Highway Commission and whoever else needs to improve their planning. Case in-point.. Highway 49 and 412 intersection.

102 Driver Education is important, so that vehicle and bicycles can operate together. Education - so texting is stopped, and tailgating is stopped - safe driving is an issue. If people would obey the speed limit, all would arrive in a timely and safe manner. Education - to look out for motorcycles

103 I don't have any information to really base this off of besides anecdotal, but if the local large businesses were to offer on-site day care, I think it would greatly reduce rush hour traffic volume, not to mention fender benders.

104 Tolled express lanes would be totally acceptable, as would an alternate toll road heading north/south like I-49 - (example being the Hardy Toll Road in Houston being an alternate to I-45 north of the city)

105 Though it is off the corridor, XNA should certainly be included in any transit plan (bus, commuter rail). This would help thousands of residents and more thousands of visitors (business visitors and tourists). Short public transit shuttles from central rail stations to much-visited sites should also be included: to Crystal Bridges, for ex. I am recently retired. In Fayetteville, where I live, I always bike on my shopping trips and other errands. I also use my bike for shopping and errands in Springdale, and use my car only when the trip is further away. My wife walks to the nearest Razorback Transit stop (at Central Methodist Church) to ride to the U of A. So our driving mileage is very low: occasional trips to Crystal Bridges, to visit family in Bentonville or Rogers, etc.; and for grocery trips when the load is larger than a bike can handle. We hope the region will plan to serve all the many older residents who should not drive if/when they are disabled.

106 Finish Bella Vista Bypass to state line even if Mo doesn't have money to do their part so that when they have money the Arkansas section is finished and not waiting to find money for our part.

107 There is a huge need for sidewalks in older neighborhoods that are becoming incorporated into newer developments. The newer sections have sidewalks but you can't get to them if you live in the older section. Sidewalks in the marrying of these types of development are sketchy at best.

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- 108** Why is there no major east-west roadway in Fayetteville between Joyce Blvd and Highway 16?
- 109** Too many needs on east side of town
- 110** When we lived east of I-49 near the Skull Creek Trail, I biked to work on the trail with just a few places where I had to ride on the street. Now I live on Salem, north of Wedington, on the west side of I-49. I am not likely to start biking to work any time soon because the traffic on Wedington is terrifying. I would bike to work if there were a safe multiuse trail that pedestrians and bikers could use to cross over or under I-49. A multi-use trail should have been built along Wedington years ago. I would prefer that my tax dollars go to support better sidewalks and crosswalks, multiuse trails, and public transportation as a strategy to reduce traffic congestion--NOT making four-lane roads with a turn lane running down the middle the whole way. If there were reliable public transportation in NWA, I would use it and so would my husband, who commutes to Bentonville daily.
- 111** It is unthinkable that there is a push to put a 4-5 lane road on the west side of Fayetteville using Howard Nickle/Rupple Road. Doing so would cut an unnecessary, wide swath through existing neighborhoods including right through the middle of the Estates at Salem Hills. No other neighborhood in Fayetteville has such a road. Salem Road would be a much more acceptable route if absolutely necessary.
- 112** The region needs to work together to solve the issues. Congestion, light signaling, where money needs to be put for road improvements or maintenance. A better job needs to be done for maintenance so roads don't cost more to fix because they weren't maintained effectively. We have passed taxes to give more funding to transportation but I am not seeing this in the counties????
- 113** NWA has a great opportunity to avoid development like the outlying metropolitan Dallas or Atlanta areas. Transportation alternatives should be taken seriously now, and ways to make our communities easier and safer for walking and biking become critical as the area population grows and our communities become denser. Simple projects like building sidewalks or safe road crossings where none existed before lessen the reliance on cars and lead to better urban growth where cars and parking are not needed for every trip outside of the house. Finally, NWA needs to become serious about public transportation and what our needs will be in 20 to 30 years. I am not at all opposed to car traffic, but we cannot continue to develop in NWA with only car transportation in mind as we will only be creating greater and greater transportation problems to solve in the future, and also will only be making less livable and enjoyable communities as a result. Thank you for taking public comment on this important issue.
- 114** State Highway 72 west of Bentonville also needs attention
- 115** There is a need for enhanced public transportation and support of the bus system in NWA. Making wait times shorter than an hour for regular routes and making it possible to take the bus between all 4 of the main cities but also Lowell heading north from Fayetteville/Springdale
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to Bentonville/Rogers on more flexible commuter routes as well as for shopping and appointments throughout the day. Not everyone who commutes north or south works an 8 to 5 schedule. Having increased commuter options would lower the traffic on I49 and raise the safety levels. Because of ORT/Razorback Transit, cooperation it is much easier to travel around Fayetteville without a car than other cities but there are still unserved areas even in Fayetteville. There are absolutely unserved areas in Springdale (west of 40th street for example) as well as Bentonville and Rogers. Lowering the use of cars by offering a practical, usable bus system will lower congestion, pollution and safety concerns. Enhancements to I49 are good, but they can be rolled out as afforded with increased public transport.

116 Widening Hwy 112 would be #4 on my list.

117 It's going to be interesting to how the new firehouse on Don Tyson, will fair during the peak traffic hours.

118 Growth is happening so plan and build accordingly. Rainbow Curve in Bentonville is another prime example. The expanded road is already outdated because so many people live out that way and it is congested all the time. And the 2 - 3 lane between Wagon Wheel road was a great idea but ending it back to 3 to 2 both ways was just plain...ridiculous. It gets congested and people are trying to pass in the far left lane when the lane is ending very soon. I love this area and would love to live here for many years but if the infrastructure that we have or will have in the short-term not meet future goals, our tax dollars are wasted and more will be needed to fix what was already built - I'd rather move. I may be one of thousands living here in the area but I'd rather live happy and love the area more if traveling to get where I need to be - be less stressful.

119 We need to keep spending the money on roads. We need to stop wasting money on busses etc because not many people use them and they don't go where you need them.

120 I believe that we need a wider and more efficient public transportation system, including a light rail and more buses. Sidewalks should also be a priority as many neighborhoods are without. I live off Garland, which currently is a great road for commuting by foot, bike, bus, or car. Unfortunately, the road I live on is too dangerous to commute on with anything but a car and this discourages me from biking or walking.

121 The only way for NWA to really grow economically is to have some means of reliable public transportation throughout Washington and Benton Counties.

122 It frustrated me so much when the 3 lane opened because my commute going home from work got twice as long because no one knew how to zipper back into 2 lanes. It's pointless having a 3 Lane for just a mile. It also doesn't make sense why the 3 lane expansions aren't next to each other. If people knew how to zipper in it wouldn't cause an issue. However, because of the driving skills/styles of people in NWA it was a horrible choice and makes no

sense. This is why I think the priority should be finishing the I-49 expansion and then the technology. If your traffic technology is done right it helps with flow so much. I've lived in California and, while the traffic isn't always the best, it almost always is flowing instead of at a standstill. Their traffic lights work well and make sense unlike the NWA ones. If your technology is right and working together, it helps immensely in the traffic flow. Especially because of how much the area has been growing, I feel it's very important to put the money in these areas first.

123 An interstate-level alternative to I49 around the perimeter of NWA (412 bypass/loop) would relieve congestion off of I49, bring communities closer together, spur new development, provide easier access to XNA, and make commutes much easier.

124 If you sync the stop lights to where if you go exactly the speed limit you will make the next light. The way you have to stop at every single light on Walton is ridiculous

125 I would love a bus stop in Fayetteville on College between Maple and Sycamore. It's hard to access that grid with anything besides a car due to lack of consistent sidewalks, safe bike lanes/trails and bus stops.

126 Bicycling road safety in NWA is horrible. As a person who commutes by bike every day, drivers are uneducated about bicycle road rights and it often results in me taking a lot of abuse.

127 It is well known that you cannot solve traffic by building more roads. Try HOV lanes north to Walmart and south for evening traffic. Light rail from south to Walmart.

128 Desperately need to veer away from more traffic and pollution and enhance car pool incentives and bike commuting for health and pollution control...the majority of the city commute is less than ten miles... it would be better to not have one person per car on that short of a bike or scooter ride

129 I think NWA has done a great job facilitating bicycle use and more recreation opportunities with the new trails. Many neighborhoods, especially poor neighborhood where people are more likely to walk to run errands, would benefit from sidewalks. I-49 is only horrible at rush hour but is otherwise fine. I don't think any new plans should be made for it until the current I-49 road projects are finished. I am strongly opposed to any form of rail system. Buses are fantastic because they're cheap and their routes are adaptable as cities change. Rail is expensive and cannot adapt to changes over time; it's a terrible waste of money. Perhaps some rush hour congestion could be lifted by offering fee-based commuter buses to major employment areas like the Walmart home office.

130 Hate the new turn signals, better planning. There are a lot of businesses I can only visit if I'm already going that direction. Many times have to drive further just to go somewhere else because I can't get thru traffic

131 Love the trail system!! A+

132 Would really like to see more bicycle lanes and maintenance of bicycle lanes. Bicycle lanes often have debris; rocks, roadkill, etc. Really enjoy the Fayetteville Trail system and Razorback Greenway and would like to see more trails added to provide more access to other areas. More sidewalks are also needed. Still too many places that are not accessible on foot because of lacking sidewalks.

133 LOVE the new trails in Springdale and there are more people on them every day as trail culture develops the way it has in Bentonville and Fayetteville. Strengthen and improve health in communities by adding sidewalks. The roads are not safe for bikers or pedestrians! We need to educate drivers about bicycle etiquette and give people more options for transportation. I would take a light rail every day rather than driving for my commute if it were available.

134 We have to make the commute along I49 safer. There are far too routinely fatal wrecks along this route. This problem won't simply be resolved through adding more lanes or roads but through creating viable alternatives to automobile commuting.

135 NWA is making a huge mistake by not taking the need for public transit development seriously. You have a narrow window where you can acquire rights of way for light rail before land values go so high that you won't be able to afford it. You can do this if you're committed but you have to get away from your cars-and-trucks-only mentality that you are locked into. You cannot fix traffic congestion, you can manage it. And the best way to manage it is to be honest with the public and tell them that the best way to avoid traffic congestion in the future is to get people onto transit, walking and cycling. But then you have to BUILD it and you have to FUND it. NWA has a poor track record of doing either. You MUST come up with a sales tax-based funding stream! Ozark Transit has no weekend or night service and the service they do have is infrequent and takes way too long to get anywhere. It is not alternative transportation. It is a poor people's bus system that is barely minimal service that few people can use because it is not designed to serve most working people. The fact that Fayetteville operates 2 separate bus systems shows how out of touch and inefficient the (mis-)use of scarce transit money is. Some parts of town have 6-day or 7-day service (Razorback Transit) that is free and the other parts of town that have ORT service where they have to pay to ride, 5-day service, if any, and shorter hours, shows how unserious NWA is about public transit. Bentonville has only one route and massive traffic jams every weekday. Is anyone paying attention? Hello, Walmart? Rogers has only two routes? I would expect this from Springdale but Springdale has the second-best (but still terrible) system. If you want to do real economic development then stop spending money on building sprawl-inducing highways and start investing in your core urban areas and in the people who live there. Build transit.

136 Long experience across the country has shown that adding lanes and adding highways only increases the number of vehicles and number of trips, and congestion only multiplies. We need to seek alternatives: make it possible to travel from West Fork to Bella Vista to all

important destinations along the corridor (and to XNA) on a commuter rail system, and create local bus systems to coordinate with a central rail corridor. We have many students and many older people who need such systems.

137 The congestion on 102 is deplorable - the addition of more businesses w/out fixing the congestion is going to make it worse

138 As someone who lives in Bentonville and works in Fayetteville, I REALLY appreciate the upgrades to I-49, and am very aware of the importance of planning ahead to allow for future growth without creating gridlock. I also am keenly aware of how lucky I am to be travelling in the opposite direction of the majority of the traffic. It doesn't affect me directly, but as a motorist I am also intimately aware of the traffic congestion created by the huge surge in northbound I-49 traffic in the mornings and southbound I-49 traffic in the evening. I'm amazed that more employers (hello Wal-Mart, vendors, etc.!) don't employ more flexible (staggered start and stop times) working hours to spread the travel surge out over a greater span of time. Since I generally plan to arrive in Fayetteville at 7:00 a.m. and depart for Bentonville at 5:00 p.m., I usually have a good vantage point for the massive traffic backups in the lanes travelling in the opposite direction. Those folks must be extremely frustrated, and would be the ones who would benefit most from expanded flex time jobs.

139 Generally speaking, road rights-of-way are inadequate to afford construction of a roadway shoulder to accommodate distressed vehicles and to provide a safety area before the front slope of the ditch is encountered. This would improve traffic safety and driver comfort, especially at times of inclement and severe weather conditions and likely mitigate vehicular/passenger damage/injuries by having a "safe" zone along the edges of the pavement before the ditch is encountered.

140 When road widening or a new road being built, it would really be a good practice of including an utility easement when purchasing/acquiring the land for the road. State of Oklahoma does this with most if not all there state road projects. Just looking at it from a tax payer stance and I can guarantee it would be cheaper to include a 20 ft. U.E. within the Right of Way, than it would be for each individual utility company to get an easement from each individual property owner along the road side. Everyone is going to pay out for an easement and the state is going to reimburse the utility company. That individual property owner basically got paid for ROW acquisition from the state, electric easement, phone easement, cable easement, water easement, and gas easement. The state will pay back the cost for the easement to the utility company. Costing the state more money to do a road widening. I know there is always different ways to do things, but for utility easements and road projects; for the most part the tax payer and the utility company (with man hours working on getting the easement) gets the wrong end of the stick you could say when dealing with road projects in Arkansas.

141 We must demonstrate the value of the regional trail system by encouraging, enhancing and highlighting the economic development and quality of life opportunities that Razorback

Greenway will provide over the next 5 years. We have an opportunity to demonstrate the value of transportation option, walkability, active lifestyles, green space, and quality of life, and we must be intentional about seeking opportunity to demonstrate this value in terms of economic development, community health, equity and inclusion, quality of life, and attraction/retention of creative and young professionals. Thank you for the opportunity to contribute!

142 The choices we make today are affecting who we become tomorrow. Compare communities with active cycling communities (practical, real transportation--NOT just recreation) and look at the quality of life. Who do we want to be?

143 Free parking necessary at commuter rail stops. Portland, OR is a good example.

144 Instead of continuing to cover the earth with asphalt, research what causes traffic congestion and create ways to relieve it. For example, I can leave home 5 to 10 minutes after the rush to work and school times and have little traffic to contend with at all--staggering these major destinations' starting times could utilize roads twice or more times than they are used now without the frustration of being stuck in traffic. Of course, you also have to stop the "growth is good" mentality that increases traffic in the first place and seek out quality instead of quantity -- a hard concept for business to accept, but one that does lead to communities people want to live and work in instead of escape from.

145 It seems we are unable to keep infrastructure up to date. Bigger, larger roads and highways become inadequate overnight. Commute times have temporary change to the construction. It's time to figure out how to get as many cars off the road as possible. Public and alternative transportation have got to be a top priority,

146 I don't think that widening I-49 or most other existing highways is a sustainable alternative. I understand that changing the local car culture is an enormous challenge, but I think that we must do something other than build wider interstate highways. We have probably missed the best opportunity to build light rail/commuter rail, but it's not going to get less expensive and would be an important step toward acknowledging that NWA is a region, not a string of discrete cities. People live in Bentonville and work in Fayetteville (or vice versa, or substitute other cities for these two in NWA) and they would benefit greatly from public transportation, as would the environment. Public transportation would also serve shoppers, people going to cultural events, people using medical facilities, etc., etc.

147 The growth in the area is not being matched by increased transportation facilities, we get the construction, but it always seems to be too late to provide relief as by the time it is completed, it is already inadequate. More timely response to known growth is required to prevent our quality of life from being degraded by lost time sitting in traffic.

148 I cannot leave my home during the fall football games what with increased traffic around there, blocked off streets, nutty drivers. Add the BB&B, and that is about 7 fall weekends that

are just impossible. I must say that the streets are at least semi passable (no longer have cars parked on both sides, back in the 80s the fire chief told me that his truck would just run over the cars to get to my house in case it burned down during a game), but the number of games and the number of people, plus the BB&B are making this location very horrid--especially since city allows folks to park cars from game-goers all over lawns, adding to traffic. so there! Also, in 25+ years, city has never plowed my street, and I am tired of hacking ice with a pick axe after snow melts/freezes several times.

149 Major companies, employers, should encourage carpooling and promote public transit. Have flexible working schedules, and provide lots for public transportation for their employees.

150 The lack of consistent enforcement of speed, stop light and stop sign compliance has created a racetrack mentality more in NWA than anywhere I have lived. Worst is I-49 between Fayetteville and Missouri state line. However, city traffic in Fayetteville is a close second. There is almost NO attempt to regulate speeds in Fayetteville. Just observe driving speeds and light/stop sign compliance in Johnson vs Fayetteville where the towns border each other. Driver behavior is significantly different due to significantly greater enforcement in Johnson. I change my behavior, and so do you, I bet!

151 Road conditions in Fayetteville are at its worst in the 25 years I've lived here.

152 They key to less congested traffic in Northwest Arkansas is to help the public become aware of the alternative options such as cycling and carpooling and offer incentives for said alternatives. Northwest Arkansas is a quickly growing metropolitan area, so it must be treated as such. The various improvements on the trail systems are nothing short of phenomenal, yet I don't believe that John Q. Public yet understands the benefits of them. Incentive is the the key. Gas tax is a negative incentive, whereas companies supporting a green commute to work support a positive attitude. Carpooling is important as well. This is essential to keeping the roads safer, less traffic as well as helping the environment. I hope that generations to come can enjoy a clean nwa skyline as I have had the privilege of.

153 Fayetteville's trail system is wonderful. We need to figure out how to link it to many, many more neighborhoods, especially toward east Fayetteville

154 WE live in South Fayetteville. We really need a crosswalk from South St. across College for access to square

155 The streets are far more congested than they have ever been due to population growth here. Thank you for trying to ask people what their ideas and opinions are about the needed changes and updates.

156 In addition to the multi-use trails, there need to be major improvements in the areas of pedestrian & bicycle safety. We have these great trails that go to the Walmart & mall area, for example, but once you get off the trail, those last few hundred yards are treacherous. I believe

more people would venture to do their shopping, etc. if roads and parking lots felt safer.

157 How wonderful would it be to go to a football game in Fayetteville, music at the AMP, Crystal Bridges for the day, Shopping in Rogers, catch a flight out of XNA and not have to fight traffic driving. It's a dream I have on my daily commute to work-- I walk to work.

158 To motivate individuals and companies to promote carpooling, shuttle or light rails give a tax deduction to those individuals companies that participate or an insurance deduction for being off the road. Add a tax to the trucking industry since they tear up the roads and cause more maintenance for the highways. Create a light rail from Bentonville to Fayetteville via the existing rail system.

159 If we spent more time and money on rail, trail, and bus transportation, there would be fewer road maintenance needs and less need for more lanes, etc. Those industries that bring people to NWA to work should invest in helping them get to work through public transit.

160 When you say transit, do you mean public transit, or just the general ability to move around? "Availability of transit" doesn't make much sense. This survey is too broad. "Availability of sidewalks in NWA" is completely subjective. I live centrally in a city, but NWA has lots of rural roads, where sidewalks aren't--and shouldn't--be. No idea what "regional grid network" is. Increasing the gas tax is a good short-term fix, but electric and other alternative vehicles are coming soon.

161 It is essential to recognize that the current roads only model is unsustainable, no matter how many people feel otherwise. City after city is coming to the same conclusion. Bill Ford of Ford Motor Company acknowledges it as well. Cars only was a great model in 1950, and cars will remain an integral part of transportation for years to come, but they are fading in importance and places that fail to recognize it will slowly destroy their quality of life and chase away the talented people who will help build new economies. DOE and NHTSA data have proven that the total number of miles driven has been falling since the 2007-2008 financial crisis. It is a secular, rather than cyclical trend change. I am the perfect example. I recognize that I can't afford to drive as I once did. I can't afford to own multiple cars. I must seek better ways to move around in a more crowded world and I am. Bicycle and pedestrian infrastructure, combined with zoning and development standards that encourage its use, lead to community vibrancy. NW Arkansas is in a unique position to build a very special future. I encourage regional leaders to have the vision and courage to recognize that the world has changed and is continuing to change away from oil and cars. Thank you for your consideration.

162 Any improvements to on street bike facilities should be a priority. I support the trail system, but it is not the most convenient or direct route to most places. On street bike facilities seem to make the connections better.

163 It would be nice to be able to take a bus to the grocery store rather than drive. At this point there is no way for me to do this. Public Transportation would help our town rely less on

personal vehicles.

164 In the past seven years there has been a dramatic shift in the way NWA operates. With the quality of life improvements made in Bentonville it is now viewed as the place to be. People no longer view Fayetteville as the place to live and Bentonville as the place to work. This alone is going to reduce Vehicle Miles Traveled as people purchase or rent homes closer to their place of business. Smart land use planning in both counties along with intelligent transportation investments can save Arkansans millions of dollars on infrastructure investments while also solving the congestion problems that exist or thwarting future issues. AHTD does not have the long term financial resources to build or maintain the existing road infrastructure as evidenced by their own studies. We have to be fiscally responsible when making these decisions and ensure that any new roads are self-funded either through a gas tax or toll roads. The rise in alternate transportation demand is also tremendous. We're working on a large commercial office building in Rogers right now and the demand from future tenants for bike infrastructure (showers, bike lockers, etc) has caused the owner and architect to completely re-work their strategy for part of the space. Millennials want to be able to live close to work and bike. Please be strategic when thinking about the users of this infrastructure and how generational differences will impact the necessary investments. It's already happening.

165 I think what people need to understand is that failing to plan is planning to fail and that is exactly what has happened in NWA over the years. The communities did not work together when they had a chance to plan things out and didn't want to take the time or spend money to make necessary improvements to keep up with our areas growth. We are now at the point that people are completely polarized (at least in Fayetteville), between the old guard and new guard. I see improvements that should be made in all areas (bicycles, vehicles, public transportation, etc.), but there is no single solution. Another point of note, is that local politicians need to be realistic when examining options/solutions - i.e. a light rail system would probably not be feasible due to a lack of use by customers who are able to pay (it's just too easy to get into your own car and drive 5-15 minutes). Although our congestion problems can be annoying, they are nowhere near those of a large metropolitan area such as Los Angeles, Dallas/Ft. Worth, Houston, New York, etc. Elected officials need to remember that just because a vehicle has a squeaky wheel, doesn't mean the whole thing needs to be replaced (pun intended in this context).

166 If the bike lanes on the roads are clean they are much more usable.

167 Bikes should not be on sidewalks. Bikes should have the same respect as cars on roads. To that end, protected bike lanes and massive increase in signage. Light rail could help a lot with congestion on I-49. Maybe. More lanes do not produce less traffic congestion. Stop throwing good money after bad ideas.

168 I walk from home to work so my commute time and challenge is nil.

- 169** I live in a neighborhood with very spotty sidewalk coverage and walkability. I would like there to be a greater emphasis on sidewalk improvement compared to the emphasis on roadways.
- 170** Need lower speed limits on roads with bike lanes. Build protected bike lanes. Connect trail system to more residential and commercial areas.
- 171** I fully support the development of a commuter rail system and would support an increased tax rate to help fund such a development. Transitional opportunities using the Arkansas Missouri rail system could be a productive way to raise public awareness and gather data on potential ridership rates. I read an article that the City of Rogers hosted a train ride to and from a football game in Fayetteville. I would strongly support additional events and opportunities like this. Perhaps a commuter train could be offered on Fridays as a small way to experiment with commuter rail opportunities. AMP events in Rogers might also be an interesting as well. I took a commuter ferry in San Francisco once that offered food and drinks to riders. It was seen as a post-work networking opportunity and seemed quite popular. I have a short daily commute in Fayetteville but I make regular trips to Rogers and Bentonville for work. I wasn't able to capture this in the survey above. I make about one trip a week.
- 172** Have you considered adding an express/HOV lane to I-49
- 173** There are many intersections in NWA that need improvement, but there are a few that should be at the top of the list: Monroe & US 71B in Lowell 14th & Walton in Bentonville 8th & Hudson in Rogers (very confusing intersection for people not used to it). Many streets and roads lack sidewalks/pedestrian paths and street lights. This greatly worsens safety for pedestrians, bicyclists, and motorists. Also I-49's safety would be greatly improved with even partial lighting, such as the where the ramps merge/diverge.
- 174** Locally, I bike on my errands. My work takes me throughout the region, and so I must drive. I set my own appointments with clients and so can often (not always) avoid rush hour on I-49 and other congested routes. Still, I must contend with growing congestion. I am over 70 years old and so am ready to join the many people of our region who avoid driving themselves whenever possible. Yet I want to enjoy the great institutions of our region: Crystal Bridges, Shiloh Museum, Arvest Ballpark, and many others. Many my age and older would use public transit if it were regional and readily available. My wife and I walk to local events and would walk as much as, say, 20-30 minutes to a local transit stop. We would particularly wish to have transit (not taxis, but bus or rail) to XNA, where we must trade rides with a friend and drive 45 minutes each way, and wait if flights are delayed. Similarly, many young people of our area would love to explore it without depending on their parents to drive them everywhere. When I was old enough to go downtown alone in my town, I took the city bus to the public library. My parents knew I was safe and didn't have to drive me every time. High school students in, say, Fayetteville or Springdale (or Rogers or Bentonville) ought to be able to attend programs after school at Crystal Bridges without depending on parent drivers. There is a real need for urban transportation options. I hope you will concentrate on finding a way to build a system

and run it; I know that will require a source of funds not presently provided for.

175 Mr. Spolendor commented that the Eastern North Corridor Study showed a cross hatch of a future corridor. He was concerned that the project was shown as a line through his property. Wanted the cross hatch shown on the map. Discussed showing the corridor in the plan and not a specific route.

COMMENTS RECEIVED VIA EMAIL

- Rode greenway yesterday-it was fantastic except for the fact that it isn't well marked, and I missed the trail 3 different times-ended up lost once-please put some directional signs or arrows up-also, saw that interactive map would be available, but couldn't find that either.
- Hwy 112 from SW 41st south to Cave Springs is a very dangerous highway. The road is not wide enough for trucks pulling trailers to stay within the lines. The two curves by SW Gator have had several accidents including car vs. truck side swiping each other to two separate accidents where cars have gone thru fences and into backyards.... Plus the Wind mill rd. turn off is on a curve and has a blind spot. Also feel that left turns off of 112 on to Elk, or right turns on to Hwy 112 should not be allowed, as here too, several accidents have happened.

The right hand turn lane off of New Hope on to I 49 east bound should not happen as people making the left turn front he number two lane have to stop just as the start if someone is turn right on to 49. They just need to use the other entrance off of Champions.

Also the off ramp off of I49 south bound at New Hope, the turn lanes from the off ramp on to New Hope need to be painted and applied. Someone needs to sit and watch the number of cars they do not stay in lanes as there are no lanes and almost cause accidents.

- I am avidly against making W Howard Nickell Rd a four lane road. It is unwise to put a four lane road in between houses that will face the four lane road. The potential danger to children playing in the yard and pace at which cars will be driving is unsafe.
- I live on Letitia Street in Greenland across from the community center. I am concerned that putting a trail in the middle of my neighborhood will bring in unwanted foot traffic and crime. Please consider an alternate route. I think a trail system is great, but it does not need to come through the middle of an otherwise quiet neighborhood. Thank you.
- Thanks for your time in West Fork. Could you send me a map of Greenland's proposed trails so I can see where we, in West Fork, can try to hookup, or are hooking up to them?
- I came to your office yesterday to look at the latest plans for public transportation and alternative transportation in our region. You gave me the Executive Guide to the transportation study to the Transportation Alternatives Analysis. I've now read it and will add these comments to the ones I made on your form at your office. I am thrilled to see a commuter rail system recommended as the best choice for our corridor. Particularly in the past couple of years, it has become obvious that we live in a more unified region, where everybody wants to go everywhere. With Crystal Bridges, the Arvest ballpark, the Walton Arts Center, and other institutions underpinning the ever more unified economies of our region, we need public transit. We have an unusual, perhaps unique, circumstance with our existing rail line, since the A&M management wants to provide a route for commuter rail. Unlike a bus fast-lane system, a rail system would pass through the centers of our cities, making it a walkable destination or departure point and contributing economic development potential. Not only that: it would encourage dense city development and discourage sprawl, thus protecting what is left

of our beautiful countryside. The cost of such a system may seem daunting, but I want to urge commissioners and staff to explore the rails as our choice. We have been daring and brave in other goals, and this one is another opportunity to show that we are thinking ahead and are deserving of support for rail transit. We have more and more older people who would prefer not to drive our highways, and many young people who want to explore our institutions without always depending on their parents to drive them. How exciting it would be for a high school group to take the train to Crystal Bridges for an after-school class or program! And how wonderful it would be for all of us as we grow older to avoid driving at night to things we want to participate in. Thanks. I hope you pursue this really worthy goal.

- I know there will be an Ozark Regional Transit meeting/hearing at the Bentonville Public Library today at 3:30. I am 80 and care for my husband who is 90 24/7, so I may not be able to attend.

I have one complaint and one suggestion that perhaps you can pass on. The complaint is that I must email you because Ozark Regional Transit only offers me an address; no way can I contact them by email--a gross oversight.

The suggestion I would offer if I were able to attend their meeting today is that BUS SHELTERS be established as has always been the case in other cities where I have lived.

If the city or government is too broke to do this I am sure that people wishing to offer such a shelter "in memory of" would step forward to fill this need.

In California (way back in the Fifties, the bus benches and shelters were paid for by ads that appeared therein.

In Iowa benches in public parks had names of deceased loved ones and the pertinent dates. Surely such arrangements could be made here.

A bench goes for \$500. A roofed shelter probably costs \$10,000. This would be clear plastic with stone seating and windbreak walls on 3 sides.

Tell Ozark they will get a lot more ridership on all their routes if this consideration is met. Bus schedules were posted in the shelters in Ames, Iowa. That was handy too.

Iowa City, Iowa has had regular bus service free or cheap since the 1980s. Ames, Iowa copied their plan.

Most cities moving forward think first about their public transportation.

I am the only driver now. If I die first my husband could still ride public transportation and not have to go to a nursing home just yet.

I also wonder if the bus bike carrier would accommodate my walker. It does not fold easily as I need the seated kind to sit down and rest when I'm out walking around.

The buses in Ames had elevators to lift people in wheelchairs and a secure tie near the front to keep such passengers safe.

- I will not be able to attend because of a planning commission meeting scheduled for the same time. I fully support your effort, especially your planning efforts to realize a rail transit system. In support of that effort, I would like to see the NWARPC lead in developing a model Transit Oriented Development district (TOD) along the rail corridor and propose land use regulations and incentives that will help create the urban development patterns and densities in the TOD district that will support the development of the rail transit system we know will be necessary to support future population growth. I plan to get on line and review the long range plan in detail. Then I may have more comment.
- "The system will enhance and sustain a high level of economic vitality, community livability and quality of life by providing movement of goods, choice, mobility, convenience, energy efficiency and encouraging the development of land use patterns that promote transportation efficiency and safety."

This will introduce the concept of managing land development patterns to improve the efficiency and safety of transportation that is covered in more detail under Principle III.3

Comments regarding the “PRELIMINARY DRAFT STP LIST” spreadsheet:

Designate on the spreadsheet how each project relates to the “High Growth Areas”.

It could be helpful to allow member communities to benefit from the visibility gained from adding their major transportation infrastructure projects that are unfunded or funded through various sources (including the Transportation Bond Funds, the Capital Improvements Funds, etc.) outside the STP funding process. This type of transportation infrastructure projects could be added to the STP spreadsheet under a separate category heading. This regional visibility might result in a potential future reclassification of a local project into the STP funding process.

It could be helpful to allow member communities to identify needed “Stop Light installation” projects at intersection’s involving state highways and member community streets. As a member of the Fayetteville Planning Commission, we see several zoning and subdivision cases each year that involve local streets intersecting with existing state highways that might benefit from the Installation of a stop light. Using the spreadsheet to document and track needed state signalization action would be helpful. This could also help support the Congestion Management Process (CMP).

Comments regarding the STP Projects Location map

It could be helpful to cross reference the projects listed on the STP spreadsheet with the specific road segments showed on the project location map.

Consider showing the “High Growth Areas” on the map, as background information. This would help illustrate the relationship between the “High Growth Areas” and the list of STP projects.

NWA FREIGHT INDUSTRY

Several NWA freight industry representatives were invited to NWARPC for an informal dialog as to what the industry considered important issues in the present as well as the future.

- Right hand turns are a problem: With tight turn radii, high curbs, and obstacles such as poles, balconies, buildings.
- Allowing twin 33’ trailers: The new double trailers will total more than 66’ long, with a fixed axel. This type of trailer has a lot of difficulty turning corners.
- Interchanges: How the highway interchanges are designed can make a big difference in the safety of the interchange for trucks.
- Safety improvements by the industry:
 - Making a lot of roads off limits.
 - Use of collision avoidance radar – for this technology to operate it needs well painted lines and nice curbs – it doesn’t work on rural roads.
 - Rural roads – have the problem that the pavement is not in good shape, the lanes are narrow and the shoulders are too soft – this is what causes roll-overs in trucks.
- Transfer of lanes on the highway: Really need more time to switch lanes.
- Weight: 3 states have approved a weight increase to 91,000 pounds, with another axel.
 - This is abusive to the road – it is putting even more weight on the road.
 - All this weight is pushing on the asphalt – this makes those big grooves/dips at corners and stops.
- Speed:
 - Most trucks are governed from 60 to 65 mph.
 - Suggest a national speed limit at 60 mph and all trucks stay in the right lane.
- The industry wants to know why in urban NWA the cities don’t synchronize the signal lights.

- Time and fuel are the big things: Stop and go traffic increases costs.
- Hours of service – hours a driver can drive.
 - 34 hour restart rule puts all the trucks will hit the road at the same time – this isn't good, and a staggered start time is better (as it would be for all vehicles).
 - Would like to be on the road between 7:00 pm and 5:00 am.
 - Using the 34 hour rule will put all the trucks on the road during the peak “drive time”, covering both am and pm rush hours.
- ITS: Industry wants much more of this.
- Predict every shipping location will grow: All industries are investing in faster production and better storage facilities – Computer optimization.

Recommendations:

- Stronger road beds.
- Wider lanes.
- Wider curb radius.
- Sweeping on/off ramps, canted the correct direction.
- More and better use of ITS.
- Identify where the trucks are going in the industrial corridors and make recommendations to those specific roads in NWA.

NWA RAILROAD INDUSTRY

NWARPC spoke with representatives of the A&M RR and asked the following questions:

How many freight trains use this corridor on a daily basis (24 hour period) and weekly basis?

- 1 train – goes to Ft Smith in the morning, hands off to Union Pacific or Kansas City Southern, and back to Springdale in the evening.
- 1 switcher train – goes from Springdale to Fayetteville.
- 1 train – goes from Springdale to Monett, MO and back.
- 1 train – goes from Springdale to Rogers and back.
- 1 train – serves the Springdale area.
- Passenger Excursion train in season – Wednesday through Sunday from Springdale to Van Buren and back. Excursion and freight can run at the same time with proper scheduling.
- MOST OF THE TRAIN ACTIVITY TAKES PLACE DURING DAYLIGHT HOURS

How many street crossings do you have in Benton and Washington County?

- Every crossing has a DOT assigned number, and AHTD has a list of these crossings.

What crossings do you feel need to be improved/closed/relocated?

- Currently being improved –
 - Dixieland and Hwy 94 – by the City of Rogers
 - Hwy 264 – by AHTD
 - Dickson Street – by the City of Fayetteville
- Crossings that should be closed –
 - Randall Wobbe crossing (Springdale) – this crossing requires an over pass for vehicular traffic. The trains switch here and can block traffic for long periods of time.
 - Meadow Street crossing (Springdale) – the street should be closed at this crossing.
 - 3 crossings in West Fork – these crossings are within 75' of each other; recommend that the Wheeler Street be closed, which is the furthest south crossing.
 - Hill Street crossing (Fayetteville) – recommend closing the street as this is a particularly dangerous crossing.

At what speeds do you operate the train in the urban areas?

- 20 mph

What is the average time a street is blocked by a train?

- 10 minutes if the train is at a standstill; unlimited if the train is moving through or switching.

Do you see your number of customers/volume/frequency increasing in the next 25 years?

- An increase in the above depends on if local communities encourage industries to locate along the main line, or in an area where a spur is available or can be constructed.
- It costs roughly \$2M/mile for new rail construction, without including ROW acquisition.

If commuter passenger service utilized this corridor in the future, what do you think would be the biggest challenges/obstacles to overcome?

- The cost is extremely high and the Federal regulations for operating a commuter service are different than operating freight.
- The ridership is not available to support commuter service; therefore, the service would be dependent upon subsidies.
- Commuter rail can operate at 49 mph if all the crossings were grade separated. This is substantially lower than travel by vehicle.

Other comments:

- Trains will be getting longer in the future and this has the potential to impact traffic in urban areas even more as long as crossings are not grade separated.

Recommendations:

- Would like to have a line that runs to XNA – ROW acquisition should begin immediately; however, due to the development that has already occurred in this area it will be very expensive.
- Would like to have a line that runs to Siloam Springs – This project is viable if ROW acquisition begins immediately.
- There will not be a double line – the main line will remain as a single line. Currently, ARMO is in the top 2% of short line operations.
- All crossings should be grade-separated.

NWA AVIATION INDUSTRY

- The NWA Regional Airport (Airport) updated its Master Plan in 2014 and the document is currently under review by the Federal Aviation Administration (FAA). (Barnard Dunkelberg Company)
 - Two deficiencies noted were 1) an access road and 2) additional parking in the form of a parking deck.
 - Financial section where projects were identified and assigned a cost in order of magnitude for the next 20 years.
 - Market Area (enplanements) is 60 miles.
 - Passenger Enplanements Forecast, 2012 – 2032:

	Jan 2013	Trend	Selected Enplanement
Year	FAA TAF	Projection(1)	Forecast(3)
2013	533,839	541,426(2)	541,426
2014	547,105	616,693	554,420
2015	574,642	653,089	581,352
2016	588,931	671,288	595,304
2017	603,597	689,486	609,591
2022	682,500	780,476	686,339

2027	771,822	871,467	772,749
2032	872,926	962,457	870,038

Source: Barnard Dunkelberg & Company

(1) Trend based on actual enplanements form 1999 to 2012

(2) Actual

(3) Selected Enplanement Forecast

TAF –Terminal Area Forecast: Jet size – the larger jets, MD80 and 737, are coming into the airport and will continue to use the airport. This produced an increase in growth of 10% in 2014 for the airport.

- **The Airport Access Road**

- In spring 2015 construction began on a freeway just south of Cave Springs that will be part of the Hwy 412 Northern Bypass from I-49 to AR 112. This freeway could connect the access road to I-49.
- A two lane road will be constructed first, for a cost of about \$30M. A four lane road is expected to cost \$38M to construct
- Currently, it is the Airport that will own and maintain the road. The road will be treated essentially as a very long driveway at 4+ miles to intersect with Highway 112/Hwy 412 Bypass.
- Discussions with the Highway Commission will have to take place before the AHTD would take over the maintenance on the road.
- Finding the funding to construct the road is on-going. The Airport has \$14M in Federal money for the project at this time.
- The access road qualifies for tolling as an instrument of funding.

- **Parking Structure**

- Several designs have been put forward in the past year. These include different locations of the deck, how many levels will be above/below ground, and tunnels or skywalks connecting to the main terminal. All designs have a different price tag attached.
- Airport officials said construction for the parking structure and expansion of the short-term surface parking will likely take place in 2017.

- **Future Property Acquisitions**

- East – Approximately 1,012 acres for a new 9,000'x150' runway (20+ years).
- West – Extend the existing runway for a total of 12,500'x150', with the potential for additional land acquisition.
- Industrial land use was not considered in the Master Plan because the Federal government could not participate in the purchasing of additional property for commerce.

- **Regulations**

- Height Hazard Zoning ordinance – This is the only type of off-airport restriction the Airport Authority is authorized to handle.
- Bentonville has adopted an overlay ordinance that restricts types of uses; places of public assembly (hospitals, nursing home, theaters, etc.).
- Airport officials have not approached Highfill recently about a city-initiated overlay ordinance.
- Airport officials also try to make sure there are no severe reflective surfaces in the approach and departure path.

- **Intermodal**

- The Airport did not show a transit connection in the Master Plan.
- Airport officials said that a more robust bus system is necessary to fully serve the airport facility. Perhaps in 10 years there might be enough people that would ride the bus to make a route to the airport feasible; the exact number of riders needed, or would even ride, is unknown at this time.

- **Long-term Revenue**
 - Possibilities might include an airport access fee and/or an increase the parking fee in all the lots.
 - There is a high level of “cut-through” traffic using Airport Boulevard to travel between Hwy 12 and Hwy 264, up to 1,000 vehicles per day. There is a possibility that this traffic could be “tolled”.
- **Recommendations (as made by airport personnel):**
 - Hwy 12 is shown as being improved in phases. Going south and around the airport as a 4 lane would be ideal. Additionally, the part of the Western Beltway study corridor could become the connection.
 - Hwy 112 is showing some airport connections. All alternatives are shown to the west of the highway. The Access Road might become part of a relocation of Hwy 112.
 - Access Road – Ask FAA about letting the earmark over-ride the Federal requirement that money generated by the airport has to be spent on airport property, thereby releasing the restriction on access to the road. An access management ordinance would then be placed on the road, in order to protect the through traffic, but also to encourage business growth along the road. An increase in the road tax could be used to aid in construction.