

A topographic map of Fort Smith, Arkansas, showing contour lines and a prominent river. A large blue rectangular overlay covers the bottom half of the page, containing the title and subtitle.

**Move Fort Smith Active  
Transportation Plan**  
June 2024

# Appendices

The image features a stylized map of the United States, including Alaska and Hawaii, rendered in light blue outlines. A prominent, dark blue horizontal band spans the lower portion of the map. Centered within this band is the text "Appendix A" in a bold, white, sans-serif font. The map's background is white, and the overall design is clean and modern.

# Appendix A

# Proposed Infrastructure Prioritization

All proposed catalytic projects, shared-use paved paths, on-street infrastructure, alleyways, and sidewalks have been prioritized based on several factors.

1

## Access to Open Space and Parks

During public input sessions, the top desired destination residents listed that they would like to walk or bike to was a park(s). Creating safe connections to the city's parks will enhance the quality of life for all residents. The criteria for prioritization are as follows:

- 5 = Direct access to a park
- 4 = Within 1/8 mile
- 3 = Within 1/4 mile
- 2 = Within 1/2 mile
- 1 = Within 3/4 mile
- 0 = Over 1 mile of a park

2

## School-Aged Children in Poverty

19.3% of Fort Smith residents live below the federal poverty level. While examining the data from the 2022 Census Bureau of school-aged children living in a household below the poverty line as a percentage of the total population per block group, the results were able to help identify the areas of Fort Smith in higher need of essential active transportation infrastructure. The criteria for prioritization are as follows:

- 5 =  $\leq 21\%$  of school-aged children living in poverty
- 4 =  $\leq 15\%$
- 3 =  $\leq 10\%$
- 2 =  $\leq 5\%$
- 1 =  $\leq 1\%$
- 0 = No data available

### 3

#### School Walk Accessibility

Fort Smith Public Schools have Parent Transportation/Walk Zones that extend for a 2-mile radius around each school. In most cases, no bus services are provided within these zones. Therefore, it is critical that there are safe and connected routes for children to have the option of walking and biking to school. The criteria for prioritization are as follows:

- 5 = Multiple schools within 1/4 mile
- 4 = One school within 1/4 mile
- 3 = Multiple schools within 1/2 mile
- 2 = One school within 1/2 mile
- 1 = One school within 3/4 mile
- 0 = School greater than 1 mile

### 4

#### Direct or Enhances Access to Employment Hubs/Centers

A top priority destination that residents at public input sessions indicated as a desired connection was the workplace. There are many large employers in the City of Fort Smith, and it is important to create safe and connected routes for employees to ride or walk to work. The criteria for prioritization are as follows:

- 5 = Direct access to identified employment hub(s)
- 4 = Within 1/8 mile
- 3 = Within 1/4 mile
- 2 = Within 1/2 mile
- 1 = Within 3/4 mile
- 0 = Over 1 mile to identified employment hub(s)

### 5

#### Connection to Transit Service

A connected transportation system is necessary to allow residents the opportunity to utilize the bus service, ride a bicycle, and/or walk to reach essential destinations. All Fort Smith Fixed Route Buses are equipped with bike racks, allowing residents to close out the final mile of their commute on a bicycle. The criteria for prioritization are as follows:

- 5 = Direct access to existing transit stop(s)
- 4 = Within 1/8 mile
- 3 = Within 1/4 mile
- 2 = Within 1/2 mile
- 1 = Within 3/4 mile
- 0 = Over 1 mile of existing transit stop(s)

## Shared-use Paved Paths & Sidepaths Prioritization Table

Project #	Project Name	Estimated Linear Feet	Cost Estimate	Prioritization Score
<b>Phase 1</b>				
1	Maybranch Route to N 21st St. Connector	1,069	\$225,467	130
2	Newlon Rd. Sidepath	2,356	\$496,914	126
3	Windsor Dr. Sidepath	6,683	\$1,944,180	120
4	Division St. Sidepath	1,470	\$310,044	108
5	Darby Middle to N E St.	884	\$186,448	105
6	E Valley Rd. to Bonneville Elementary	1,046	\$304,296	104
7	Spradling Elementary to N 50th St.	581	\$122,541	102
8	Tilles Elementary to Alleyway Connector	1,117	\$235,591	100
9	Jenny Lind Sidepath	1,732	\$365,303	98
10	Dodson Ave. Sidepath	1,727	\$364,249	95
<b>Totals</b>		<b>3.54 miles</b>	<b>\$4,555,033</b>	
<b>Phase 2</b>				
11	Kelley HWY Sidepath	2,222	\$468,651	93
12	Rogers Ave. Side Path	1,451	\$306,037	92
13	Dallas St, Ramsey Middle, & Fairview Elementary Sidepath	1,987	\$419,087	92
14	Beard Elementary to Cavanaugh Rd.	817	\$172,317	90
15	West Central Mall Sidepath	1,146	\$470,908	90
16	Maybranch to N 35th St.	1,350	\$284,734	88
17	S C St. to N B St.	1,147	\$241,919	82
18	S U St. to Alleyway Connection	284	\$59,900	80
19	Darby/Tilles Connection to Downtown and Neighborhoods	2,983	\$629,157	79
20	Mill Creek to Xavier St.	1,905	\$401,792	77
21	HWY 255 Sidepath	1,221	\$257,526	76
22	Cavanaugh Rd. Sidepath	3,736	\$787,975	72
23	Wilson Rd. Sidepath	1,826	\$385,129	70
24	S 91st St. Sidepath	1,605	\$338,517	70
25	Edinburgh Dr. to S Park Rd.	2,265	\$477,721	68
26	S Gary St. to Raise Route	171	\$70,266	67
27	N 32nd St. Sidepath	1,424	\$300,342	62
28	N Albert Pike Ave. & Kelley HWY Side Path	3,921	\$826,995	60
29	S 33rd St. Sidepath	1,285	\$271,025	60
30	Vicksburg St. to Mill Creek	308	\$89,602	60
31	N 6th St. to Northview Dr.	1,188	\$345,606	58
<b>Totals</b>		<b>4.49 miles</b>	<b>\$7,605,206</b>	

## Shared-use Paved Paths & Sidepaths Prioritization Table

Project #	Project Name	Estimated Linear Feet	Cost Estimate	Prioritization Score
<b>Phase 3</b>				
32	Phoenix Ave. to Eastside Greenway	493	\$103,981	58
33	S 74th St. Sidepath	958	\$202,056	58
34	Northview Dr. Sidepath	736	\$155,233	57
35	S Walron Rd. Sidepath	2,464	\$716,813	55
36	Harris Ave. Sidepath	1,824	\$384,708	53
37	N 6th St. Sidepath	8,378	\$1,767,039	53
38	Hendricks Blvd. Sidepath to Creekmore Park	3,556	\$750,011	52
39	Cliff Dr. Sidepath	2,020	\$426,047	50
40	S 36th Terrace Sidepath	968	\$204,165	50
41	Ben Geren Regional Park Connector	1,200	\$493,097	50
42	Rogers to Bonneville Elementary Connector	3,423	\$721,959	50
43	Allen Ln. to OK Foods	2,662	\$561,454	50
44	S 23rd St. Sidepath	2,402	\$506,616	49
45	Texas Rd. Sidepath	3,028	\$638,648	49
46	Free Ferry Rd. Sidepath East	2,702	\$786,050	49
47	Bryn Mawr Cir. Sidepath	1,699	\$358,343	48
48	Brooken Hill Dr. Sidepath	4,842	\$1,021,247	48
49	Xavier St. & Waco St. Sidepath	4,640	\$978,642	48
50	Vicksburg St. Sidepath	3,369	\$710,570	48
51	S S St. Sidepath	2,682	\$565,672	48
52	Edinburgh Dr. Connector	204	\$43,026	48
53	Massard Rd. Side Path	2,950	\$622,197	47
54	Free Ferry Rd. Side Path West	3,797	\$800,841	46
55	Orr Elementary & Phoenix Ave. Sidepath	2,675	\$564,196	45
56	Jenny Lind Rd. to Utility Easement	450	\$130,911	45
57	Edinburgh Dr. Spur	272	\$57,369	45
58	N Albert Pike Ave. North of Kelly HWY	4,529	\$1,317,550	44
59	Armour St. Sidepath	6,232	\$1,314,417	43
60	N 54th St. Sidepath	2,868	\$604,902	43
61	N M St. Sidepath	2,789	\$588,240	39
62	Mill Creek to AHEC Utility Easement	3,376	\$982,126	39
<b>Totals</b>		<b>15.94 miles</b>	<b>\$19,078,126</b>	

## Shared-use Paved Paths & Sidepaths Prioritization Table

Project #	Project Name	Estimated Linear Feet	Cost Estimate	Prioritization Score
<b>Beyond 10 Years</b>				
63	Phoenix Ave. to Tulsa St.	2,051	\$842,785	63
64	S 46th St. Sidepath	4,040	\$852,093	64
65	Wildwood Way Connector	163	\$34,379	65
66	S 36th Terrace Connector	146	\$59,993	66
67	Savannah Dr. to Mill Creek	234	\$96,154	67
68	N 50th St. Sidepath	6,900	\$1,455,308	68
69	Old Greenwood Rd. Sidepath	6,284	\$1,325,385	69
70	N Albert Pike Ave. Sidepath	11,358	\$2,395,564	70
71	Fort Smith to Van Buren Bike/Ped Bridge (Future Concept)	2,847	\$1,169,873	71
72	Brooken Hill Dr. to Edinburgh Dr.	3,157	\$918,416	72
73	Spradling Ave. to John Bell Jr. Park	17,497	\$3,690,366	73
75	OK Foods to Riverfront Trail	7,661	\$3,148,014	29
74	Cavanaugh Rd. to Georgetown Ln.	2,665	\$562,086	74
63	Phoenix Ave. to Tulsa St.	2,051	\$842,785	63
76	Mill Creek to Brazil Ave.	3,658	\$771,524	29
77	Maybranch Trail to Tilles Park	5,594	\$1,627,374	28
78	ACHE Trail	2,359	\$497,547	28
79	Park Ave. Side Path	8,001	\$2,327,605	28
80	Independence St. Sidepath	5,229	\$1,102,870	27
81	Central Mall Connection	12,437	\$2,623,140	27
82	Southside High to Country Club Ave.	6,565	\$1,384,652	27
83	Spradling Ave. to Carnes Ave.	6,270	\$1,322,432	26
84	Hendricks Blvd. Sidepath	3,730	\$786,710	25
85	Savannah St. to Pheonix Dr.	6,339	\$2,604,785	25
86	N 50th St. Sidepath (Kelley to Park)	9,526	\$2,009,169	25
87	E Valley Rd. Sidepath	7,591	\$1,601,050	24
88	Rabbit Run Rd. to Queensbury Way	2,807	\$816,596	24
89	Forest Wood Way to Roberts Blvd.	221	\$46,612	23
90	S 16th St. Connector	741	\$156,287	23
91	Dallas St. Sidepath	8,000	\$1,687,314	23
92	Riverfront Dr. to Eastside Greenway	28,271	\$11,616,956	23
93	Fort Smith Airport Connection	20,842	\$4,395,874	23
94	Mill Creek to S Zero St.	6,735	\$1,959,307	21
95	Geran Rd. to Chaffee East	7,687	\$1,621,298	21
96	Riverlyn Dr. to Euper Ln.	6,494	\$2,668,477	20
97	BRLI to Fianna & Rabbit Run Rd. (Mill Creek)	28,585	\$11,745,983	20
98	Free Ferry Rd. to Grand Ave.	11,037	\$2,37,860	20
99	Geran Rd. to Chaffee West	11,637	\$2,454,409	18
100	Cy Martin Route	16,682	\$6,854,871	18

## Shared-use Paved Paths & Sidepaths Prioritization Table

Project #	Project Name	Estimated Linear Feet	Cost Estimate	Prioritization Score
101	Brooken Hill Dr. to Fianna Tennis Court	3,662	\$1,504,768	17
102	N 66th. to Cy Martin Route	5,126	\$1,081,146	16
103	South Fianna Route(2020 CFS Trails Plan)	21,304	\$8,754,116	14
104	Wellington Way to Fianna Tennis Court	5,218	\$1,517,990	13
105	Painter Ln. Sidepath	8,413	\$2,447,461	13
106	South Sebastion Trail to Chad Colley Blvd.	3,123	\$658,685	13
107	Massard Rd. to Roberts Blvd.	6,268	\$1,322,010	12
108	Roberts Blvd. to Massard Creek Route	26,057	\$5,495,792	11
109	South Sebastion Trail	4,129	\$870,865	11
110	East Riverfront Trail (2004 Master Plan)	21,656	\$8,898,758	11
111	Wellington Way to Queensbury Way	3,637	\$1,494,495	11
112	E Rye Hill Rd. Sidepath	3,728	\$786,288	10
113	S 58th St. Sidepath	2,813	\$593,302	9
114	Massard Rd. to McClure Dr.	4,900	\$1,425,480	8
115	FCRA Trail	5,895	\$1,714,939	8
116	Roberts Blvd. Sidepath	10,752	\$2,267,750	7
117	Wells Lake Rd. to Chaffee	19,590	\$5,699	6
118	Fort Smith to Alma Bike/Ped Bridge(Future Concept)	20,186	\$8,294,714	6
119	Massard Creek Route	14,948	\$6,142,346	6
120	HWY 45 Sidepath	15,612	\$3,292,793	3
<b>Totals</b>		<b>94.90 miles</b>	<b>\$140,645,440</b>	



## On-street Bicycle Facilities Prioritization Table

Project #	Project Name	Estimated Linear Feet	Cost Estimate	Prioritization Score
<b>Phase 1</b>				
1	N 14th St.	2,099	\$459,201	140
2	Belle Ave.	1,142	\$249,837	133
3	N 7th St. to D St. N	3,326	\$727,634	115
4	Vista Blvd./Shady Ln./S 25th St./Wolfe Ln.	2,900	\$634,437	115
5	R	1,634	\$357,472	113
6	N E St. to N 16th St.	687	\$150,296	113
7	N 15th St.	1,888	\$413,040	110
8	N M St.	1,750	\$382,850	107
9	S 29th St.	2,528	\$553,054	100
10	G St. S	2,240	\$490,048	100
<b>Totals</b>		<b>3.82 miles</b>	<b>\$4,417,869</b>	
<b>Phase 2</b>				
11	N 31st St.	4,480	\$980,096	95
12	Reed Ln, N36th St, & Oak St.	1,861	\$407,133	95
13	S W St.	1,302	\$284,840	93
14	S 17th St.	2,016	\$441,043	93
15	Southridge Dr. to Southridge Ln.	1,622	\$354,847	92
16	S 65th St.	1,885	\$412,384	92
17	N 28th St.	1,287	\$281,559	90
18	Wilma Ave.	1,611	352,441	87
19	S 7th St.	879	\$192,300	82
20	Alabama Ave.	808	\$176,767	80
21	Alabama Ave. East of Tilles	1,288	\$281,778	80
22	S 25th St. to Cruce Hill Dr.	1,829	\$400,133	73
23	Lexington Ave. to S 16th St.	3,131	\$684,973	72
24	S 24th St.	472	\$103,260	67
25	Wedgewood Blvd.	1,495	\$327,063	63
26	HWY 45	15,612	\$-	60
27	North St. to Howell Ave.	7,084	\$1,549,776	57
28	N F St.	3,263	\$713,851	57
29	N S St.	2,696	\$589,808	54
30	S 23rd St. to S P St.	2,969	\$649,532	54
31	S Z St. to Sunset Dr.	3,333	\$729,165	54
<b>Totals</b>		<b>11.54 miles</b>	<b>\$9,912,749</b>	

## On-street Bicycle Facilities Prioritization Table

Project #	Project Name	Estimated Linear Feet	Cost Estimate	Prioritization Score
<b>Phase 3</b>				
32	N 32nd St.	3,971	\$868,741	53
33	Park Ave.	2,546	\$556,992	52
34	B St. S	2,592	\$567,055	52
35	Utica St.	3,599	\$787,358	52
36	N K St. to N J St.	7,463	\$1,632,691	48
37	S 10th St. to S D St.	3,476	\$760,449	48
38	H St. N	5,039	\$1,102,389	47
39	N L St.	3,883	\$849,489	47
40	Spradling Ave.	2,614	\$571,868	46
41	S 30th St.	1,160	\$253,775	45
42	Harvard Ave.	4,291	\$938,748	45
43	Warner St./N 34th St./Division St.	3,143	\$687,598	44
44	Wirsing Ave.	8,439	\$1,846,211	43
45	I St. S to S 31st St.	6,472	\$1,415,888	40
46	N E St./N F St./N 14th St./N I St.	10,658	\$2,331,665	39
47	Osage St. to 31st St.	3,025	\$661,783	38
48	May Ave. Bicycle Boulevard	5,407	\$1,182,897	37
49	S M St.	2,759	\$603,590	37
50	S 24th St. to Tulsa St.	5,640	\$1,233,870	34
51	S 11th St.	3,299	\$721,727	33
52	S 21st St.	9,331	\$2,041,356	29
53	S. 27th + S. Gary St.	5,012	\$1,096,482	28
54	Meadow Dr. to Harvard Dr.	5,165	\$1,129,954	26
55	S 32nd Ter.	2,805	\$613,654	26
56	Fianna Wy./Jenny Lind Rd./ Royal Scots Wy./ Queensbury Wy.	7,960	\$1,741,420	24
57	Old HWY 71 to Rye Hill Rd.	6,594	\$1,442,578	14
<b>Totals</b>		<b>23.93 miles</b>	<b>\$27,640,228</b>	

# Alleyway Revitalization Prioritization Table

Project #	Project Name	Estimated Linear Feet	Cost Estimate	Prioritization Score
<b>Phase 1</b>				
1	N 13th St. & N 14th St.	3,263	\$1,192,580	162
2	Belle Ave. & N Greenwood Ave. North	1,292	\$472,207	133
3	N 48th St. & N 49th St.	1,286	\$470,015	107
4	N 19th St. & N 20th St.	2,050	\$749,246	105
5	Irene St. & N 32nd St.	2,120	\$774,830	90
6	Alabama Ave. & Hardie Ave.	1,305	\$476,959	77
7	N K St. to MLK Park	2,034	\$743,398	75
8	S V St. & S W St. East	1,337	\$488,654	68
9	N 12th St. & N 13th St.	2,472	\$903,481	56
10	Grand Adjacent Alleyway	4,021	\$1,469,618	51
<b>Totals</b>		<b>4.01 miles</b>	<b>\$7,740,988</b>	
<b>Phase 2</b>				
11	Dodson Ave. & S L St.	2,595	\$948,435	50
12	Clarendon Ave. & Spradling Ave.	1,700	\$621,326	48
13	S T St. & S U St.	2,526	\$923,217	47
14	S 23rd St. & S 24th St.	1,459	\$533,244	46
15	N 5th St. & N 6th St.	4,156	\$1,518,958	46
16	N K St. & N J St.	3,143	\$1,148,721	44
17	S M St. & S N St.	3,984	\$1,456,095	39
18	Wirsing Ave. & Birnie Ave.	3,232	\$1,181,250	38
19	N 29th St. & N 32nd St.	4,940	\$1,805,499	37
20	Belle Ave. & N Greenwood Ave.	3,137	\$1,146,528	37
21	S 22nd St. & S 23rd St.	3,738	\$1,366,185	36
22	N 39th St. & 41st St.	7,246	\$2,648,309	34
23	N 34th St. & N 35th St.	7,846	\$2,867,600	31
24	S P St. & S Q St.	11,544	\$4,219,166	29
25	S Q St.	8,660	\$3,165,106	28
26	S 17th St. & S 18th St.	5,927	\$2,166,233	26
27	S V St. & S W St.	5,656	\$2,067,187	25
<b>Totals</b>		<b>15.43 miles</b>	<b>\$29,783,059</b>	

## Sidewalks Prioritization Table

Project #	Project Name	Estimated Linear Feet	Cost Estimate	Prioritization Score
<b>Phase 1</b>				
1	Dallas St Sidewalk	2,623	\$238,468	128
2	High St. Sidewalk	4,189	\$1,218,640	113
3	17th St to Jenny Lind Sidewalk	4,351	\$1,265,768	113
4	Euper Ln. Sidewalk - East of S 74th St.	1,728	\$157,100	108
5	Division St. Sidewalk	1,823	\$530,337	105
6	Jenny Lind Sidewalk (Houston to Zero)	6,564	\$1,909,561	105
7	Warner St. Sidewalk	4,417	\$401,568	103
8	Planters Rd Sidewalk	3,955	\$359,566	103
9	Harvard Ave Sidewalk	4,038	\$1,174,712	103
10	Chaffee Dr Sidewalk	2,480	\$225,467	97
<b>Totals</b>		<b>6.85 miles</b>	<b>\$7,481,187</b>	
<b>Phase 2</b>				
11	Marshall & Dean Dr Sidewalk	2,457	\$223,376	92
12	Savannah St Sidewalk	3,360	\$977,472	92
13	N 27th St. Sidewalk	1,609	\$146,281	90
14	Fresno St Sidewalk	2,606	\$236,922	88
15	Ball Rd and Ayers Rd Sidewalk	2,832	\$257,469	88
16	Skywood Dr & N 46th Terrace Sidewalk	2,964	\$269,470	87
17	Utica St Sidewalk	3,565	\$1,037,109	87
18	Cavanaugh Rd & Martin Dr Sidewalk	2,464	\$224,013	83
19	S 27th St Sidewalk	1,241	\$112,825	83
20	Tulsa St Sidewalk	1,955	\$568,737	83
21	S 24th & Tulsa St Sidewalk	1,114	\$101,278	83
22	N Q St Sidewalk	2,555	\$743,286	83
23	Howell Ave Sidewalk	1,271	\$369,752	82
24	Hon Ave Sidewalk	2,030	\$346,956	82
25	N 37th St Sidewalk	1,628	\$148,008	80
26	N 37th & N 38th St	2,588	\$235,286	78
27	Zero St Sidewalk	12,630	\$3,674,247	78
28	S 70th St, S Q Ct & Ellsworth Rd Sidewalk	4,255	\$1,237,840	77
29	N 46th St Sidewalk	1,959	\$569,901	75
30	N 52nd St Sidewalk	5,057	\$1,471,153	75
31	Jenny Lind Rd Sidewalk	1,339	\$121,734	72
<b>Totals</b>		<b>11.64 miles</b>	<b>\$13,073,115</b>	

## Sidewalks Prioritization Table

Project #	Project Name	Estimated Linear Feet	Cost Estimate	Prioritization Score
<b>Phase 3</b>				
32	N 33rd St Sidewalk	632	\$57,458	72
33	Virginia Ave Sidewalk	1,274	\$370,625	72
34	N 7th St Sidewalk	1,358	\$395,062	72
35	Skywood Dr Sidewalk	1,367	\$124,280	70
36	Cypress Ave & Magnolia Dr Sidewalk	2,096	\$190,556	70
37	N 41st St Sidewalk	1,274	\$370,625	70
38	Old Greenwood-Connection to Orr	1,126	\$102,369	70
39	Euper Ln Sidewalk	663	\$60,276	68
40	Osage Street-Sidewalk	3,045	\$276,834	67
41	S 33rd St, S Quincy St & S 34th St Sidewalk	1,740	\$158,191	67
42	N 53rd St Sidewalk	1,511	\$137,371	67
43	Jackson St Sidewalk	4,540	\$1,320,751	67
44	S Jackson St Sidewalk	2,579	\$750,268	67
45	N 35th St Sidewalk	631	\$57,367	65
46	Speaker & N 54th St Sidewalk	772	\$70,186	65
47	N 48th St Sidewalk	1,277	\$116,097	65
48	Weeks Ln Sidewalk	1,595	\$145,008	65
49	Kelley HWY & N 23rd St Sidewalk	5,488	\$1,596,537	63
50	N 46th St Sidewalk - North of Spradling Ave	1,284	\$116,097	62
51	Southview Dr, S 35 Dr, & S 35th St Sidewalk	3,836	\$348,747	60
52	N 57th Ln Sidewalk	1,635	\$148,645	58
53	S 18th St Sidewalk	1,296	\$117,825	58
54	Harvard Ave & Vickery Ln Sidewalk	2,118	\$192,556	58
55	S T St.	2,533	\$230,286	58
56	Willow & S 29th St Sidewalk	3,199	\$290,835	57
57	N 43rd St Sidewalk	1,970	\$573,101	55
58	Wilma Ave Sidewalk	1,659	\$150,827	53
59	N 31st St Sidewalk	1,282	\$116,552	53
60	S Q St Sidewalk	658	\$59,822	53
61	Duncan Rd Sidewalk	1,368	\$124,371	53
<b>Totals</b>		<b>10.57 miles</b>	<b>\$8,769,525</b>	

## Sidewalks Prioritization Table

Project #	Project Name	Estimated Linear Feet	Cost Estimate	Prioritization Score
<b>Beyond 10 Years</b>				
62	N T St Sidewalk	793	\$72,095	52
63	N S St Sidewalk	780	\$70,913	52
64	Texas Rd Sidewalk	680	\$61,822	52
65	Hendricks Blvd Sidewalk	2,637	\$747,141	52
66	S 22nd St Sidewalk	1,235	\$112,279	50
67	N 31st St Sidewalk	2,621	\$762,486	50
68	Chateau Dr & Avignon Ln Sidewalk	1,842	\$167,464	50
69	S 62nd & S 66 St Sidewalk	2,826	\$256,924	48
70	Walnut St Sidewalk	1,938	\$176,192	48
71	Emrich St Sidewalk	2,566	\$746,486	48
72	Blair St Sidewalk	2,692	\$783,141	47
73	S 24th & S 25th St Sidewalk	3,168	\$288,016	47
74	Grinnell Ave, S 30th Terrace & Bryn Mawr Cir Sidewalk	4,296	\$390,567	47
75	Apple Valley Dr Sidewalk	1,188	\$108,006	47
76	Martin St Sidewalk	1,082	\$98,369	47
77	N 33rd St Sidewalk	1,893	\$172,101	45
78	Croxted Rd Sidewalk	1,023	\$93,005	45
79	Broken Hills Dr Sidewalk	1,283	\$116,643	45
80	Londonderry Rd Sidewalk	1,410	\$128,189	45
81	Boston St Sidewalk	1,589	\$144,463	43
82	Louisville St Sidewalk	1,402	\$407,862	42
83	Bryn Mawr Cir Sidewalk	1,407	\$409,316	42
84	North St Sidewalk	38.3	\$3,482	40
85	N Q St, N 35th St, Ridgeway Dr Sidewalk	2,058	\$187,101	40
86	Red Pine & Millennium Dr Sidewalk	5,076	\$461,481	40
87	S 31st Terrace Sidewalk	1,441	\$131,007	38
88	Southridge Dr Sidewalk	2,264	\$205,830	38
89	Princeton Dr Sidewalk	2,001	\$181,919	38
90	Jenny Lind Rd, Royal Scots Way, Stoneleige St & Ramsgate Way Sidewalk	8,179	\$743,587	33
91	Ramsgate Way Sidewalk	2,223	\$202,102	30
92	Rannoch Trc, Rannoch Ln & Dundee Dr Sidewalk	1,822	\$165,646	30
93	Glen Flora Way Sidewalk	2,677	\$778,777	28
94	Blackjack & Lookout Dr Sidewalk	4,385	\$398,659	27
95	Royal Ridge Dr Sidewalk	3,489	\$317,200	25
96	S 90th, Rosewood Dr, S 94th St, & Moody Rd Sidewalk	5,301	\$481,936	25
97	Parkfront Dr & Galven Way Sidewalk	2,997	\$272,470	17
98	Queensbury & Ramsgate Way Sidewalk	1,915	\$174,101	17
99	Fallstone Rd & Chapen Dr Sidewalk	2,711	\$246,468	13
<b>Totals</b>		<b>16.84 miles</b>	<b>\$11,265,246</b>	

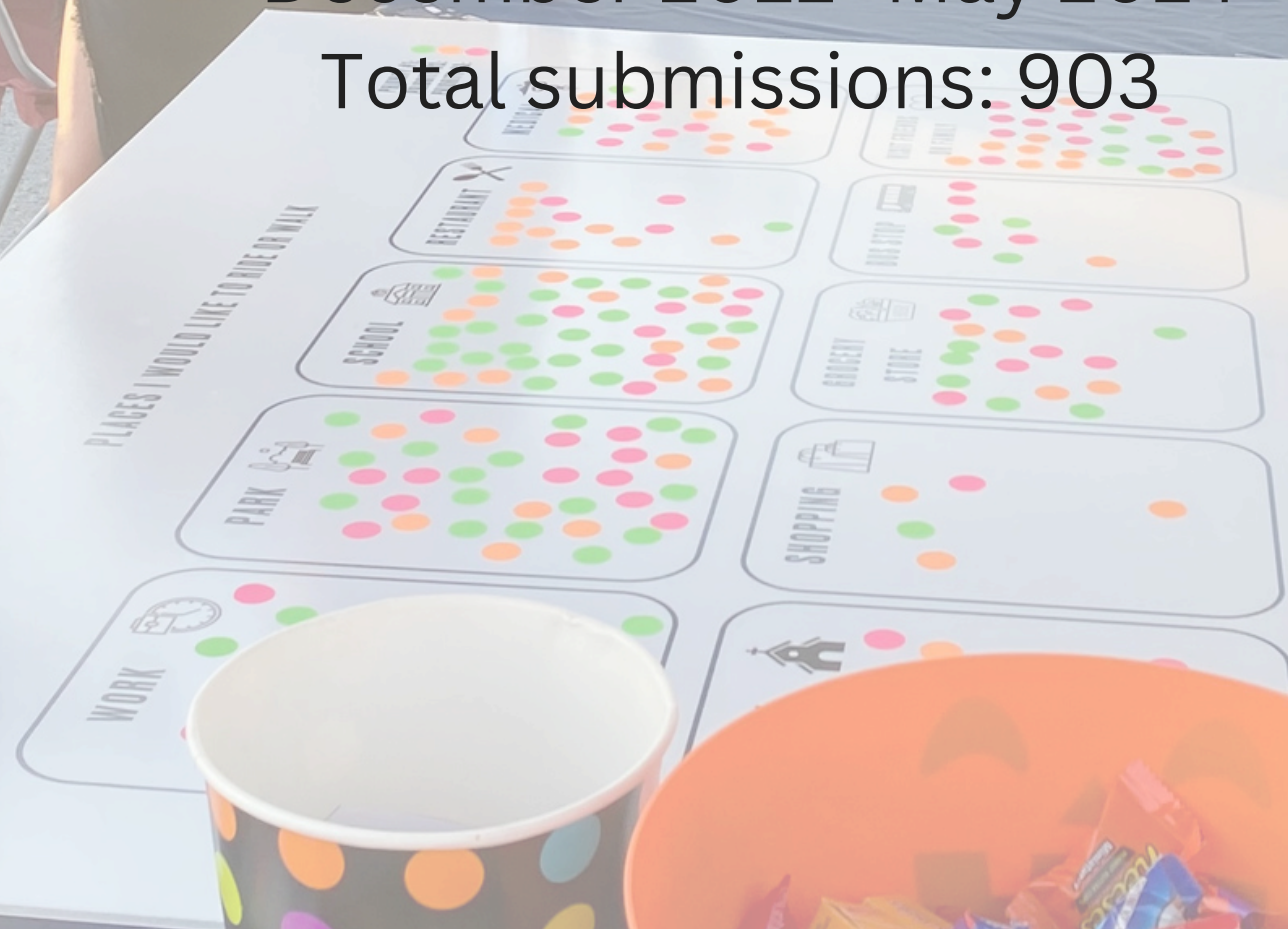


# Appendix B

# ONLINE COMMUNITY SURVEY RESULTS

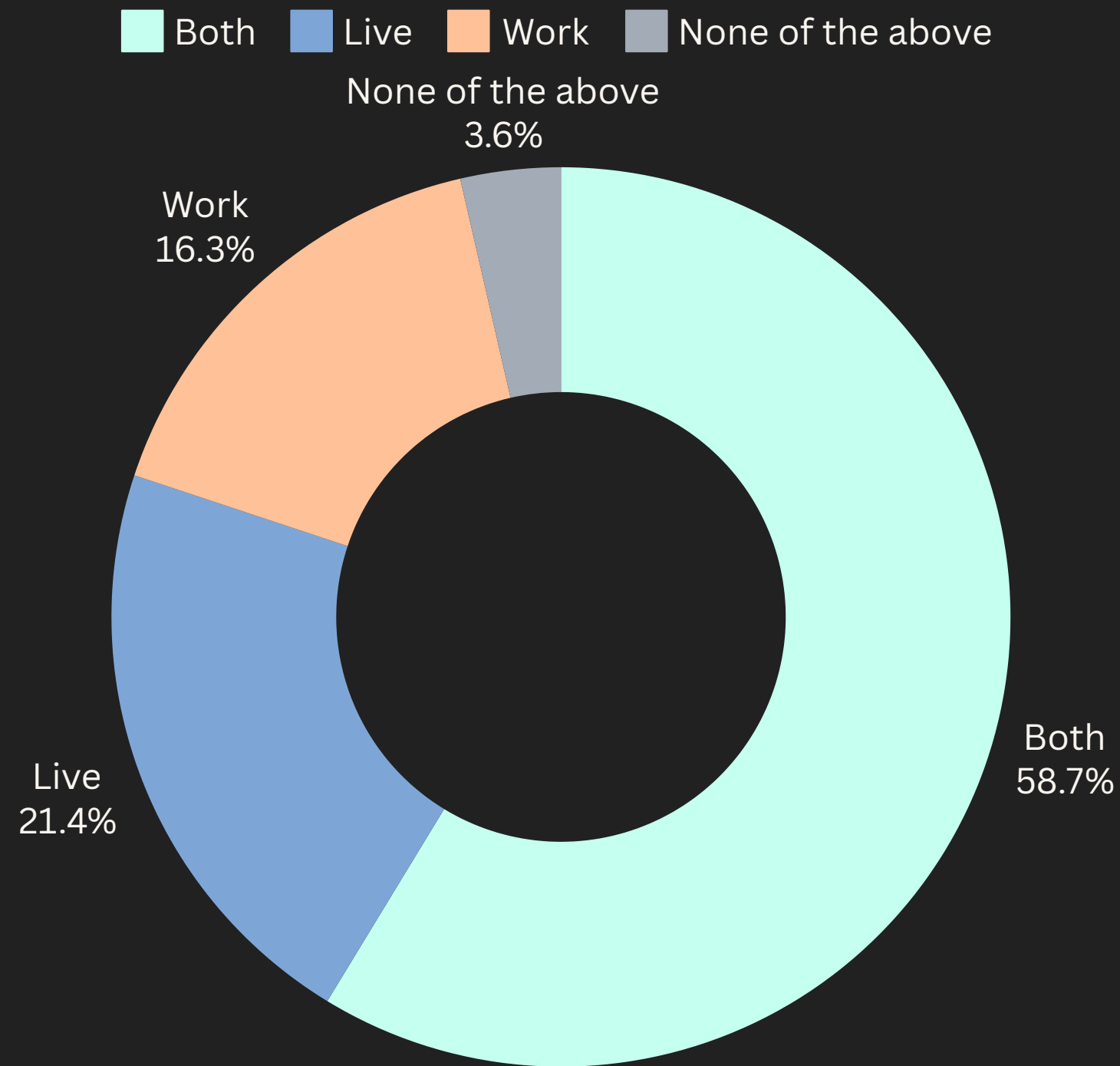
December 2022 - May 2024

Total submissions: 903

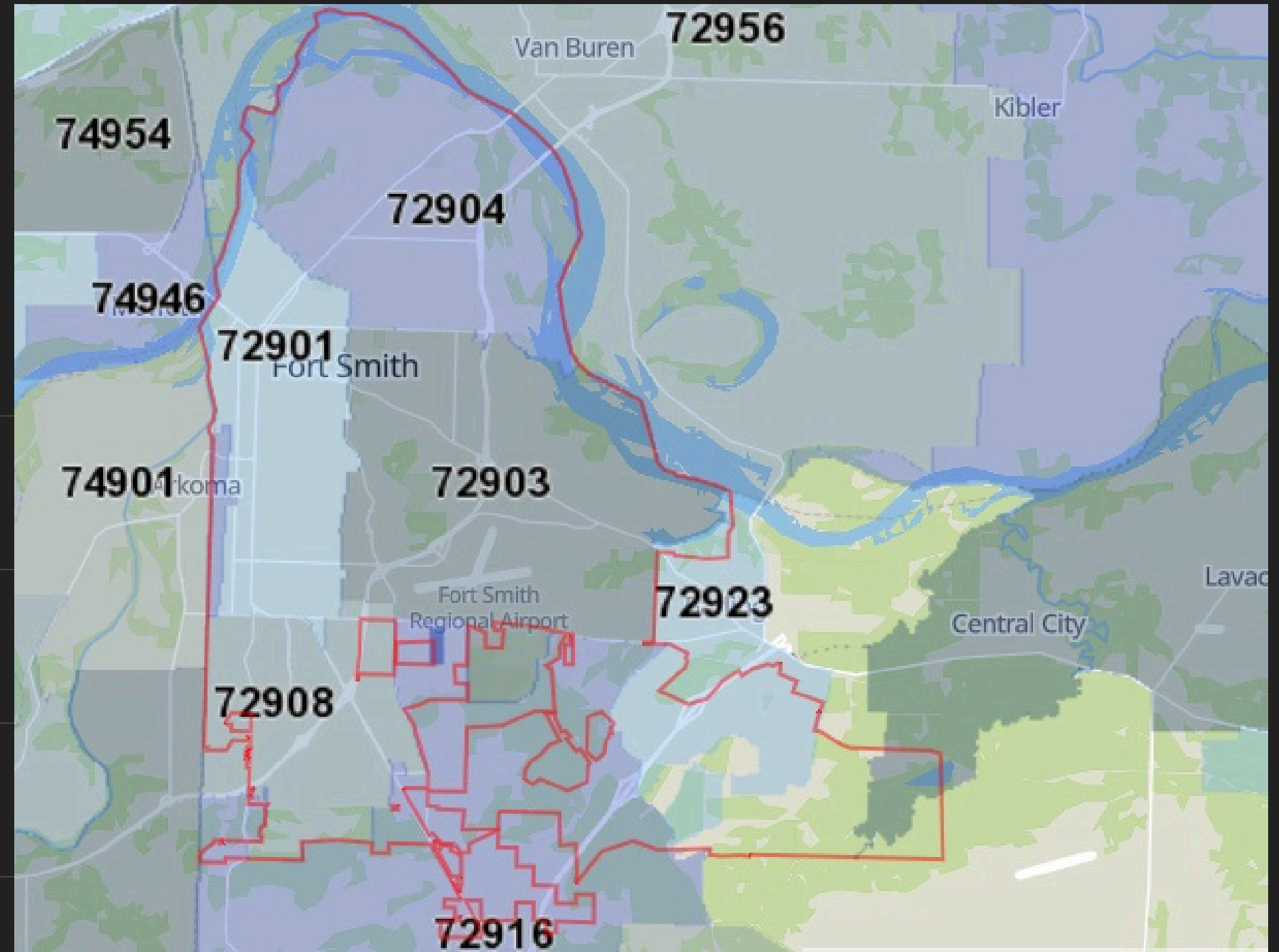
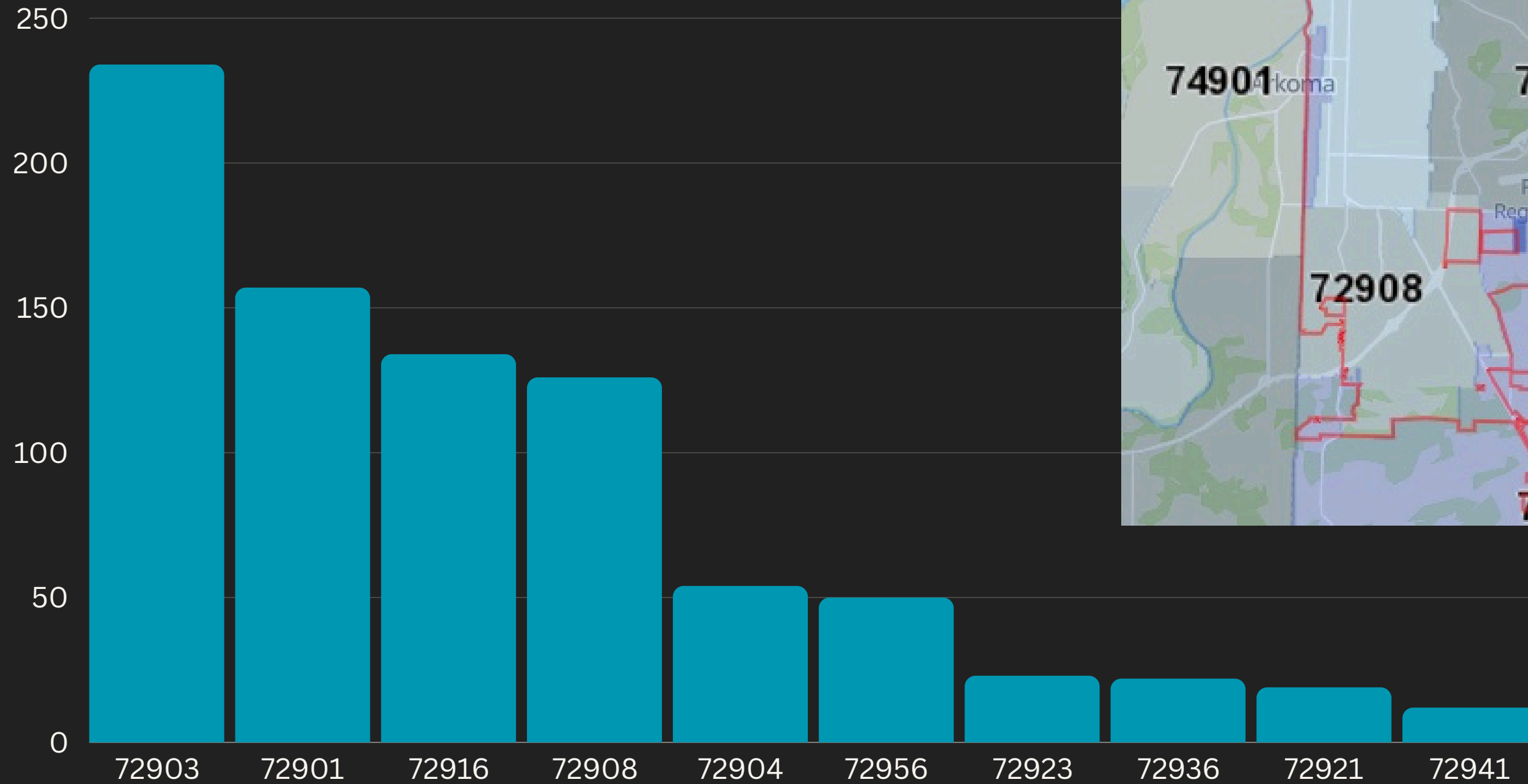




# LIVE OR WORK IN FORT SMITH?



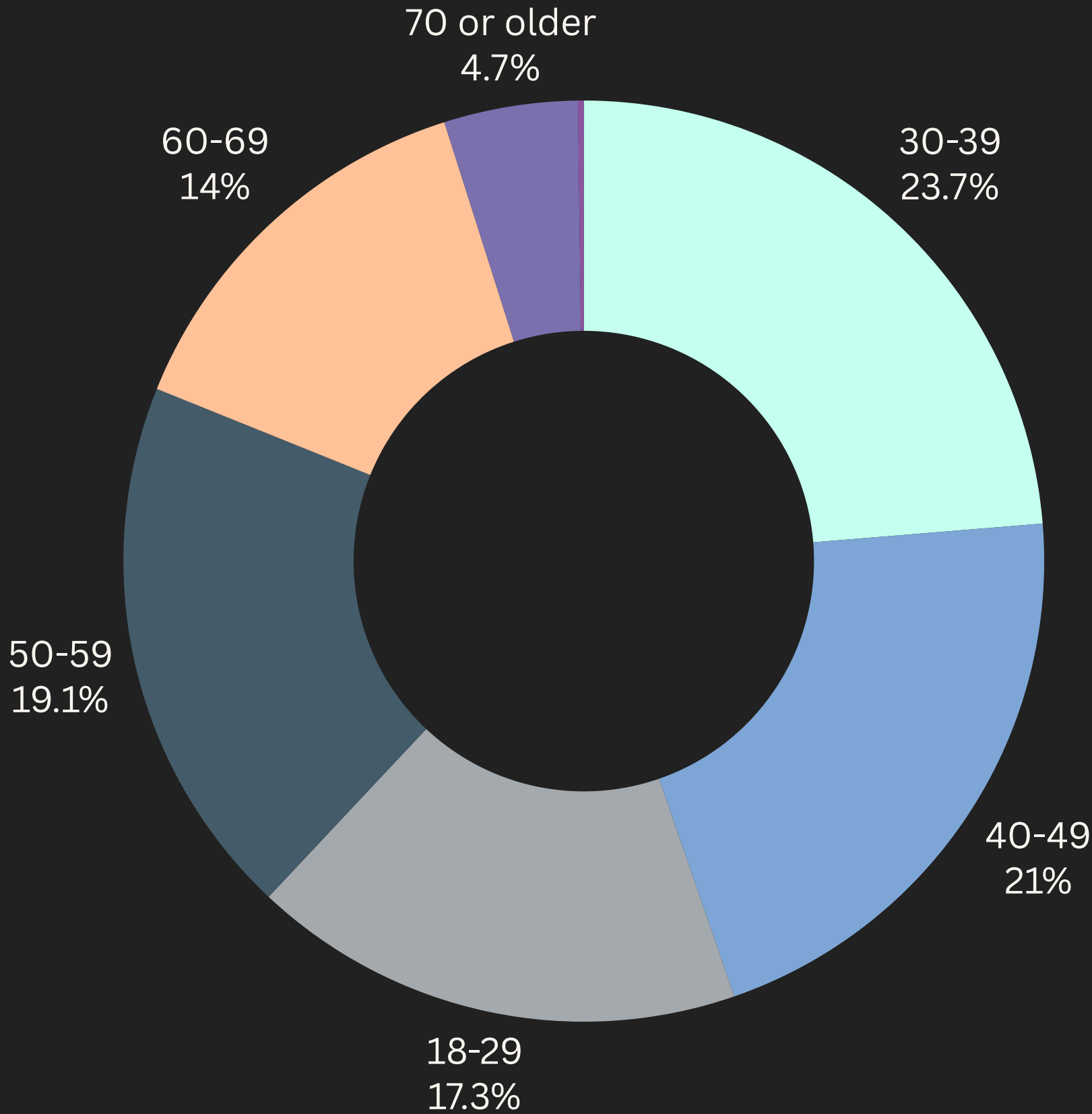
# WHAT IS YOUR ZIPCODE?



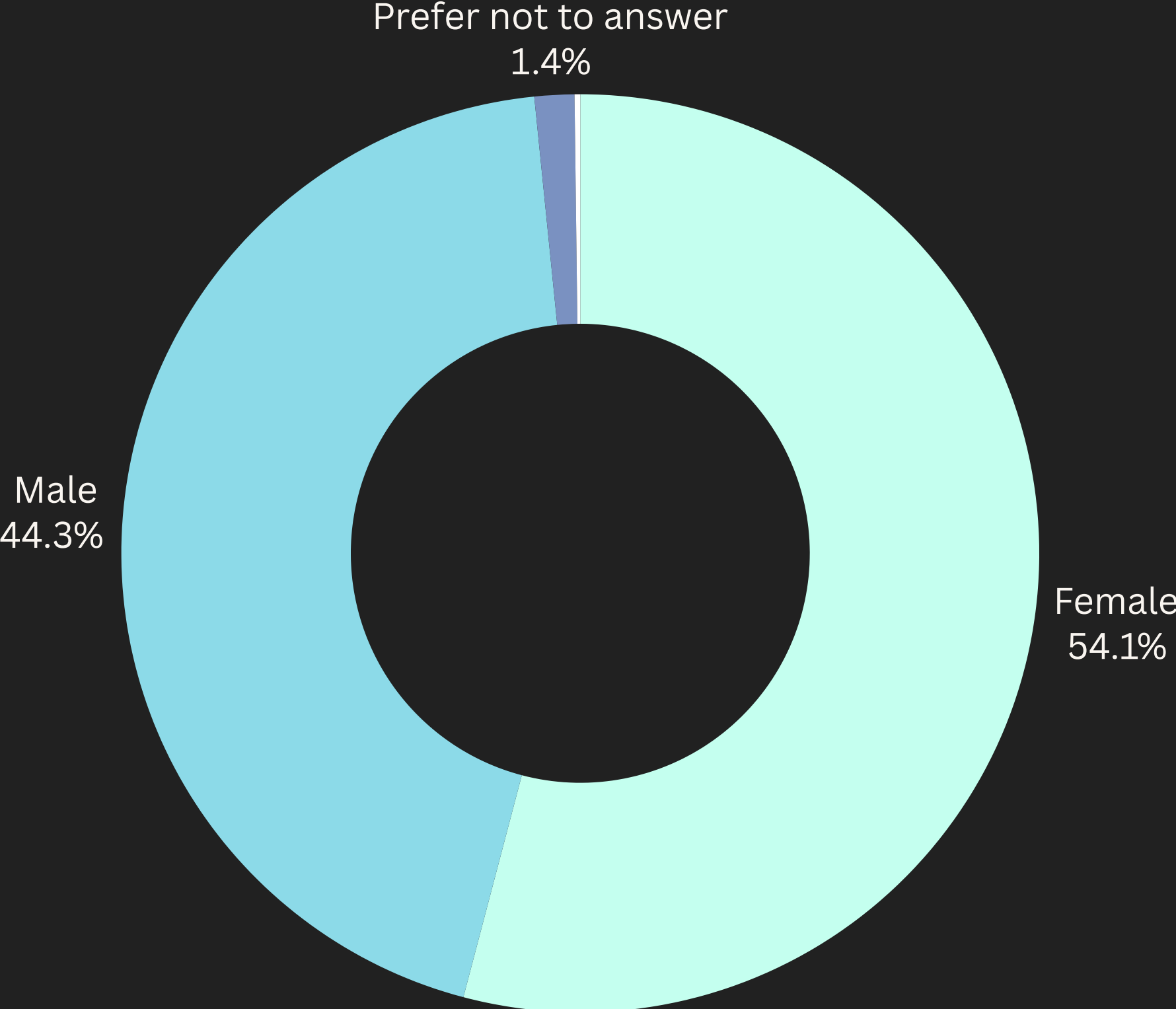
\*All other zip codes were listed less than 10 times or not specified



# AGE

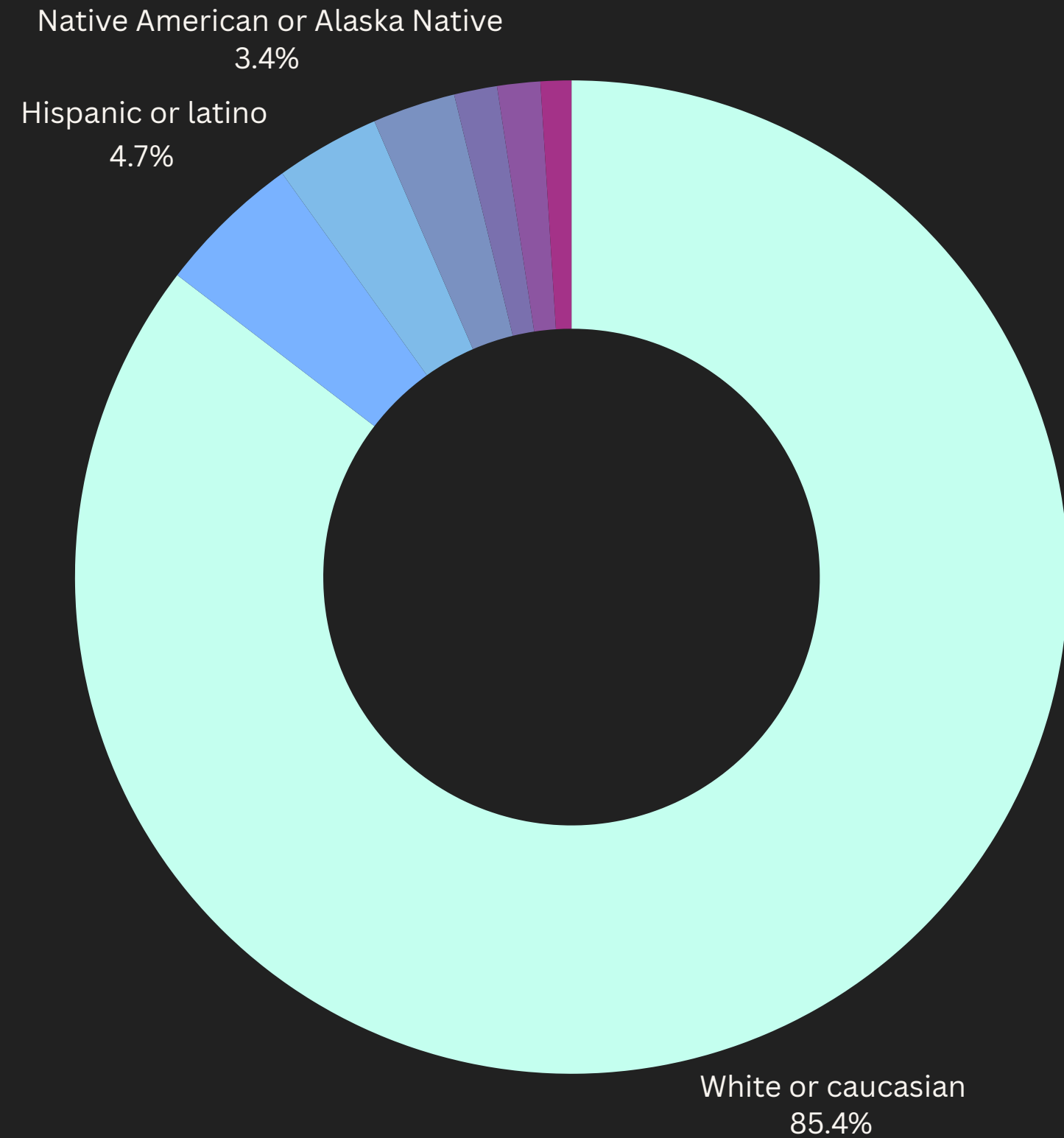


# GENDER

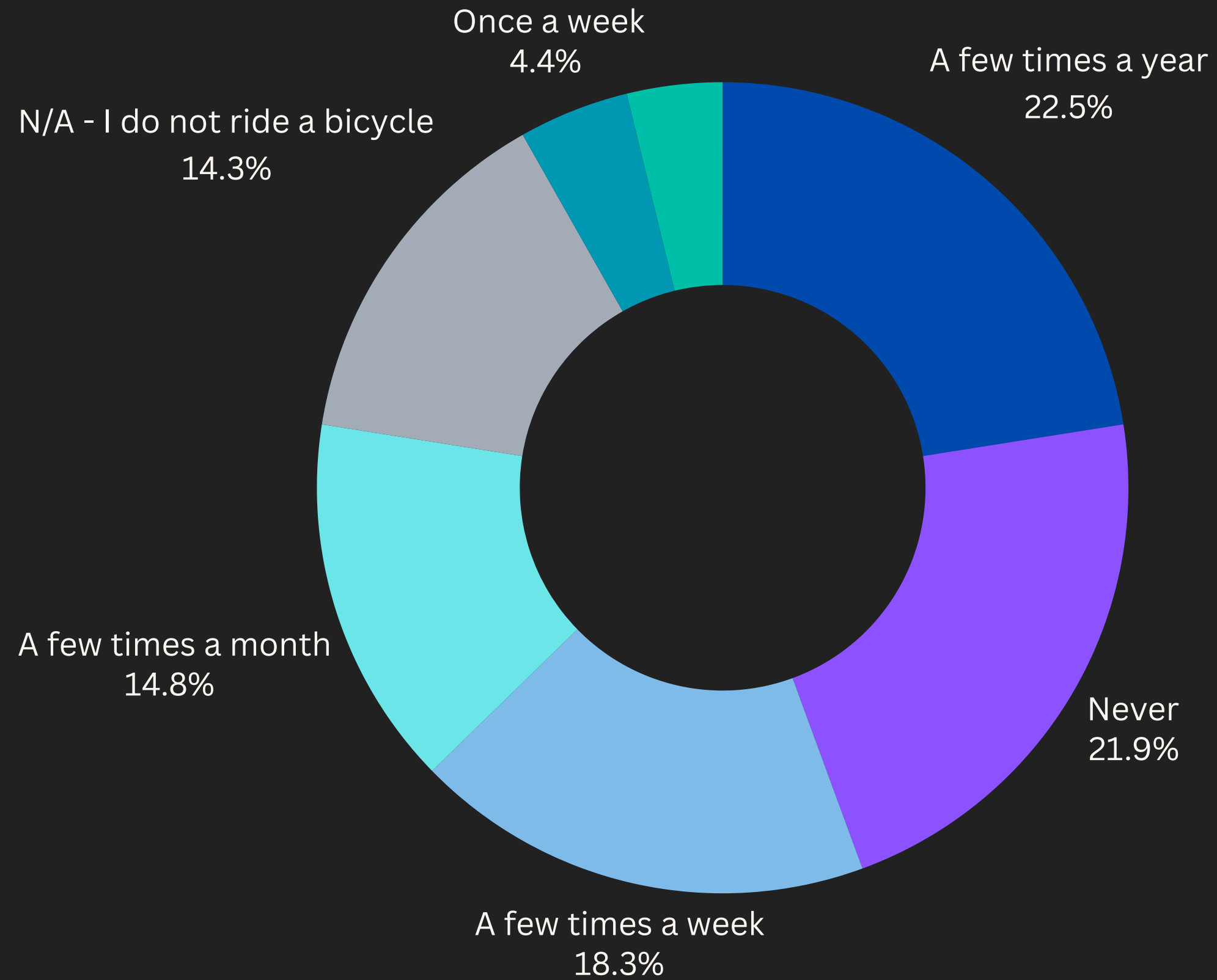


# RACE/ETHNICITY

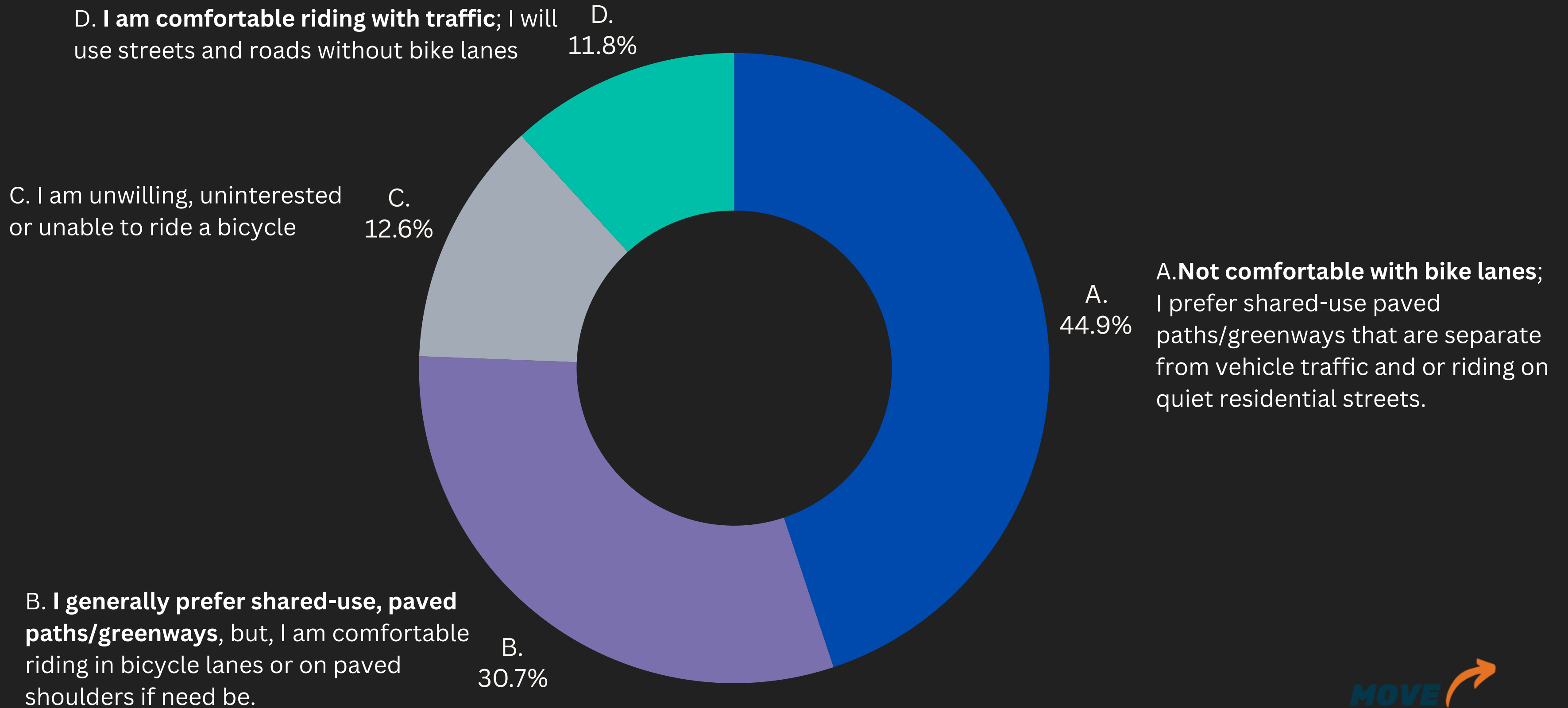
- White or caucasian
- Hispanic or latino
- Native American or Alaska Native
- Asian or Pacific Islander
- A Race or ethnicity not listed here
- Multi Racial or Biracial
- Black or African American



# HOW OFTEN DO YOU RIDE A BIKE IN FORT SMITH?

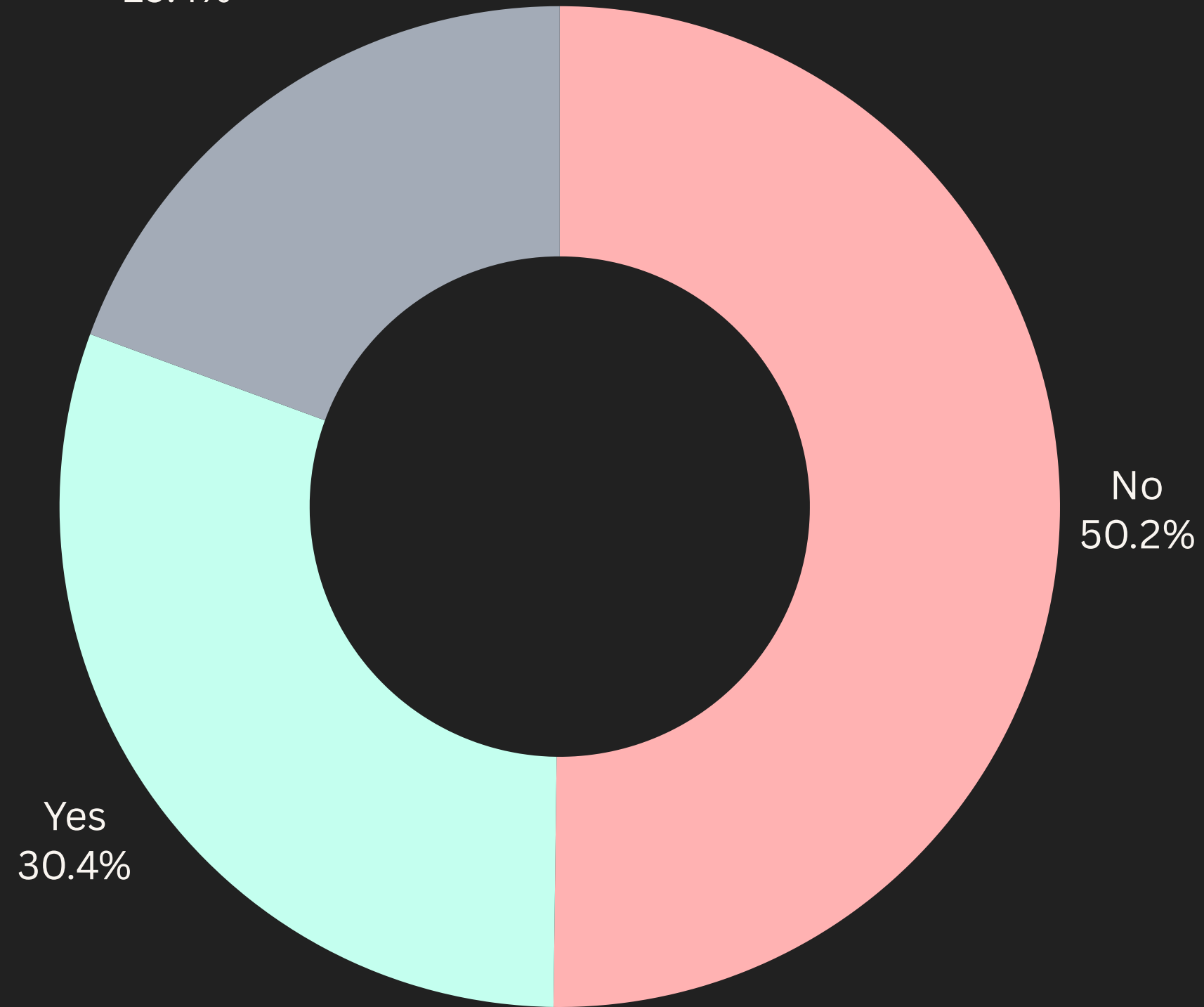


# WHAT IS YOUR BICYCLING LEVEL OF COMFORT?



# DO YOU FEEL SAFE AND COMFORTABLE RIDING A BIKE IN FORT SMITH?

NA - I do not ride a bicycle  
19.4%

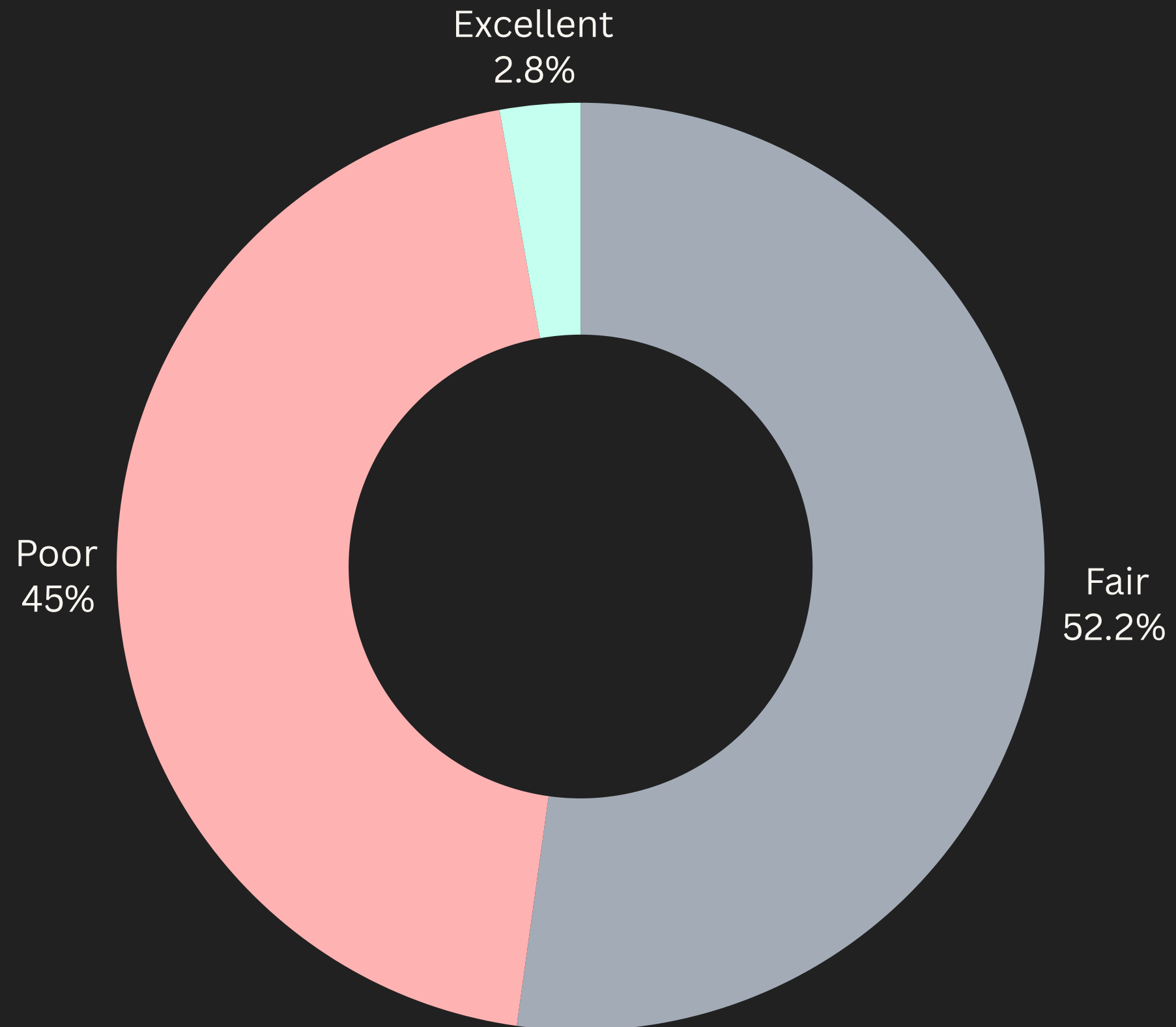


No  
50.2%

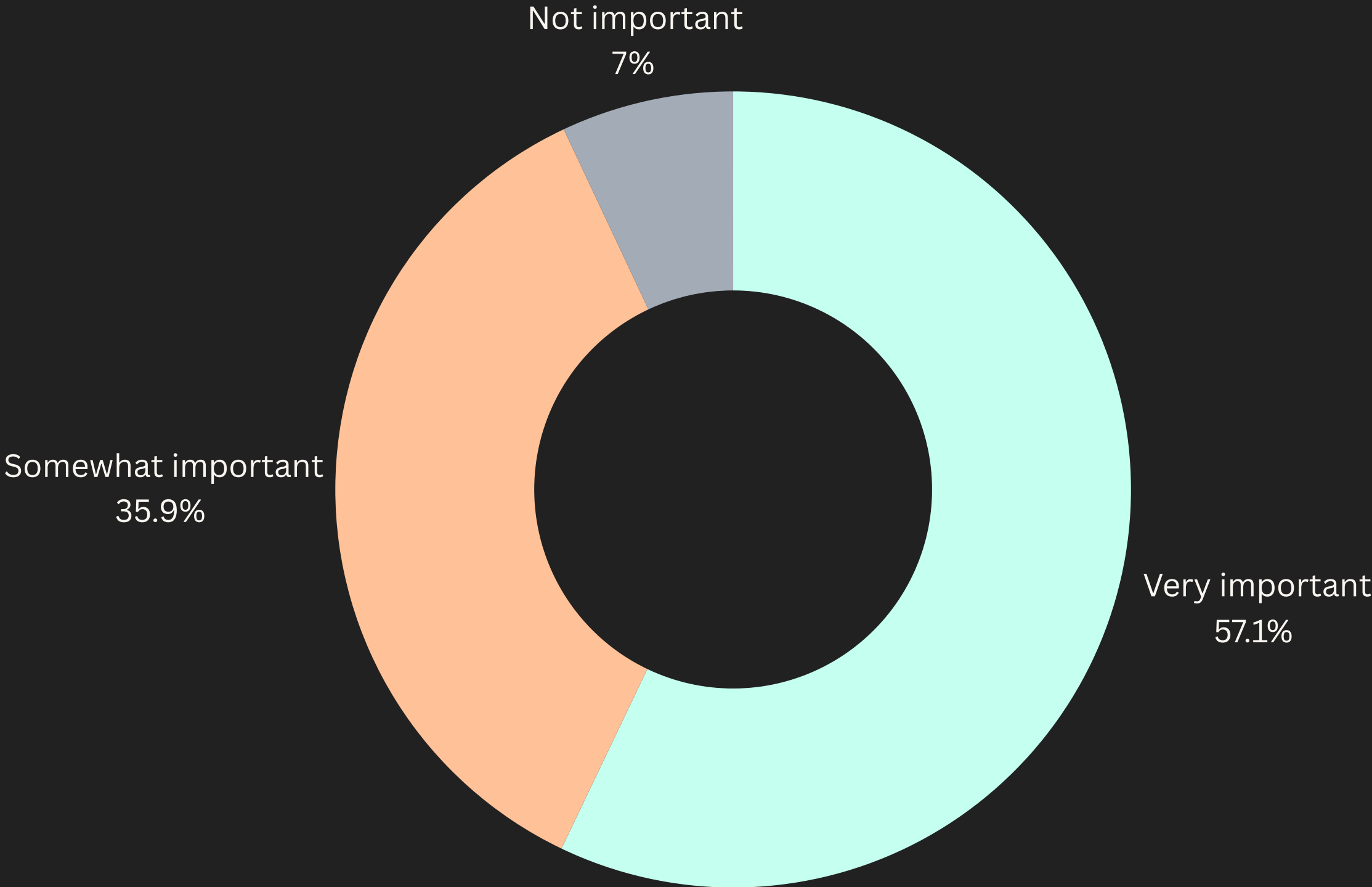
Yes  
30.4%



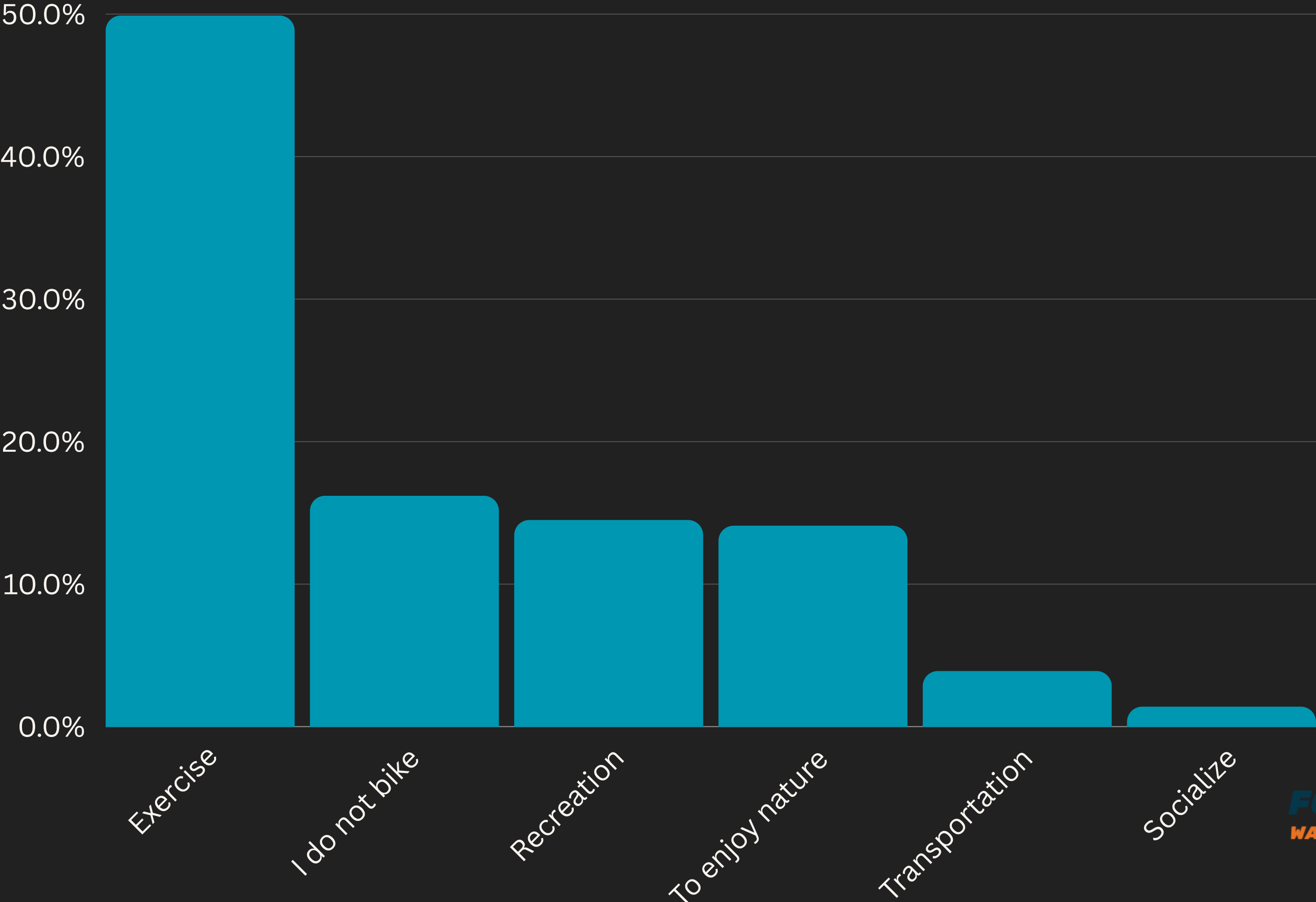
# HOW DO YOU RATE PRESENT RIDING CONDITIONS IN FORT SMITH?



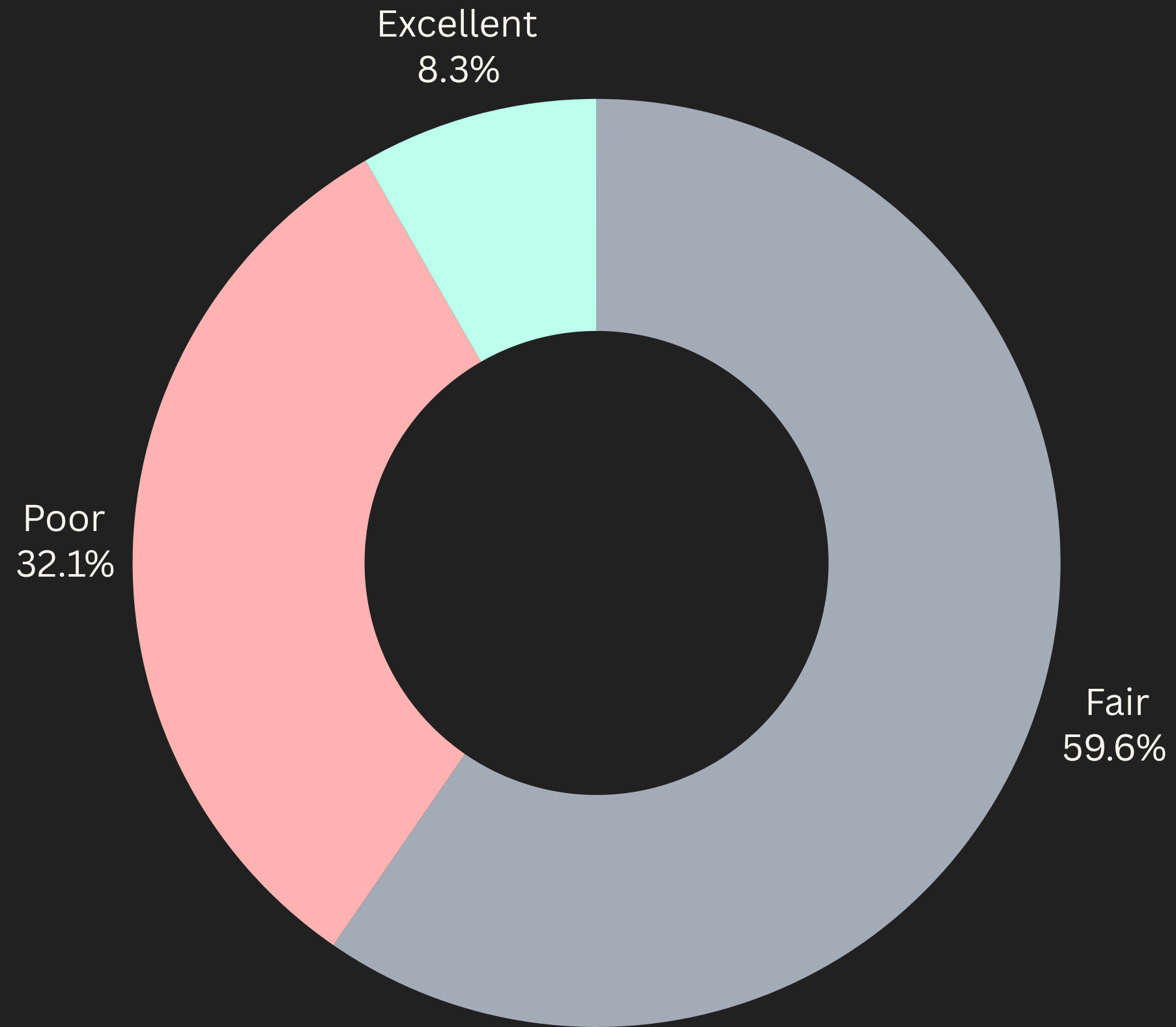
# HOW IMPORTANT TO YOU IS IMPROVING BICYCLING CONDITIONS IN FORT SMITH?



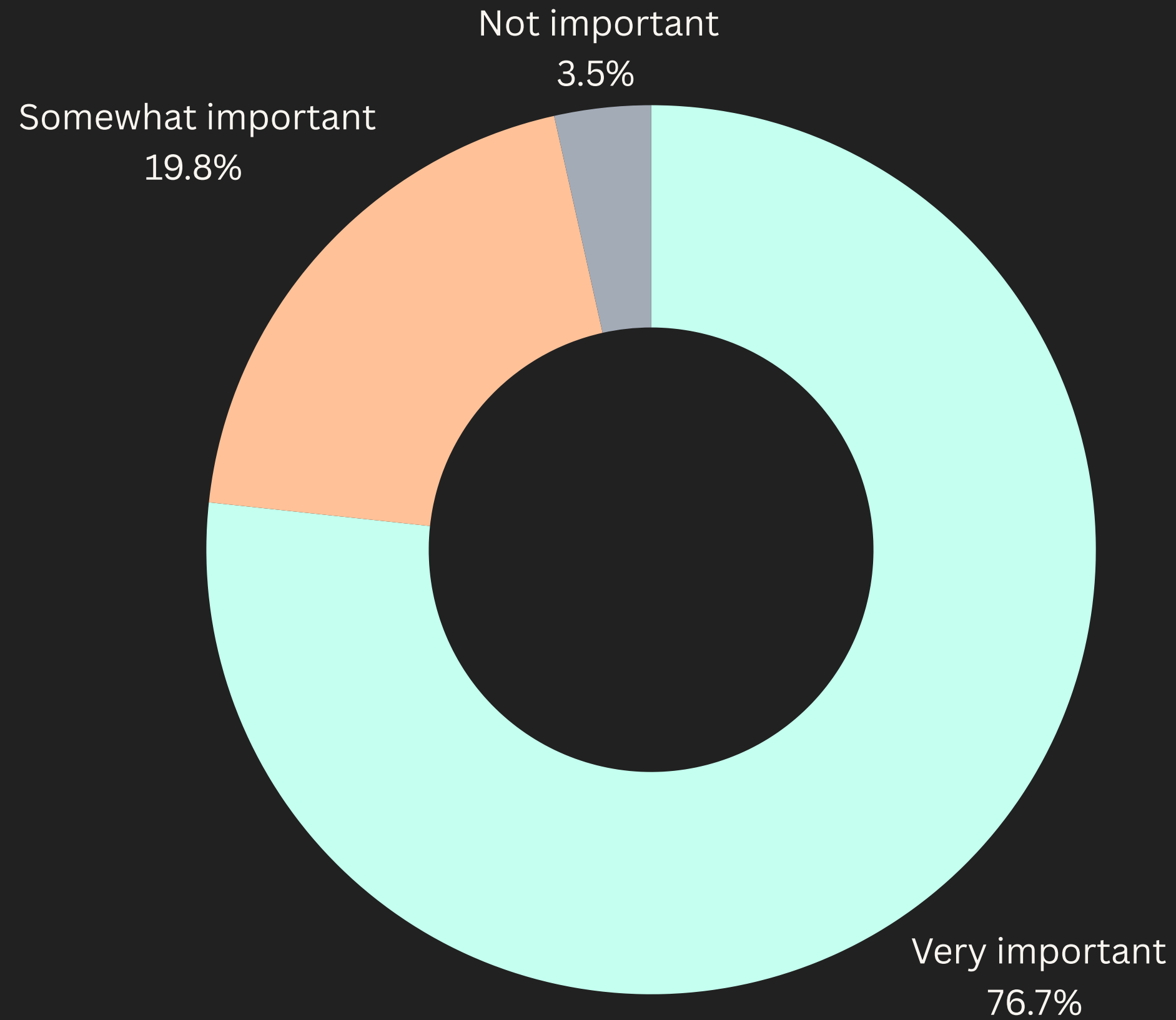
# VOTED AS THE #1 MOST APPLICABLE PURPOSE FOR BIKING



# HOW DO YOU RATE THE PRESENT WALKING CONDITIONS IN FORT SMITH?



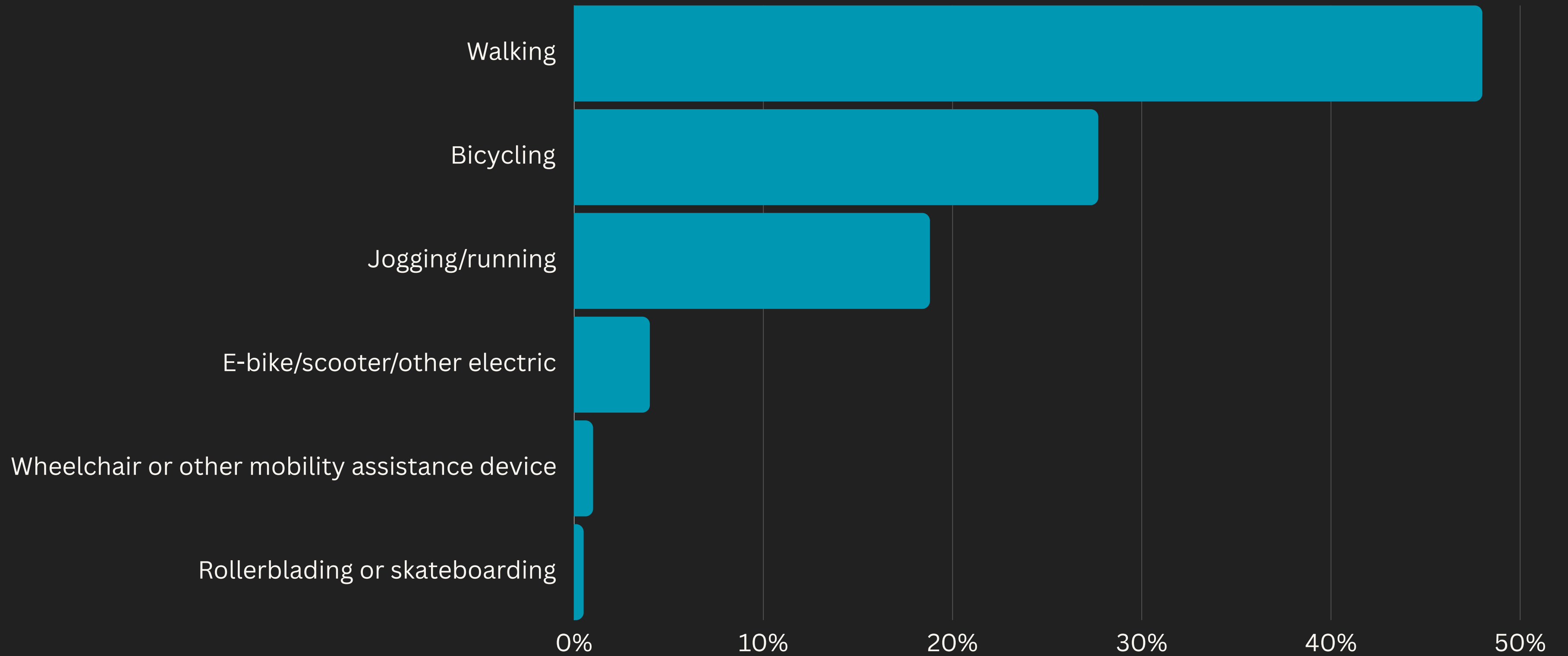
# HOW IMPORTANT TO YOU IS IMPROVING WALKING CONDITIONS IN FORT SMITH ?



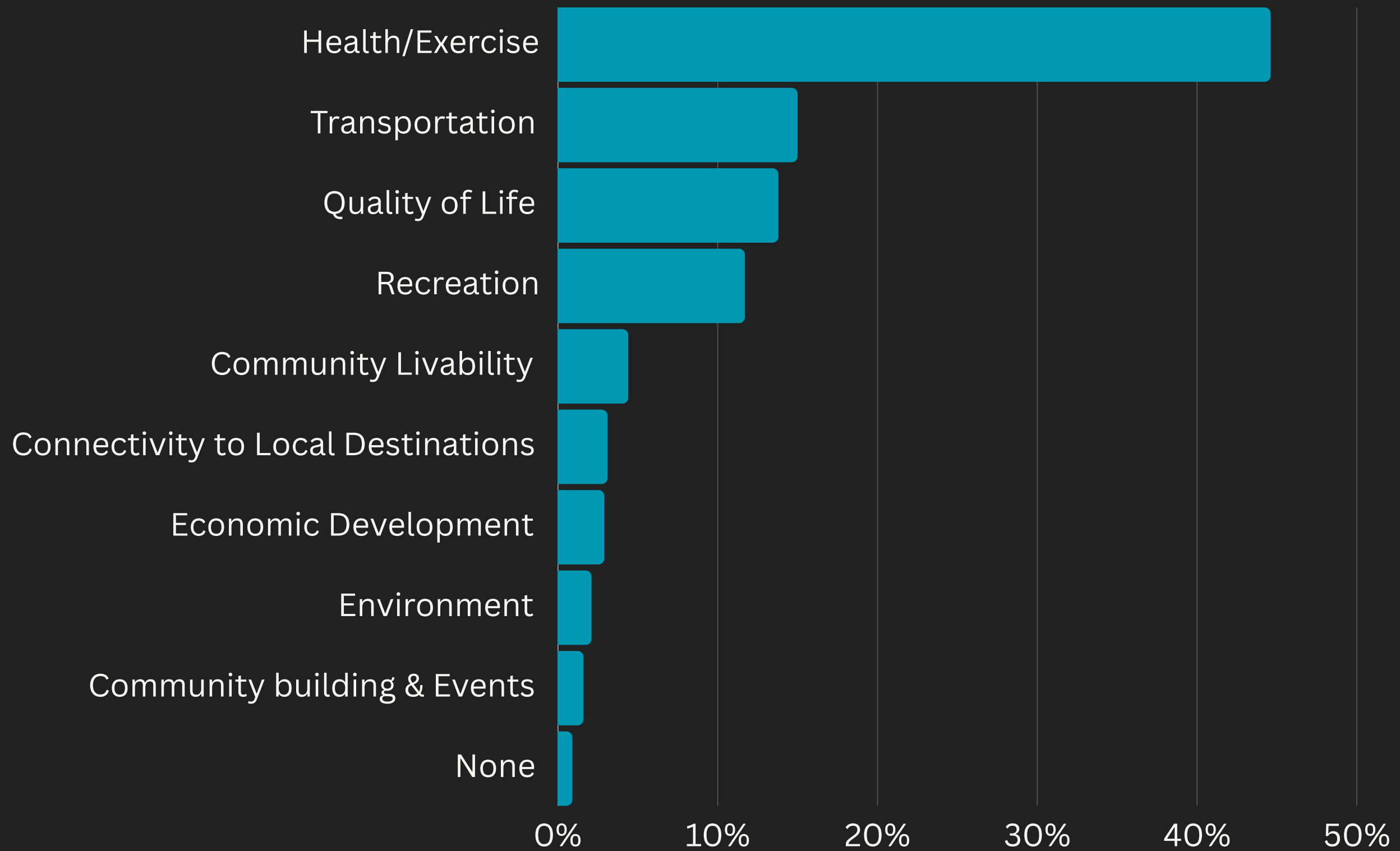
# VOTED AS THE #1 MOST APPLICABLE PURPOSE FOR WALKING



# THE TOP PREFERRED TRANSPORTATION MODE WHEN USING PAVED, MULTI-USE PATH?

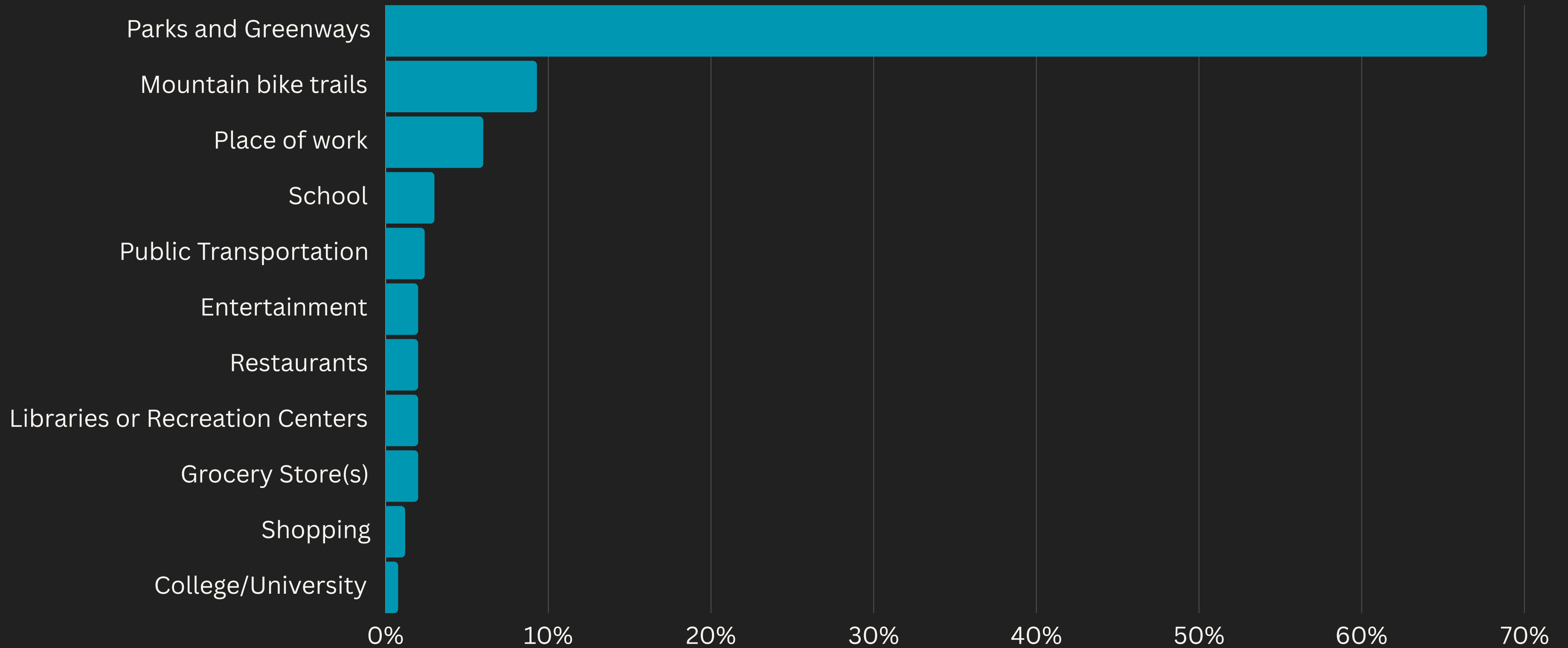


# VOTED AS THE #1 TOP BENEFIT AND USE OF A BIKE AND PEDESTRIAN NETWORK?

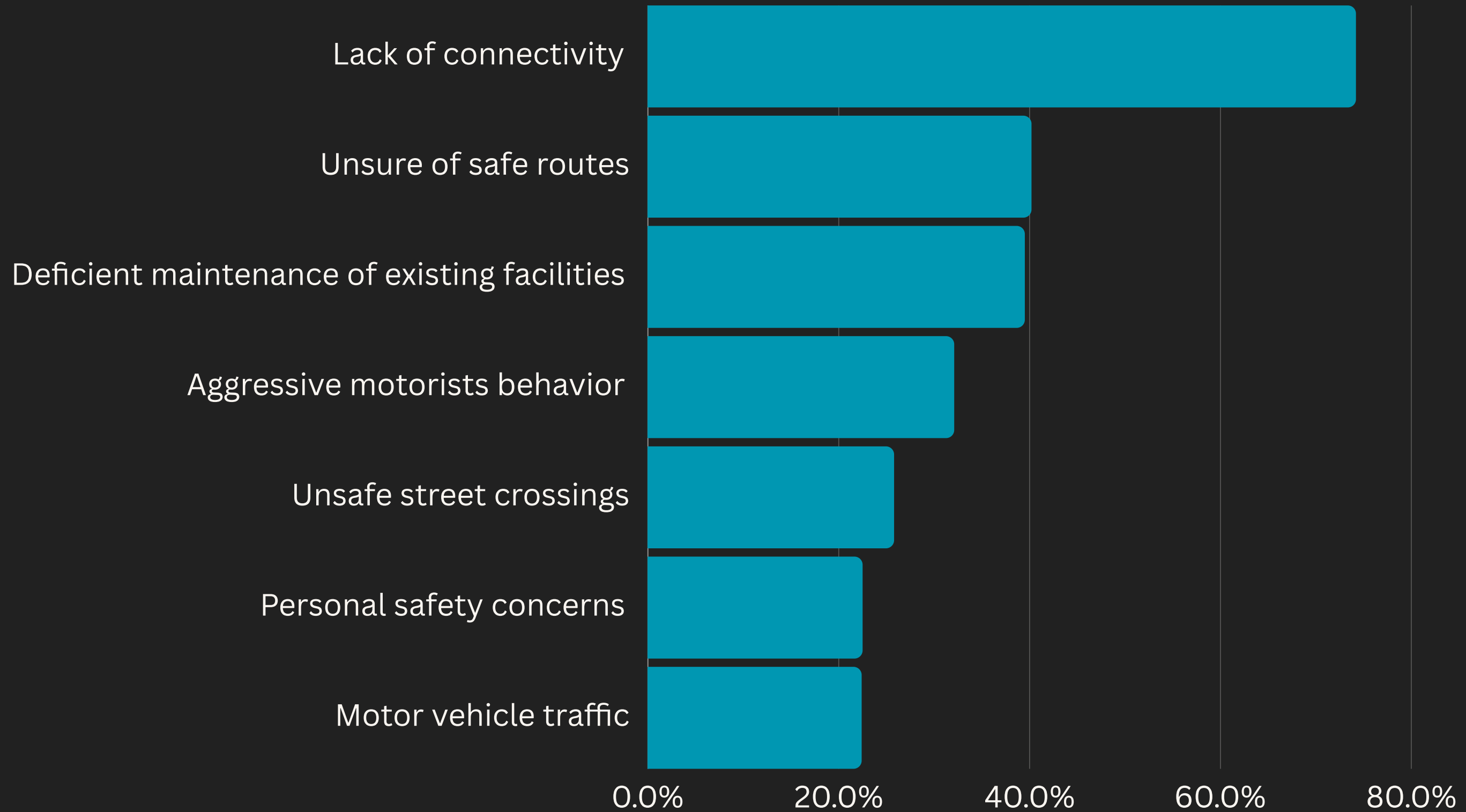




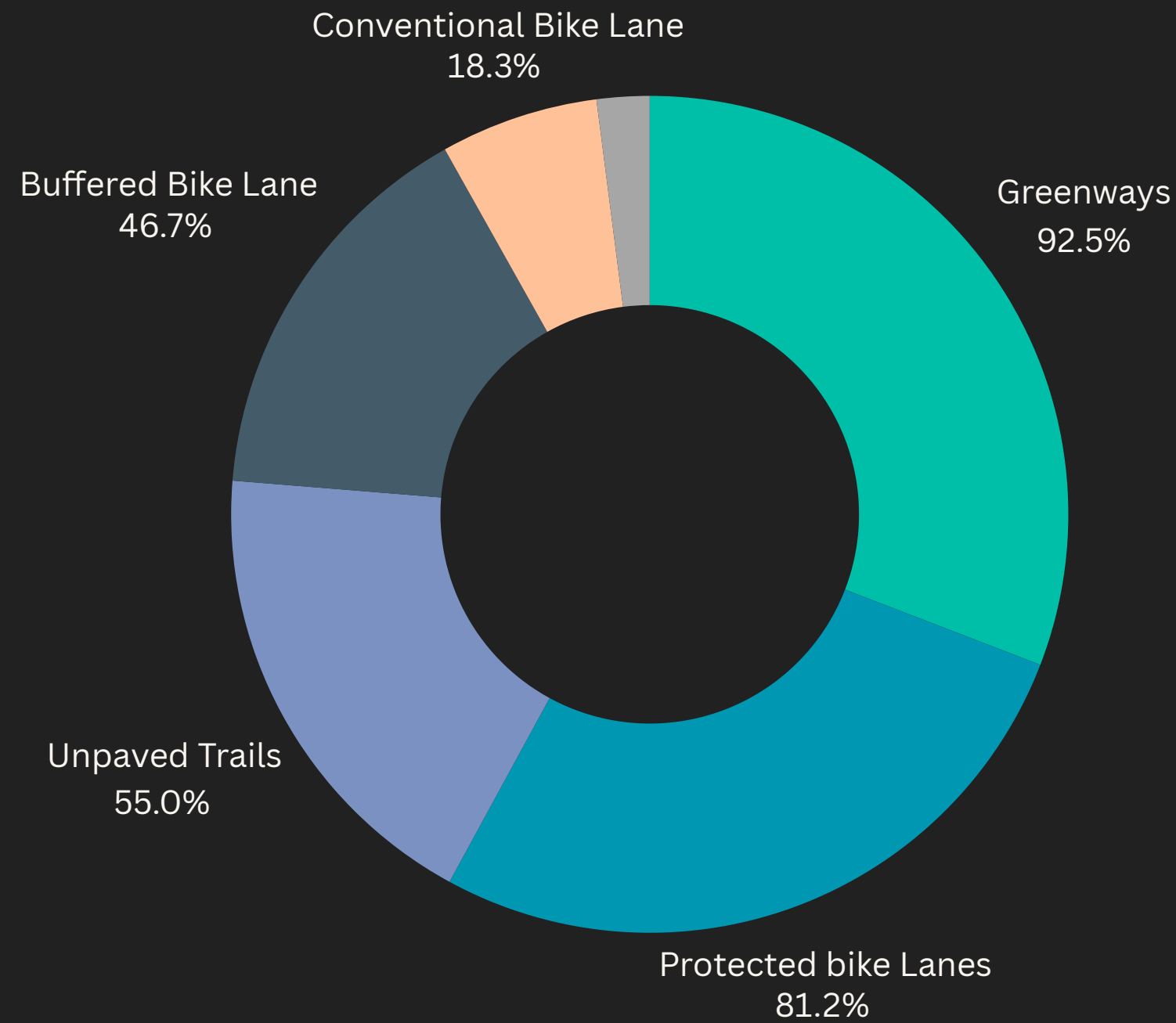
# #1 DESTINATION YOU WOULD LIKE TO REACH BY BIKING OR WALKING?



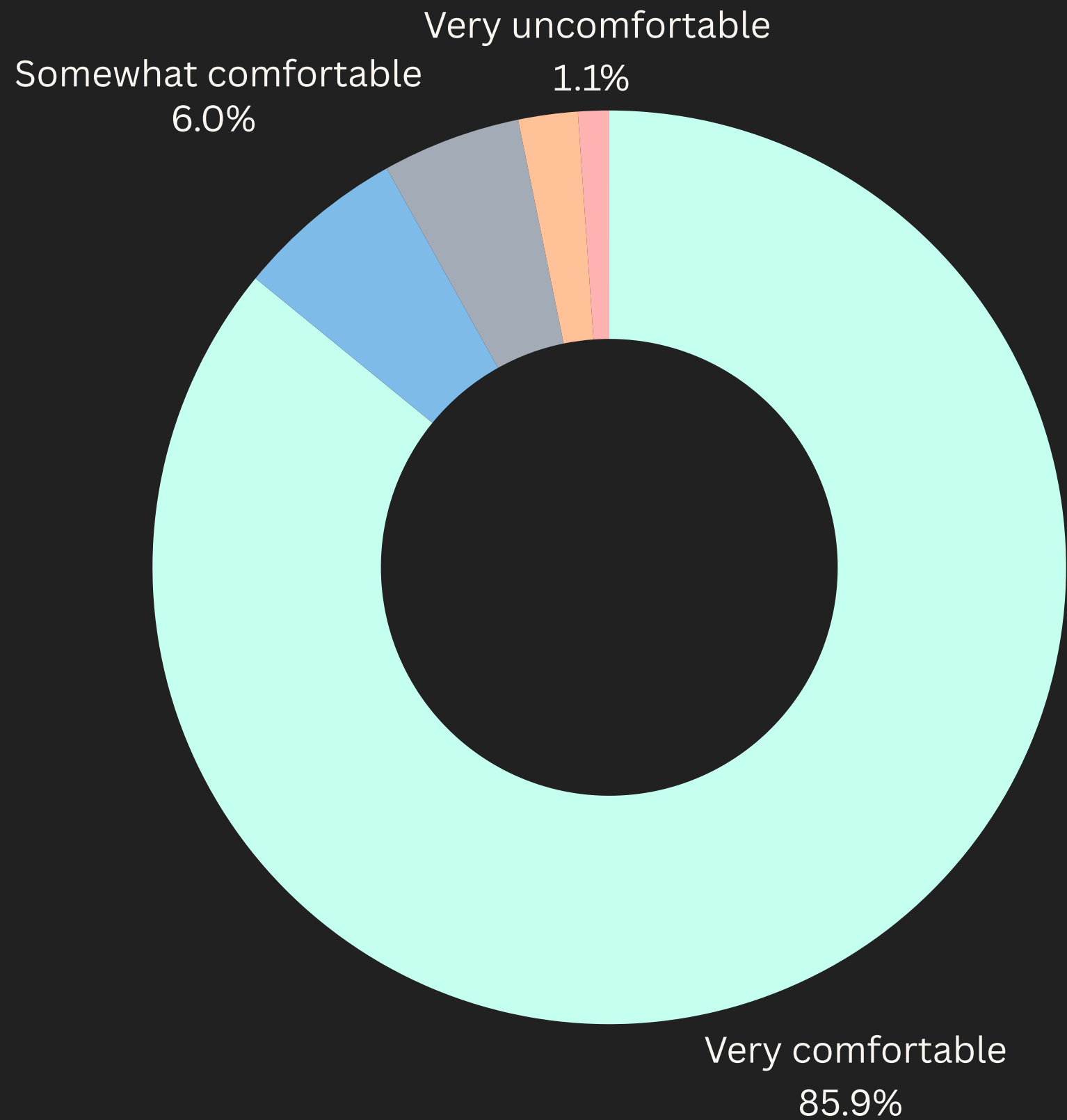
# TOP FACTORS THAT **DISCOURAGE** BIKING AND WALKING?



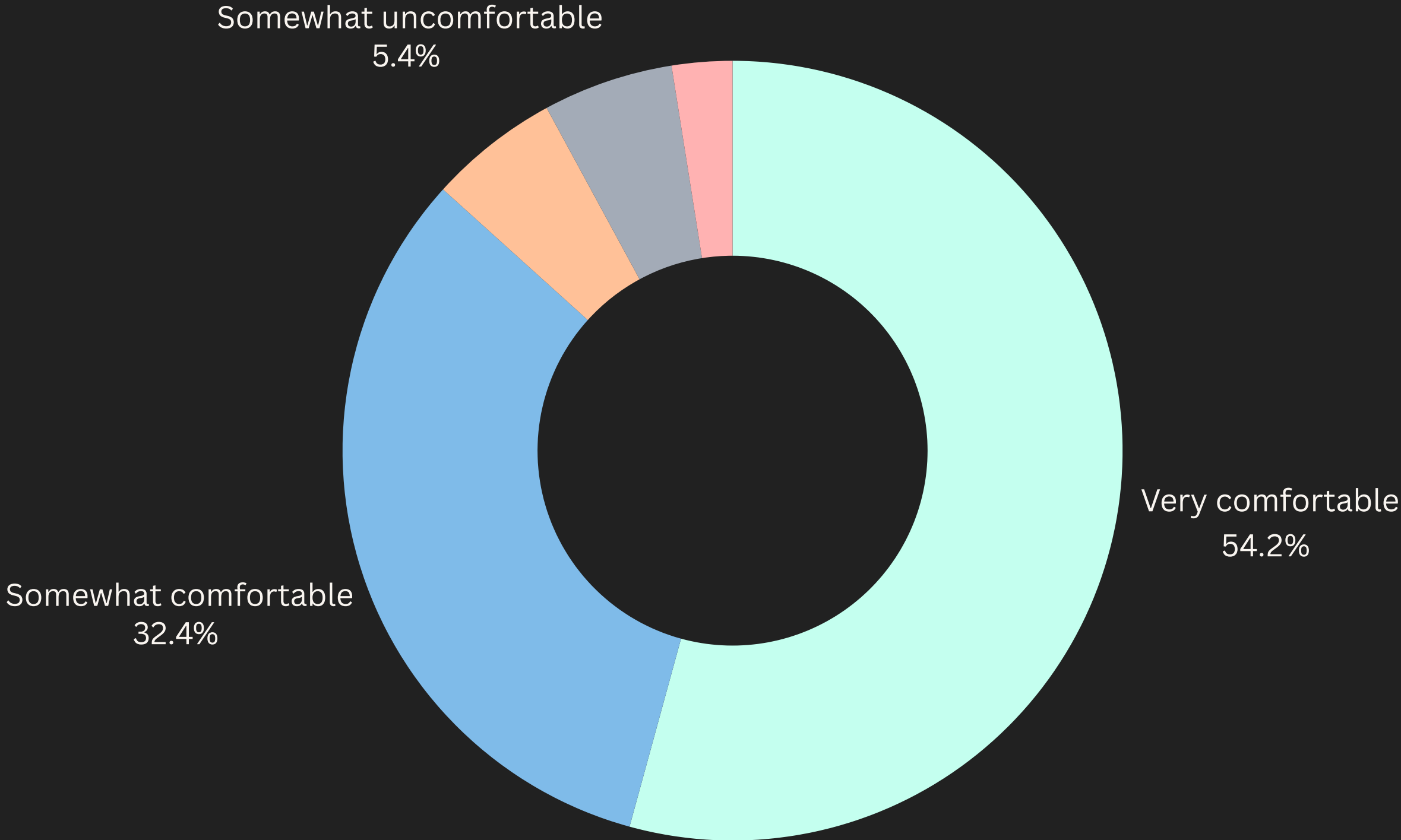
# WHICH BICYCLE FACILITIES DO YOU PREFER?



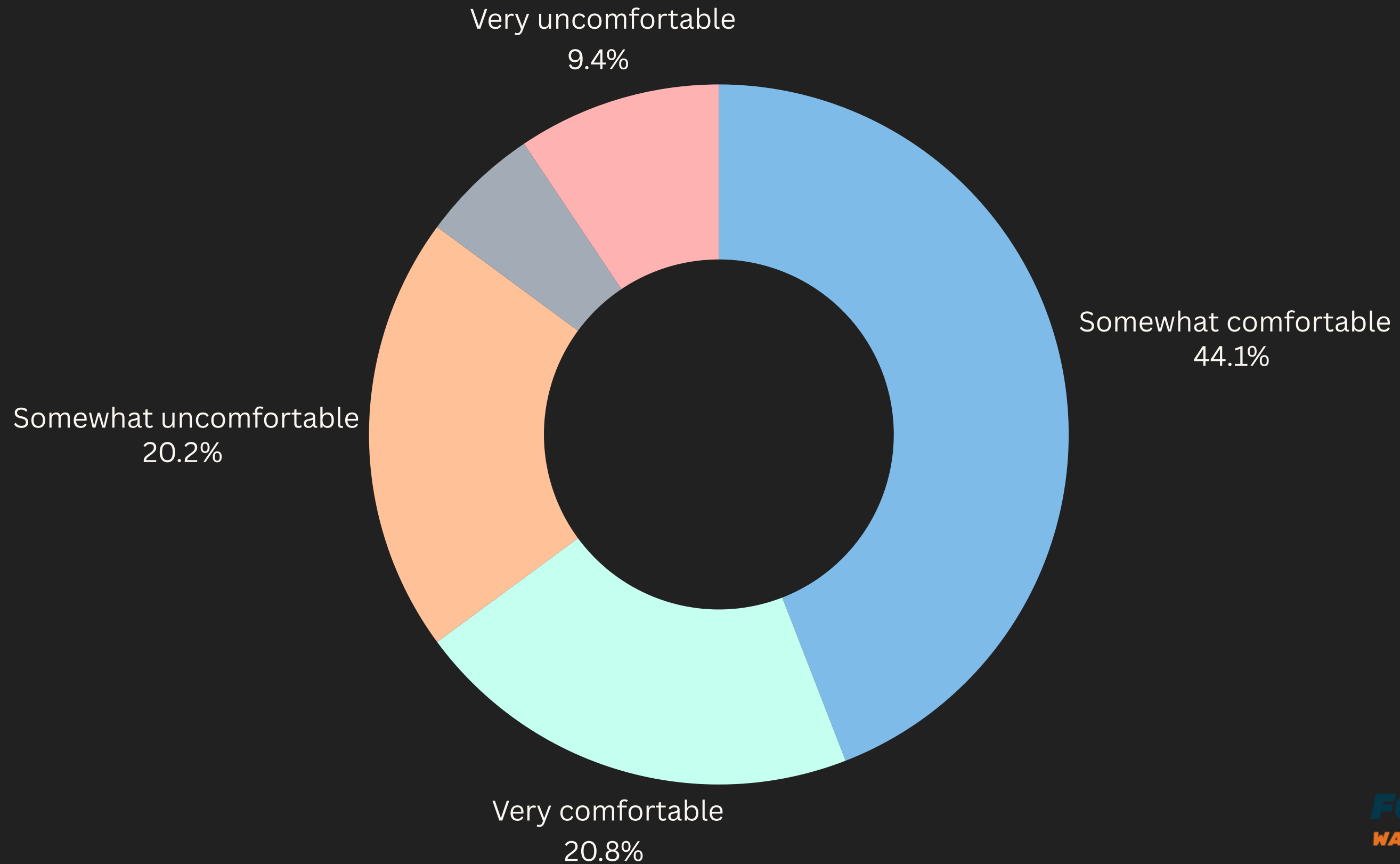
# LEVEL OF COMFORT WHILE RIDING A BICYCLE: GREENWAY



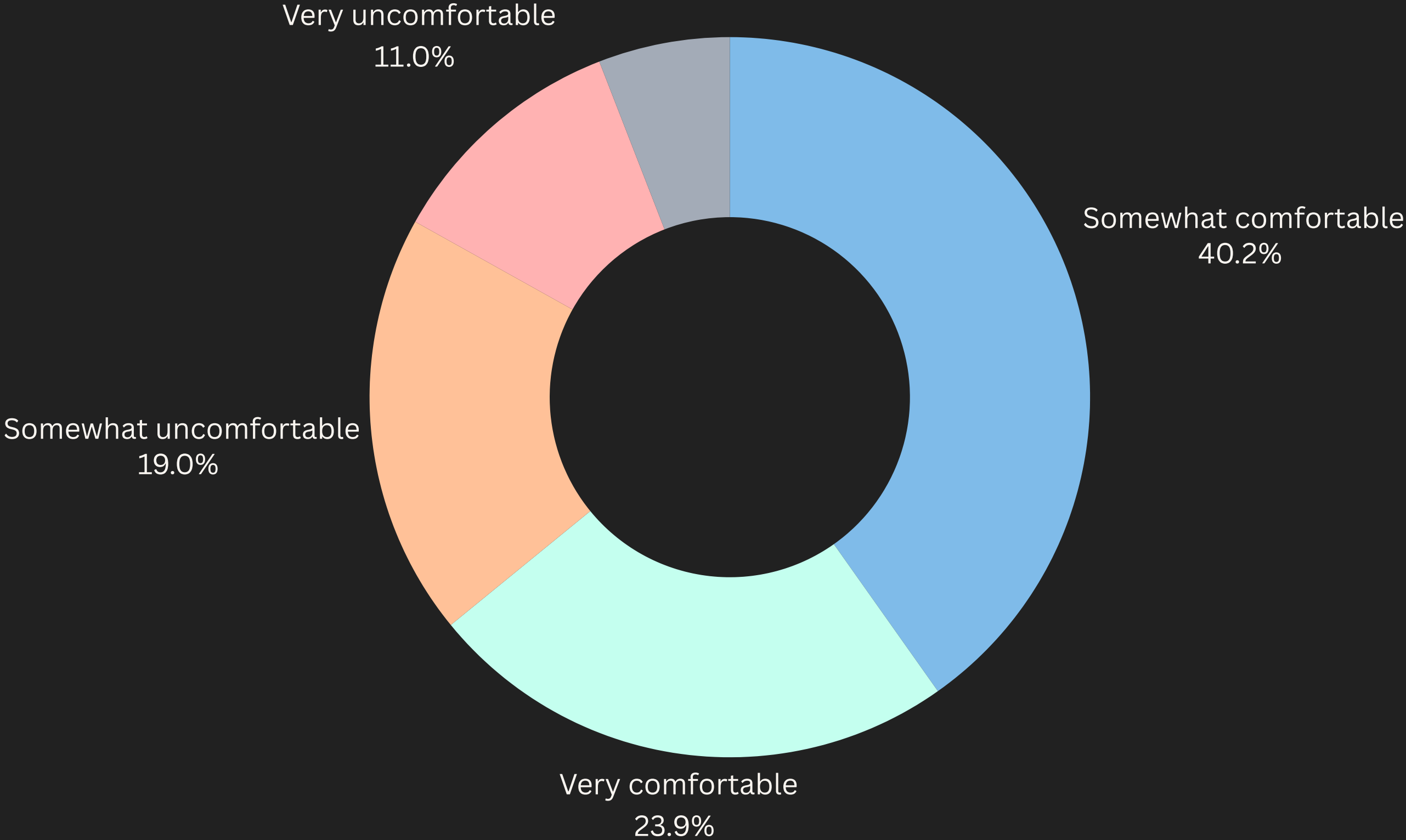
# LEVEL OF COMFORT WHILE RIDING A BICYCLE: PROTECTED BIKE LANE



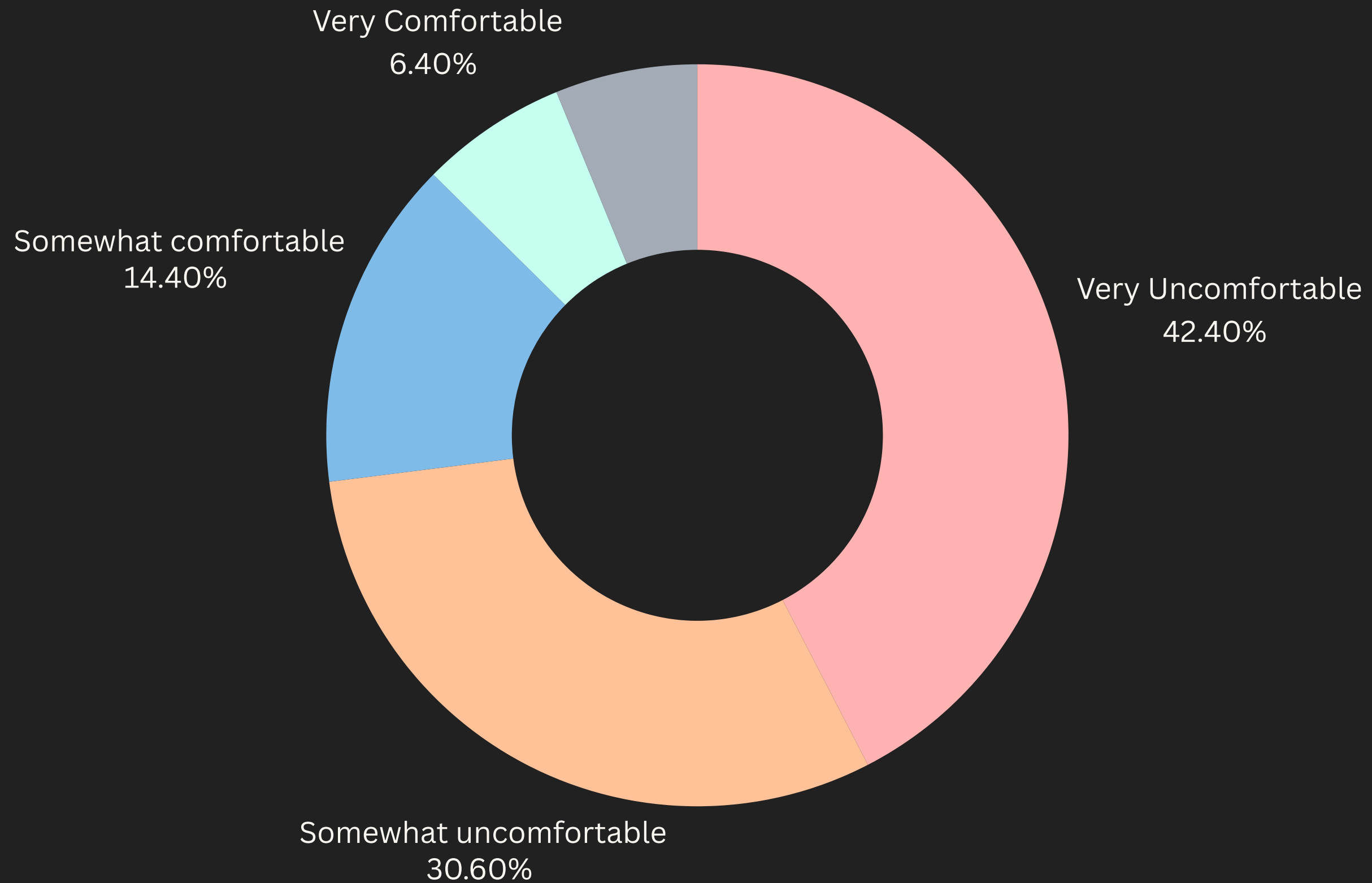
# LEVEL OF COMFORT WHILE RIDING A BICYCLE: **BUFFERED BIKE LANE**



# LEVEL OF COMFORT WHILE RIDING A BICYCLE: QUIET RESIDENTIAL STREETS

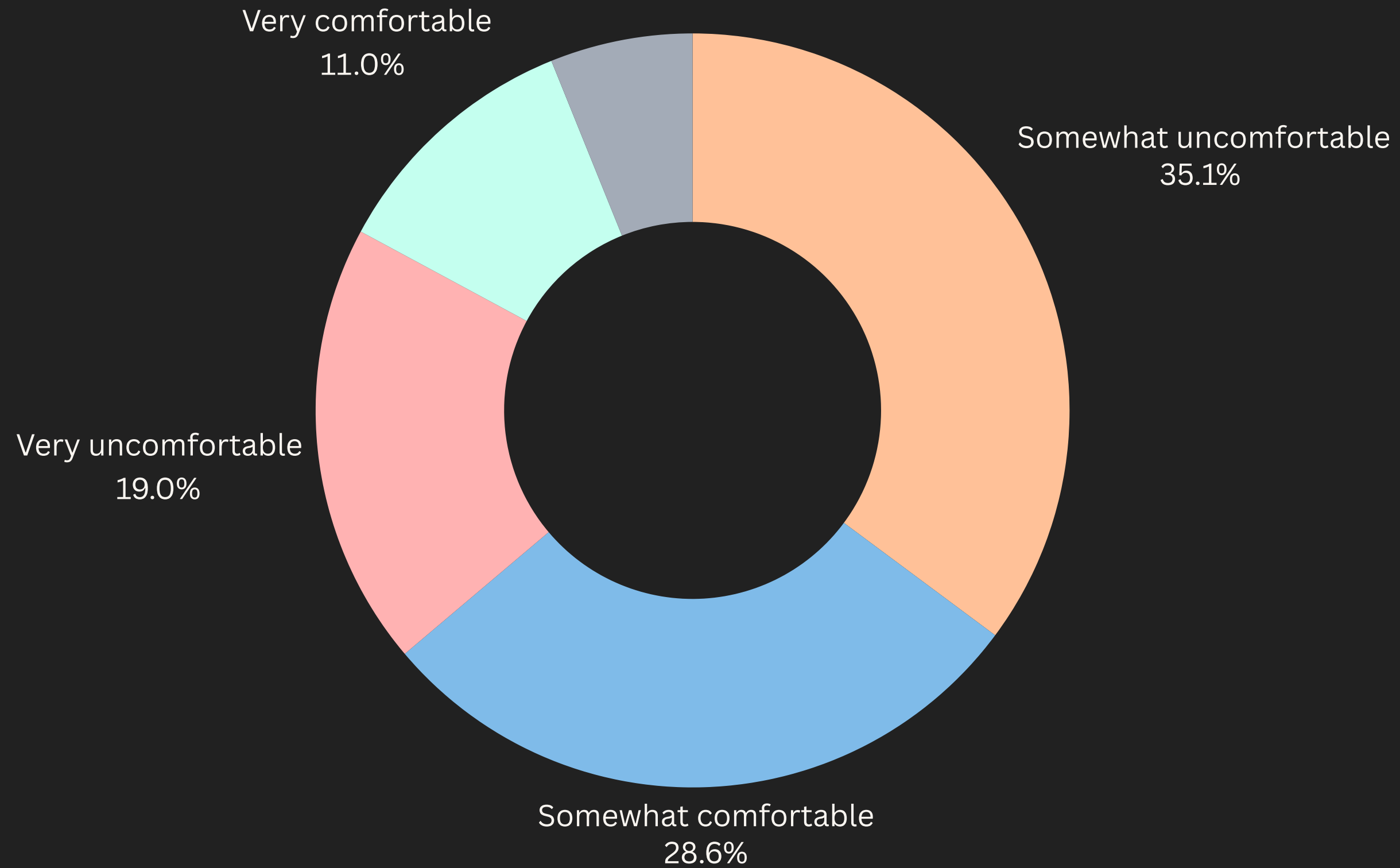


# LEVEL OF COMFORT WHILE RIDING A BICYCLE: SHARED STREETS WITH SHARROWS

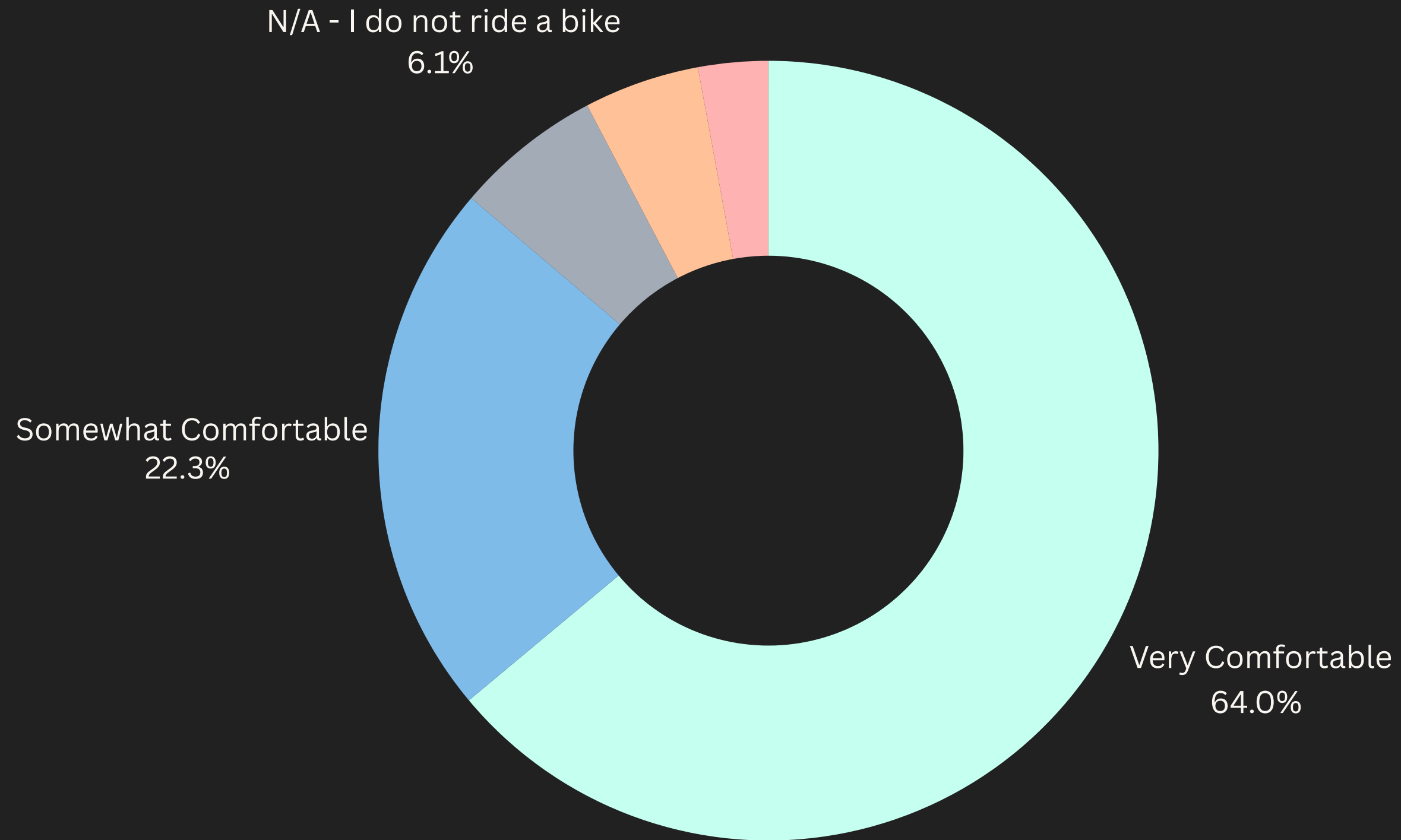




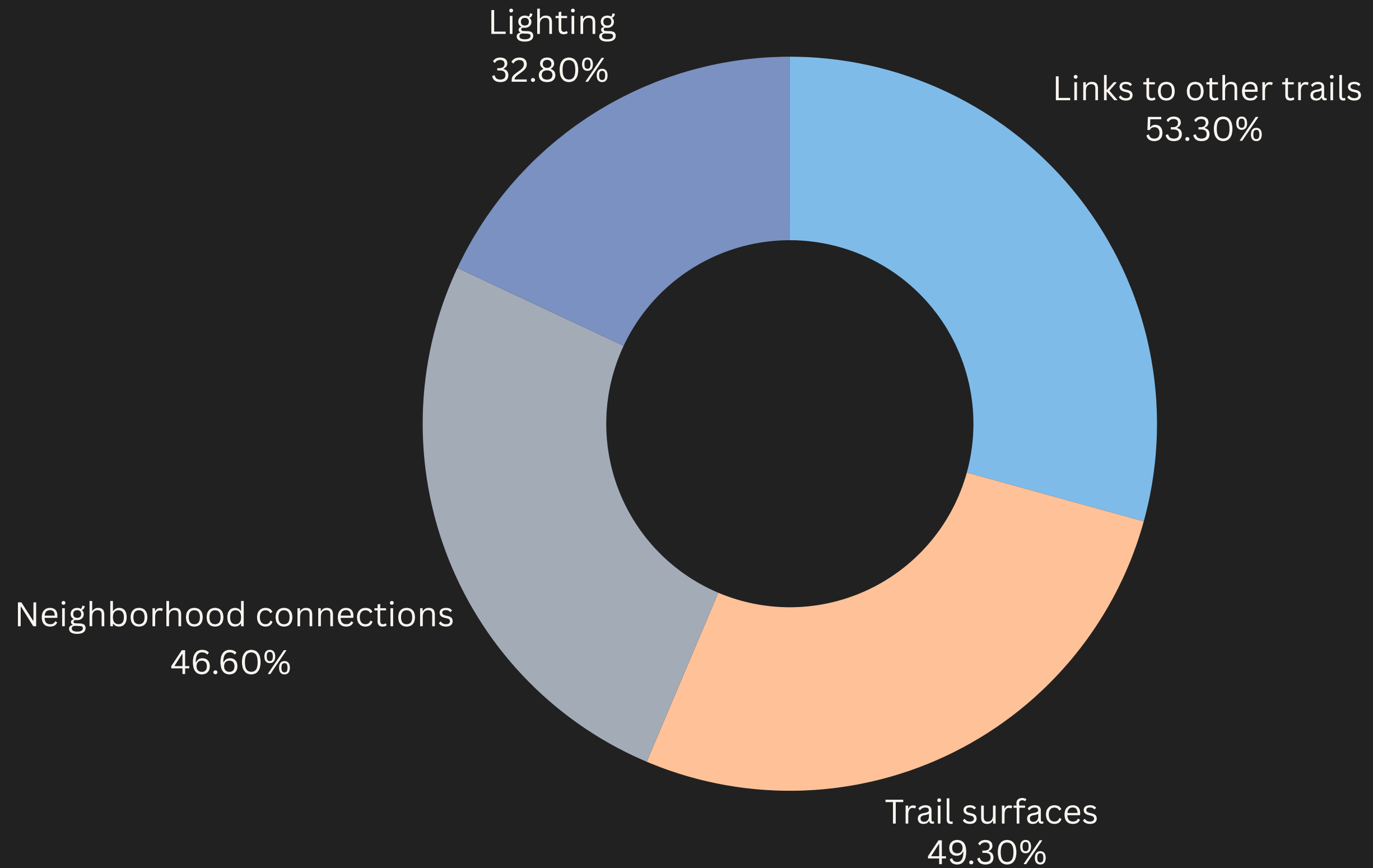
# LEVEL OF COMFORT WHILE RIDING A BICYCLE: CONVENTIONAL BIKE LANE



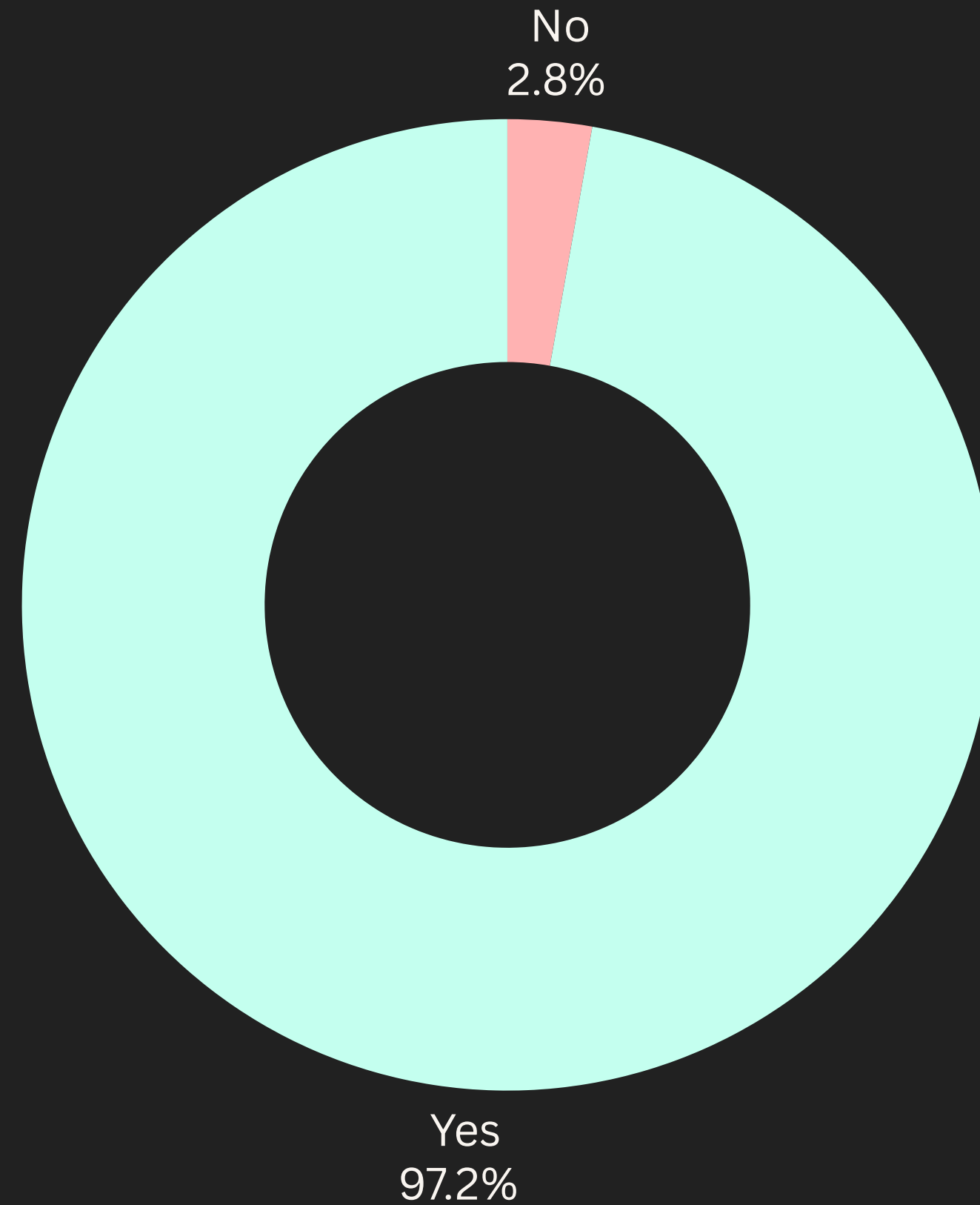
# LEVEL OF COMFORT WHILE RIDING A BICYCLE: NATURAL SURFACE TRAILS



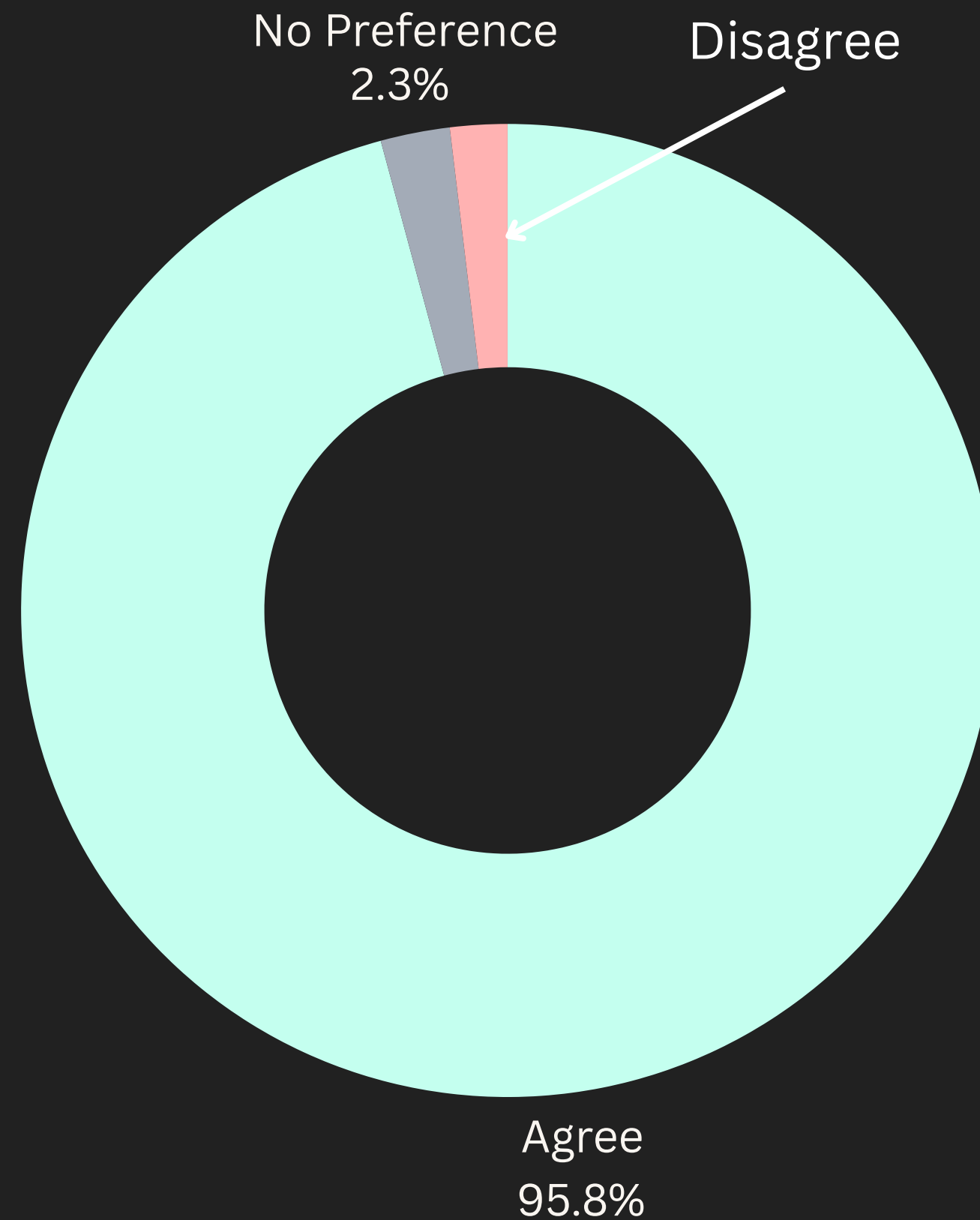
# TOP THREE AMENITIES FOR BICYCLISTS AND PEDESTRIANS?



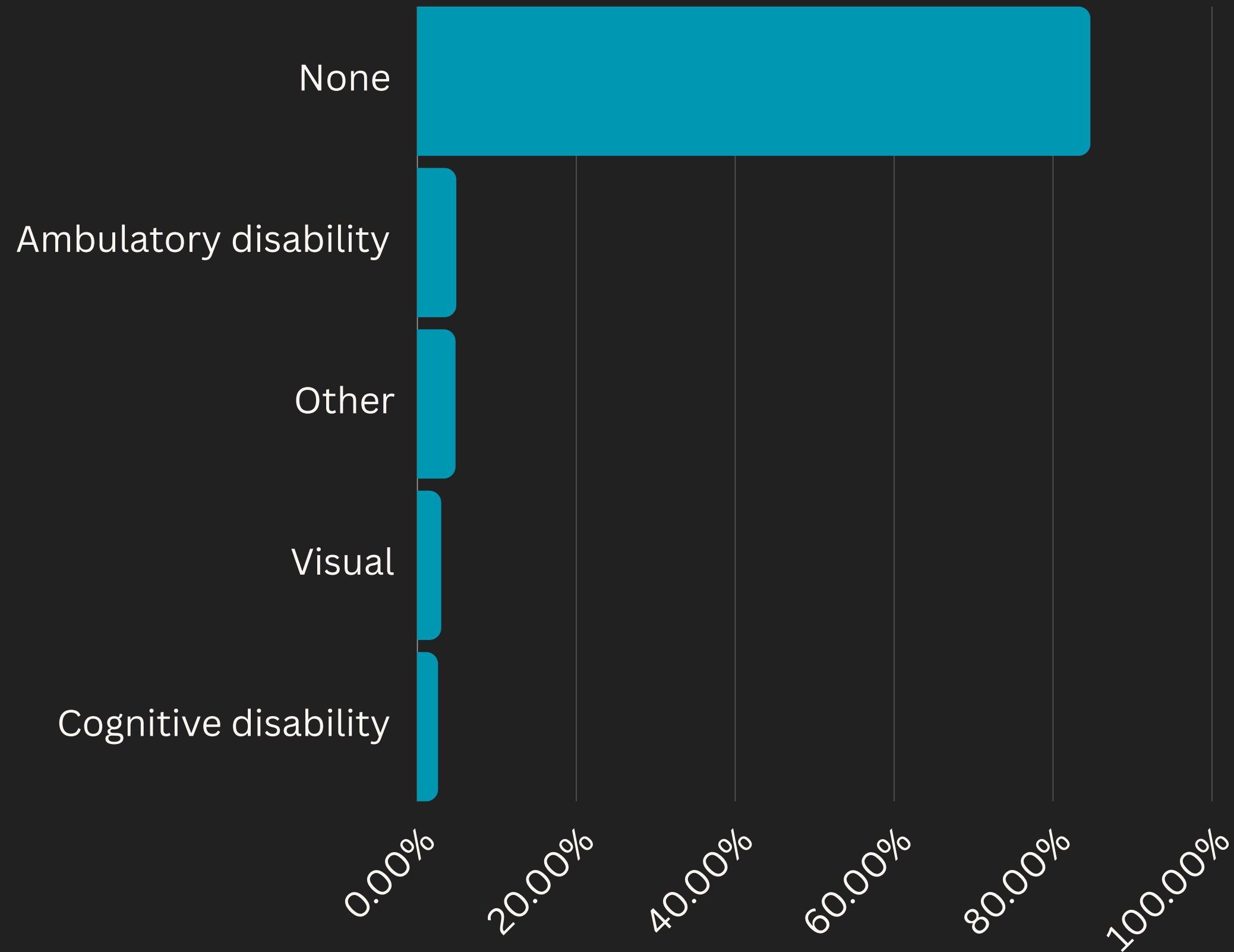
Would you use Greenways more often if they were closer to you?



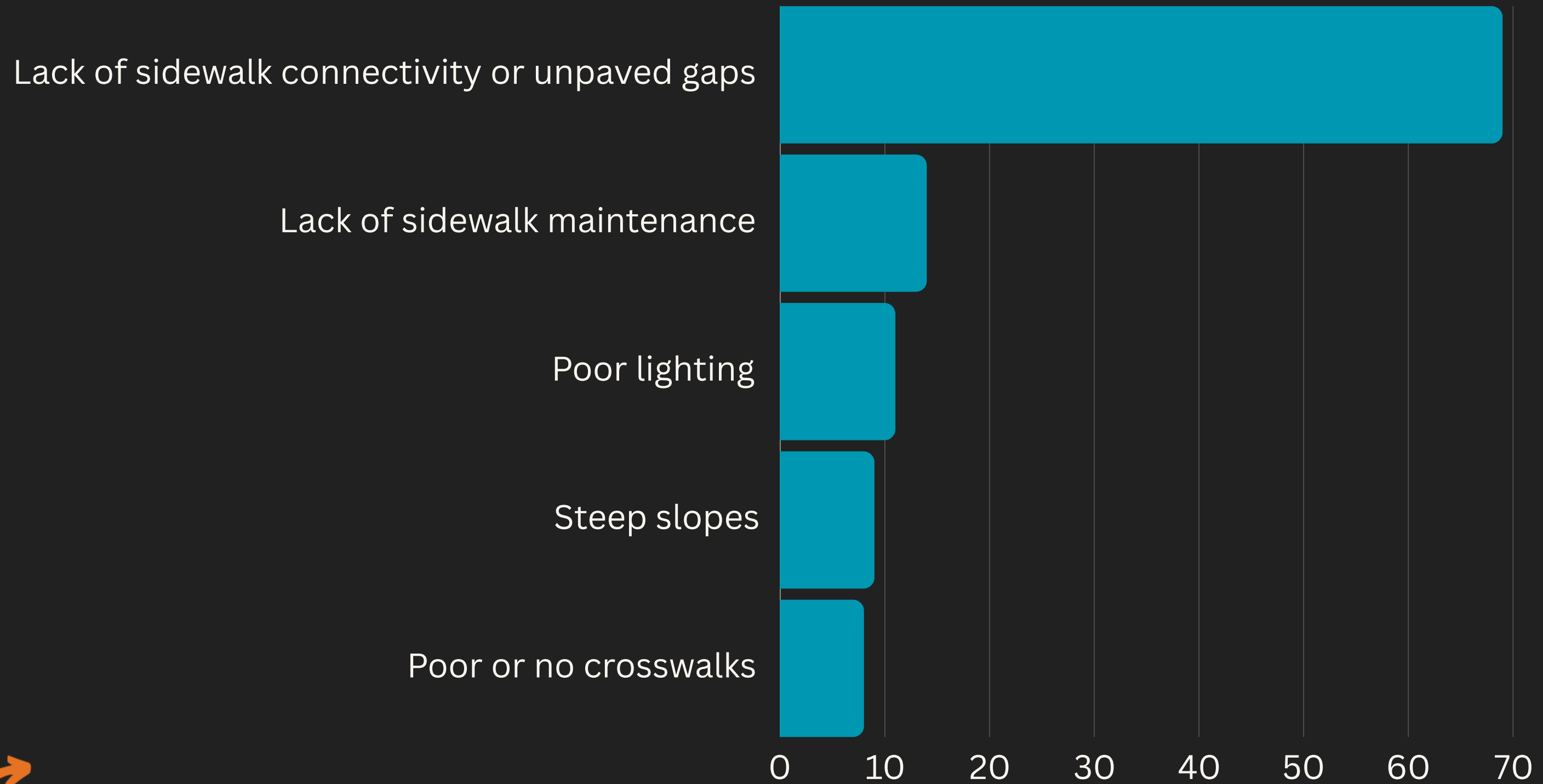
"I SUPPORT IMPROVING BICYCLE CONDITIONS WITHIN  
OUR COMMUNITY WHETHER I RIDE OR NOT."



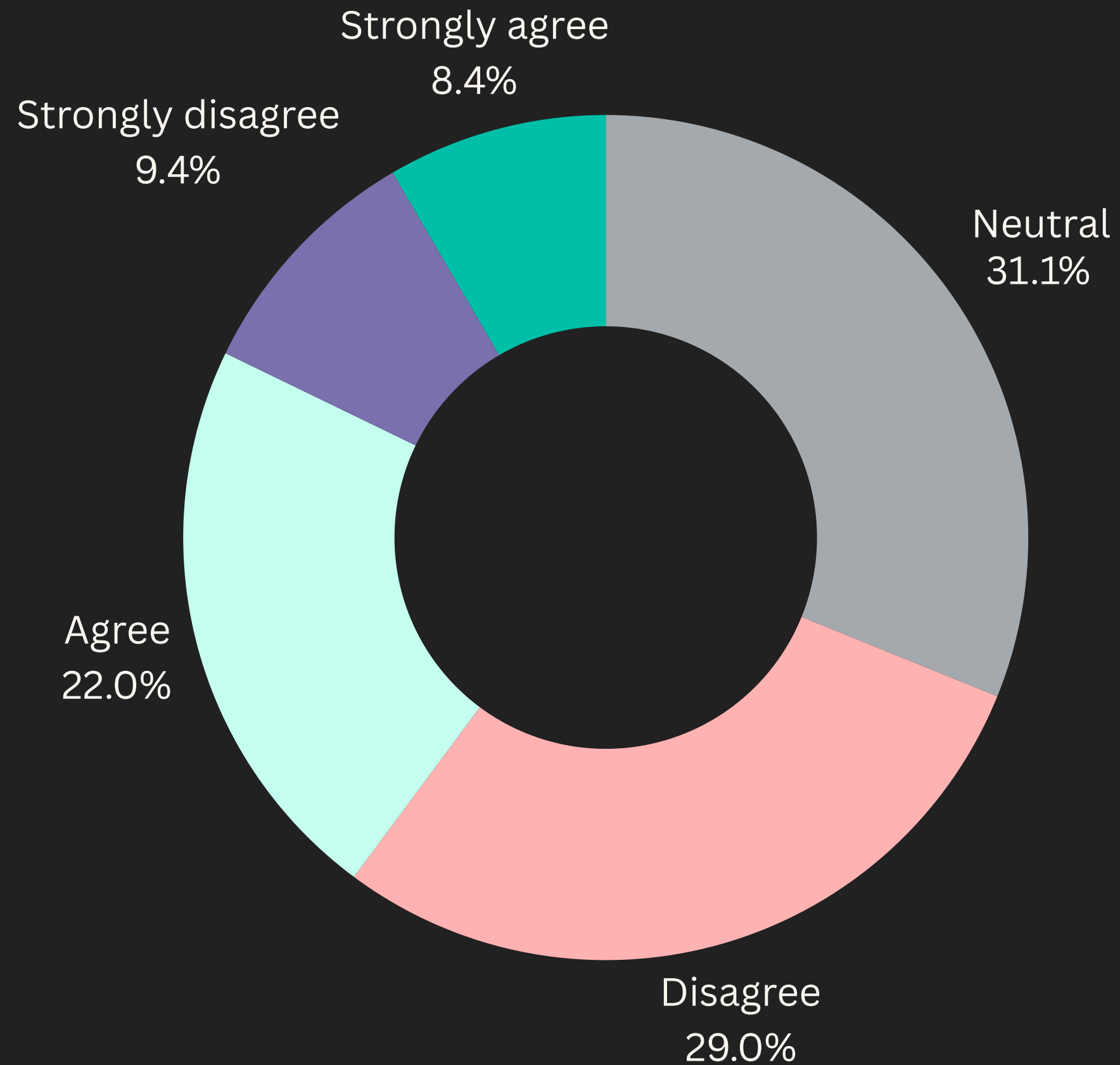
# DO YOU OR A MEMBER OF YOUR HOUSEHOLD HAVE ANY OF THE FOLLOWING DISABILITIES?



# WHAT BARRIERS EXIST THAT IMPAIR YOUR MOBILITY ON STREETS, ROADS, AND SIDEWALKS?

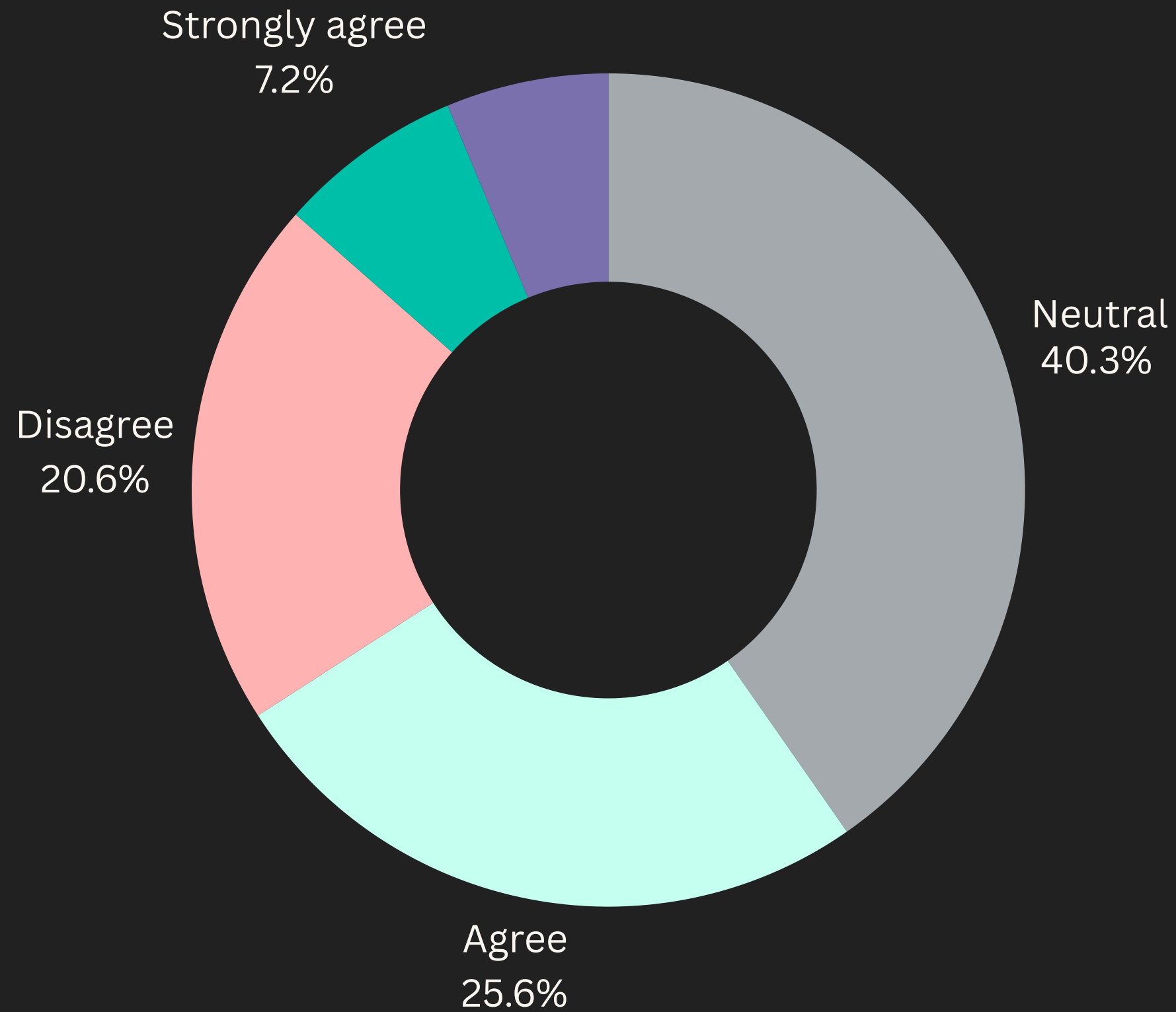


# FORT SMITH HAS A BICYCLE AND PEDESTRIAN CULTURE THAT IS WELCOMING TO PEOPLE OF ALL AGES AND ABILITIES.

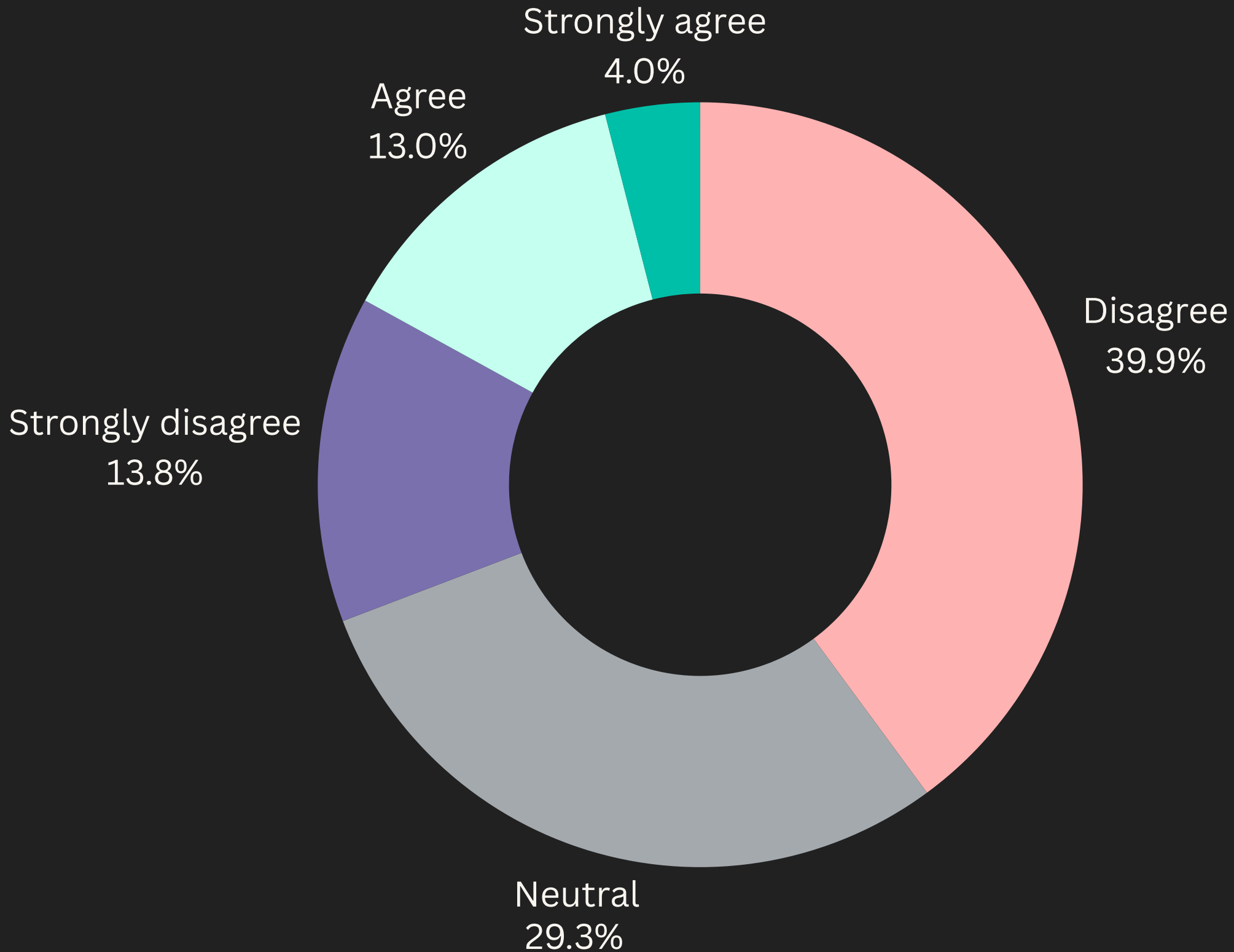




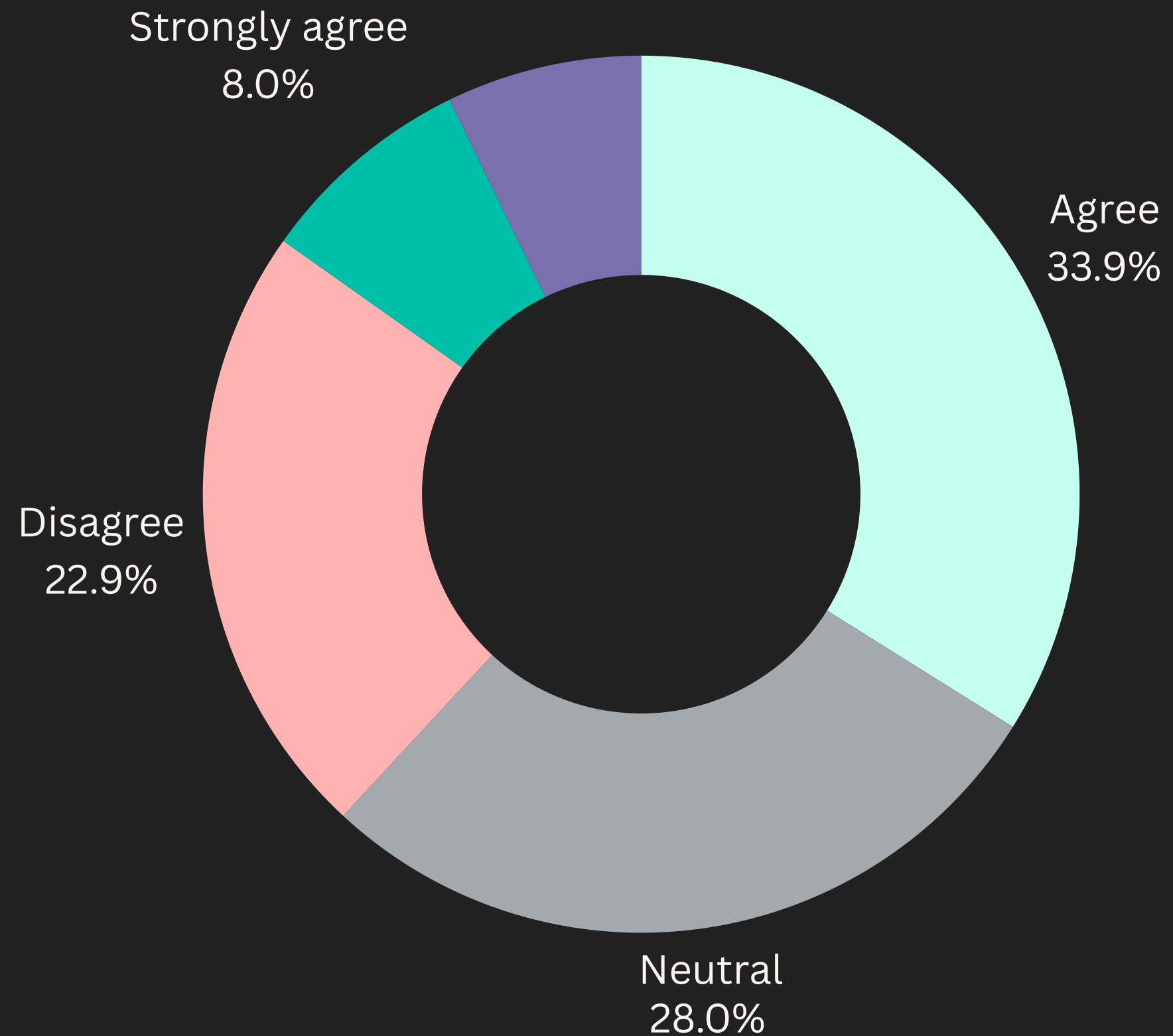
FORT SMITH HAS A BICYCLE AND PEDESTRIAN CULTURE  
THAT PROACTIVELY PURSUES INPUT AND FEEDBACK  
FROM PEOPLE OF VARIOUS AND DIVERSE  
SOCIOECONOMIC BACKGROUNDS.



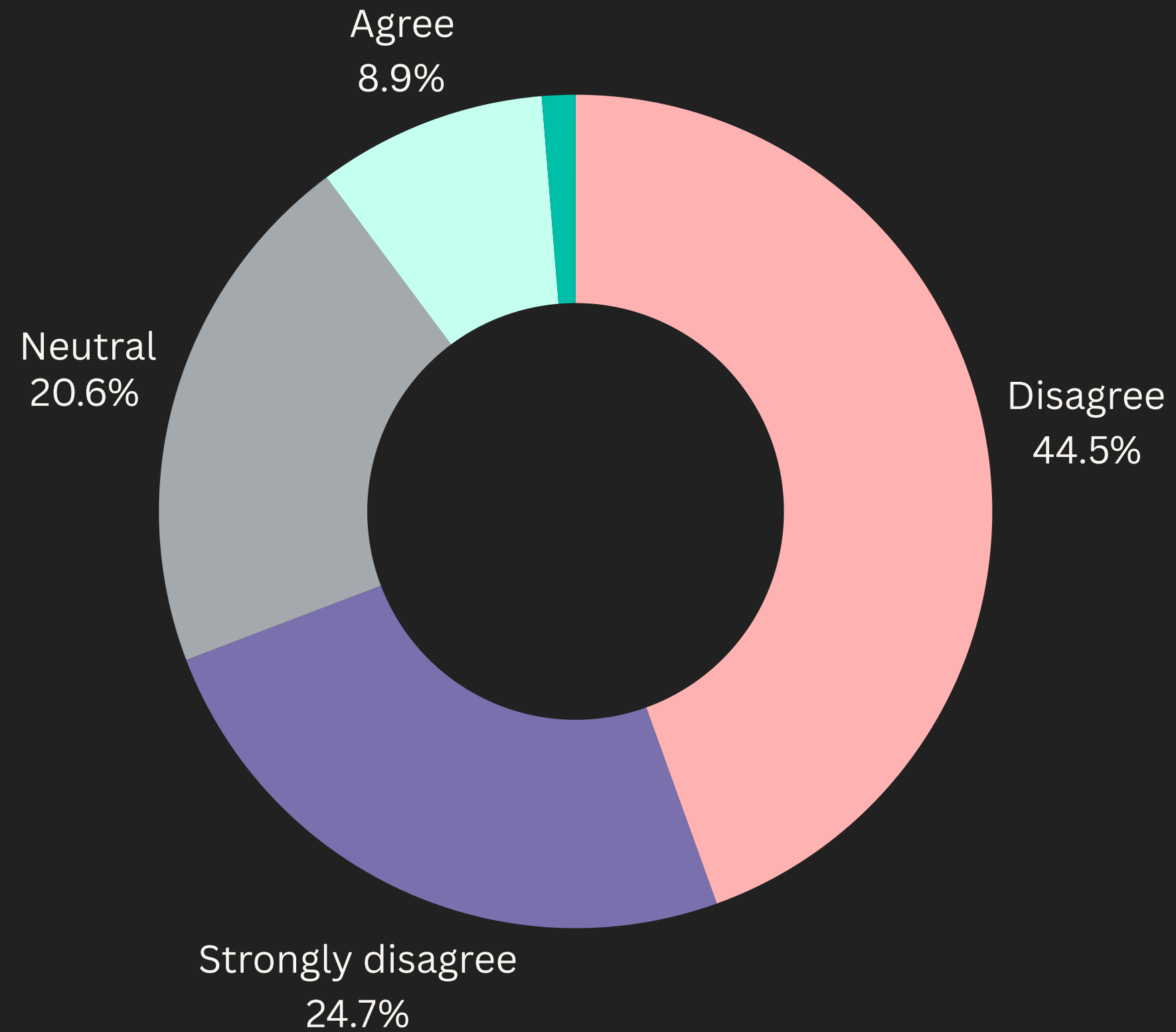
FORT SMITH HAS A BICYCLE AND PEDESTRIAN CULTURE THAT PROACTIVELY ENCOURAGES AND SUPPORTS BIKING AS USEFUL TRANSPORTATION FOR TRIPS TO PLACES LIKE WORK AND SCHOOL.



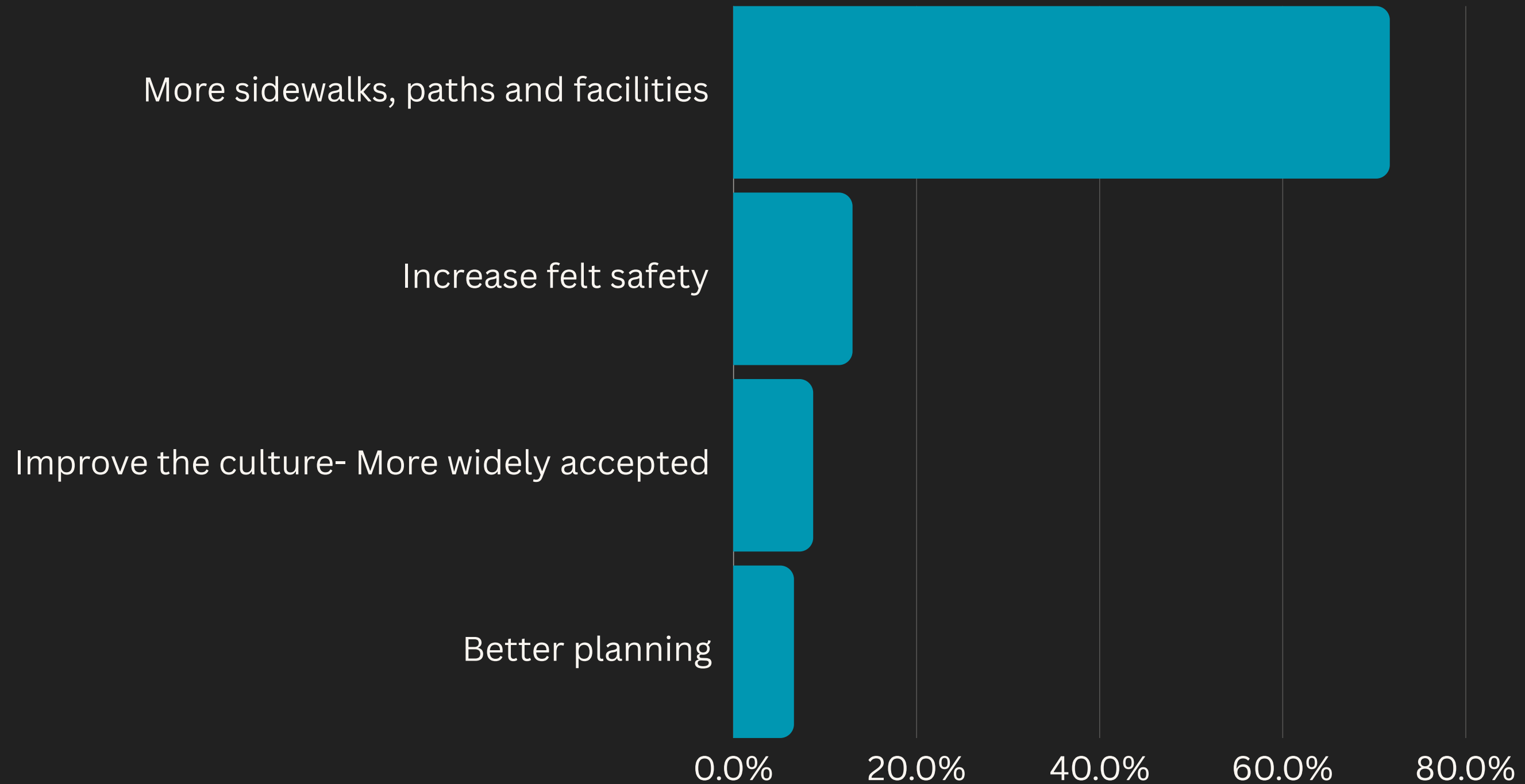
FORT SMITH HAS A BICYCLE AND PEDESTRIAN CULTURE THAT PROACTIVELY ENCOURAGES AND SUPPORTS BIKING AND WALKING FOR RECREATION AND FITNESS.



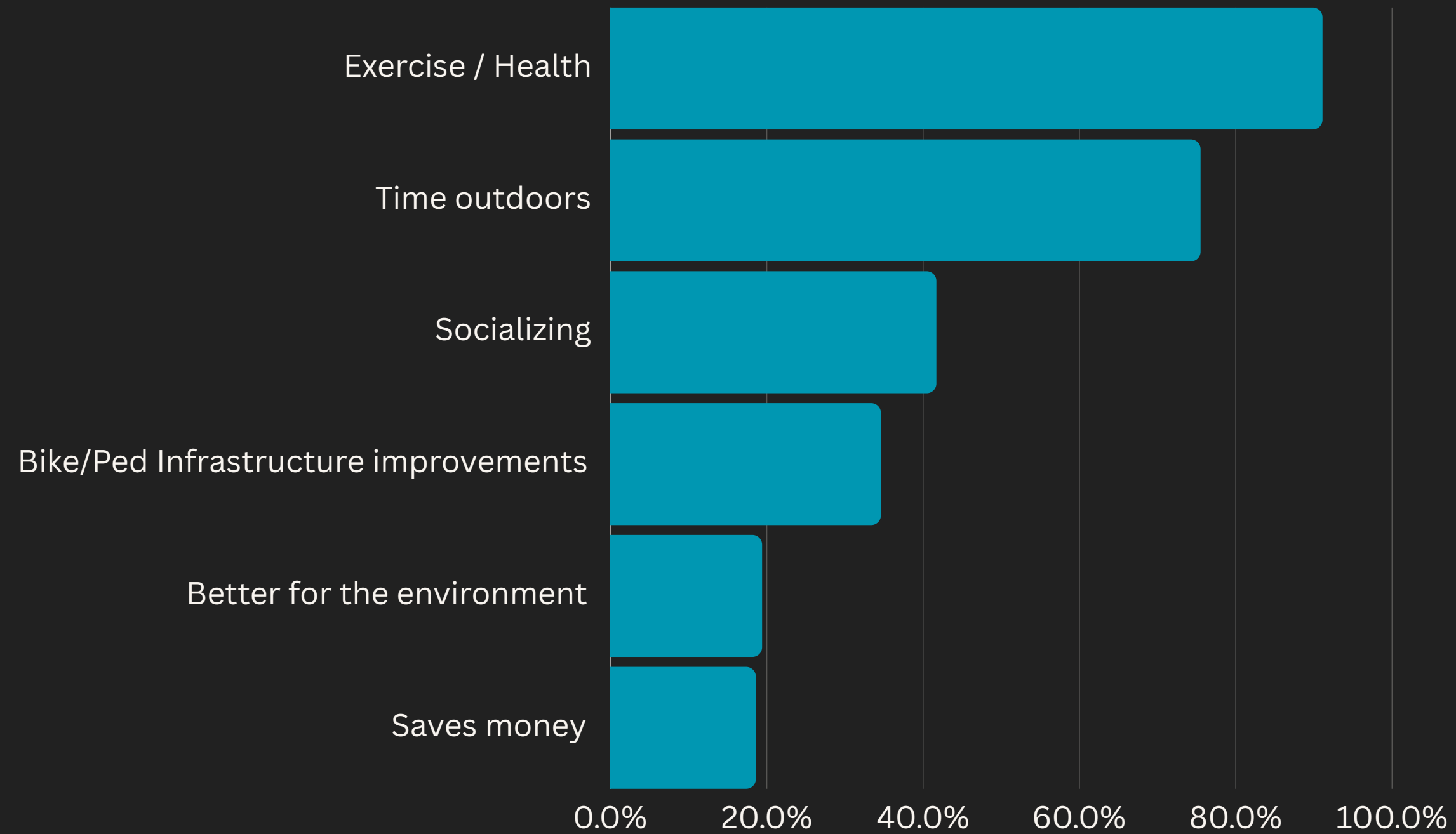
FORT SMITH HAS A SAFE, CONNECTED, AND COMFORTABLE (LOW-STRESS AND INTUITIVE) BICYCLE AND PEDESTRIAN NETWORK THAT IS AVAILABLE FOR BOTH USEFUL TRANSPORTATION AND RECREATION.



# WHAT IS THE MOST CRITICAL STEP THAT FORT SMITH CAN TAKE TO HELP INCREASE WALKING AND BIKING IN THE CITY?



# TOP FACTORS THAT ENCOURAGE BIKING AND WALKING?



# Survey Written Responses

## What are some of the biggest obstacles that Fort Smith has in helping more people bicycle and walk more frequently?

*Responses are listed as they were entered online. No editing was completed. Received 903 responses.*

1	Insular cycling club; nonexistent connections between neighborhoods; city was built for cars (growth in Chaffee isn't connected to rest of city)
2	Traffic problems, unsafe drivers, and no road shoulders.
3	Chaffee Crossing is the priority for those who stand to profit from the business model. Homelessness is an issue and adds to safety considerations. Higher taxes if grants are not available for a project of this scope. Safer street crossings, upgraded bus stop areas, more sidewalks and connected paths. Awareness of the issue for those who take transportation for granted. Many people either don't care about marginal populations and the underserved, or don't know how to help. One other thing, it's very common to see up to 3 vehicles go through red lights all over the city. Safety is a big issue.
4	Locations to install pathways
5	No infrastructure
6	Sidewalks in neighborhoods (Fianna Hills)
7	Obesity
8	Lack of sidewalks and connected bike trails throughout town like what NWA has.
9	Serious lack of sidewalks and well-lit areas for walking/biking.
10	Funding
11	I don't know
12	Free Ferry Road
13	Space for pathways
14	Too much emphasis on recreation, not enough emphasis on travel and access. The existing greenway trails are designed more as a destination in themselves than as a means of getting around.
15	Making crossing major intersections safer.
16	Our motorists get angry when bikers ,in particular, ride on the road rather than on a paved bike trail that runs parallel to the road. Traffic slows considerably.....drivers try to pass, etc. I think the biggest obstacle to walking is personal safety concerns.
17	Lac of funding
18	Better connectivity
19	Lack of sidewalks and trails
20	Funding to complete the master plan
21	Not enough sidewalks
22	There aren't as many sidewalks in neighborhoods where people are most likely to walk vs neighborhoods that rarely use them have them. Also, the condition of current sidewalks in the Northside of town are often neglected.
23	Creating a "go to" spot that is the most popular biking/walking area. We have a handful of wonderful parks. We have places to go exercise. But we don't have that top, biggest and best place that everyone mentions to go to. Ben Geren is probably closest, but .ore development could be done. A "go to" park or trial area would be useful to encourage new comers, as well as attract out of town enthusiasts to come and enjoy our community.
24	Infrastructure. We want paths we can safely take to cool places and have cool races and social rides/walks. The riverfront is amazing. The trails at Ben Geren are gorgeous. But they don't go anywhere we can spend money!
25	Lack of protected lanes/trails in common areas
26	Making safe, paved paths to connect people from where they live to where they want to go is a big obstacle. There are neighborhoods, such as Fianna Hills, that currently give bikers zero options to ride from their home to any of the paved trails in Fort Smith without riding on a busy highway with no protection for the bikers.
27	trails that are not connected limiting distance traveled
28	Some areas do not have sidewalks or spaces for bikes or pedestrians.
29	No sidewalks on many major roads like south 24th St.;; south Fresno.
30	planning connecting points, some areas of the city you feel unsafe, parking lots at entry points.

31	Large highways built with non-car traffic as an afterthought; lack of sidewalks or connected bike trails
32	adding more paved trails throughout the city
33	money
34	Safety. Need to be lit to be used in the late afternoons and evenings
35	The city is spread out and doesn't make city-wide pedestrian/cycling feasible. Better planning to better connect the communities individually is critical to not only reducing vehicle-related struggle, but to boost community culture and quality of place. Each borough needs to be identified and served individually (and equitably; not all borough needs are equal) before the whole city can see benefit.
36	Leadership
37	Encouragement
38	Lack of people exercising, not many know of places to walk or bike outside of Chaffee Crossing.
39	Unsafe designated bike routes, e.g. Free Ferry, Few bike and walking paths around town, Lack of awareness of bicyclists by drivers
40	there arent many places to do so safely
41	Shared use paths wide enough for recumbent trikes and maintenance of the existing paths.
42	Available, connected and safe routes
43	There is not a good dedicated east-west bike trail close to Phoenix Avenue or Rogers Avenue so that one could use the bike for shopping and socializing at the popular restaurant s and stores
44	No paths
45	cost and negative city members
46	It is unsafe due to the motorized traffic for cyclists and the lack of sidewalks for pedestrians. My children can not even walk to school, not due to the distance, but due to unsafe intersections. Where there are bike lanes, they end abruptly and do not connect to anywhere. This is the hardest town to cycle in that I have ever lived, and I have lived in much bigger cities.
47	Fine people for allowing their dogs to roam the neighborhoods without a leash. Many people won't walk or ride for this reason.
48	Cost of connecting such a spread out city.
49	Lack of dedicated connecting trails throughout the city
50	community education and available sidewalks
51	the separation of highly utilized areas of fort smith (i.e. Fianna Hills, Downtown, area by Target, Chaffee Crossing) nothing links these areas together.
52	Continuous trailways
53	Driver education needed, more sidewalks, connecting trails
54	connectivity of the trails
55	Infatuation with HS and Hawg football .
56	Trail connectivity to other trail systems and neighborhoods. It is hard for an individual to walk out their front door and ride to any place in the city without danger.
57	Availability of safe bike routes
58	funding
59	lack of trails
60	Connected bike trails
61	lack of amenities
62	safety
63	Not enough bike paths
64	Safer sidewalks
65	Sidewalks/bike lanes
66	Lack of connectivity
67	Neighborhoods are not connected to biking areas. Drivers aren't used to or respect bicycle traffic. I'm not comfortable riding in traffic. Protected bike lanes on busier streets would help.
68	Having adequate Dedicated trails connecting the city.



69	No bick paths in the Fianna Hills area.
70	Connecting trails
71	Trails
72	build the system and support local groups like FACRVR, western arkansas runners etc
73	Connection and planning new neighborhoods/ business zones
74	Nice bike routes to bike safely on
75	Safety
76	Bike Lanes
77	Lack of continuous sidewalksNarrow streets without shoulders for biking/walking/runningLack of sidewalk/trail lighting
78	I personally am running in poor lit areas, no sidewalks connecting areas or messed up sidewalks. The trails I like to run on like the Ben Geren trail that goes out by torraine lake is not lit at al. It needs to be lit. We need more safe lit trails and connecting sidewalks in neighborhoods to run and bike on and more lights for night running
79	Inner City Bicycle Pathways
80	Decades behind most cities of the same size in bicycle trails.
81	Not enough sidewalk
82	Trails are not connected. Riding on a connector street is not safe.
83	Most areas do not have sidewalks
84	Lack of interest in it.
85	Focus on areas of town that do not have sidewalks. It is great to have walking and bicycle paths for people to enjoy, but also focus on some of the areas that the population having to walking is primary mode of transportation. (i.e. Fresno Street between Stateline Rd and Towson Ave have no sidewalks and overgrowth. People walking in street have greater chance of getting hit.)
86	Not enough lights, places to walk safely.
87	Connection to outside communities.
88	none
89	not enough sidewalks
90	Safety
91	Funding for infrastructure construction and maintenance.
92	Lack of continuity in both sidewalks and trails.
93	the stigma of being looked upon as car-less
94	N.a.
95	Proper infrastructure
96	Lack of/condition of sidewalks, lack of paths and bike lanes
97	Everything is usually far
98	Funding is the biggest obstacle. Creating an infrastructure that protects cyclists and walkers from vehicle traffic along streets is quite costly. Paved multi-use paths are also expensive. I believe that gravel paved trails are a great way to start. These can be turned into paved paths as budgeting allows.
99	More trails
100	Need more connected greenway trails and mountain bike/soft surface trails throughout the city
101	Increasing safety for bikers/walkers and educating motorists on bike safety.
102	lack of connected trails
103	Infrastructure
104	Better paths, lighting, patrol around biking areas, safe places to bike along side vehicles.
105	More infrastructure
106	There is no East-West bike path across the city. The paths that do exist end at inconvenient or unsafe locations and are not connected. It requires the bicyclist to cross over heavy traffic areas to get between meaningful destinations or bike paths. For example, Park Avenue is considered a bike route, but as soon as it connects to 66th street one is on a busy road with no shoulder or sidewalk for a while in order to get to a safer street.

107	Lack of safe areas to ride.
108	Lack of knowledge of trails
109	Access to safe trails and affordable bicycles for all income levels
110	Drivers unused to bikers, no trails
111	Limited public support, infrastructure costs
112	Sidewalks
113	Not being able to actually ride to a trail safely
114	Lack of infrastructure, bike paths, and greenways.
115	Safer intersections for pedestrians on busy roads.
116	Building sidewalks and paved bike areas. I'm not sure if everyone will be on board to create sidewalks in certain neighborhoods
117	They just need to start adding sidewalks and stuff. Seems easy enough
118	Lack of sidewalks
119	Not enough sidewalks. Many roads with none at all
120	There aren't enough walking bike trails inside the city limits....all are within driving distance.
121	It's fort smith
122	Safe walking and biking in current neighborhood
123	I think space to put green ways in town is very limited to that would be the biggest challenge. If they are built though I believe many people would use them.
124	Have more trails
125	BOD
126	Having bike and walking trails down by the river in a very dangerous section of town.
127	Should worry more about things to actually ride/walk towards first! Also with how many homeless are downtown it is unsafe for many to walk/ride there plus the lack of amenities!
128	Inattentive or careless driving
129	Lack of sidewalks and connected trails.
130	High traffic areas
131	The north side of town needs more sidewalks in place. Especially the high traffic streets.
132	Transportation Department doesn't care about biking or walking infrastructure and they are the ones designing and building the roads. There is not safe connectivity between many neighborhoods without riding or walking on streets. City leadership does not have an interest in trying to develop a biking culture.
133	Why in the world would you all think it's in any way ok to destroy what little biking and walking trails exist in order to build another road???How is this supposed to draw more commerce and residents to this area?I'm glad I live in Fayetteville.
134	We have a very limited number of safe biking trails.
135	Marketing - PR
136	Access to trails and lanes
137	Not enough sidewalks
138	Fort Smith is not interested in bicycle and walking environment
139	Lack of bike/walking paths within the city
140	Old golf course trails in Fianna would be great walking paths
141	Sidewalks should be big enough to include bikes. Make them walking/biking trails instead of just sidewalks. We missed a good opportunity for this with the new sidewalks on Phoenix
142	Funding
143	We need a Greenway, a route we can take safely from Chaffee to River Front and everywhere between, with minimal interaction with automobile traffic.
144	Not enough paths
145	Funding
146	Moving forward with planning and follow through

147	Fort Smith is not a walkable and bicycle friendly city because the city is too big, and destinations are too far from each other. The city should focus on recreation, exercise, and socialization only. I see very few people bicycling and walking. Fort Smith does ]not need to be something it is not. Walkability is not logical when driving across town is 30+ minutes one way.
148	The city council who doesn't seem to know the difference between road biking and mountain biking and wants to destroy the latter, which is far more popular and lucrative, with their corrupt planters road initiative. The arrogance of the city council and planning commission is astounding and disappointing.
149	That there are not a few groups of people doing the same thing.
150	Paving up and down hills. Motor vehicle drivers respecting walkers & bikers.
151	Paving new trails separate from the roads.
152	Streets that have a lot of foot traffic but no sidewalks.
153	Lack of sidewalks/bike paths
154	Street department failures to listen to residents requests to improve pedestrian safety and walkability in neighborhoods. Unanswered requests for more information about the Safe Street Projects doesn't help either.
155	Without sidewalks and protected bike paths it is unsafe to walk to a store, shopping from neighborhoods. There are people killed multiple times a year either on a bicycle or walking on the edge of the road in Fort Smith. I can not walk safely from my neighborhood in Hillcrest to Creekmore park because of the lack of sidewalks. One direction down the hill from my house there is a grocery store and new gas station, the other there is a gas station and a church. I can not safely ride nor walk to them as there are no sidewalks. I have never lived in a city that did not have sidewalks for safety . I watch these kids walk to Southside, Ramsey, Fairview from my neighborhood because we are less than 2 miles, so no bussing. The whole way on the main streets (Greenwood and Country club, as well as Dallas and Independence) there are no sidewalks. I've already had to make the decision to move when I retire, as I want to live where I can walk or ride to a grocery store safely, in a bike lane or on a sidewalk. 1 day ago, another bicyclist was killed by a car in Fort Smith <a href="https://www.4029tv.com/amp/article/pedestrian-injuries-crash-fort-smith/45446541">https://www.4029tv.com/amp/article/pedestrian-injuries-crash-fort-smith/45446541</a> Last week a pedestrian was killed by a car. <a href="https://www.nwaonline.com/news/2023/sep/29/pedestrian-killed-in-car-collision-in-fort-smith/">https://www.nwaonline.com/news/2023/sep/29/pedestrian-killed-in-car-collision-in-fort-smith/</a> This happens multiple times a year.
156	Streets too narrow for bike lanes; wide streets have no shade; desirable locations are separated by busy streets
157	Young Kids no longer are allowed far from parents to play. families don't seem to do family rides as much anymore
158	Paying for it
159	Lack of sidewalks for walking
160	Educate community on bike laws so motorists and cyclists don't get as frustrated with eachother
161	safety, cost of bicycles, positive culture, lack of knowledge of these activities.
162	Not many bike trails and they are disconnected.
163	Getting everyone in the community to make the investment in making our city better.
164	We are putting sidewalks in all over town when they could be made into multi use trails for more than just walking
165	I think our hot weather, community support, funding and zoning laws have been he been the biggest obstacles. It seems like all the support is for recreational use and not for people who are riding or walking because they don't really have other transportation options.
166	Trails need to be interconnected across the city and not suddenly end with no further accommodations for people to continue onward to their destinations.
167	Hard to retrofit existing streets to include bike paths between destinations like parks and trails.
168	We don't have sidewalks or dedicated pathways to ride your bike around town. We have trails but most of them do not connect with each other or do not take you where you can actually travel somewhere in them.
169	Corrupt mayor and Neil. Spend money on the community and not your selves. SPEND the money to make trails like Fayetteville that connect the entire city
170	Safe infrastructure
171	panhandlers, homeless people, potholes, insane drivers, horrible street conditions
172	Lack of interest
173	Unsafe paths/roads - seemingly no regulation to ensure safety. I'm often approached by unsafe people (or at least by people who appear to be under the influence and are asking for money).
174	Trails or lanes connected to neighborhoods
175	Community awareness of health & environmental benefits.
176	I feel like there are not many places to ride. Chaffee Crossing is wonderful, but if you don't live on that side of town, it is a long way to get there

177	Dedicated bike paths
178	Stress of cycling/walking in the most popular transportation corridors (Rogers, Garrison, Towson).
179	Safe pathways on major streets.
180	Lack of connected trails
181	o
182	More cross-town protected bike paths
183	Only paths are in chaffee
184	Feeling safe in areas where there are trails. The homeless and dog packs due to dumped dogs are a safety issues. Also the lack of drinking water
185	Safety concerns in the downtown area. Panhandlers. Difficulty knowing whether to ride bikes in the street or on sidewalks.
186	Connectivity of facilities that are spread across town. i.e fianna to DT via a Mill Creek trail, Chaffee Crossing to DT via Rogers Ave. Creating a comfortable/intuitive path to navigate to these locations by foot or bike.
187	The few trails that we have do not connect and not always feel safe on them
188	Safe area for cyclists to share the road if in more urban areas of town.
189	Lack of trails nearby
190	Lack of infrastructure.
191	A safe way to get across the city
192	No connections between neighborhoods and parks
193	Availability to open/unlocked restrooms and water stations. It's very frustrating to show up to a park and not be able to use the restroom even in the middle of the day because it's locked. McClure Amphitheater would be an excellent place to have a water bottle filling station. Also, just knowing the trails like Ben Geren are there, many people do not know these trails exist.
194	Funds aren't directed to the right place. People are going to NWA every day to do these things and enjoy safer ways to do the things they love. They're spending their money at breweries and restaurants along the way. Loads of folks are able to cycle or walk to work because of the way their greenway is setup
195	Lack of sidewalks and pathways
196	Unmaintained or nonexistent sidewalks.
197	Safety, distinct routes with protected bike lanes or separated MUPs, enforcement of laws for motor vehicles (running stop signs, red lights), not enough shade on routes, no sidewalks on many streets, not enough public water and restroom facilities.
198	There are several sections in Fort Smith with no side walks (Jenny Lind stretch between Zero and Rogers), which is extremely unsafe for students walking and biking to school. Some sidewalks are poorly maintained. There should be sidewalks and paths that connect some of the biggest neighborhoods to restaurants and shopping. I live in Fianna & do not feel safe biking to Chaffee due to lack of access and feeling unsafe around motorist not used to sharing the road.
199	Some areas appear to be difficult to install sidewalks
200	The same as most cities. Previous infrastructure didn't provide what's needed so have to gradually add what's need a little at a time.
201	Heavy traffic, not enough bicycle accessible places,
202	Sidewalks are ill maintained, are not throughout town, and cars run redlights with nnoconsequences creating undafe conditions daily.
203	Education on biking, safe places to ride with kids
204	Safety
205	Inconsiderate drivers and existing "bike routes" that are very difficult to bike eg up steep hills with blind tops on 74th st
206	need to stop wasting money on downtown by river
207	Not enough sidewalks or designated recreation spaces
208	Limited paths and sidewalks. Too many neighborhood variances given.
209	Connected trails
210	Loose dogs, too few bike paths or safe places to walk/run/ride, aggressive/anti-cycling auto drivers, very few bike racks at businesses where one could lock their bike.
211	Need more sade pathways and trails! Also need small skate plazas along trails for younger generation to play and use while parents bike and walk the pathways!

212	Lack of education on benefits and lack of safe infrastructure,
213	Lack of sidewalks
214	The lack of trails and paved areas
215	The city needs to quit destroying green spaces and add trails.
216	Distance between destinations
217	Lack of consistent sidewalks from neighborhoods to economic centers and schools, especially those more than a mile out.
218	The Hills
219	Creating more designated trails will encourage more use. Use will continue to increase as more people see them being used and are inspired themselves.
220	Not enough sidewalks and pathways.
221	Having trouble keeping the streets up,
222	Money to improve the areas available.
223	Culture. People tend to not ride bikes because vehicles are so prevalent and the a lack of infrastructure--trails, greenways, etc.
224	The planters road extension.
225	Things aren't connected and they are too spread out. Plus, lack of infrastructure.
226	Na
227	Information
228	Traffic
229	More trails are needed
230	helping people feel more safe/culturally changing minds about cycling and its benefits
231	Safety is always a concern. Connections from one trail to another. Maps or directions for trail encouragement.
232	.
233	A continuous and connected bike path system, paved or unpaved, that will allow citizens to ride to different parts of the city with minor, if any, breaks. If breaks are necessary, they should be well marked, with distances and clear directions. Signage should be consistent.
234	More and safer paths for bicycle and more neighborhood opportunities for walkers.
235	Not many parks and playgrounds that are walkable from neighborhoods; sidewalks in my neighborhood are unsafe due to concrete changes and grading.
236	Lack of dedicated paths and trails that are safe.
237	Stray dogs
238	Not sure
239	Educating drivers about bicyclists right to the road as well as funding.
240	We lack the infrastructure needed to develop a larger network of bike paths that connect neighborhoods and districts. Furthermore, the more paved designated bike lanes there are that we have, the more likely more cyclists and average person will take to riding their bike for transportation. We have an incredible opportunity to begin slowly integrating these lanes into existing roads as repairs or repaving of roads are needed. The Chaffee Crossing District, as well as the Downtown area are great locations to continue expanding the already existing bike lanes. I feel it's important to stress that the more dedicated bike lanes we have that don't share the road with cars, the more likely we are to achieve a higher turnout in cycling altogether (recreational, transportation, exercise etc.) I would be the first to move to Fort Smith if a network of paths exist where I wouldn't have to drive on the roads.
241	To not focus on special interest groups
242	Not enough sidewalks and safe bikeways
243	Look at NWA and how their system is working!
244	Culture
245	Lack of will of the people and government.
246	Safe paths/sidewalks for getting all over town
247	Funding
248	N/A
249	Lack of pathways and trails, motorist not sharing or understand laws with road sharing

250	The town is too spread out and has too many hills
251	lighting
252	Any trails marketing has always come off as supporting Cyclist (wealthy professionals with flexible work schedules) instead of supporting those who need paths, sidewalks or trails for safe and convenient transportation to and from work or needs as an individual (grocery store, doctor or family entertainment venues.)
253	Making paths accessible and safe
254	The idea that "foot traffic" is considered a bad / scary / unwelcome sight by many residents.
255	There are no dedicated bike paths or bike lanes that aren't littered with homeless on the sidewalks. Specified and dedicated bike paths to get the bikes off of the sidewalk and away from the sketchy areas.
256	vehicle traffic
257	Money and safe riding paths.
258	Lack of infrastructure for bikers compared to NW Arkansas
259	More trails separate from walking traffic in parks would be nice. Within the city, increasing separation from traffic is necessary because traffic is currently too unsafe to bike with, especially with younger family members.
260	Infrastructure does not supportCity is very spread outLarge sector of population likely opposed to needed changes
261	n/a
262	Too much traffic and high speed roads...get rid of the roads and have a rail system...less accidents, drunk drivers, traffic, etc.
263	Funding
264	Dedicated Paths
265	Get us off the roadway
266	The city is too spread out. The majority of people live upwards of 15 minute drive from recreational and work facilities. Additionally, the city's crime rates keep a lot of people including myself from using public walk or bikeways.
267	Cycling to work is not feasible for many because of infrastructure. To bike recreationally one must go out towards Chaffee or downtown. It would be nice to have more connected within the city to avoid having to travel by car with a bike before starting your ride.
268	I think it is harder for people here to bike/walk to work because of distance. Also, I don't think most people have a desire to bicycle or walk to work.
269	roads without bike lanes or sidewalks between where people live and where they would want to ride to.
270	Unsure
271	Ensuring that there is no unsafe road between residents and their nearest recreational pathway.
272	The town is very large and spread out. It would be difficult to add safe pathways to connect different areas.
273	Getting people who don't bike/walk/etc to get on board.
274	making them feel safe in doing so
275	Lack of infrastructure, and focusing on newer areas of development in lieu of underserved areas (Neighborhoods around Old Greenwood Road, Rogers Avenue, etc.
276	Funding
277	City council agreement and funding
278	Not enough paved paths. Not safe to walk/ride on streets.
279	Getting everyone on board. We need more lanes/sidewalks but will also need more bike racks at restaurants/stores/etc. as well.
280	Funding
281	Lack of trail system outside of downtown and Ben Geren
282	Informing people so they are aware and more accepting of the culture.
283	Length of trail
284	Vehicle traffic, and getting people used sharing roads with cyclists
285	Safety where there are available trails, lighting at night, and overall stigma of walking or biking anywhere that isn't a "nature trail"
286	The City working with Chaffee Crossing and NWA to connect trails.
287	Lack of a broad network of bike paths.

288	New forward thinking leadership
289	More mountain biking
290	Some neighborhoods, apartment complexes, and more rural areas cannot reach safe roads without crossing or utilizing a highway or interstate. Some sidewalks and greenways paralleling main roads are too close to the entrances of business's and perpendicular roads. Consequently, turning traffic has a higher probability to collide with pedestrians.
291	Road conditions, feeling safe while on the road, trails and roads being connected
292	money
293	.
294	To catch up to Everyone around us, we are so fat and so late to the wedding it is not even funny!! Wake up and see what is happening in all cities In Arkansas beside us!!!
295	Bicyclists that ride in the middle of the road and impede traffic ruin it for all bikers
296	Lack of connectivity between downtown and other River Valley areas.
297	Poor neighborhood planning. Sidewalks should be mandatory & streets should be at least 3 car widths wide to allow for parking on 1 side of the street while maintaining 2 open driving lanes.
298	As you transition between quiet streets and more busy highways with businesses, there is no transition to safer protected bike lanes and in some areas there are no sidewalks between curb-cuts.
299	Building safe interconnected paths or bike lanes and maintaining them properly. Also educating drivers to play nice.
300	People think that riding a bike is only for exercise, but it can be for many other things
301	n/a
302	Add more trails, e-bikes
303	Safety, Bicycle racks at retail stores
304	Trying to connect trails and byways across the city.
305	n/a
306	Not having enough sidewalks and bike lanes
307	Trails and bike paths that connect restaurants and other businesses.
308	Biking and walking paths are confined to one area.
309	Not enough bike trails and too much traffic
310	Not sure
311	No space to add bike lanes or sidewalks
312	Safe pathways
313	More paths
314	Concerns about safety
315	No sidewalks connecting several neighborhoods to high traffic locations
316	money
317	Awareness that it's even there.
318	the roads are not a safe place for bikes. It needs to stay that way because bikes do not belong on the roads. Make other facilities for bikes if biking is to be encouraged otherwise it should be discouraged. Bikers on the road are endangering themselves and everyone else by biking in a place they are not meant to be
319	Most entertainment locations do not have places to lock bikes while dining or shopping
320	Culture, Unsafe Drivers, Public Support
321	better connections to biking trails / separate bike paths on roads
322	no paved or bicycle paths, make it more comparable to NWA
323	gaining favor of members of the community that do not bike or walk
324	Arkansas is a great biking state, but Fort Smith is very behind in the trail creation and bicycle safety area.
325	Drivers in motor vehicles do not drive safely.
326	sidewalk quantity and quality; motorist education/etiquette; lighting/safety
327	Dangerous drivers
328	We need space. It has to be welcomed.
329	Finding a bike that can support your size, plus size options aren't available

330	pathways existing to use
331	If it was up to me, Fort Smith would have a closed network to people walking or riding a bike that would enable people to go anywhere around the city. At a minimum, Fort Smith needs more side walks and bike lanes. The current bike lanes need improvement. What would be nice if Fort Smith did something similar to how they build the side walks around Massard and McClure
332	Homeless people. Our environment is currently not safe.
333	Neighborhoods are not connected
334	Lack of safety. We need bike lanes and paths for people to feel safe when riding and walking.
335	Encourage the city to accept money from the Walton's to build more bike trails!
336	They need to be connected to places to eat, get drinks, socialize, and easily get around the city on trails.
337	Bike paths don't connect to useful areas. And the mtb trails need more funding
338	paved trails
339	Not all neighborhoods have good sidewalks for walking/biking. Even if we don't have space or sponsors for more parks and pathways to be close by to more people, I think we could at least have sidewalks on all major streets/neighborhoods.
340	Keep bicyclists of streets that have heavy traffic, even if a remote street.
341	limited trails in some places
342	Fort Smith needs to embrace bicycling more. We need more connected paths throughout town. The Riverfront path is wonderful. But it takes drive time to get there. Ben Geren is great. But it take drive time to get there. Chaffee is great. But it takes drive time to get there. We need more great locations and connectivity among those locations so that there are easier opportunities to begin riding from the center of town and connecting to greenways and bike paths. I love my city. But I want more for my city. Growing a network of user friendly, accessible, and multi-functional greenways and trails (for bikes, walking, jogging, adults, children, families, pets, etc.) would improve the livability of Fort Smith. It would help mature and modernize what many people think of as a stale, aging community. Like I said, I love my city. But I want more for my city. There needs to be a concerted effort to dually grow jobs and improve quality of life so that more people can see Fort Smith as the wonderful place that it is. If we want to attract more families to Fort Smith, we need to equally emphasize work and lifestyle opportunities. Other communities are doing it. Fort Smith has begun doing it. But we need to keep doing better. I am 50+ years old, but I've ridden 1000+ miles this year.... mostly about 5-10 miles at a time. I ride for exercise, recreation, and relaxation. My wife and I ride frequently. We ride casually. We don't ride competitively nor great distances. However, taking time to rack our bikes on our car and drive to the only accessible paved paths we have is frustrating. I look for better days when biking locations are in more abundance and easier to get to. Building a more complete biking and pedestrian infrastructure will help all of Fort Smith, not just me. Even though off-road trails and bike lanes aren't my top preferences (I prefer paved greenways and paved trails), Fort Smith needs more of all of that. But we especially need sidewalks and/or lanes so that cyclists and motorists can safely co-exist with one another.
343	Half of the town is completely unsafe to walk alone in. Downtown is far away from most apartments and neighborhoods. Lack of public transit options to get to biking trails.
344	Lack of sidewalks and bikeways. Most are located in Chaffee Crossing, many streets are very busy with no sidewalks, or good ways to walk or bike on
345	Creating safe environment
346	Broken up, narrow roadways with heavy traffic. For me, specifically, if Old 45 was resurfaced like Geren road to make the road a little wider or with a dedicated multi-use trail, I would ride to work.
347	Lack of a centralized entertainment, park, and shopping district with interconnected biking trails and rentals.
348	bicycle lanes, paved paths and getting it all put in.
349	Creating a culture of bike friendly trails and more trails in general.
350	Lack of trails and evangelization
351	The connectivity of sidewalks/paths within the city. We have to drive to areas of town (or out of town) to bike/walk to a specific place.
352	Cars running red lights and making illegal turns. Adding enough interconnected pathways especially connecting to neighborhoods.
353	Poor management and security for bikers and walkers from vehicle traffic
354	Bike Paths
355	There is such a large area to cover.
356	A lot of older neighborhoods lack sidewalks. We really need more sidewalks in this city
357	Space
358	No room to add bike lanes, green paths, etc. within existing transportation infrastructure.



359	Different parts of Fort Smith only have sidewalks to walk or ride.
360	Fix our roads
361	yes
362	Lack of direct routes with sidewalks. To ride a bike safely you have to take a route twice as long as it could be if there were more bike lanes/side walks
363	Making it safe to cycle on the road. I would much rather have more open trails like at Ben Geren with amenities along the way such as maps, food, socialization to make it a family friendly outing.
364	Fort Smith traffic
365	Having dedicated bike/walk paths along streets. Most of the sidewalks are not connected, there are no dedicated lanes, and cars are prioritized as a means of transportation.
366	We simply need a more connected trail system to connect various areas together for social interaction similar to the NWA greenway. I would love to be able to take a stroll on the weekends stopping at various places of business along the way for coffee, ice cream, etc.
367	The traffic is dangerous. The sidewalks through Chaffee Crossing are awesome, we need more of that through out Fort Smith.
368	safety
369	I would say the biggest obstacle would be that there are not a lot of bike paths/sideways on some of the main streets such as Zero St., that make it to where if you are wanting to use these types of streets, you're more in the road and this can lead to angry car drivers and can lead to more accidents.
370	Traffic
371	Not enough trails
372	infrastructure
373	City is too spread out/sidewalks don't connect/extreme lack of bike lanes
374	Infrastructure
375	na
376	Safety from road rage
377	N.A
378	creating more opportunities for safe biking
379	Accessibility, lighted paths, 911 call boxes
380	Just the expense of adding more routes
381	safe lanes on roads
382	Feeling unsure if it's safe to walk alone
383	development of infrastructure
384	not enough trails
385	lack of connected trails and paths
386	Lack of resources
387	Distance between locations and traffic
388	There are not connected paths/trails throughout town. One has to drive across town just to ride a bike in a safe/well-designated area.
389	na
390	Lack of infrastructure, connected paths, safe paths.
391	Poor planning and lack of foresight. Taxes are way too high and money is being severely mismanaged in all areas of government. Need a hard reset on city leadership for anything meaningful to be accomplished. Need an engaged board of city directors who dedicate time to the city and don't see their leadership roles as a hobby.
392	creating more trails and enhancing safety
393	More trails
394	The biggest obstacle is the lack of sidewalks and paths across the whole city. There are a good amount on the Southeastern side of town but I think expanding and adding paths, sidewalks, and trails throughout town would really encourage more people to ride, walk, or run on these paths. The Monon Trail in Indiana is a great example of a of paved path that takes users through both nature and shops/schools/work, etc.
395	Inadequate/under-maintained or non-existent facilities for pedestrians and bikers. Spread out businesses which increases distances between destinations; not a walkable city.

396	Fort Smith is vast and not every place is well connected. Only parts are connected right now.
397	The lack of infrastructure for safe biking and walking as well as the inability to feel safe in certain areas due to crime occurrences.
398	Developing infrastructure and a bike/pedestrian friendly culture.
399	infrastructure
400	Too many neighborhoods without trails connecting. Need more greenway similar to NWA to connect the river valley. VB > Ft. Smith > Greenwood, etc.
401	Safe crossing of Rogers, Phoenix, Zero, Massard, Grand, Waldron, Division, and other streets. Lack of sidewalks.
402	Lack of connectivity among trails/paths; lack of education among motorists and community members
403	Lack of sidewalks in neighborhoods
404	Lack of sidewalks and distance between locations & housing
405	The amount of unsafe drivers on the road and the homeless population that makes walking around feel unsafe
406	I think FS is just a smaller town where there isn't as much need or interest in biking. Also, millions of dollars are put in to bike trails and amenities that aren't even used. Bikers still use the road (even when they shouldn't), and frequently so when there is a bike path that was created for them.
407	We need a centralized location to be able to ride to. Bentonville for example has a popular town square with restaurant, shops, and frequent events. The Bakery District is a good example of a place I would like to ride my bike to if it was in a more centralized location and surrounded by unique shops and restaurants. Another important factor is creating those safe pathways for people to ride a bike or walk. In Fort Smith, the sidewalks really need improving and created which would encourage use.
408	paths
409	FS is missing the boat on AR mountain biking. You keep taking away trails from Ben Geren for houses. You need more MTB trails. Residents are tired of having to drive to NWA to ride.
410	Traffic, bad and aggressive drivers
411	Connected Paths
412	Poorly lit, marked, constructed, and designed bike paths/trails. Fort Smith's reputation of being unsafe in certain areas makes people feel safer driving than riding a bike/walking. Improve the trails and enforce the law and that would move Fort Smith residents to consider riding/walking more often for recreational purposes. Using it for shopping or work will come after it has been deemed safe by a majority.
413	Connecting neighborhoods staying away from vehicle traffic
414	We don't have the infrastructure to support any kind of this transportation.
415	Low fitness culture
416	Better sidewalks and lighting on trails for early or late walking/biking
417	Lack of pathways to do so
418	Chaotic traffic
419	N/A
420	Too many loose dogs; drivers who exceed the speed limit and are hostile to cyclists, even on residential streets
421	Depending on what side of town you live on, there are no dedicated lanes.
422	We don't have many bike trails that connect to entertainment or commerce, and people don't feel safe biking in the road.
423	The city is not connected in a manner that would facilitate lots of biking/walking, communities are disjointed. I do not bike because I worry about my safety when sharing the road with aggressive motorists.
424	Traffic
425	n/a
426	Safety
427	unviable as transportation due to poor infrastructure
428	More sidewalks and trails are needed for sure. Many sidewalks just end abruptly and make it unsafe to walk or bike on
429	Personal safety. Build all the trails and lanes you want, but if folks don't feel safe there, the trails/lanes will be underutilized...wasting more money.
430	Lack of sidewalks and safe areas out of traffic.
431	more sidewalks and more bike routes

432	Lack of infrastructure (protected bike lanes, sidewalks, stoplights or safe crossings, bike racks at businesses, benches, no buffer between traffic e.g. no trees or bushes between the sidewalk). Aggressive motorists. Parking lots far too large and never near capacity which increases foot travel time.
433	Vehicles driving too fast.....
434	Weather - it's usually too hot
435	Lack of roadside capacity in major shopping hubs to add bike lanes.
436	Difficult to safely bike on many roads and neighborhoods to get to a destination. You can only effectively bike for recreation due to no facilities to safely leave your bicycle at most destinations. Out of Town traffic consistently mixes with neighborhood traffic leaving people with no option but to drive a vehicle having to mix with bicyclists and walkers on most roads due to lack of sidewalks and bike paths. General suspicion of anyone not using a vehicle for transport
437	n/a
438	Need more paved trails that are only for biking/walking and they need to be connected to other trails and things to do. Need to advertise when they do create such trails.
439	Fort Smith has a very car-oriented culture with massive parking lots and many roads with poor or even no sidewalks. These can make travelling on foot or bike feel intimidating and discouraging.
440	.
441	Safety...availability of safe pathways for walking and cycling
442	Need more (safe) interconnecting paths to ride and walk. Need to be areas that cars cannot access.
443	No safe routes
444	Sidewalks in communities
445	v
446	Connecting surrounding neighborhoods safely to bike and walking trails.
447	Dollars for improvements
448	Slow construction speed is the biggest obstacle in Fort Smith.
449	We currently don't have an interconnected network of biking/walking trails across the city. I think more people would be open to use these trails if there was a networks that expanded throughout the city.
450	Lack of safe bike/walkways. You basically have to go to a park to do that as opposed to being able to do it from your neighborhood at the very least. We're too reliant on personal cars, that our bus system is kinda sucks. If we can't get public transportation to the effect of better busses and railway systems we should at least be able to walk/bike safely to areas. Please take Bentonville as an inspiration where money, politics, and culture have enabled a thriving mountain biking scene with hundreds of miles of trails accessible from downtown.
451	the ability to get to trails from their neighborhoods
452	j
453	Seems like areas of new development are the only areas seeing new bicycle and walking paths. I'd like to see initiatives across town to improve areas across Fort Smith .
454	Bike paths/lanes that allow access over dangerous roads and across the city from neighborhoods to desirable destinations, and making biking more accessible for people with lower fitness levels (rentable ebikes and scooters)
455	There are so many cars everywhereLack of connecting transit options (buses, street cars, light rail, etc.)Lack of designated bike and multi-use paths
456	not enough paved neighborhoods and safety lanes
457	?
458	roads and trails that don't connect.
459	We need more connecting trails or sidewalks. I want to walk a number of places, but can't figure out how to safely get there.
460	Infrastructure
461	Lack of safe cycling/walking corridors to important destinations
462	Destinations are spaced out making it take longer to get there by foot.
463	Trail access
464	Lack of connected trailsLack of trails being centrally localized to popular businesses (Rogers Ave, Phoenix) All the trails are at parks or in Chaffee/Ben Geren.
465	Adding sidewalks/bike trails and drivers
466	Poor planning

467	trails, paths, sidewalks
468	More sidewalks/bike paths are needed in order to support riding bikes/walking instead of driving somewhere.
469	Culture
470	Lack of dedicated spaces.
471	The roads are generally not wide enough for safe bicycle lanes
472	Funding of dedicated bike paths in the city
473	need safe, maintained paths to work, grocery stores, schools, public transportation - lose the stigma on using these things as well
474	Limited side-street save biking options
475	It is not connected enough. You have to switch from trails/sidewalks to roads and roads are busy
476	Connected trails
477	lack of dedicated walkways (as opposed to sidewalks on busy streets) that connect areas of the city. Safety downtown is also a big concern
478	Lack of access to safe, easily accessible paths. Community support/acceptance of biking and walking
479	Safety
480	City council/leaders seem to turn down options to bring younger people into fort smith... Need pathways and pathway connections to local areas
481	aggressive drivers, lack of sidewalks, lack of bike lanes
482	We need more sidewalks on main streets to avoid having to walk in ditches or tall grass off the side of a busy road.
483	Lots of traffic and most roads are not marked for bicyclers - very dangerous.
484	Lighted paths, disconnected paths, lack of signs/instruction
485	We need better bike trails and more connectivity across the city.
486	Lack of trails
487	N/A
488	na
489	Safe routes
490	Creating a safe atmosphere.
491	The older structure of the streets and neighborhoods make it difficult to add new trails and paths because of a lack of space.
492	None
493	Destinations being too far apart & lack of consistent biking lanes for biking to be a practical means of transportation
494	?
495	The heat and humidity (and relief from that) on the trails.
496	Not enough sidewalks or bike lanes, vehicle drivers are too aggressive
497	Need more trails and sidewalks
498	there are no good routes in the main areas for a bike to travel without the fear of bad drivers. I commute when I can and in the winter it gets dark and the paths are not lit for a bike to ride in even with headlight and taillight
499	Safety issues
500	We need more connected bike paths, bike lanes, and access to all parts of the city.
501	Need more sidewalks
502	The homeless population
503	Lack of sidewalks and safe places to ride or walk. Lack of connecting sidewalks.
504	sidewalks or boke paths connecting to all of Fort smith
505	Need more paved pathways or bike lanes
506	safety from motor traffic
507	We need to work on more important city infrastructure before worrying about bike paths.
508	All the sidewalk infrastructure that is needed to attain this goal of adding amenities for cycling and walking trails
509	Not having places to ride or walk safely

510	desired pathways
511	Lack of awareness of the economical and wellbeing of the community
512	not enough sidewalks or paths, especially for bicycles
513	Connected trails. I would love the ability to run or bike from Rye Hill to Central Fort Smith but I feel like that would be a death wish with traffic down Highway 45.
514	I've been wanting to bike more, but the sidewalks aren't complete. I don't feel safe biking on road at all. The next big thing is that there is nowhere to park my bike. I live really close to Walmart and would love to bike there, but there aren't any bike racks. And to get to Walmart, I am cutting through residential area because the sidewalk by the main road isn't complete.
515	Public interest
516	Vehicle traffic, destinations are far away with limited bicycle or walking space.
517	I live wildcat mt in fort smith on massard. NO curbs or sidewalks. we have a lot of bikers, walkers, and joggers that use our neighborhood streets. It is not safe at all for hills blind spots with traffic running up and down the street at 30mph or more.
518	Adding walking/biking paths that are safe from aggressive drivers
519	Ease of access to major trails from all parts of the city
520	the paths
521	The biggest issue is the city is so spread out.
522	.
523	Connectivity between trails and pathways
524	.
525	Not sure, I enjoy walking on the paths and trails near my home. I see and hear a lot of people using the trails and paths for biking and walking.
526	Lack of infrastructure and maintenance for walking and cycling, and poor city wide planning.
527	Having lanes to feel safe and are connected to popular areas and grocery stores in town.
528	The city needs more crosswalks and side walks.
529	Make people understand the importance of health
530	not sure
531	Updating existing infrastructure
532	The distance to safe trails.
533	NA
534	Accessibility and lack of sidewalks/paths in the area.
535	Lack of bike paths in some parts of town. Bicyclists in the middle of the road make traffic so much slower
536	The lack of actual bike lanes. Most roads that have bike accessibility are shared lanes with cars.
537	well lit areas
538	Biking and walking trails need to be more connected to each other, and more connected to parks, places of recreation, places of employment, and safe from vehicles.
539	Safe environment
540	A lot of popular street ways have no sidewalks and is making access a lot harder for people without vehicles.
541	Fort smith doesn't have paths for bikes to go to
542	Not enough trails in different areas.
543	More connected sidewalks are needed and anything that gets bicycles off the highway is an improvement
544	Too many hills
545	More sidewalks and bike ways
546	Maintenance of paths and sidewalks
547	Not walking and cycling friendly. Safety.
548	Need a greenway like NWA
549	Community support
550	LACK OF SIDEWALKS AND BICYCLE LANES.

551	Lack of connected trails
552	Feeling safe barrier's between bicycle and traffic
553	lack of bike parking, trail variety, traffic safety.
554	Failure to place safe sidewalks and crosswalks.
555	connecting sidewalks/trails
556	Lack of bike trails
557	Lack of sidewalks and or access
558	Everything is very far apart and can make walking/biking difficult.
559	Hills and rude drivers
560	Not enough sidewalks or pathways to accommodate walking from street to street.
561	Safe connectivity to other trails so people don't have to bike on the street or a narrow sidewalk.
562	Bringing more sidewalks and paved ways for bicyclists in some of the major neighborhood areas/surrounding areas of the schools. I enjoy walking but feel very limited with the sidewalks here.
563	Culture need to improve! That includes education of the right of walkers and cyclists. Share the roadway and understand that a cyclist had the same right as a motor vehicle. The culture of being healthy and staying healthy needs improvement in FS. If you see 6 people exercising in the river valley on a weekend, that's a good number. You will see dozens of people exercising in NWA on a weekday. There is less hostility in NWA to the person walking or cycling. There needs to be education like PSA about the rights of the cyclist and walker.
564	Busy roads and careless drivers
565	Lack of safe routes and unsafe distracted drivers
566	Better connectedness of trails/paths. They are too scattered about to be useful.
567	Attitudes.. bring in e-bikes to rent/share
568	Reckless drivers
569	There is not always a sidewalk along the route that you might want to take. Even if there is a sidewalk, there is not always a good way to cross the street, be that a side street or Rogers Ave. I think a lot of the current infrastructure was built to make it easier for people with cars to get there, without much thought for someone who might want to walk or bike. There is a reason you don't see many people walking or biking outside of a park or bike trail. It can be dangerous, if it is possible.I know that streets and sidewalks and curb can't be changed overnight, but I think there should be a change in the long term planning of the city to put less emphasis on the automobile, and to give more consideration to the pedestrian and the cyclist.
570	Need for safe greenways
571	Creating the culture. I would use trails to run.
572	Lack of sidewalks for walking and misinformation about riding like people thinking they are supposed to ride on sidewalks not streets
573	Access
574	No bike lanes, not enough sidewalks, no connectivity, not enough green spaces with trails
575	Safety
576	Lack of public information and location of walking and biking paths; lack of sidewalks in many neighborhoods and along Towson Avenue and Hwy. 271.
577	Motor vehicle drivers not paying attention and causing accidents
578	The lack of sidewalks makes it nearly impossible to walk in Fort Smith.
579	Lack of proper requirements in developing new developments whether it be commercial or residential. Access should be required by developments that are on planned areas or neighborhoods.
580	Homeless community
581	Infrastructure, trail systems
582	Being an older city, it's laid out primarily for motor vehicle use. East Rogers Ave. has the most entertainment, shopping, restaurants and is not easily traversable on bike or foot.
583	Lack of trails to utilize
584	Funding, infrastructure
585	Lack of promotion
586	The lack of sidewalks is an obstacle. I know the city is working to add sidewalks which I really appreciate

587	Lack of infrastructure for biking to areas (protected bike lanes, bike parking)
588	Lack of concern for pedestrian safety
589	A sense of health, fitness, and environmental necessity needs to be instilled at an early age through parenting, education, planning and leadership. For cycling & walking transportation, growing a sustainable community through local and regional trail systems, recycling, landscape, and an environmentally conscience society must include a spirit of safety, wellness, and culture. Introduce outdoor walking and movement with a culture for cycling transportation and recreation through well-planned trail systems incorporating teams, clubs, sporting events, career involvement, community awareness and activities. Involving kids, families, young adults, leaders, work places, social and economic entrepreneurs, churches, schools and universities, music and arts, culinary and entertainment experiences will connect a more diverse demographic if the city transforms to more sustainable resources and recognizes the environmental impact it can have on the health and wellness of a community.
590	Pedestrians and bicyclists do not respect traffic!
591	I think the biggest obstacle in Fort Smith it that everything is spread out & it makes it difficult to ride to work, which limits time available to bike to recreational biking.
592	Take a look at NWA and what they have done. Take grants that are offered from corporations. Need to put someone in charge that has an acutal background in cycling and that knows the system.
593	Jobs dont pay enough and our traffic system is awful. Workplaces and businesses dont accommodate for either
594	I am not sure
595	Na
596	Connectivity
597	Room to build
598	The city covers a large area, therefore destinations are often far from each other and more difficult to reach via walking or biking.
599	Funding is a big obstacle as there are many people opposed to additional taxation. Poor biking infrastructure, no connectivity to large area of town, aggressive motorists and unpoliced intersections that allow speeding and red light running.
600	Often when biking, I am forced to ride on the street, which at certain times of day can be busy, because the sidewalk abruptly ends.
601	Money
602	'-
603	Not very connected, there are a lot of gaps in the trails
604	Safety
605	Lack of sidewalks, ability to cross busy streets, aggressive/distracted drivers
606	Increasing awareness, reducing stigma, encouraging participation
607	Safer routes
608	N/A
609	Restrooms
610	Infrastructure for more bike lanes and trails.
611	Lack of trails
612	No safe roads in our area.
613	Restrooms
614	Lack of trails/sidewalks; lack of safety at large intersections
615	Funding
616	Better connection around town. Better safety. Workplace acceptance
617	Not to pick on the homeless, who already have it rough, but I've had a couple of run ins with a couple of men that keep me home on my treadmill more often than not.
618	Lack of interconnected walk/bike ways
619	Money
620	More safe trails and businesses opportunities along the trail system
621	Finish the bike trail
622	An obstacle I see is lighting and safety.

623	Can not move across town in a safe path
624	Better walking and biking paths that are not compromised by vehicle traffic. Connected paths (Razorback greenway path and all the trails that come off it from Fayetteville to Belle Vista). We drive to Fayetteville to bike ride for this reason alone, we stay in a hotel and make a weekend if it.
625	Acceptance & safety
626	The need for connecting trails for people to get to more destinations on a bike without having to go through unsafe traffic.
627	The only way would be to fix the streets. Nobody i mean nobody and i lived in DC where you share with bike riders, would put themselves in that situation here. Cars dont care that they see bike riders. Cars dont stop, there is no sidewalk, no space at all. Even if we use the sidewalk theres still walking pedestrians pist because theres bikes on there.
628	.
629	Lack of trails that are connected
630	Lack of trails connecting different areas of the city
631	Restrooms on the trails and more connecting trails
632	Safety
633	We are ranked low amongst nation's cities because of average health condition of our citizens. We have to and can change this image and quality of life now. There is a growing community of runners, walkers, and cyclists.
634	People and their lack of desire, places to ride and walk,
635	Improving drivers awareness of people on bikes or walking. I feel a lot of our drivers in town aren't aware of their surroundings while driving. Also, adding more paths/sidewalks.
636	Everything is so far apart. Better and more frequent public transportation
637	Na
638	I don't ride bikes but I do walk alot. There are no trails nearby so I have to drive to a trail or safe area to walk. The trails here in FtSmith seem to be only in certain areas of the city and should be more widespread/accessible in other areas. I've noticed a few areas have really nice paved trails and other parts of the city have none. I'm on the Eastside, nothing within walking distance. Not safely anyways.
639	Sidewalks or clean road shoulders
640	We need more places it is safe to do so.
641	Safety
642	Paying for the infrastructure
643	The city isn't safe to bike in. There is no where you can go reliably without danger.
644	Distance is too far, with paths needing to cross multi-lane highways to get to destinations
645	Lack of commitment
646	Aggressive traffic, lack of sidewalks, weather, bike theft, harassment
647	Closed mindedness
648	Community and access
649	Not enough access to pathways
650	Aggressive drivers
651	Education, connectivity, safety
652	Paths and sidewalks, encourage more people to bicycle/walk when able to
653	Lack of bike paths and sidewalks on the Northside of town and other areas that are not as new as Chaffee Crossing. Homeless population sleeping on trails and harassing people. Dangerous drivers and the lack of bike lanes.
654	More trails
655	Aggressive drivers that don't pay attention to people in crosswalks, lack of sidewalks
656	Drivers. Too many run red lights. We need cameras on stoplights.
657	safety and \$\$\$
658	Finances, education, safety
659	Not good save pathways with restaurants and shopping within walking/biking distance
660	Thinking of how often people try to walk or ride on Country Club and how difficult it would be to make it safe for both walkers and riders. (From Old Greenwood all the way to Dodson) Neighborhood and students would benefit.
661	More trails



662	The cost of the required infrastructure
663	Not enough incentive
664	Dedicated bike/walking areas. Drivers here do not share the road as they are now.
665	Lack of safe routes that connect to a variety of destinations. I could bike to work, except that I'd have to bike on Zero which would be EXTREMELY unsafe.
666	Not a big interest in bicycling
667	Connect more trails to downtown riverfront and improve existing trails. Wider and more light please
668	More sidewalks
669	Connection to different areas of town without going through heavy traffic
670	Not enough bike trails
671	Lack of trails/sidewalks
672	Close proximity to Greenways and trails and lack of trails that connect thru town. Also no bike racks to speak of.
673	Lighting, too near busy roadways with oblivious drivers.
674	Not enough locations and safety
675	Culture
676	Better lanes for bikes clearly marked, smooth surfaces , good lights, more benches. stations that offer air, & tools for bikes
677	Connectivity of sidewalks/bike paths. Poor surfaces.
678	Lack of funds, lack of interest, aggressive drivers,what trail we have are poorly maintained
679	Lack of bathroom facility
680	MOre bike lanes
681	Nothing
682	Streets that don't have sidewalks
683	Lack of sidewalks and animal control. I moved here a year ago from Florida and this place has nothing but ditches and loose dogs! I have yet to ride my bike or go for a walk here which was a daily thing in Florida
684	Connecting places of interest. It's hard to build a trail in a developed area, it has to be pre planned years in advance. Most People want to use a trail to go eat, drink, shop so if the trail doesn't lead from their neighborhood to those places, only a few people (like me) would use it.
685	I think it will require quite a bit of money to make the trails/ bike lanes that will get people to bicycle more often.
686	We have a homeless problem that makes walking and biking (especially anywhere downtown/along the river) very very unsafe! I wouldn't think of walking or biking without strong men in my group!
687	I've biked about 4000 miles in Fort Smith over the last 3 years so I'm somewhat qualified. Obstacles are that there are no protected trails thru town or along major streets. Also bad drivers and distracted drivers keep me from riding on city streets more.
688	The people who don't want to spend money on these improvements
689	N-a
690	Homeless population hanging around trails and parks will panhandle.
691	The streets are clearly not wide enough for vehicles let alone bicycles. Not to mention they aren't even safe for riders. Hence why I won't ride a bike. Also don't get me started on the fact that most of your streets don't even have sidewalks. Wtf fort smith! What about people with disabilities? How are they supposed to utilize any other form of transportation beside motor vehicles or buses when they couldn't even ride their wheelchair or other devices down the sidewalk....because most streets don't even have them! I've watched children walking to school either having to walking in the road or in the vegetation on the side of the road because there isn't any other space for them. Legit, get your shot together. Make spaces for bicycles, wheelchairs, children, and pedestrians to be safe get to and from work! Not to mention with today's economy more people are having take public transportation or walk because they can barely afford to pay rent and fill their tank if they're lucky enough to have a vehicle.
692	Terrible traffic/drivers-unsafe
693	Building the largest walking/biking trail in the middle of the homeless population. (Poor planning)Everything is spread out and people are forced to drive
694	Our neighborhood has sidewalks, but there are no sidewalks connecting to the sidewalk outside the neighborhood making leaving to get to the trail very dangerous with kids on bikes (REATA)
695	Trails/sidewalks near house.that connects to other trails.
696	Narrow paths, not enough neighborhood paths

697	Paved pathways and sidewalks. We need more sidewalks. Also accessibility from neighborhoods
698	Connectivity of sidewalks and paths
699	Proven zero chance of support for taxes to pay for it, lack of any vision to see how successful communities utilize their surroundings to draw businesses and people.
700	Unsafe roadways
701	Na
702	Build bike paths that connect all neighborhoods.
703	Older neighborhoods that might not have ability to support sidewalks without encroaching on private property & encouraging the population to change their habits.
704	More accessible environment.
705	the trails don't always connect. or the trails are either by the river or by chaffee.. that doesn't do anything for the folks who live or work in between. I'd like to see more trails linking riley farm and rye hill/howard hill area to chaffee crossing
706	We need more trails
707	Downtown is quite gross
708	Sidewalks and/or bike lanes leading to schools. Hendricks Blvd has nothing but ditches for students to walk along going to and from Southside
709	Not enough clear bike paths
710	Safety
711	Not enough sidewalks especially on Rogers Ave and north o st
712	Not enough paths that feel safe
713	Doesn't promote it
714	More sidewalks in neighborhoods
715	Access to walking / biking paths
716	Trails connectivity
717	Lack of paths
718	More bike routes, more lighting, more safety
719	More connected paved paths
720	Need more connecting trails
721	Safer environments
722	Narrow streets, lack of crossing protection/location/provision
723	NA
724	Community support and funding for more paved trails
725	No sidewalks or protected walking or biking areas
726	It's disconnected in the trail system and the bike friendly areas through town aren't marked well
727	Better interconnected system of bikeways and trails!
728	Poor sidewalk maintenance and no sidewalk along roads
729	More bike and walking trails
730	Lack of bikes and connecting trails
731	Dogs running lose
732	Limited options; existing options not connected
733	Safety
734	N/A
735	Keeping bikers and walkers safe from motor vehicles
736	Financial abilities and time away from work and family.
737	The people
738	Lack of established trail systems. Some sidewalks such as townson are awful at best.
739	Traffic safety
740	Not sure

741	Infrastructure safety especially on the river trail
742	More bike paths
743	Lack of sidewalks
744	No paths or lanes to keep us safe
745	Leadership; access to trails
746	Safety
747	Safety in the downtown area
748	Biking lanes
749	No sidewalks or safe biking areas and lack of automobile operators awareness
750	I have to travel to NWA to find appropriate trails to walk or bike on due to fort smith not having appropriate trails, safety or o we all acceptability.
751	More information on places to walk
752	No bike lanes, non accepting drivers, not enough pathways
753	Lack of paved ways
754	Not sure
755	Please have sidewalks to to neighborhoods that surround parks. We live at 74 and Free Ferry and can't safely walk to Carol Ann Cross park.
756	Paved trails
757	Connect all parts of the city with trails. Look to Fayetteville and NWA as a Leader
758	Need to add more trails
759	Not investing more in the Northside of town. Let's be intentional about placing some on the North side of town please.
760	Not sure
761	Lack of safe paths
762	aggressive drivers, homeless people, terrible street conditions
763	Not enough bike paths and side walks
764	Lack of sidewalks
765	The community members complain about spending money on trails
766	Lack of infrastructure, it's not a widely accepted form of transportation, aggressive drivers
767	The only connecting trails are confined to one neighborhood.
768	Distance to destinations
769	Lack of sidewalks or bike lanes in busy streets
770	People reluctant to get out
771	Not enough sidewalks or bike lanes
772	Build more trails! Contact the city of Bentonville, they can give you some good advice.
773	More access and safety
774	Na
775	Make people understand the rules of riding bikes.
776	Safety, lighting, closer trails
777	make auto drivers more aware of cyclist laws and safety so it can be safer for riders
778	No sidewalks
779	Panhandling at intersections and downtown
780	Feeling unsafe, especially around downtown. Like river front park & around the bike park. Too many homeless in that particular area for me to feel safe bringing my child there. We need more trails in general too
781	Accessibility to paved trails, connected sidewalks, and the culture of walking and biking around town
782	Transient or otherwise homeless individuals.
783	Biggest obstacle-not enough sidewalks to walk or bike on
784	Safer routes

785	Many areas of town have no sidewalks, and the streets have no safe area to walk. People must drive to get to a sidewalk or trail or school or work or store.
786	Planning
787	Poorly maintained walking paths. Not enough walking/biking options
788	Possibly residents
789	Management, fort smith doesn't do anything.
790	Places to ride and or walk that is safe
791	Accessibility
792	Hello, I am an avid cyclist that has lived in nwa and Nashville both of which have great connected dedicated paved greenway trails. The greatest thing fort smith can do for economic and quality of life improvements would be to make the current paved greenway route a connected loop that goes from chaffee through the downtown riverfront trail then loops back through the northeast side of town back into chaffee. It is things like this that attract young professionals to the area. I am currently forced to ride 60-70% on unprotected road routes here.
793	Trails don't connect to one another to create a culture of biking in different communities around Fort Smith. I currently have to ride on the street with traffic to reach a trail and I'm always afraid trucks will not see me even though I carry a flashing light. Not enough dedicated multi use greenways and the new side walks helps with walking pedestrians, but could have been paved trails instead.
794	very few people care
795	downtown feels incredibly unsafe; cannot walk around rogers / garrison or even outside my home without being approached by someone looking for money and berating me when i don't provide money.
796	Na
797	Unsure
798	Lack of sidewalksVehicle oriented city infrastructureAggressive Motorist Behaviors
799	Availability
800	No sidewalks, poor bike lanes, no connectivity across the city
801	Road traffic and disobeying traffic laws and courtesies.
802	Safety and cycling connectivity
803	Design and budget
804	Money for connecting trails throughout the city
805	Signage, maps, connectivity
806	Lack of connected trails and true protected bike lanes
807	Safe and connected sidewalks/paths
808	Lack of connected bike/multiuse paths
809	The city needs more active grant writing that could bride many barriers / gaps in to create additional funding opportunities. Also, continual updates to the master plan would facilitate good project management that could further reduce costs making various projects more feasible.
810	Leadership
811	.
812	no safe place to ride through town
813	More sidewalks
814	More penalties to people that take things away from you like your work,pets,fitness and people you would interact with.
815	Dedicated Budget Funding and attitude towards cycling
816	Hot humid weather,freezing rain and ice. Disagreeable weather for at least 6 months of the year. Street people and numerous stray dogs are dangerous or at least create apprehension for pedestrians.
817	Lack of sidewalks in and around neighborhoods. If we or our children want to walk or ride bicycles or skateboards in our neighborhood, we must walk or ride in the busy street.
818	Lack of connected trails and lack of bike lanes.
819	greed and corruption
820	Safety of person doing it and of little ones around. My son wonders and most of the time it's not an option to go unless multiple adults are there.
821	Lack of sidewalks

822	Fort Smith is not forward thinking. The powers that be are only in favor of keeping power. We are not a welcoming community to the outdoor enthusiasts. Always have the excuse of no money for improvements and thus we lose or never get the young professionals. We don't embrace "quality of life".
823	Lack of safe bike lanes
824	Distance and Traffic
825	Lack of safe bike lanes
826	the culture
827	Ignorance
828	lack of interconnected routes & trails
829	Lack of sidewalks, lighting and safety
830	More connected trails like northwest Arkansas
831	Lack of maintained trails
832	Getting people to exercise
833	Connecting trails and safe riding conditions.
834	The safe access to trails connected throughout the city. Too many vehicle drivers not looking for cyclist or knowing the laws.
835	'- Ugly and unkept paths make walking and riding not enjoyable. - frustrated and entitled motorists-money
836	We do not feel very safe riding by the river downtown. We do need more connected trails and multi use trails.
837	Not enough paved, separate places to walk or bike
838	Distance and culture
839	Too many automobiles that run red lights.
840	Narrow roads with steep ditches/no shoulder.
841	Not enough connections to Nike paths
842	Infrastructure/safety
843	NA
844	Unsafe motorists
845	Lack of safe trails, bike lanes
846	Bike lanes
847	Lack of sidewalks in neighborhood to walk/bike in.
848	Connect the trails and encouraging trail usage
849	Not only do we not have the infrastructure in place, we are also so spread out... needing businesses to group together so that trails and paths can actually be a possibility for people. Right now, the option isn't even there.
850	The people
851	Fort Smith has a stigma that is not healthy. Fort Smith is never on the cutting edge or at least it seems that way. Fort Smith seems to be running about 20 years behind
852	Most of the current bike trails/paths do not actually GO anywhere useful. They are ALL on the outskirts of town and serve no purpose other than mostly recreation.
853	Roads are too narrow ,need bike lanes and trails. Lots of hills- educate what kinds of bikes people should have to make riding the train easier.Education on bike riding for health needs addressed
854	Safety
855	Lack of bike lanes and sidewalks
856	Not having a safe path to trails
857	MONEY
858	Traffic Safety concerns while walking or riding. Lack of paved shared use trails. Uncontrolled/non-signalized grade crossings at streets. Citizens not prepared to interact with riders and walkers. Yesterday I saw a man in a wheel chair come to a dead end on the sidewalk he was using to get to Walmart on the north side of Rogers Ave. He had to proceed over a bumpy grassy strip and driveway without a proper curb cut. I ride my bike frequently in NWA so I know that solutions exist if the city would be willing to spend the dollars. I would be willing to transport my bike to a trailhead if the trail was a pleasant, safe city loop, for example.
859	Residents that don't adhere to bicycle laws
860	sidewalks; some streets very unsafe for pedestrians
861	Access to walkway

862	Out of town drivers/attitudes
863	Cars
864	safer bike lanes / lighted trails
865	Nowhere to do it, safety
866	Lack of trails and interconnected trails
867	Parks exist but most people have to drive to them. My personal opinion is that we need a better connectivity between pathways to get from point A to point B on bikes /walking.
868	Terrain and Money
869	Bicycle parking, bike paths
870	Marketing what we currently have
871	The people and culture. Call it the FSM funk but people here seem to be more enamored eating and drinking than improving the quality of life
872	Money for safety improvements to sidewalks and bike facilities
873	I don't believe those making the final decisions believe in making it easier to choose to walk or bicycle. Convincing them that it's worth the investment is the biggest obstacle.
874	Lack of sidewalks or bike lanes. Can't walk or bike without the proper infrastructure and safe routes to take.
875	Making everyone happy. There are a lot of people here who believe that walking/bicycling improvements are a waste of time.
876	No connected pathways without using city streets
877	Poor planning, general lack of usable biking and walking trails and lanes, aggressive motorists. cyclist and pedestrian deaths by motorist happen to often.
878	Convenient access to safe trails
879	There is absolutely no connectivity with the very few trails in Fort Smith. It's either drive to Chaffee Crossing area or drive to the Riverfront Trail, which just dead ends. The current "bike routes" are a joke and completely unsafe to ride. There is not a single safe street crossing anywhere and most sidewalks just stop, if there is a sidewalk. The people actually in control of implementing the trails or paths don't plan for quality of life as much as just check a box of having a sidewalk or sharrow. I don't see a desire, or forward thinking, from administration or the Board of Directors to develop a good trail system.
880	Ignorant people who think bikes are supposed to be on sidewalks.
881	Safety from homeless, lack of connected trails through city
882	More money allocated for biking and waling trails to connect institutions and amenities
883	Limited sidewalks, non shaded bicycle paths
884	Accessibility
885	Facility not near where I live.
886	Connected paths
887	Infrastructure
888	No connecting trails
889	Being 20 years behind everyone else and catching up that's your biggest obstacle
890	City Engineering has repeatedly opposed bike lanes
891	people think its less convinient but its not even about that
892	Lack is connected bike lanes
893	Lack of paved trails. Lack of cross walks.
894	Stakeholder cooperation and funding
895	The people in town do not expect us there
896	Funding for all of the projects
897	fitness levels, safe streets, sidewalks needed
898	Connectivity to places of interest.
899	Need more infrastructure and community outreach to change the culture!
900	Lack of advocacy groups. The local cycling club is a snobbish group of elites who won't even wave at somebody commuting on a Walmart bike. Is there a running club? If so, I've never found it.
901	Money
902	a
903	Lack of sidewalks

## Survey Written Responses

<p style="text-align: center;"><b>Is there anything else you would like to tell us about this walking and/or biking in Fort Smith?</b></p> <p style="text-align: center;">Responses are listed as they were entered online. No editing was completed. Received 576 responses.</p>	
1	N/A
2	Thank you for raising awareness of this issue. Your survey looks professional and is well written.
3	Look to NWA for how to do it.
4	Some of the best biking in the US in our area. Build the infrastructure to take advantage.
5	Fianna Hills is a large community that needs sidewalks or a bike trail
6	No
7	Our city really needs more sidewalks, and existing sidewalks need more/better lighting.
8	Research Peachtree City, GA
9	It would definitely make for a better community
10	Central Library inaccessible except by car
11	No
12	Fort Smith needs better animal control. Aggressive dogs are as much of a hazard as aggressive drivers.
13	Ben Geren trails are widely used and maintained well. Our park walking trails are well-maintained. I appreciate all the efforts
14	Need better more complete sidewalks
15	Thanks for building the plan
16	No sidewalks once you leave the downtown area. Sidewalks around schools on one side of the street forcing children to walk in culverts or in the street till they reach school or the nearest crossings
17	We need more sidewalks to accommodate residents with mobility issues.
18	A commitment from leadership to outdoor exercise and lifestyle is exciting! Arkansas is a state of outside adventures, and capitalizing on that, as well as becoming a place people can enjoy living in, visiting, and having those adventures is incredibly attractive. By improving walking and riding paths and trails, it also promotes the idea that Fort Smith is a place to enjoy. A beautiful city. One to be proud of, to be out in it, to be apart of. I hope further advancement of this endeavor is approved and worked on.
19	Thank you so much for asking for feedback. You give me hope that within a few years, I can safely ride my bike for more than just exercise. I want to ride it to the farmers market or a restaurant or a concert. I live by Carol Ann Cross, so I'm close to Rogers, but there aren't safe bike paths to get to places.
20	I appreciate that the survey is being done. I sense a chance
21	As eBikes are becoming more popular, be aware that most of the road bikes cannot handle roads that are unpaved or that have gravel or debris on the. The rider will wipe out.
22	no
23	I would support more walking and biking areas to make our city more outdoor friendly.
24	Again, add sidewalks to high traffic roads.
25	Fort Smith has made large strides to improve wide, well lit, pathways. Keep it up. Thk you
26	I'd love to e-bike to work, but I live in Fianna and work downtown, so I don't feel like I have a safe route.
27	nope
28	If we promote it and get it done, it will help decrease the FAT UNHEALTHY AMERICA we
29	I have no plans to bike or walk to work; I don't think the culture allows for that at this time. But I would like to walk and/or bike to entertainment, restaurants, grocery stores, etc. in my personal time. Quality of life amenities rather than economic amenities are my priority for pedestrian safety.
30	No
31	We need communication about where to go we need to really highlight what we do have
32	Appreciate the survey. I hope to see progress.
33	Please consider people riding recumbent trikes which are wider than bicycles
34	Looking forward to improvements

35	I love the police on bicycles. Some of the city identified bike routes are not good because they frequently end in a location that is dangerous for bicyclists.
36	We need lighting on the streets....its pitch black on the streets and very dangerous. Most work and can't exercise until afterwards and it's just not possible with the lighting
37	thank you for trying to improve
38	Don't forget about the BMX bikers at the riverfront and the mountain bikers. It is not all about road cyclist.
39	Jenny lind needs to be a priority. I see too many children and pedestrians walking on this road and people speed in the morning and after school. There should be a requirement for sidewalks within 10 miles of a school zone.
40	Trails in Chaffee Crossing are great, and we should find a way to connect those to more areas.
41	Most unfriendly place for walking/biking
42	This will take a lot of time and effort but adding more connecting bike/running routes to Fort Smith will dramatically improve public health, city cohesiveness, outside attraction, economic stability, and fun in the Fort.
43	Would love to do more here instead of driving to NWA to do it. We can have nice things here too ;)
44	Thanks for reaching out for data!!!
45	I am very supportive of expanding trail systems. I think it should be completed and is a need in our area. Doing so will provide a more welcoming community for current residents, as well as potential residents. I would be more than happy to help an any area needed when it comes to trail expansion. paytonefurd@gmail.com
46	We must do as much as possible to develop better opportunities in order to attract and keep great people in our area.
47	I would like more trails
48	need more trails
49	NA
50	There should be a dedicated lane for bicycles. It is not safe for the bicyclist or drivers to have to share the road
51	If we are going to build them they have to have dedicated maintenance it's a shame to spend the money and not the upkeep.
52	Yes, the bike path north of Riley Farms is to narrow for cars and bikes. Narrow roads and deep ditches are a recipe for disaster.
53	Limited trails for running
54	Enjoy the trails we have just wish we had more.
55	overdue with our growing multi-national influx
56	Add sidewalks to existing neighborhoods, no new construction without sidewalks or trails connected to a planned or existing network
57	Most other towns have a greenway or nice paved bike routes
58	No
59	Maybe more police bike patrol down at the river trail because I don't feel safe running that alone in daylight.
60	Nobody wants to ride a 2 mile bike trail. The trail system has to be interconnected
61	We have a lot of potential, need a master plan to make all trails form a network.
62	Look to add more safe bike/walk dedicated areas
63	No.
64	No
65	No
66	no
67	we need more sidewalks
68	No
69	Thank you for your work.
70	the paths need to follow the magor street arteries throughout the city
71	All paths would still require frequent shaded areas and water access, benches,
72	Please improve these activities
73	It would be good to have plazas within walking distance that include daily needs
74	I would love to see a joint effort with Northwest Arkansas to have paths that can join the two communities.
75	I'm on my bike a lot in Ben Geren/chaffee and I'm it would be great if that area linked up to the rest of the city safely
76	use nwa as an example



77	Do it!!!!
78	No
79	I see gradual progress but I might be too old to enjoy it before significant progress is made.
80	No
81	No
82	Nope
83	No
84	Fort Smith needs more benches for pedestrians - not just those waiting on transit. But our transit benches need to be lit and covered for safety.
85	This is something that is in desperate need. I see many of our neighbors walking on busy streets risking their lives walking to grocery stores and school. It is incredibly unsafe to have people walking on the street. Walking on the grass is sometimes not an option because it's over grown.
86	Yeah just add more sidewalks everywhere and walking paths and put a bathroom at the Harley a Wilson park
87	No
88	Residents want to walk and bike as they already do this in unsafe areas. Walk ability is key to safety and growth of the activity and city
89	I hope we can get the deal done with acme brick that's super exciting.
90	It's horrific.
91	Make Fort Smith into a biking community like Northwest Arkansas. There biking community is welcoming and safe.
92	Most places traffic is too bad where things actually are Ex. Rogers Ave. Nothing to do where you possibly can ride but traffic is also not perfect Ex. Garrison Ave
93	Free Ferry needs a sidewalk.
94	We have an opportunity to make fort smith a bike centric community.
95	Please do NOT destroy Ben Geren!!!
96	I would like to see longer safe bike trails. Right now I can either choose to ride the short river trail (12 miles) or go out to Chaffee and fight aggressive traffic to ride about 20 miles.
97	Thank you for moving us forward
98	I hope to see progression! I believe it will attract more people to the community. It will also help improve the health of the community. Parents can model an active lifestyle for their children, which in turn creates a more active and healthy community.
99	Have more sidewalks!
100	No
101	Need to quit building sidewalks and instead make walking/biking trails. We missed a great opportunity to do this when they put in the new sidewalks on Phoenix and Rogers Avenue.
102	Add more walking paths to older parts. Just not in new Chaffee area. We were here first. Born here. Worked full time in legal profession.
103	Need to integrate walking/biking trails into every street project. Eliminate just sidewalks and make them walking/biking trails
104	Not at this time
105	Concentrate on trails and keeping bicycles off the road. There will be too many accidents and deaths if bike paths are added to roadways.
106	Embrace and support mountain bike trails and facilities in Fort Smith. Cities 1/10th of our size are cashing in on it, and as always, we are far behind.
107	No
108	We need more trails, Paved and natural surface.
109	Neighborhoods should not be excluded when improving biking and walkability. There is a lot of bike and pedestrian traffic in neighborhoods that deserve more attention.
110	Until the city builds sidewalks that connect instead of individual business building one in front of their business, and protected bike lanes; it will not be safe to walk or ride in Ft Smith, unless transporting your bike or self to a park to walk/ride.
111	I wish we had something like NWA
112	No
113	After yesterdays accident I feel less safe now.

114	It's just frustrating. I attended a city meeting wanting community input about sidewalks years ago and it's like city really hasn't done much at all at least anything actually needed. I saw that bike path put in along Massard, but I hardly ever see anyone actually use it. It doesn't connect homes with places to go really. I hope this survey will lead to a better direction.
115	Large/busy intersections need safer ways to cross the street.
116	No
117	I love biking and most of the times, I need to go to Northwest Arkansas to find trails that connect with each other and are safe to travel. Biking in Fort Smith is not as enjoyable.
118	Spend the money to make connecting trails
119	Keep up the good work and Ft Smith can get there! Keep building!
120	N/A
121	With safer conditions and more park path options, I would feel better about utilizing what Fort Smith has to offer.
122	It will be awful if we don't have designated areas and lanes for bikes and walking. Drivers don't want them in the street and it is too dangerous for them to be in the traffic lanes.
123	I love riding my bicycle and every improvement you make counts as one less car trip I have to take.
124	Keeping pathways clear of debris is important to minimize accidents
125	no
126	More please!
127	No
128	No
129	N/A
130	ADD SIDEWALKS EVERYWHERE!! FIX BROKEN DOWN SIDE WALKS ALONG TOWNSON PLEASE PLEASE PLEASE, ADD TREES/SHADE. ADDING GREENWAYS TO CONNECT VARIOUS NEIGHBORHOODS. PLEASE EMAIL ME I HAVE GREAT IDEAS, hayden.danielian@yahoo.com
131	No
132	No
133	There needs to be a connector multi-use path that goes from downtown to Chaffee Crossing with spurs off it to residential areas.
134	The Razorback Greenway in NWA is an excellent blueprint and I hope one day FSM will be on the same level.
135	If our trail system was setup better we could have better money making races that don't impede neighborhoods and traffic as much and brings in revenue.
136	Better lighting in residential areas will also help
137	In the more urbanized areas of downtown and central town I feel safe despite lack of infrastructure due to lower motor traffic speeds. Large roads such as Rogers, Phoenix, Greenwood, HWY 71, etc are hard to plan around due to safety and time concerns of crossing them. Many times the most direct and obvious route between two places is built solely for car traffic and bike/ped traffic has to suffer or find safer alternate routes that take more time and distance to traverse.
138	I do feel like in this past year, Fort Smith is actively trying to improve roads and sidewalks. Keep it up!
139	Hoping to see more sidewalks/paths
140	The city is small enough to bike everywhere if there were better connectivity and protected bike lanes and paths.
141	No
142	It's near impossible to bike through Ft smith to destinations because Ft Smith was designed with pocket neighborhoods in mind and not overall transportation or future expansion concerns were not addressed properly in the past.
143	Make it better
144	Making Fort Smith more walkable/bikeable would help with traffic, make the community healthier and could draw more people to move TO the area instead of away.
145	Yes fix all water leaks around town
146	South 50th street (south of Arvest) needs a sidewalk. People walk from housing to Walmart on a narrow road with limited sight distance. Makes it dangerous. What little sidewalk is there is broken and a safety hazard.
147	I really wish we could connect the south side of the city to the current trail system in and around Ben Geren park.
148	We need more trail plazas with features for bikers and skaters alike to have a place to get creative with their passions!
149	Need sidewalks everywhere
150	There is so much potential here. And yet a few times a month my family and I travel to NWA to utilize their trails and family friendly areas. Fort Smith is missing out and very much behind. Planning needs to focus on more green spaces, more mountain biking, more trail riding, more walking paths. People are looking for that and are drawn to it.

151	My child loves to walk to school, we live 1.5 miles- very doable for her, but at least .3 of that is along a busy road outside of our neighborhood where we get yelled at for walking in the grass but it is dangerous not to. Sidewalks start at the economic intersection and continue to the school, but that first part is forgotten because we've passed the mile mark from the school it seems.
152	Dont give up promoting the sunject. I came from an area that did not get discouraged easily and before long we saw an increase of use from residents.
153	I do it late when there is not much traffic
154	No
155	Don't destroy the few trails we have.
156	Improve it
157	No
158	Bo
159	Beautiful area, local govt needs to show and provide more support!
160	good progress so far but miles to go..
161	Recently went to Madison WI & rented a bike for the whole weekend. We rode bikes all weekend for everything we did-entertainment, restaurants, trail rides & downtown. Loved every minute-all trails were paved & smooth.
162	.
163	Get on board the sooner the better. We are well into the 21st Century. Old plans need to be scrapped and re-considered. (e.g. Planters Rd.)
164	Walking and biking are very different activities and need to be considered separately. Interesting that your questions considered a natural path for riders but not for walkers.
165	Thank you for the survey
166	I am glad to see FS pursuing this. We need to get more kids into biking or other physical activities.
167	No
168	N/A
169	If you haven't already, develop a master plan that forecasts the departments vision. Get residents inspired biking (not just for recreational use, but for actual commuting to and from destinations. Additionally, continue to promote existing bike and walking paths. Residents, including myself, may not know some of the hidden gems that already exist in the city. Lastly, keep up the great work! The mere fact I am able to take this survey and express my viewpoints show that Fort Smith, or at least the people working in the Community Mobility Department are taking steps to improve the quality of life and expand public transportation in the city.
170	No
171	no
172	Education of motorists on how to drive when there is not a path for cyclists and walkers.
173	No
174	Build the Brickyard Park at the old Acme quarry, please.
175	I see people using sidewalks and walking frequently in the neighborhoods where those safe sidewalks are available. But in many areas without them, I seldom walk or see many pedestrians.
176	Keep up the good work
177	N/A
178	I look forward to seeing more walking/biking trails added to the area and current trail systems improved.
179	please well light all trails for safety
180	NA
181	I live a mile from my office and would love to walk / bike to work but it does not feel safe, as there are no shoulders on the roads or sidewalks or designated bike / walking lanes.
182	If there were more dedicated trails, the entire town would be more dedicated bikers/walkers. The only trails are Fort Chaffee or by the river and that's not the safest area. Nowhere in the middle of town is there a safe, accessible exercise trail for these activities.
183	n/a
184	No
185	Chaffee Crossing has certainly helped the biking and walking community; however as that area gets developed safety has become of concern. More running/biking trails throughout FSM would be great.
186	Safer walking and biking is critically important...not everyone cares, but it is

187	There is a lot of room for more.
188	If Fort Smith can add opportunities to ride seamlessly within the city it would be a tremendous boost to our community. It would also bring others to Fort Smith to enjoy the trail system.
189	No
190	Nope!
191	Thank you for your efforts in making our community better
192	Chaffee Crossing is the rising star of Fort Smith, but there are several critical streets and byways that lack decent pedestrian / cyclist options. Focus on the heart of the city as much as you do the limbs.
193	No
194	Get on board with the mountain bike scene
195	More locations for pathways. I don't feel safe using trails by the river. So Chaffee crossing/Ben Geren are all I use. They are not near my house.
196	Having more walking/biking available throughout Fort Smith will honestly make it a better place to live. They need to be well-lit with emergency booths along the way, my main concern is the homeless and if they would cause issues with anyone walking/biking on some of these lanes.
197	Improve and add Mountain Biking. Have to go all over the state to ride mountain bikes and have none that are taken care of here
198	I would like it to mimic the infrastructure of NWA.
199	I appreciate this survey being available, looking forward to seeing what fort smith can do to improve on these topics
200	No.
201	Mark Swezey Seek advice and funding through outside sources. It's the only way!! Ft Smith has no funding for such projects. The people want it but the progression is not happening for to
202	Better sidewalks
203	There will be more of it in the future!
204	Dedicated bike lanes on some of the major streets in town would be great
205	Catch up!!!!
206	Biking in car traffic lanes don't mix. People get frustrated with bikers that ride in car lanes and impede traffic
207	The bike trail near the river is lovely, but there isn't really other places that are done as well to accommodate different types of use.
208	The trail system in the Ben Geren / Chafee Crossing area is a great start. Need to continue to maintain those first rate and continue to build interconnected routes whether dedicated paths or bike lanes alongside street
209	n/a
210	N/A
211	I love the new trails especially on Phoenix street & Geren road. Great job on both of those. Connect Phoenix path to Ben Geren park.
212	n/a
213	no
214	Spread out and add more trails across fort smith. Confined to one area creates crowded trails.
215	No
216	something like a greenway in NWA would be very beneficial in the River Valley
217	No
218	Having a connected bike/walk/jog trail from Greenwood to Fort Smith could help draw in more visibility as another exercise option available.
219	making biking on roads illegal
220	Keep moving forward! This survey is a good indication that the focus group is wanting to improve Fort Smith. I appreciate that so much!
221	I like and use the trail system around Ben Geran and by the River
222	no
223	NWA has best, we drive to use their trails for recreation b/c safe
224	nothing else to add
225	I would bike more if improvements were made.

226	no
227	Please make it better
228	Our city has poor planning and I have zero faith it will get better.
229	MTB or natural surface trails of varying levels of difficulty would help bring more kids, families out of their homes and connect with the outdoors. We have a NICA team that would most definitely support additional trails in the FS area and would add more kids and families to the FS biking community.
230	Biking and walking is such a great exercise and outlet. If Fort Smith had more paths it would motivate more people to get out and exercise which in turn promotes mental and physical health.
231	We need better mountain biking trails
232	We need to put trails all over the city and have them interconnect weaving in and out of various scenery. There also needs to be plenty of maps around the city so see where they connect and local stops on the map to visit.
233	Find the mtb trails like alma and clarksville
234	no
235	Need sidewalks on 24th street between Phoenix and Zero St Walmart.
236	Not a fan of bicycle lanes on busy streets. It puts bicyclists in danger, slows traffic flow, and aren't widely used as many do not feel comfortable using them.
237	no
238	Thank you for what's been done. Keep on doing it. Do more.... And while you're at it, add inter-city pickle ball to your list. That is a great up and coming recreational activity that could pair well with improving bike accesibility.
239	I appreciate the survey, I would like to see Fort Smith encourage and build more walking and biking trails.
240	The city has lots of sidewalks which is good for walkers and runners, but state law specifies that bicyclists are not allowed to use sidewalks. Multi-use trails like the new one on Geren road are best for everybody
241	We NEED cycling/walking lanes. It would get fort smith moving in the right direction. We would see so many more people commuting to work. Fort Smith needs this.
242	Continuing the building of wider trails would be the way to go.
243	I think there are multiple opportunities to connect existing walking/biking paths instead of just creating something in one specific area of town. Develop the biking/walking in central and western Fort Smith, close to where people live,please!
244	With as many hills as we have, without a sidewalk it can feel very unsafe to walk in some neighborhoods. Cliff drive is a great example.
245	No
246	Fix our Roads and I'll vote for bike paths
247	no
248	Nope
249	n/a
250	None
251	infrastructure
252	na
253	N/A
254	I'd love for this to be made a priority
255	appreciate you running the survey
256	Desperately need sidewalks & trails, etc, for walking opportunities
257	Some areas are fantastic to walk in while others are poorly maintained or have nothing safe to use
258	na
259	As a non-biker, I would prefer there to be less bicyclists on roads intended for motor vehicles.
260	Glad this is a focus for our city!
261	I enjoy trail near my home
262	I would really love to integrate more paths into the city like the Monon Trail in Indiana. I think adding something like that could change the biking/walking/running and general outdoor recreation atmosphere in Fort Smith. I think it would encourage a lot more people to use the trail both recreationally and for transportation.
263	need more sidewalks on busy roads

264	It is important to make cities accessible for everyone no matter their mode of transportation. This is something we need to invest in in every area of Fort Smith. Lack of safe, reliable transportation is a major cause of poverty - we need better infrastructure from walking and biking as well as increased public transportation.
265	I'm very excited that this is a focus enough to be filling out a survey. I hope great things come from it!
266	no
267	We need more trails. :)
268	I believe future generations will put an even higher value on these amenities. These features are essential to maintain an attractive, vibrant, and diverse community.
269	Love the Razorback Greenway and the way it's paved, well-lit, etc.
270	No
271	Love this! Let's get more paths for walking and biking!
272	Personally, I do not feel safe walking or riding a bike in Fort Smith especially when it comes to traffic. We need more police visibility and perhaps 911 stations in case of an emergency.
273	n/a
274	Invest in MTB. Most of AR is, but as usual, FS is behind the curve yet again.
275	more mountain bike trails are needed.
276	Keep on trying to improve walking and biking in Fort Smith. It is greatly appreciated.
277	The nice wide connected walk paths around Ben Geren are fantastic
278	More walking / biking trails will make our city more attractive to professionals.
279	no
280	Fort Smith streets and neighborhoods are NOT safe for cyclists.
281	Fort Smith has enough fitness-minded people to justify a project like the Greenway in Fayetteville, and I believe the project can pay for itself if connected to local businesses.
282	I very much want to bike in Fort Smith. I'd love a safe bike path from my home to my work. Anything we can do to help add safe options for biking would push me to consider biking. I walk my neighborhood daily on a low traffic residential street, and that's fine. Anything busier than that in Fort Smith is just kind of scary.
283	Making fort smith more walkable would be very beneficial
284	All of human history, logic, science, and reason (etc.) all confirm the evident truth that there are only two genders. Please stop capitulating to woke ideology and kindly remove "Other" as a gender option on this form.
285	build more sidewalks
286	Mixed use zoning would make the city much more walkable and closer together. Some of the development at Chaffee Crossing such as Heritage and The Hub are a great example of the kind of stuff we need all across the rest of Fort Smith to increase walkability.
287	I would love to see a 'greenway' that meanders throughout FSM
288	Make it feel safe
289	The culture needs to be built so we can promote FS as a community that promotes diverse modes of exercise and opportunities to enjoy nature.
290	We have beautiful communities that there are no sidewalks ins. For example, the community near Creekmore Park, sidewalks are non existent. At the park I feel safe walking but getting there is always a struggle with having no safe path since I am sharing the road with vehicles
291	I appreciate the hard work the city has done so far to make Fort Smith more walkable and bike friendly. The recent Geren road update has given our neighborhood a safe way to be active and connected to the park and each other. It has increased our quality of life and we are grateful. I would like to see this in more areas of the city and see the trails connected in some way for safer pedestrian/bike transit throughout the town.
292	Please create more sidewalks.
293	I think there need to be strict laws about traffic stopping at trail crossings.
294	Please do everything that Bentonville is doing. Sure it helps that Walmart is paying for everything, but if we even get to 25% of what they've accomplished that's 200% more progress for FS than the past few years.
295	The Ben Geren trails are fantastic. I live in a close by neighborhood, but because I need to cross busy Rogers Ave to access Ben Geren, I have to load up my bike and drive there. It would be nice if it were safe to cross Rogers. Thank you for investing in our bike/pathways!
296	It's really hard to bike regularly in Fort Smith right now, but I love it when I get to do it

297	Fix the sewer issue first.
298	I wish you would put out some kind of map to show how a walker could safety connect sidewalks, trails etc.
299	Keep up the good work on improvements in this area!
300	No
301	No
302	no
303	I live near Chaffee so sidewalks/trails are abundant, but we are still restricted from riding on them directly from our home since trails/bike paths are not easily accessible directly from our home. I don't trust motorists to keep myself, my wife or my daughter safe on streets without a designated bike path/trail. We've traveled all over and rented bikes for transportation and recreation purposes, but it is sad that we cannot do the same here. Our bikes have been hanging up in our garage for years now because we don't have a good means to reach the trails without endangering our family.
304	No
305	The lack of greenways is limiting Fort Smith growth.
306	I'm happy with the progress that has been made. I hope to see more in the future
307	There are some nice places to walk but no place for road cyclists to safely ride
308	WOuld love to have a path like XNA that connects popular public areas and also prevents riding on busy city streets
309	Biking and walking is great around Chaffee where there are dedicated trails, however developers are ruining the scenery by clearcutting and building up to the paths. It would be great to have access to preserves trails throughout the entire city, besides just Chaffee, to encourage environmentally friendly transportation
310	I think FS should strive to have the same type of biking trails/access and walking trails that are available in NWA, and specifically in Bentonville.
311	curbs needs to be painted for vision impaired
312	If you build it, people will come. It must be built with a plan in mind.
313	I think there are some nice areas in Fort Smith that have nice walking trails, but if they connected with other areas I believe you would get more people walking and riding bikes
314	No
315	na
316	Just look at what NWA is doing. Copy them.
317	I'm a huge proponent of bike trails, and would hope Fort Smith makes this a priority.
318	No
319	Chaffee Crossing seems great. The rest of the city is greatly lacking.
320	If there were more greenway trials like those around Ben garen it would be amazing.
321	No
322	no
323	no place to lock bike up
324	I'm assuming NWA will be a strong reference point for how the infrastructure will be created, but please explore more examples as they are currently running into issues with how the have designed that area
325	No
326	No
327	Thank you for starting somewhere.
328	I'd like to see more walking paths for those who walk for fitness.
329	Need more connected trails.
330	I am so looking forward to more biking options for Fort Smith. Like really excited!
331	N/A
332	Connect the improved pathways to major community places. Ex. Water parks, parks, schools, and entertainment districts
333	na
334	N/A
335	Please initiate action on building pavements to encourage walking across all age groups, and help improve the overall health of th elocals

336	I want to start biking for health and exercise and currently would not feel safe traveling around town due to drivers. But if there were more recreation trails that maybe incorporated some of our city's history or art along the way I feel would be greatly desired and likely a place I would re-visit often.
337	Would love it to be like NWA
338	no
339	This is needed to become a place people WANT to live, instead of a place people choose because it's cheaper.
340	I love the trails at Ben Geren and feel safe there as a female but do NOT feel safe on the trail at the river. It would be absolutely amazing if we could connect to the trail system in NWA but I know that's not possible.
341	Need more widespread availability for use
342	I'm excited to see the city take an interest in improving biking and walking trails. It would be great to better connect Ben Geren park and Chaffee Crossing areas with Bike/Walking trails to more places in Fort Smith.
343	No
344	Need more walking trails
345	I wish we had more public transit and easier access points to it
346	Got rid of bikes can't get to trails without loading in truck
347	No
348	Not safe alot more areas
349	I would definitely walk more with restrooms and benches close.
350	Placing signs/lights to make people aware of crosswalks. More streetlights would help.
351	I would love to have more access to this resource!
352	n/a
353	I think that there are a lot of people who are open to alternative modes of transportation as well as biking and walking.
354	None
355	Please connect Rye Hill to Chaffee Crossing bike trails.
356	There need to be a pedestrian bridge crossing the Ar River. It can be set up as a cantilever off the existing bridge. ARDOT has grants to help with project. The Walton family is also a possible source for assistance. With the bridge we could connect FS to NWA. It would open the door for some to travel from Missouri to Louisiana. It would help create a regional destination, promote health, tourism and awareness for cycling, running and walking. ExpFay had a group of 50 cyclist ride from the Fayetteville square to downtown Van Buren. They loaded on to the excursion train, with their gear and rode the train back to NWA. With a bridge people could feel more safe to travel across the river. It would open the doors to things we can not realize.
357	I did the greenway from Bentonville to Fayetteville and felt very safe. There were only a few street crossings. It was wonderful!
358	Fort Smith is not pedestrian or bike-use friendly. I walk and run before 6 am to avoid traffic on what are considered "quiet residential streets"
359	I know we have bicycle route signs all over the city but I am not comfortable using those routes because they are shared with motor vehicle traffic and feel unsafe.
360	Make it like NWA, just took a weekend trip up there to spend my money renting e bikes and air bnb and listening forest. Need all that stuff down here
361	No
362	I rode a bike most everywhere in college, from one end of town to the other. I really miss doing that.
363	Lack of city help with maintaining trails. Volunteer organizations can not manage the projects the city takes on.
364	There's a big running community that would use trails.
365	Fort Chaffee used to be a place with a very low traffic 9 mile lap good for cycling. Riding has never been as good since they developed that area. Curvy hilly bike paths in the trees are unsafe for women by themselves and are not for most cyclists.
366	Improving walking and biking in fort smith will make our city friendlier, modern and hip
367	I would love to ride a bike to work for exercise but I don't feel safe doing so because of the lack of sidewalks. I am only 1-2 miles from my workplace. I'm also not comfortable with my daughter riding her bike outside of the driveway unless we take it to an empty parking lot on the weekend. I hope Fort Smith can find a way to make improvements!
368	I feel like more walking/biking trails in Fort Smith are necessary to encourage young people to stay here and new people to come. Other cities have them and people expect to find them in their city.
369	Keep the momentum, keep strategically adding to the existing dedicated system.
370	Needs more lighting
371	School areas (specifically Euper Lane Elementary) need more sidewalk for kids to walk safely



372	I would love if unused railroad routes were repurposed into multiuser trails. I think we could also use routes next to waterways which can't support housing due to flood risks.
373	Lately I've seen lots of improvements here. Think it's great!
374	N/A
375	I've never seen a less walkable city. Majority of existing sidewalks are unkept and dangerously close to roads. The asphalt sidewalk on Chad Colley Blvd is a good solution.
376	NWA is knocking it out of the ballpark and has a great example of infrastructure and green design to learn from. There needs to be concise rules for developers and builders to adhere to a higher standard of sustainability, natural resource use, environmental and erosion concerns, recycling, and integrated planning if our current and future generations will benefit and learn the importance of health, wellness and community connected to walking and biking!
377	not that I can think of right now
378	Its terrible and the city is lossing out on millions of dollars each year. Within 10yrs NWA has seen over \$80million dollars added due to the cycling community. I guess Fort Smith doesn't like making money.
379	Bring back Ales 4 Trails
380	Na
381	The citizens need to get on board in improveing conditions
382	My answers may be skewed because I live between Waldron Ave, Grand Ave, I-540, and Roselawn Cemetery. Because of my location, I feel the need to drive to another location if I want to bike anywhere beyond my immediate neighborhood. I'd never want to walk or bike down O Street or the north end of Waldron Avenue.
383	The potential is great!
384	Look towards NWA for inspiration
385	It would be amazing if there were more dedicated biking tails throughout Fort Smith
386	It would be great big impact on our community if the citizens in fort smith felt safe and protected. I believe people would enjoy the outdoors more.
387	Please keep improving. As we can see nearby in NWA, it's made a huge impact on helping attract better jobs and workers
388	I wish there safer places to jog in the city without worry or dogs or people attacks
389	Add restrooms
390	Roads like Jenny Lind and 24th desperately need to be made safe. There is no safe way to get down them walking or riding a bike.
391	Need restrooms closer to Ben Geren trails
392	I would LOVE to see improvements in this area. I enjoy riding my bike for fun, but really wish I could ride as a means to get places.
393	No
394	Jessie Burton No
395	No
396	It will benefit our entire community
397	We are closed off to little areas and with would make more people open to bikes if it was more around the city as well
398	Take care of the stray dogs running loose situation! You can't even walk your neighborhoods safely anymore.
399	Michael Mings is doing a great job in promoting safer places to bike.
400	Unsafe
401	The trail on the river is great but the slant hurts your hips and back if you're on it too long.
402	We need water stops!!!! And restrooms!!!
403	Seek the help of FCARVR, Western Arkansas, and the cycling groups to help promote healthy living.
404	I am encouraged that we are trying to improve; hopeful!
405	We could all as a community benefit from more outside time and exercise and less restaurants. We need more parks and sidewalks to give people the opportunity.
406	Public transportation needs to be improved
407	I don't think most people would really care for anything fancy or expensive.. just accessible and safe.
408	We need more sidewalks
409	Need to build pathways and make it safe
410	Keep working at it. It's progress!

411	If drivers in fort smith don't stop driving like ninnies you'll never increase pedestrian foot or bike traffic.
412	The existing trails are great, just needs more development.
413	It's crucial for this society and city to grow to have these trails
414	The new services are useful, but biking/walking in town is often unsafe. /
415	n/a
416	No
417	Add more sidewalks and trails throughout the city to make it easier/more convenient to travel by bike or walk
418	The walkability of the Northside would be greatly improved if the Old Railroad Trail was completed.
419	We can do better.
420	Better planning and then maintenance of the areas will encourage people to use the paths.
421	Abbie CoxWould love to see it grow in popularity here!
422	No
423	I appreciate the sidewalks that have been added and are fun to walk on. Like Old Greenwood - a person can now walk from library to Target or soon all the way to Chaffee. Appreciate the connection. A City walk athon could promote this connection!
424	Actually interact not post about it
425	NWA has FS beat by a lot. People travel to NWA to bike. FS could be this too
426	Keep fighting for it! Thanks for your hard work on thus - it could change our city for the better.
427	We moved here from NC hoping Fort Smith catches up with the importance of biking and walking trails - NWA has it going on
428	Add sidewalks on s 14th near Phoenix and on Old Jenny Lind
429	Need more connecting trails
430	Consider a lit pathway, with bathroom stops and air pumps. I've been riding in NWA so I leave FS where I live bc I can't find a good facility here. I am willing to help in any way I can to bring a bike culture to our city. It's a beautiful town and riding a bike can connect us to so many interesting amenities.
431	I live a few minutes' drive from Fort Smith, but I do most of my running in FS.
432	No
433	Walking would be better if more connectivity, I would like more benches
434	Lack of trash cans
435	Wouldn't even attempt it with all the dangerous dogs running the streets! Worst animal control ive ever seen! I had a very aggressive pit bull get into my back yard, even the animal control guy commented what a big boy he was and aggressive. He said is all he could do was run him out of my yard but couldn't take him because they were full. Absolutely ridiculous! If he attacked a child or one of my elderly neighbors would you take him them!?! This city is awful!
436	Mimic success of other similarly sized cities. You have to connect trails to businesses and neighborhoods and make biking the easier choice.
437	Our sidewalks are nonexistent and the ones we have are horrible and unsafe for children to bike on!
438	On bike lanes, people need to be educated on keeping to the right. I've almost hit multiple walkers while they're not following the keep right rule.
439	Make it more accessible! More side walks, nike lanes, and public transportation
440	There needs to be sidewalks/biking/walking on all major roads and side roads
441	I think making the areas safer would increase walking/bicycling
442	Add a connecting sidewalk outside REATA
443	NA
444	N/a
445	Thank for even asking. I pray there is hope on the horizon!
446	Drivers need to understand that bicycles belong on the roads not sidewalks.
447	Na
448	I hope to see progress in my lifetime. Fort Smith leadership never seems to accomplish much for the average citizen.
449	I would love for there to be more dog friendly areas.
450	N/A

451	the trails downtown are pretty but the homeless population makes me not want to go down there. would love to see a trail connecting Ridgewood/middleton areas to chad colley
452	Would love more trails
453	Everything in the fort Chaffee area and chafer crossing is nice but when you go towards downtown you don't feel safe
454	Every school district should have safe walking paths for students
455	Most "destinations" in town aren't within walking distance of homes and don't have bike lanes
456	It is virtually non existent when compared to other cities
457	I appreciate you taking this matter into consideration because I think it is very important
458	Sidewalks on Hendricks Blvd
459	I enjoy Riverfront is beautiful and I also love the trails at Ben Geren and Chaffee Crossing
460	Alexis Barroso
461	I like to ride an electric skateboard and the smooth paths work best. The new asphalt on the trail behind Ben geren is amazing. Thank you.
462	Continue to rebuild downtown / get rid of the homeless and crackheads in the parks and trail areas
463	Residentail areas need bike lanes to connect to trails. Bike racks at businesses would be helpful also
464	NA
465	No
466	Maps would be great that show the general bike route through town
467	Not at this time!
468	Connect paces trails from Ben Geren to River trail
469	We walk and ride the trails but anytime there are events we lose walking and riding areas. We are sadly lacking trails!
470	Help remedy the homeless issue downtown
471	N/A
472	No
473	I'm a cyclist, but the city needs to invest in other infrastructure first. This is something that does not affect all citizens, and will not be used by the vast majority of citizens. Cyclists have places that have been built, but are already under used. The city doesn't have
474	Fort Smith will continue to die if we don't move on these ideas. NWA is the Meca of mountain biking in the world. They have hosted world championships which bring in revenue.
475	Beef up the infrastructure to support outdoor recreation
476	No
477	No
478	I want places to exercise
479	It's NOT safe, crazy drivers and poor lighting
480	It is critical that FS do something to encourage fitness and health in our community. The obesity rate is out of control. Walking is the cheapest form of exercise however many neighborhoods do not have sidewalks. Riding bikes is also a relatively inexpensive way for people to get around and to promote fitness in children however many (most) neighborhoods lack a safe bike trail for the kids to ride to school or after school programs.
481	My family (husband and I are in our 30s) are here to stay and we would love nothing more than for Fort Smith to invest in itself.
482	Biking and walking needs to be more widely accepted and promoted in this area
483	No
484	It would be great to have a sidewalk and bike path on Free Ferry.
485	Build the trails
486	Razorback Greenway is an ideal example of what is needed here.
487	No
488	Too much broken glass and homeless people in the road
489	No
490	The bike paths at Chaffee and downtown are awesome. We just need to get them connected now.
491	The city layout(streets like Rogers, Zero, Phoenix, and Towson) of the city makes it difficult for it to become a walkable city. Extremely heavy traffic

492	Build more paved trails
493	No
494	No
495	Just keep making improvements. Those cities in NW Arkansas weren't walkable or bike-friendly at all 20 years ago, but look at them now. It can be done.
496	No
497	Limited sidewalks in community. Lots of poor condition spots that make walking after dark / pre dawn difficult, sidewalks do not have street lights to side in walking when dark
498	I wish I felt safer, I love walking/biking around but between traffic and dangerous people I don't go as often as I would like.
499	The national historic site doesn't allow biking on their property.
500	Would love to add more sidewalks to residential streets to be able to take a walk in the neighborhood
501	Wish more people would exercise this way
502	I know it isn't a priority for many people in FSM, but I believe it's very important for economic development. When I travel, the cities that are growing and thriving have pathways and sidewalks.
503	Drivers fail to watch for pedestrians safety
504	N/a
505	To add to my last statement. Where the city is currently placing sidewalk we should have planned for multiuse paved greenway trail. The sidewalk going down phoenix from old greenwood could have been connected to the greenway trail that goes down massard into chaffee. The riding surface of traditional blocked sidewalk is a very harsh ride for road bikes because of the cuts every couple of feet in the sidewalk and is generally not wide enough. I think that portion of sidewalk addition was poorly planned and could have been a great addition to the bike path.
506	I would love to not just bike for exercise, but also be able to go to work and increase my time outdoors. Really looking for a biking community to bond with and would love to continue seeing this city grow in that aspect of infrastructure.
507	no
508	fort smith is a good area, especially downtown, but could be helped by moving homelessness services away from shopping & recreational areas. this could improve traffic, sense of safety, and community downtown. please do not misunderstand, our community of homeless individuals are certainly deserving of services. it is discouraging to live close to downtown and be unable to walk to easily walkable locations because of being approached by people with potentially unsafe intentions.
509	Na
510	No
511	We need to move away from vehicle oriented infrastructure. Statistics are clearly pointing us in the direction of walkable cities and I currently don't feel safe walking or skating anywhere in Fort Smith, especially downtown.
512	Look at Northwest Arkansas
513	thank you for the opportunity to complete this survey
514	Hope to see some new ones
515	I've lived here for almost 30 years and the lack of sidewalks and prevalence of open ditches remains quite a barrier to pedestrians.
516	Lots of opportunity here. We have to change the culture and increase funding
517	This is important for growth of our community. Considering how many people drive to NWA to bike, I am certain it is an important amenity to attract business and grow our community.
518	Greenways and multi-use trails will only be as good as they can be maintained. Good trails are fun but amazing trails that are supported and advertised by the city are usually amazing. Example, the Gudrun MTB festival
519	Look at NWA
520	I would love to see an info structure like the Razorback Greenway incorporated in Fort Smith
521	N/A
522	I have always enjoyed it here, but the bad people very much limit what you would normally do in the town.
523	Understand that multi-use trails are a key economic indicator
524	City wide bike trails provide more area for crime.
525	Thank you for listening and working to improve these conditions!
526	We need to have bicycling infrastructure like NWA and Little Rock
527	Think of connecting spradling to the downtown recreational areasarea

528	No
529	Bike lanes would be really helpful on busy 2 lane streets in town. Helpful to cyclists as well as drivers.
530	No
531	No
532	I ride bmx so I would love a larger pump track like the ones in NWA. Ours at the skate park is super small and tight.
533	If you stay in or around the parks, the riding is great. When you want to cross town though it l'd sometimes very unsafe.
534	Paved multi use trails, more professionally maintained mountain bike trails, and safe places to rest not taken over by the homeless.
535	I believe a growing active culture will keep young families in the River valley!
536	No
537	Good questions. Glad this is being done.
538	Love the Riverwalk and the biking trails along river. Need more connectivity.
539	I live within walking distance of many fun things but can't safely walk or bike due to lack of sidewalks and bike lanes.
540	Fort Smith is a beautiful town and it would benefit so much from encouraging a culture of "get outside."
541	David Roberts
542	Fort Smith would be a great place to improve the bike lanes and creat mountain biking trails
543	N/A
544	Many drivers pay no attention to marked crossing. Its like playing frogger to cross a street.
545	I believe it is needed for Fort Smith to thrive and grow in the ways it needs to. Without it, we get left behind... we don't have to be NWA, but we sure can learn from the tremendous success trails have brought to the community. People want bicycle/walkable friendly places to live. Let's make Fort Smith one of them!
546	Fort Smith needs to do better at promoting the trails that we do have because you don't hear anything about them
547	Make bike paths/trails that are actually useful for transportation. See Fayetteville for MANY examples.
548	Definitely have to get trails and routes marked and promoted. We need seperate bike lanes in busier areas or sidewalks approved for bicycles. It definitely has to be " friendlier" for those individuals and families who ride bicycles.
549	Thanks for the survey!
550	It's time for Fort Smith to step up and make shared use paved trails a reality.
551	No
552	More trails of all kinds!
553	Keep up the great work!
554	Build and they will come
555	No
556	N/A
557	Need to develop master plan with surrounding city leaders and get updated road maps to encompass bicycle lanes
558	Look forward to future projects
559	Sidewalks in neighborhoods that connect to other areas is vital and long overdue. Same for bike lanes. Fort Smith needs to be proactive instead of reactive.
560	Adding this type of infrastructure would make fort smith a more attractive location for people to live. It could bring business and recreation to the river valley. And improve the quality of life of many.
561	no
562	I wish the city would build multi-use trails along the water drainages. There is plenty of open space and many cities use these areas. I really hope the city can create a dedicated multi-use trail from Chaffee to the Downtown Riverfront with dedicated street crossings. There is no reason the city can't have a full dedicated trail network if the leaders would just plan and get it done.
563	The posts in the middle of the bike trails along Massard and Chad Colley are ridiculous though perhaps they serve a purpose of which I'm unaware.
564	Need more patrols at river trails, too remote and too many unsavory characters present. Don't feel safe
565	Reality is tax payer funding of more trails isn't a good option with the sewer cost and consent decree
566	Start off by promoting the trails that we have look at other cities like Northwest Arkansas and Hot springs they got it going on we had Jack shit
567	Shared bike lanes should be a priority.

568	hope more biking and walking trails will be built and people are more encouraged to bike and walk and biking and walking will become our new normal.
569	Building more paved trails both for recreation and transportation would make Fort Smith a better place for current residents and more inviting for future prospective residents. Better access to exercise and low cost transportation, less traffic. All of these are wins for the community
570	Glad we are putting a focus on this "quality of place" topic. We have a great opportunity to attract more people to FSM but candidates want to see investments like trail systems that illustrate this is a good place to live
571	Need more and safer facilities for both
572	Increase connectivity to places of interest. Schools, Grocery, work.
573	Thanks for pushing this initiative!
574	As the city pushes growth to Chaffee Crossing, it is killing the main biking and running venue in the city. What's going to be done to replace it? The Riverfront Trail alone isn't an answer. Where is our Razorback Greenway?
575	It takes time
576	Need more neighborhood sidewalks



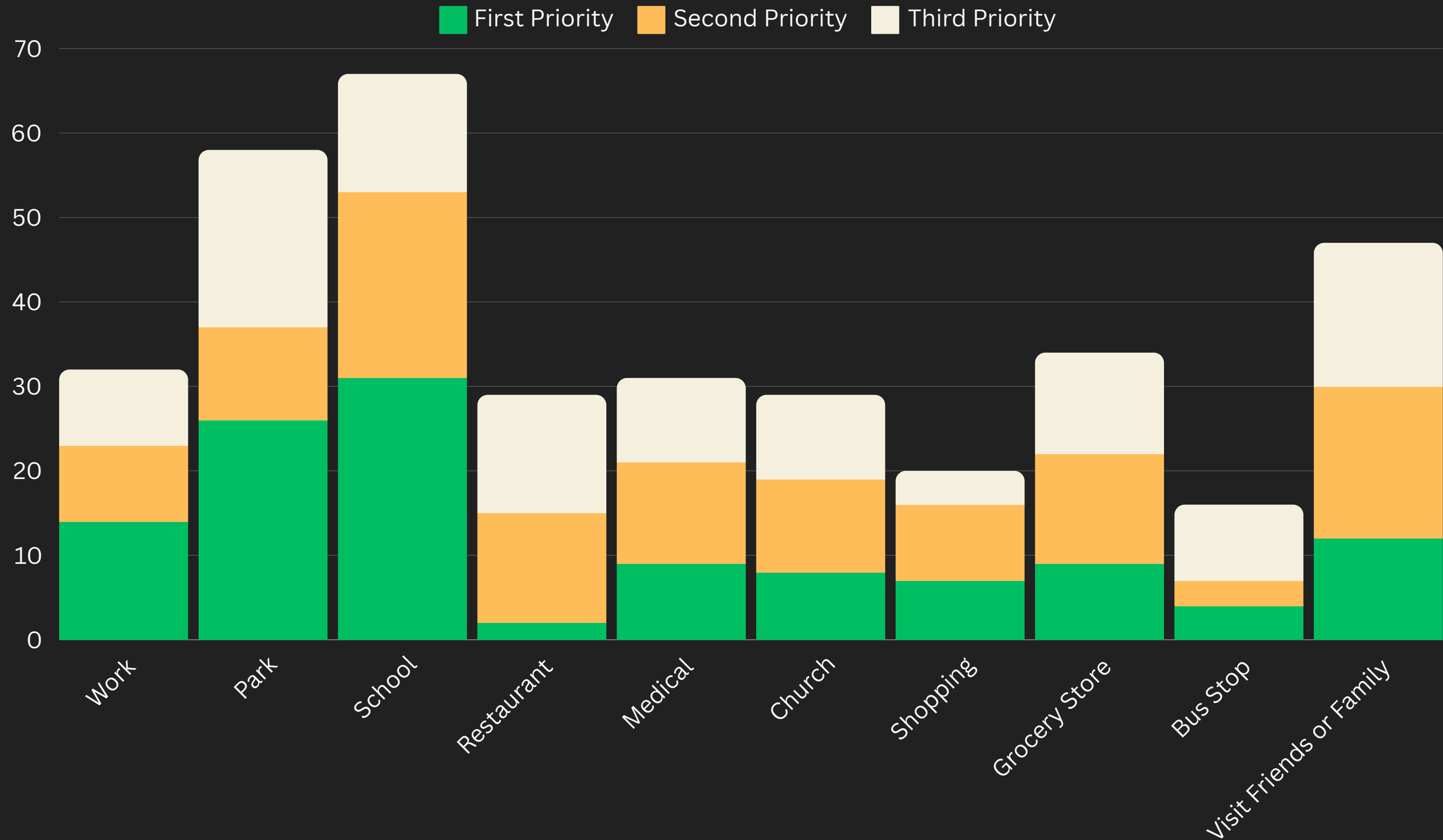
# Appendix C

FORT SMITH ACTIVE  
TRANSPORTATION PLAN  
PUBLIC ENGAGEMENT DATA



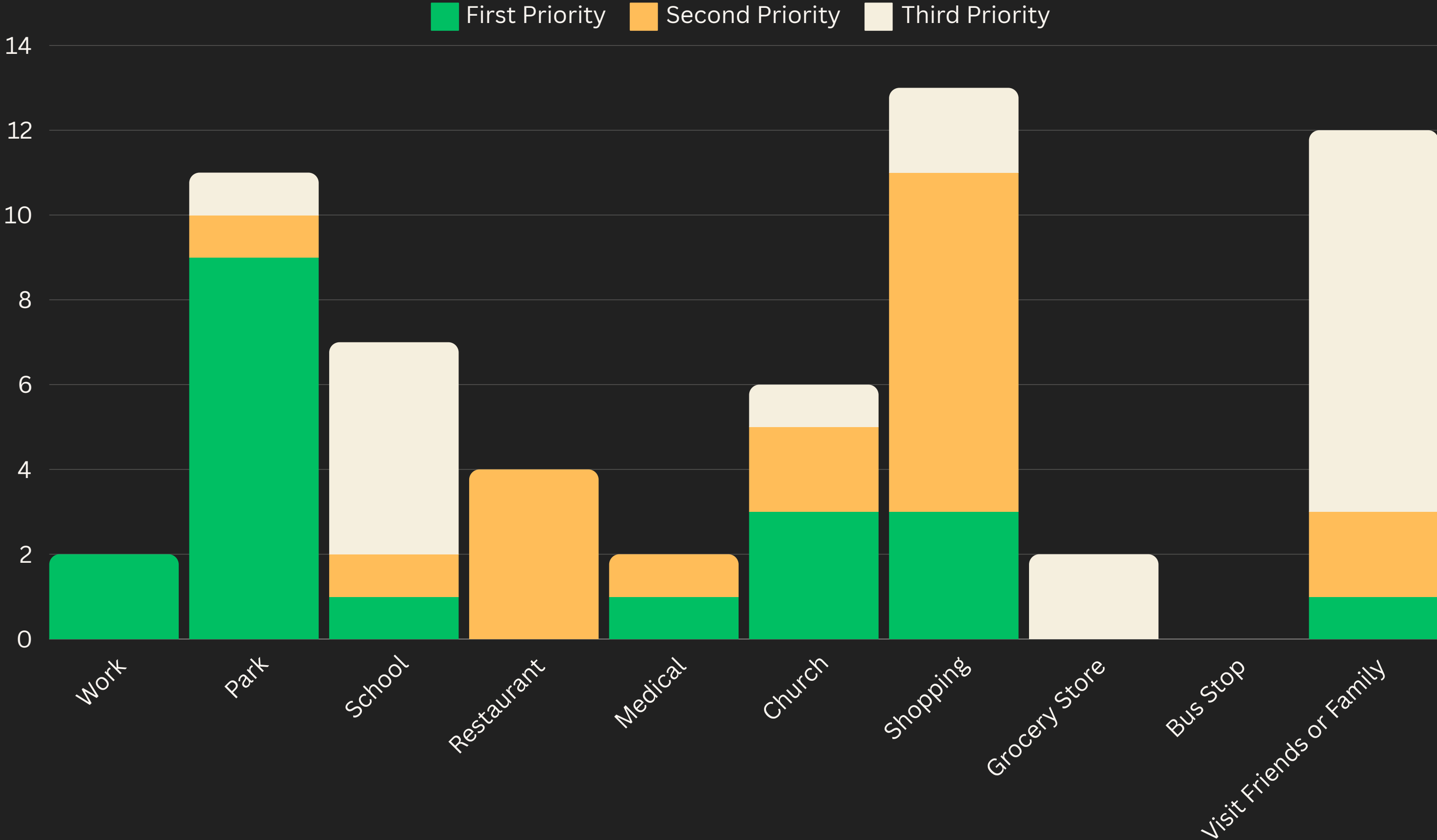
# Places I'd Like to Ride or Walk

National Night Out  
October 3, 2023



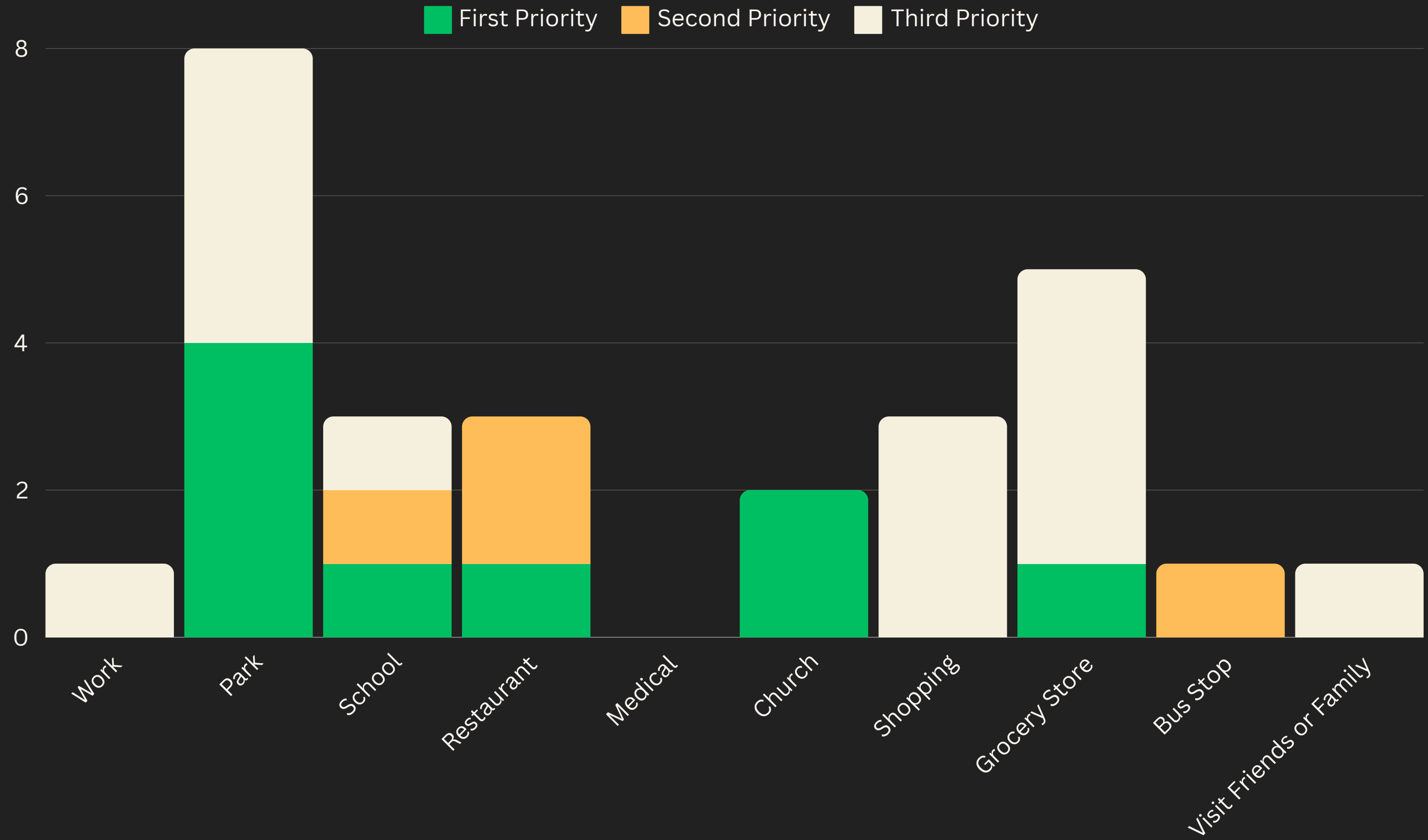
# Places I'd Like to Ride or Walk

MLK Park  
October 3, 2023



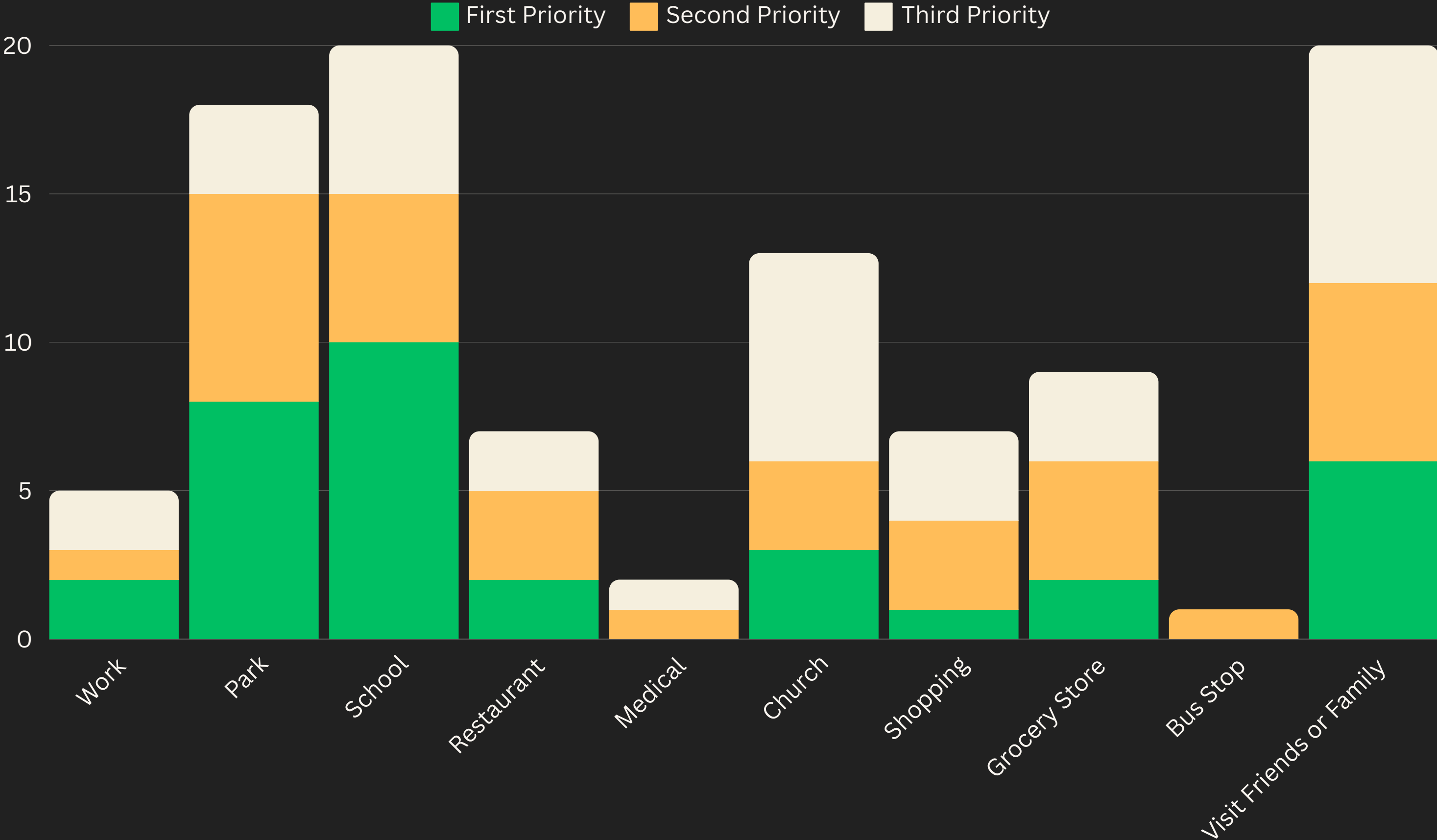
# Places I'd Like to Ride or Walk

Fianna  
October 4, 2023



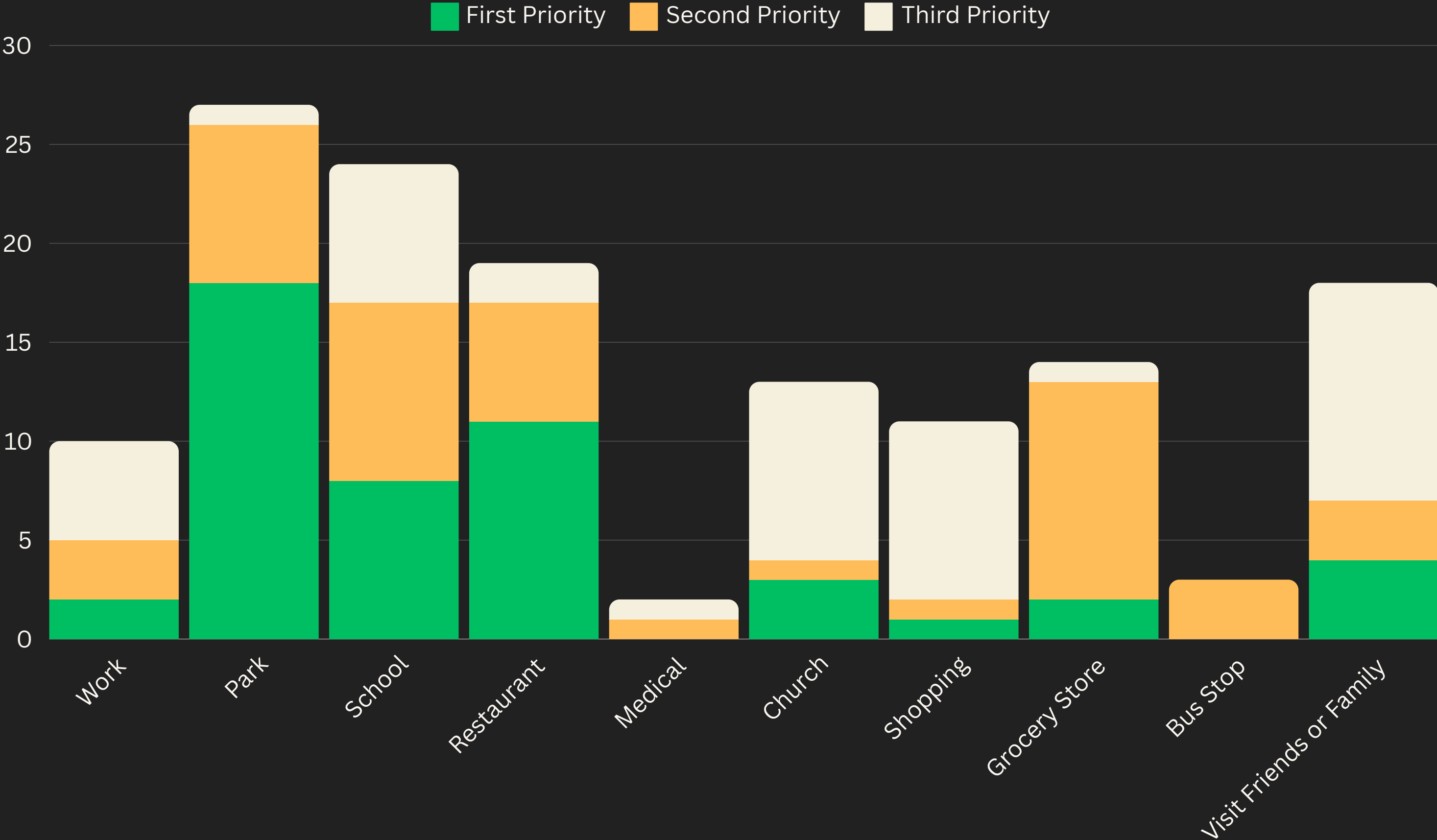
# Places I'd Like to Ride or Walk

Stephens Boys & Girls Club  
December 13, 2023



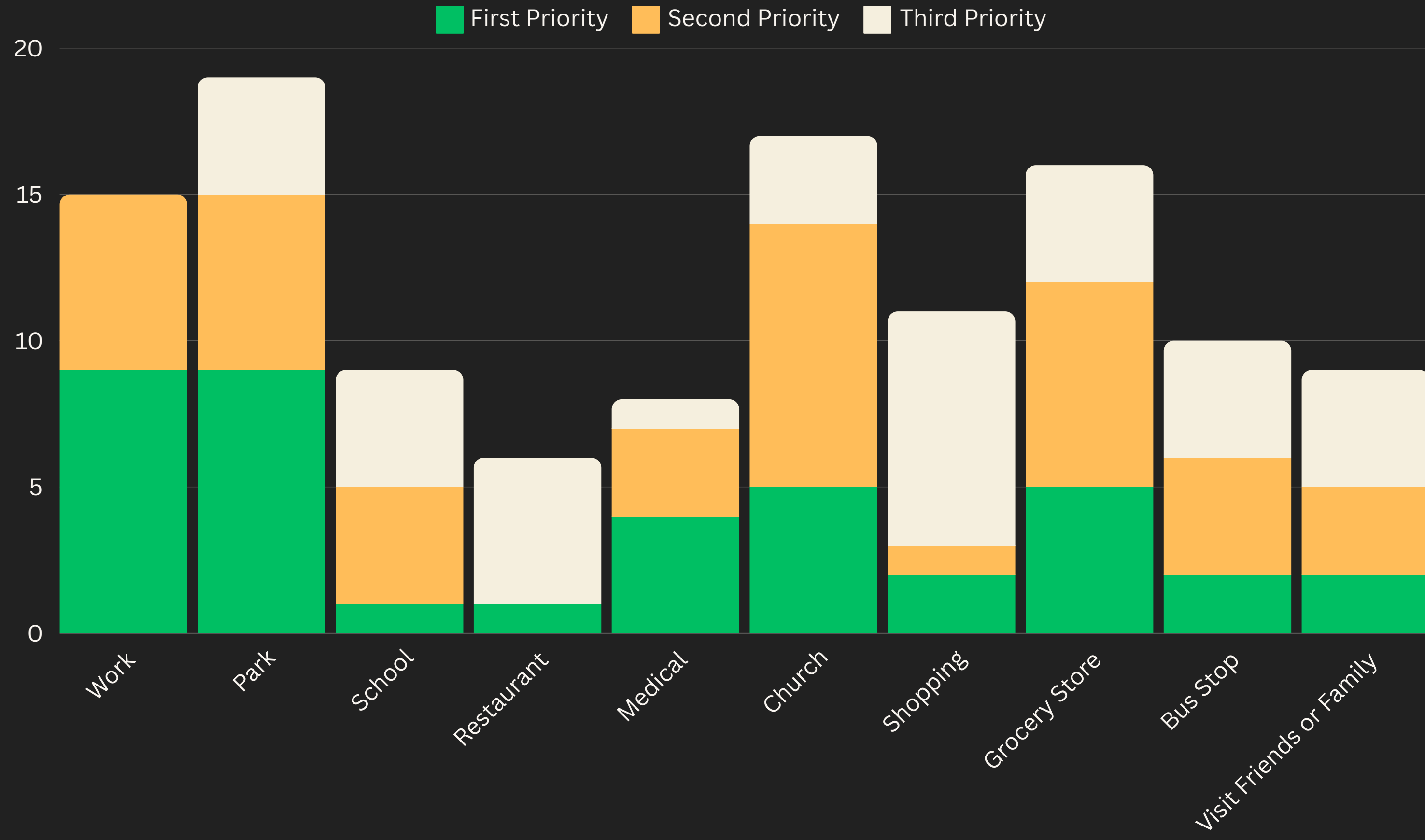
# Places I'd Like to Ride or Walk

Goldtrap Boys & Girls Club  
December 14, 2023



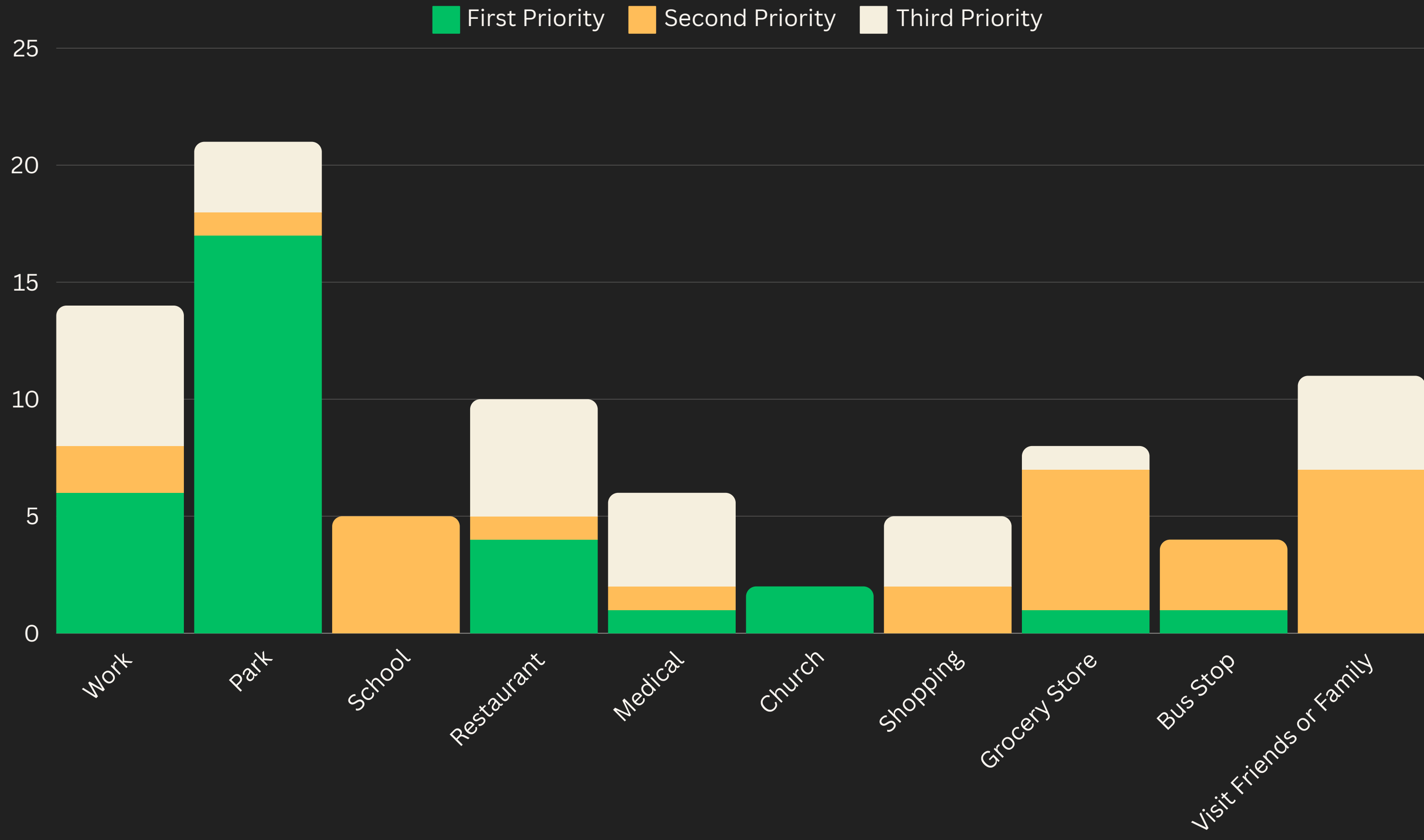
# Places I'd Like to Ride or Walk

First Presbyterian Church  
June 2, 2024



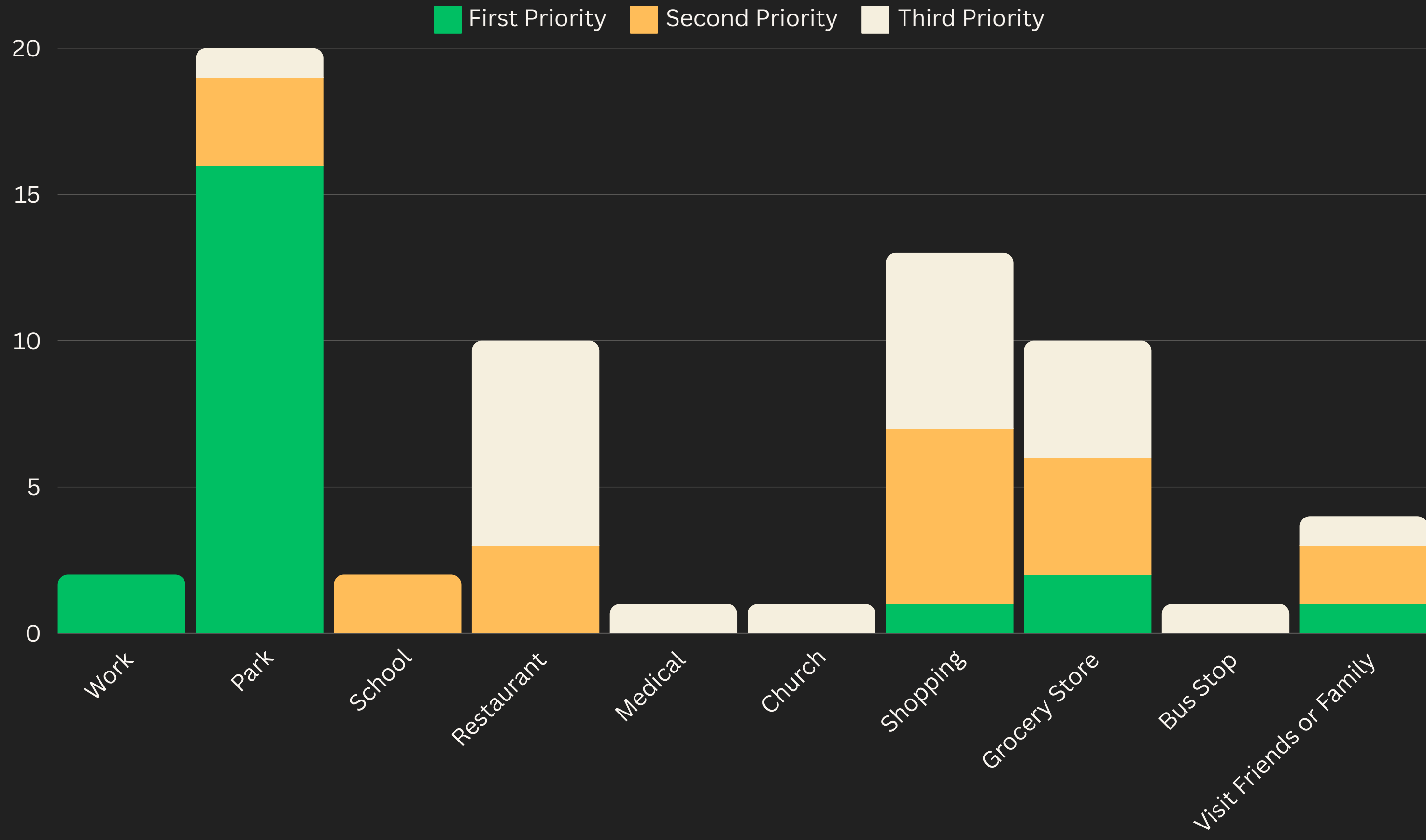
# Places I'd Like to Ride or Walk

Levitt Music Series  
June 13, 2024



# Places I'd Like to Ride or Walk

Fort Chaffee Artisan Market  
June 15, 2024





# Types of Places to Ride, Walk, and Roll



Shared Roadway "Sharrow"



Shared Use Paved Path "Greenway"



Buffered Bike Lane



Protected Bike Lane



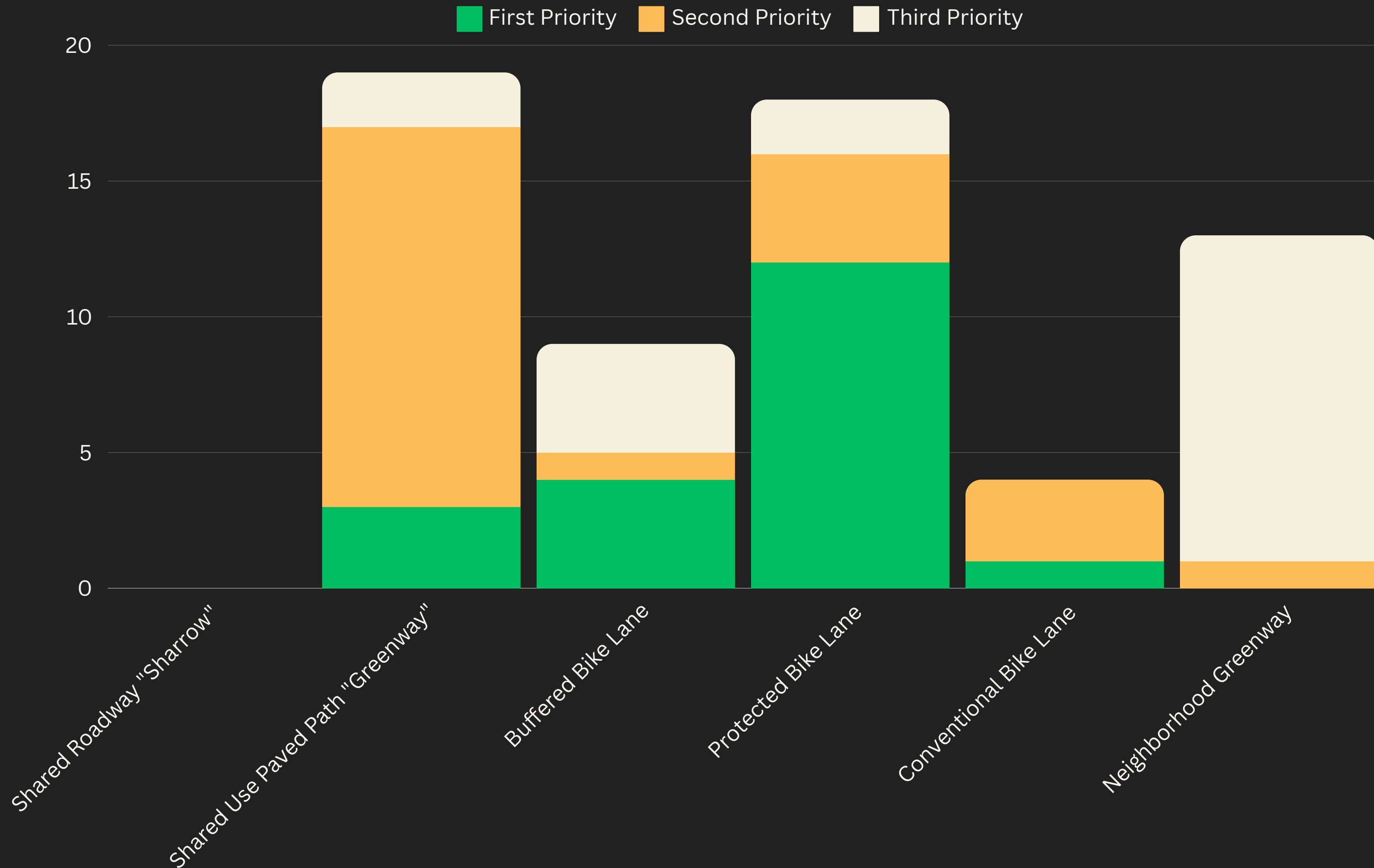
Conventional Bike Lane



Neighborhood Greenway

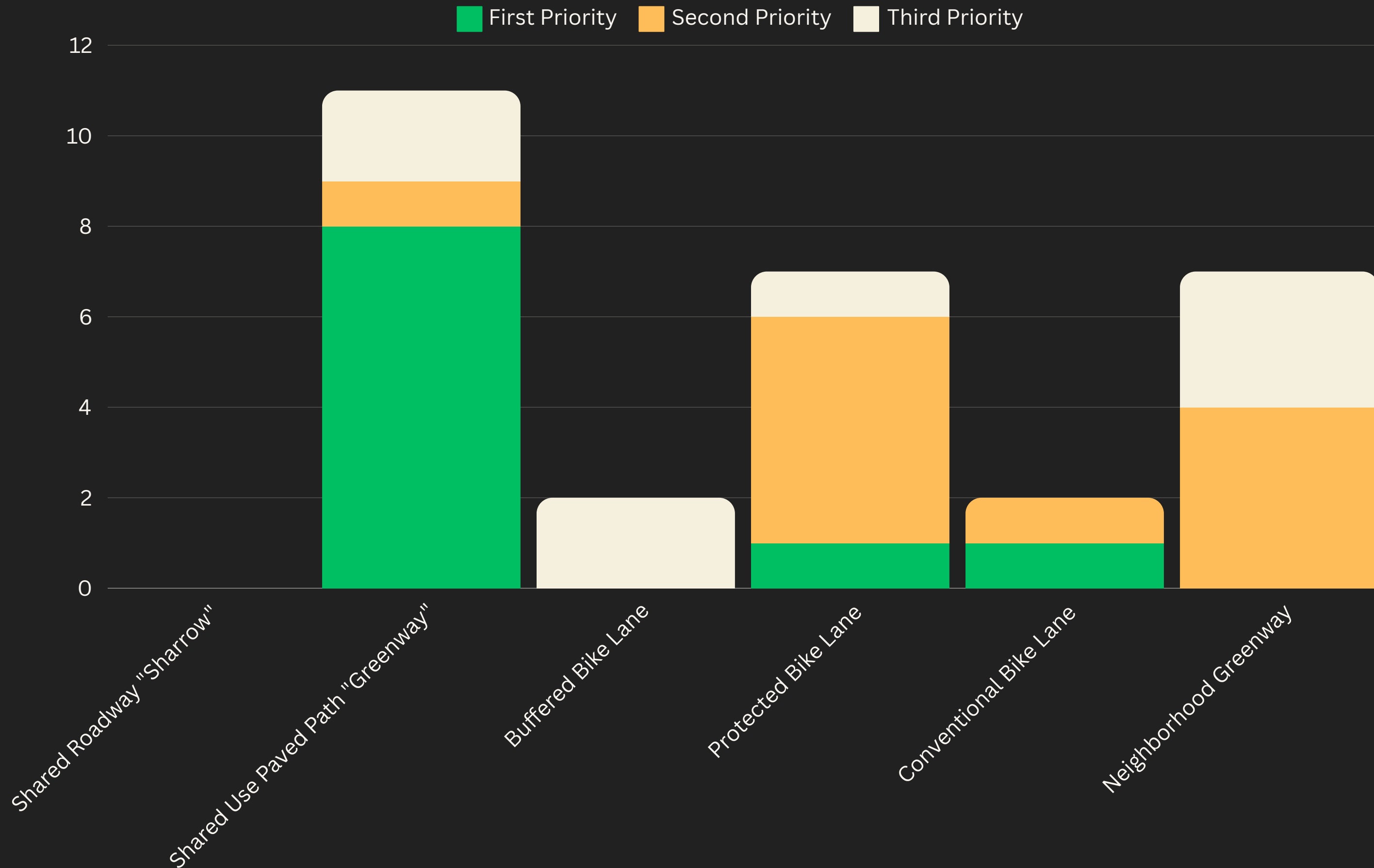
# Types of Places to Ride, Walk, & Roll

MLK Park  
October 3, 2023



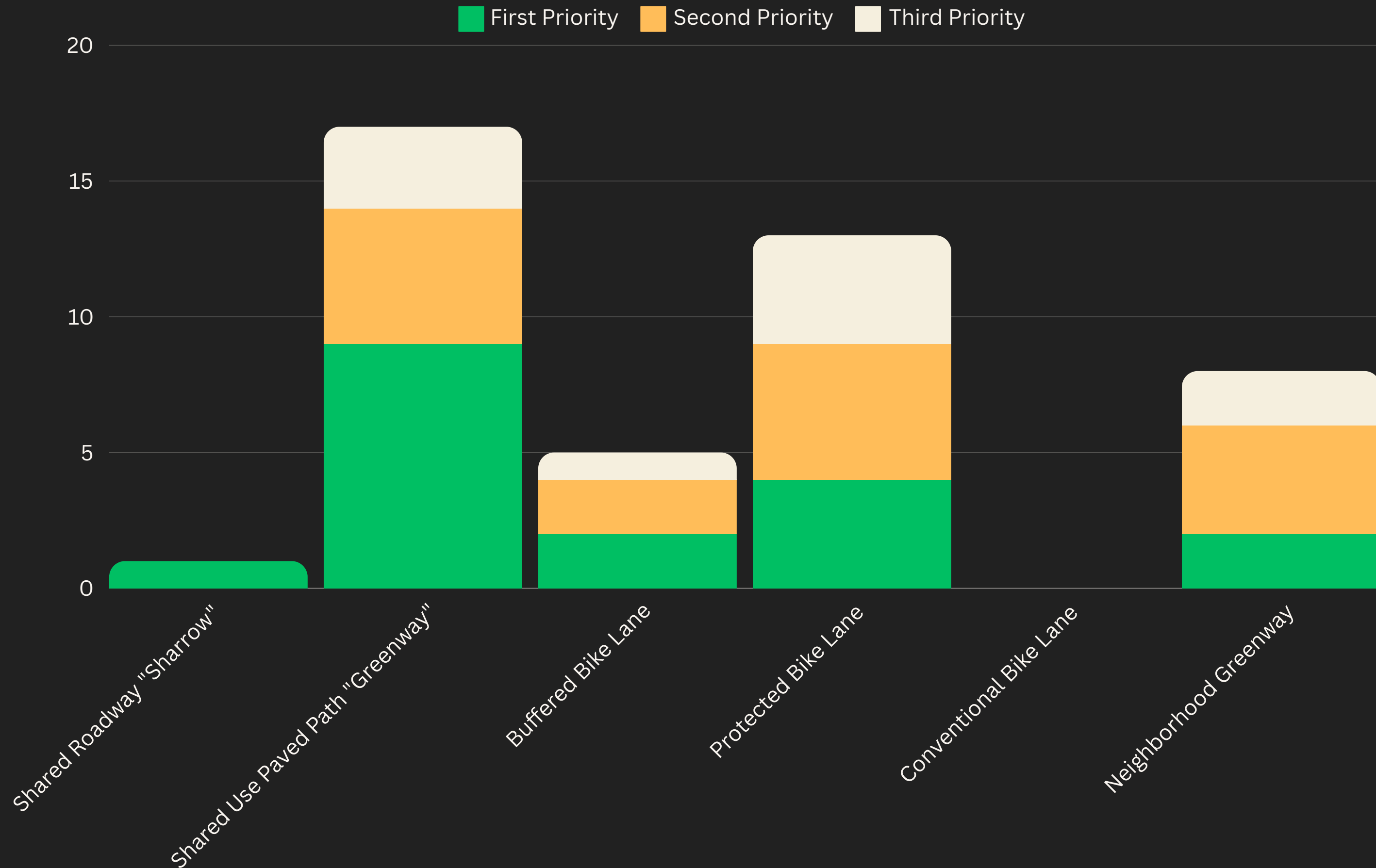
# Types of Places to Ride, Walk, & Roll

Fianna  
October 4, 2023



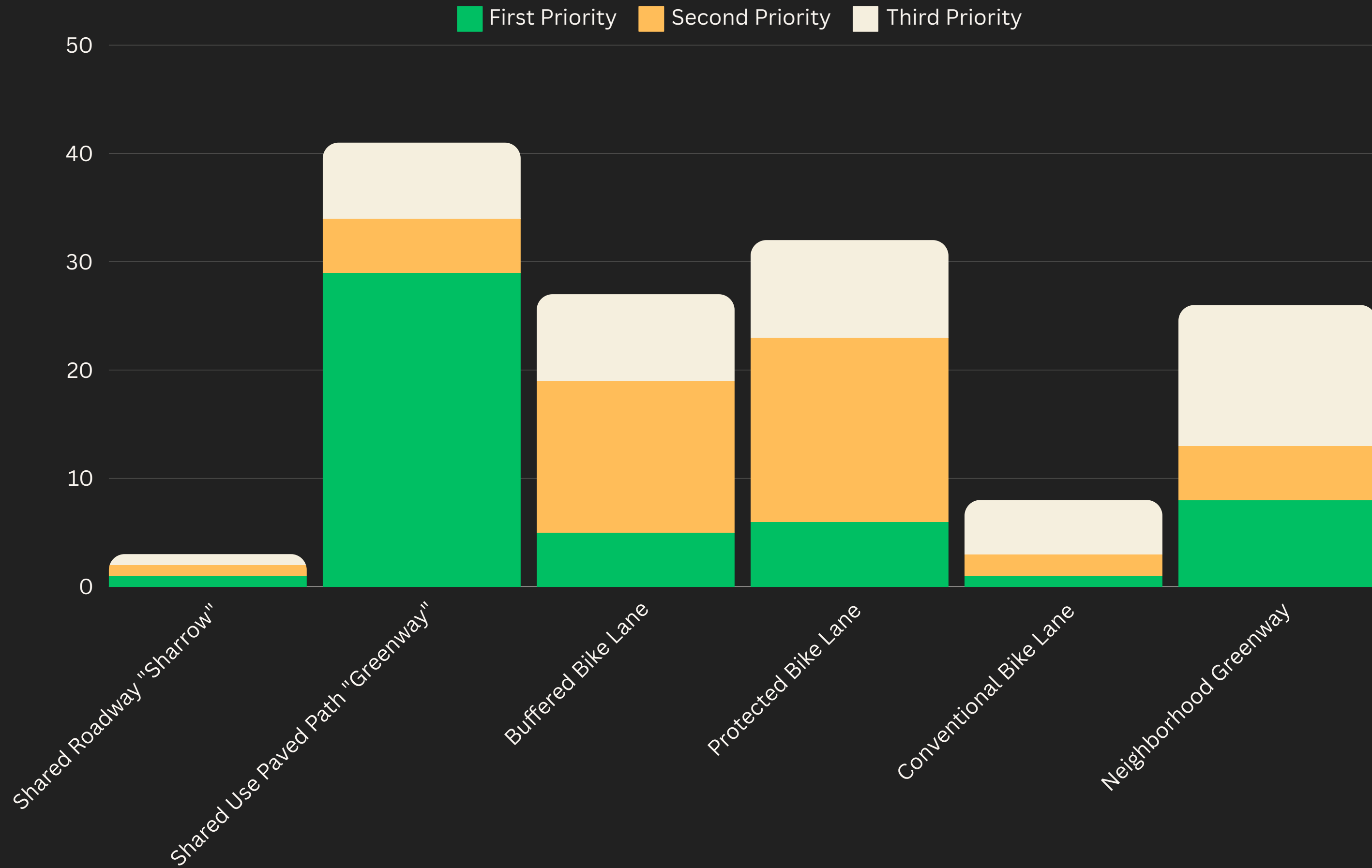
# Types of Places to Ride, Walk, & Roll

Stephens Boys & Girls Club  
December 13, 2023



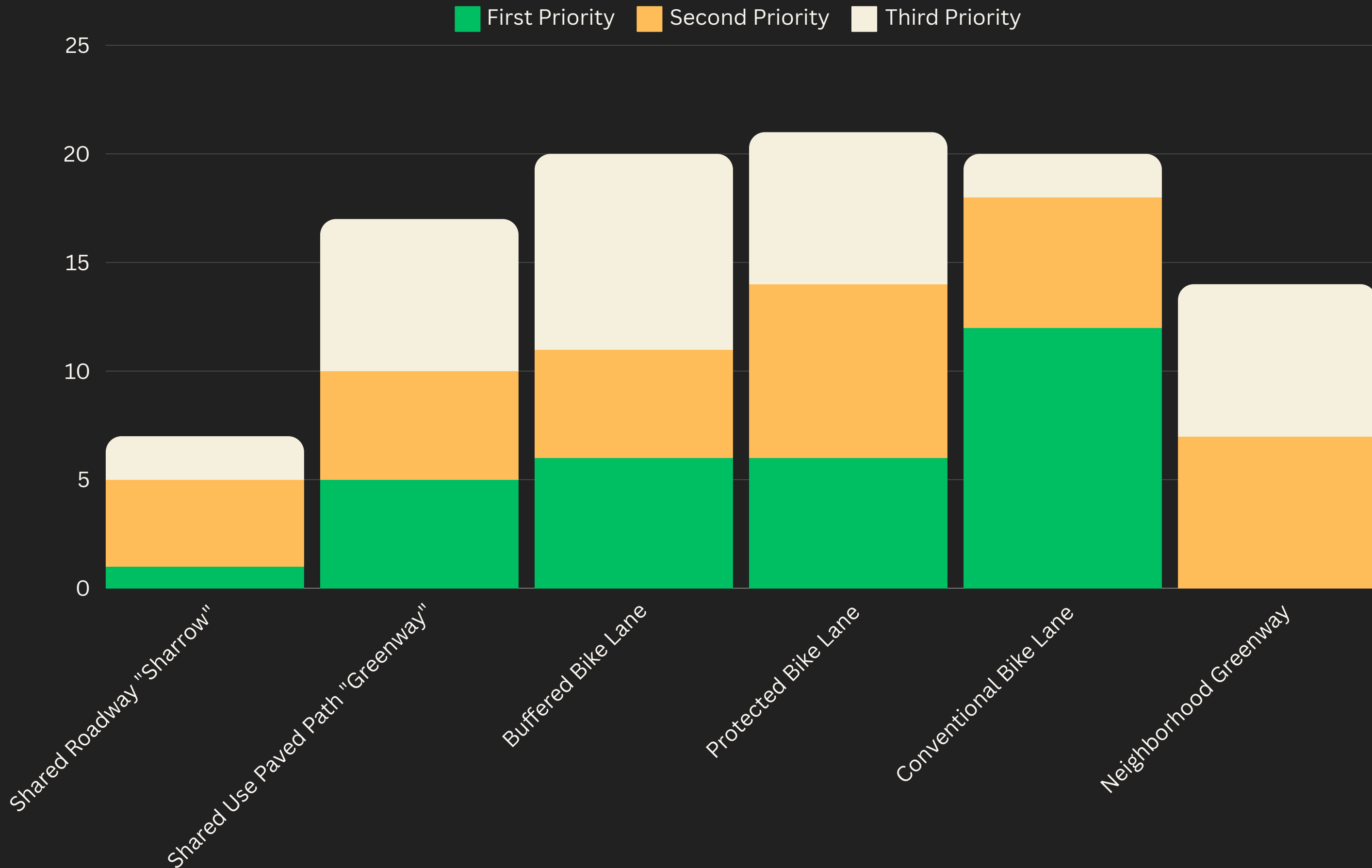
# Types of Places to Ride, Walk, & Roll

Goldtrap Boys & Girls Club  
December 14, 2023



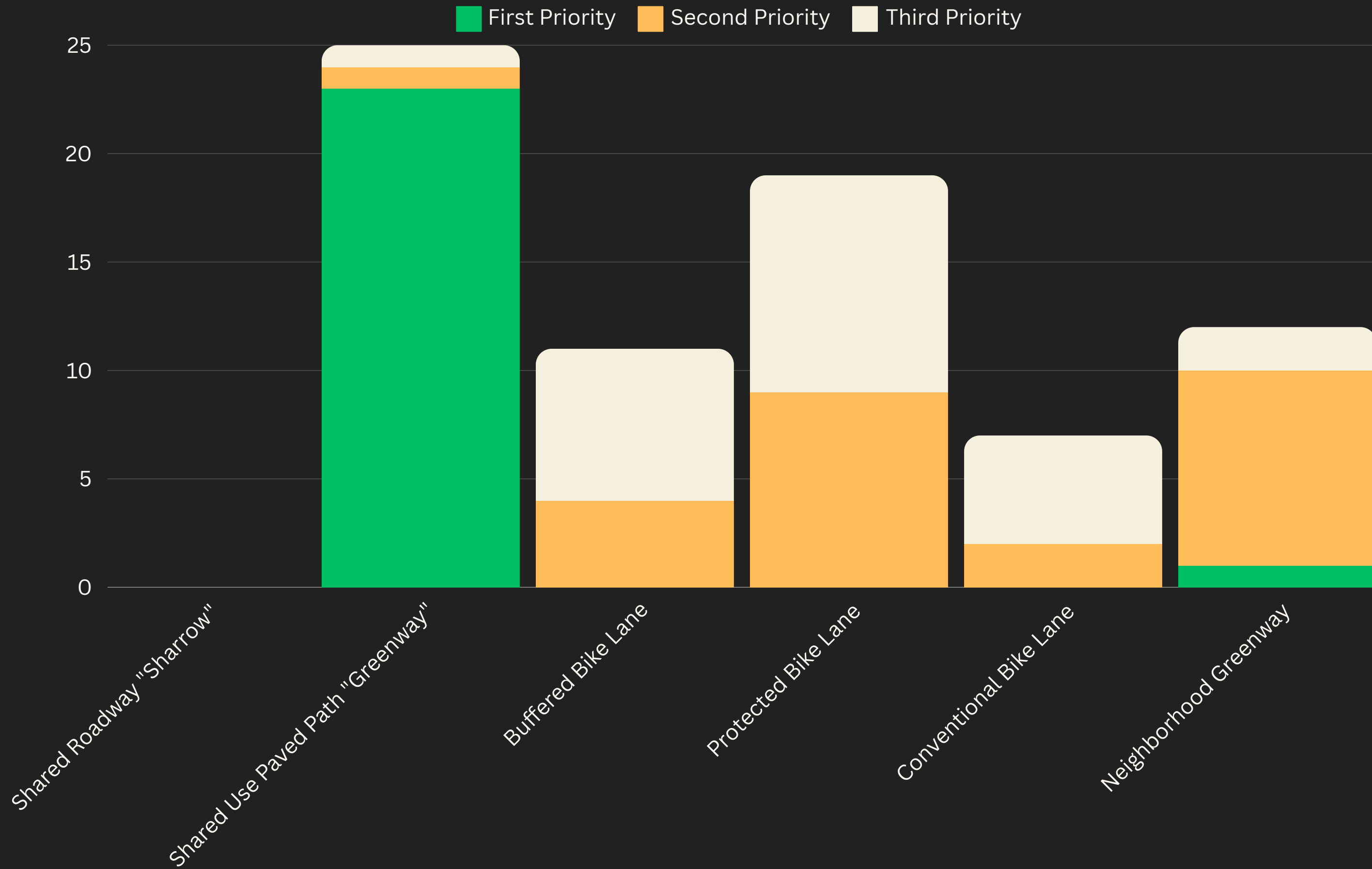
# Types of Places to Ride, Walk, & Roll

First Presbyterian Church  
June 2, 2024



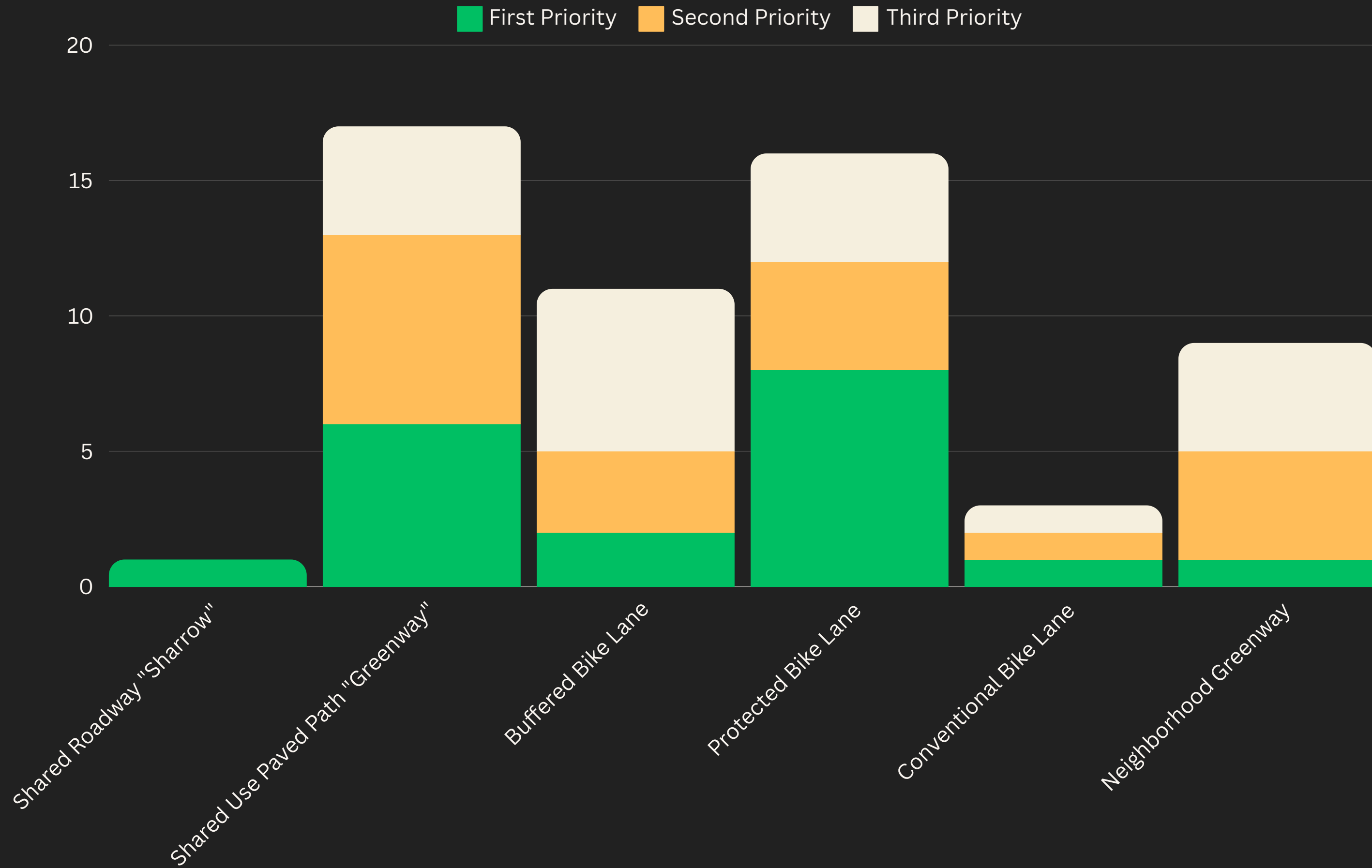
# Types of Places to Ride, Walk, & Roll

Levitt Music Series  
June 13, 2024



# Types of Places to Ride, Walk, & Roll

Fort Chaffee Artisan Market  
June 15, 2024

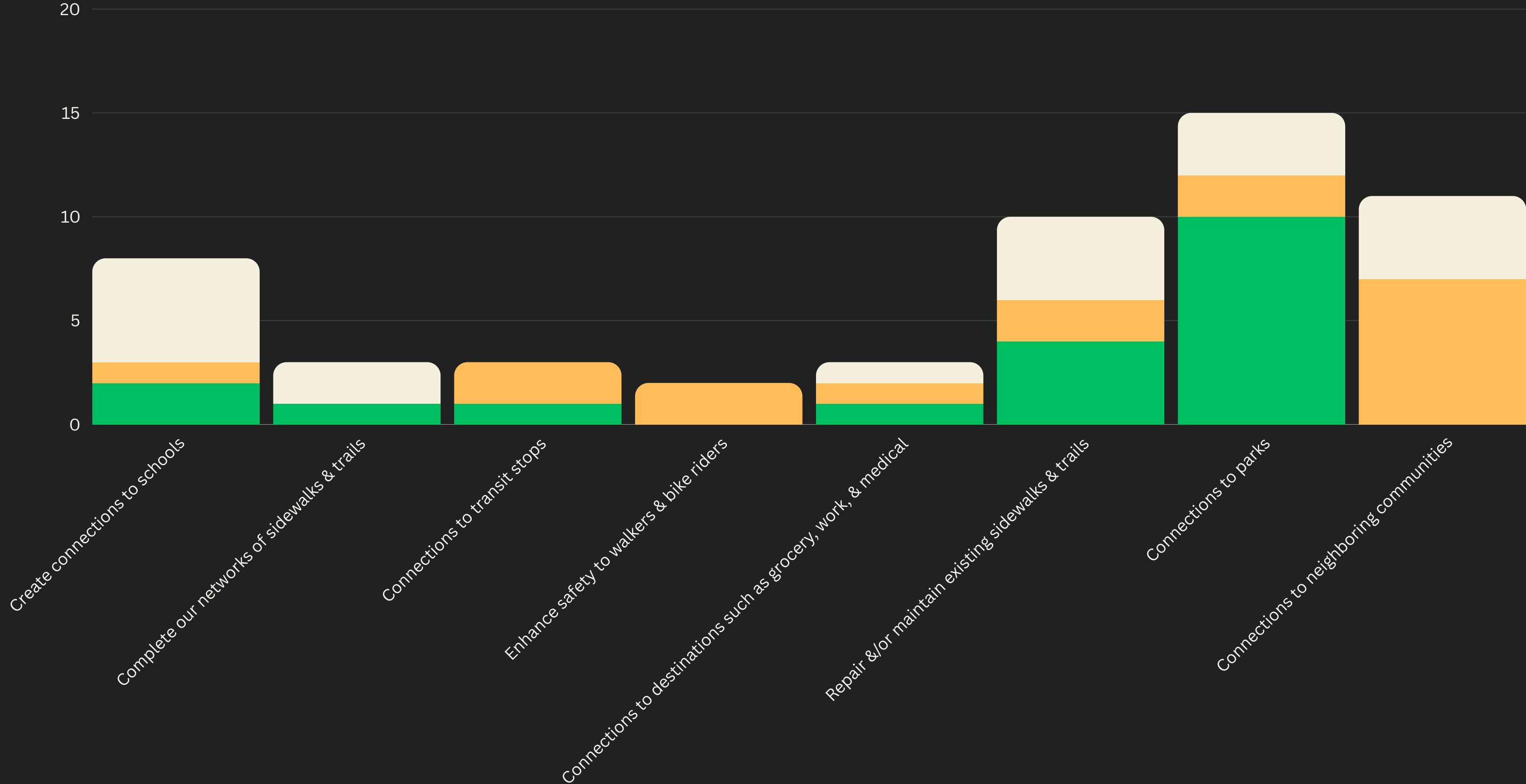




# My Priorities for Walking and Biking in Fort Smith

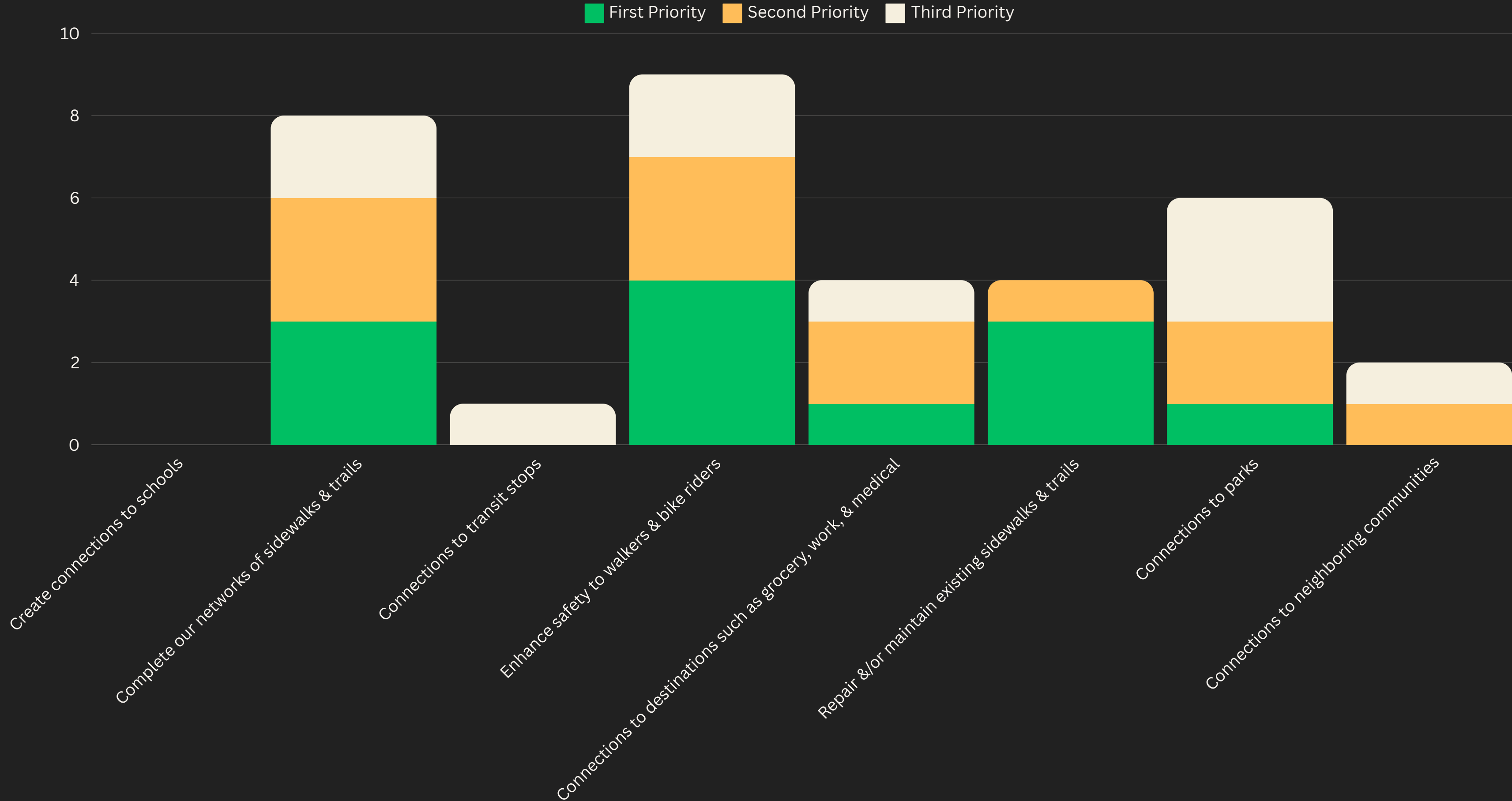
MLK Park  
October 3, 2023

First Priority Second Priority Third Priority



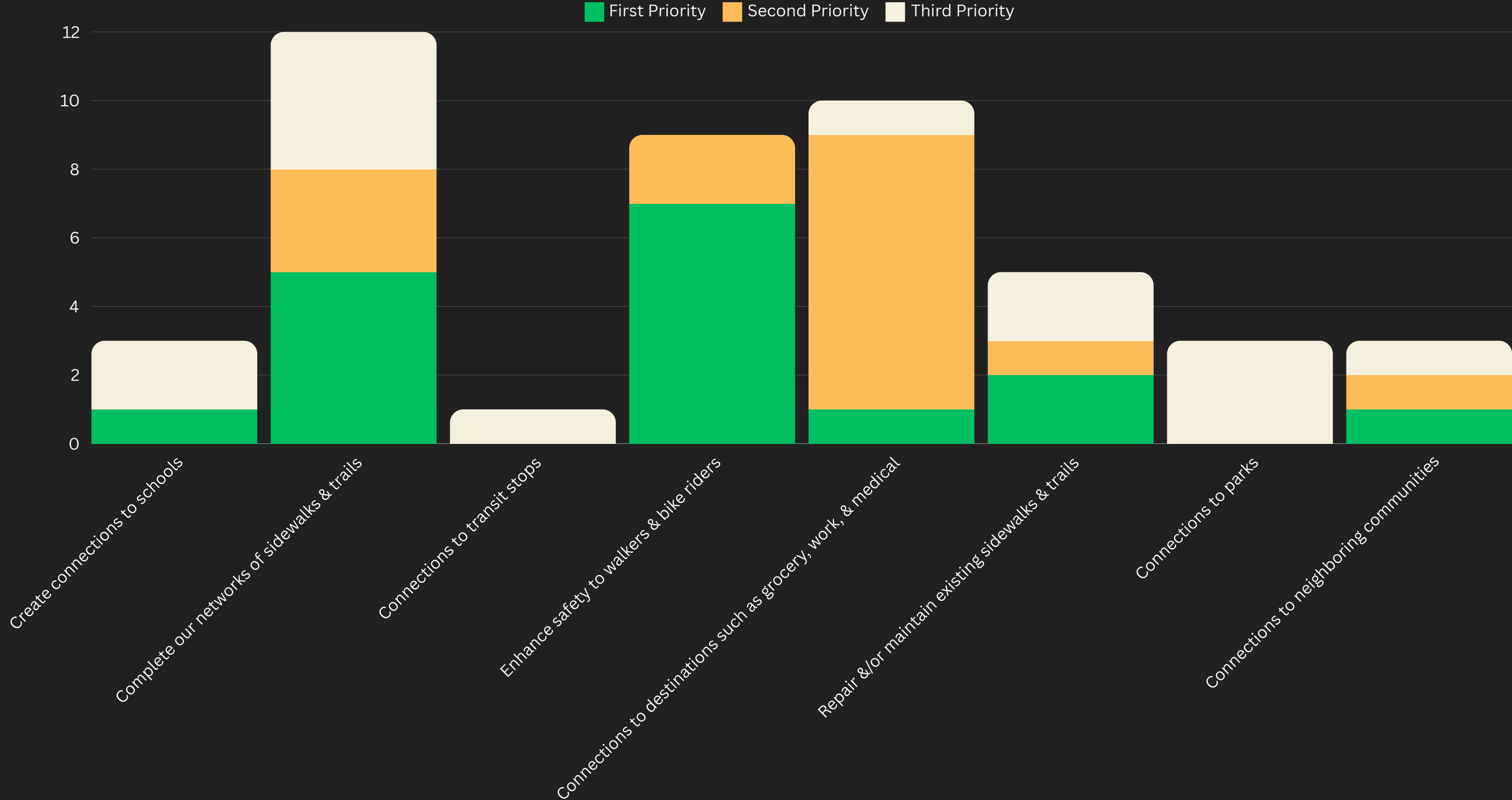
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Fianna  
October 4, 2023



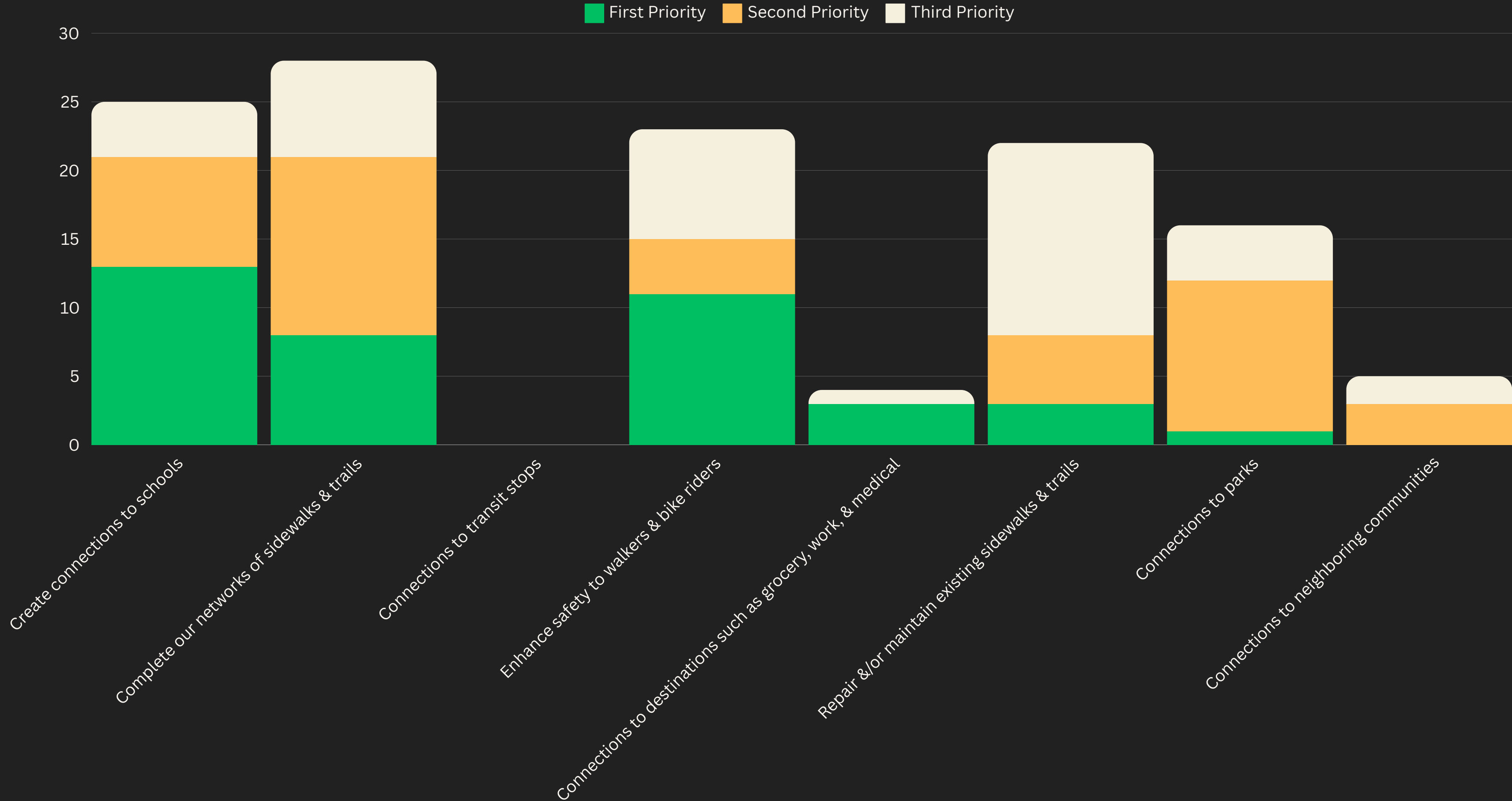
# My Priorities for Walking and Biking in Fort Smith

Stephens Boys & Girls Club  
December 13, 2023



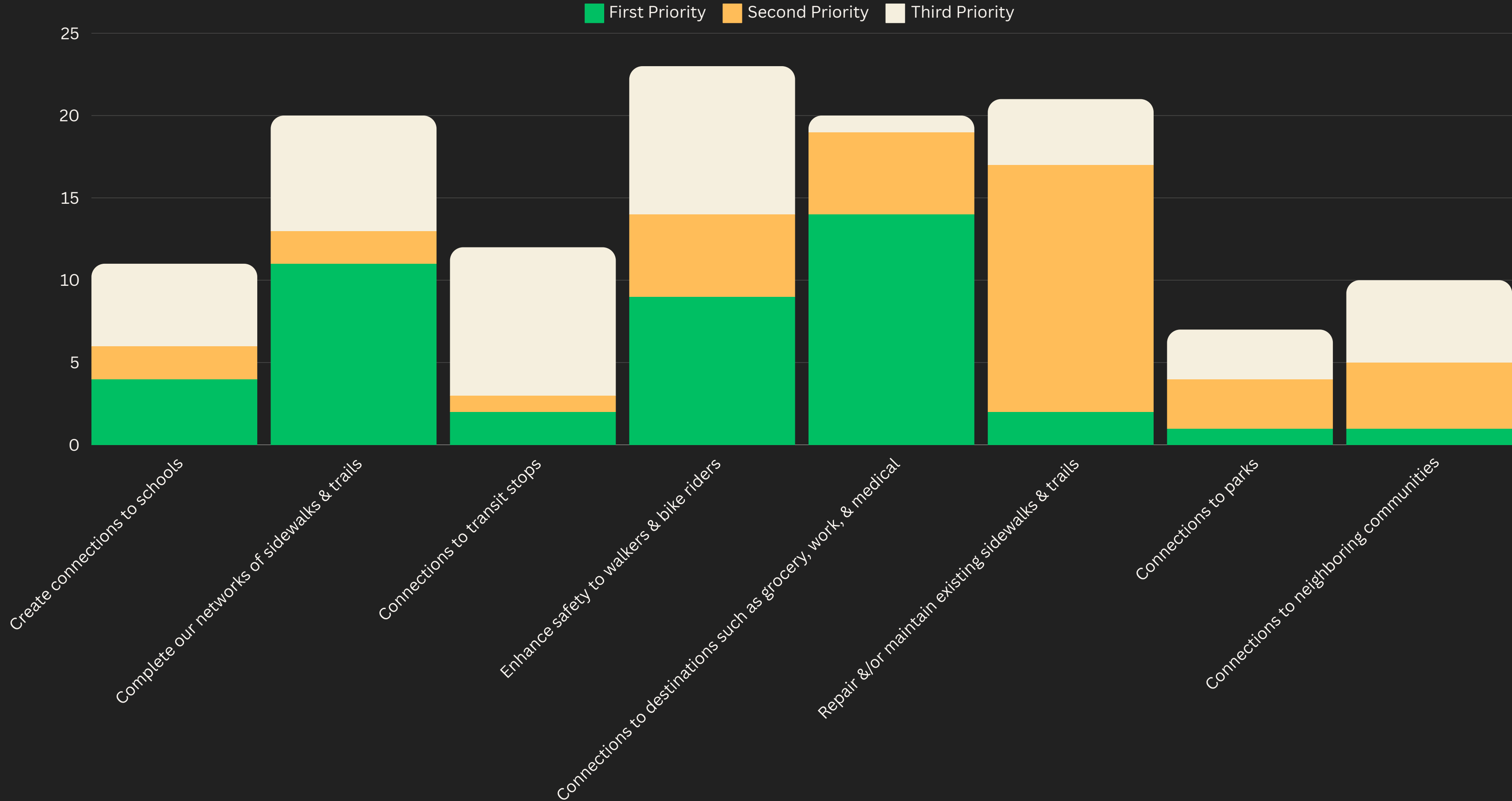
# My Priorities for Walking and Biking in Fort Smith

Goldtrap Boys & Girls Club  
December 14, 2023



# My Priorities for Walking and Biking in Fort Smith

First Presbyterian Church  
June 2, 2024



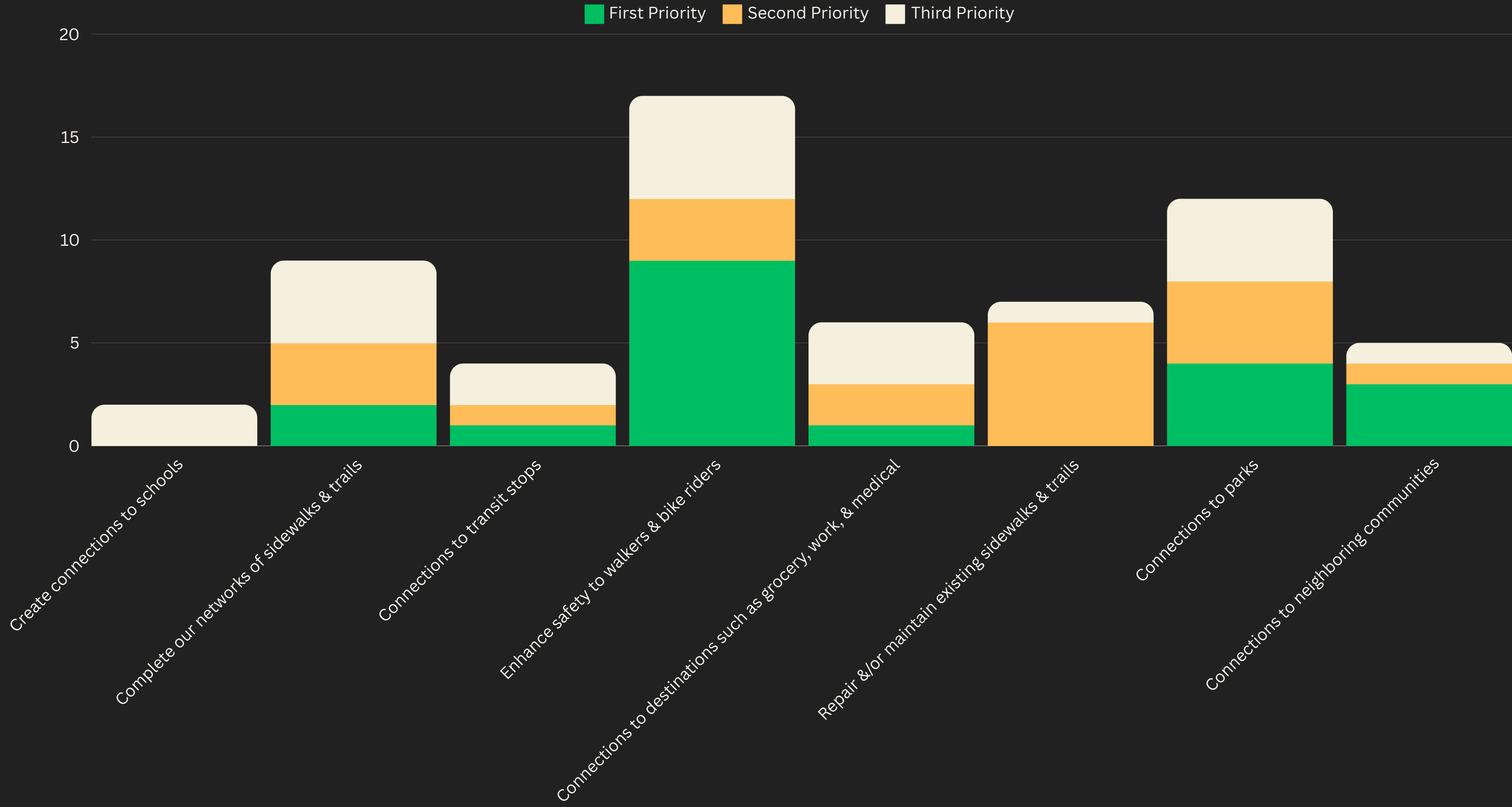
# My Priorities for Walking and Biking in Fort Smith

Levitt Music Series  
June 13, 2024



# My Priorities for Walking and Biking in Fort Smith

Fort Chaffee Artisan Market  
June 15, 2024





# Appendix D



## **The Importance of Equity in Active Transportation: Introduction**

Equity and accessibility are pivotal in shaping transportation choices among Fort Smith's most marginalized and underserved communities, who often lack access to personal vehicles.

Factors such as low income, disability, and historical marginalization significantly influence equity and access to active transportation. In line with Move Fort Smith's commitment to equitable access, an Infrastructure Equity Analysis was conducted for the city. This analysis utilizes an Active Transportation Infrastructure (ATI) index, employing Geographic Information System (GIS) methods to account for social disadvantages. It aims to guide the city in prioritizing future developments in active transportation infrastructure.

The 2022 American Community Survey Census data was studied at the census block group level and was utilized to identify specific focus areas exemplifying higher needs based on household incomes, disability rates, and the percentage of minorities. These focus areas are as follows:

- a. Tilles Elementary Neighborhood
- b. Albert Pike & Armour Neighborhood
- c. Midland & Division East Neighborhood

In the 1930s, Fort Smith, like many places across the country, practiced redlining, a practice that denied credit to residents based on their racial or ethnic background. This discriminatory practice forced minority residents into specific neighborhoods and blocked their access to federally insured loans, making it virtually impossible for them to build housing equity. The practice of redlining severely limited minority communities' ability to accumulate wealth compared to other residents. Although the Fair Housing Act of 1968 ended legal segregation, the repercussions of these policies still affect many communities today.

The City of Fort Smith has made significant strides in promoting equity and addressing the effects of past discriminatory housing and infrastructure investments. The historical context of racism and discrimination in Fort Smith and the rural South must be acknowledged; however, while the policies of the past and historical context cannot be changed, Fort Smith is committed to addressing equity and creating an active transportation system that serves all community members fairly and equitably.

By understanding the intersection of equity and socioeconomic status, the city can strategically plan infrastructure projects, including sidewalks, to establish a safe and interconnected network that meets the diverse needs of Fort Smith's residents.

## Low-Income and Active Transportation Access

Individuals and households with lower incomes often face challenges accessing affordable and dependable transportation, significantly impacting their ability to reach employment, healthcare, education, and other vital services. Moreover, these communities frequently lack sufficient active transportation infrastructure, such as sidewalks, bike lanes, and safe crossings, further compounding their transportation difficulties and limiting mobility options.

Improving transportation access and infrastructure in low-income areas is crucial for enhancing mobility, economic opportunities, and residents' overall quality of life.

Neighborhood-Specific Analysis for Low-Income Areas:

### Tilles Elementary Neighborhood

- Poverty rate: 44%
- Median income: \$29,395



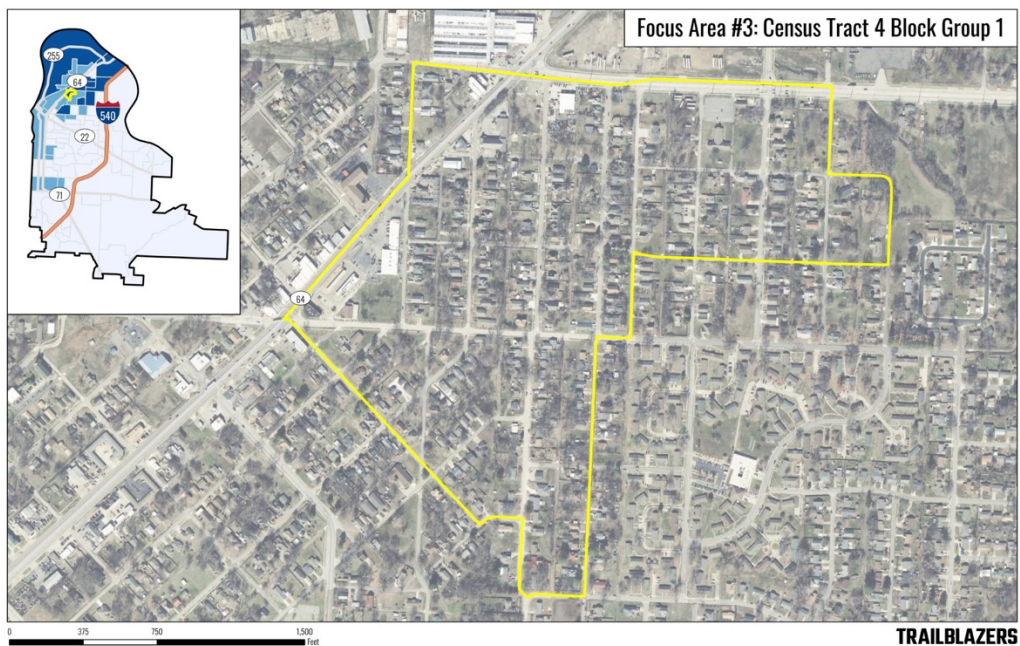
## Albert Pike & Armour Neighborhood

- Poverty rate: 58%
- Median income: \$31,596



## Midland & Division East Neighborhood

- Poverty rate: 84%
- No median income data has been reported for this focus area due to the lack of American Community Survey data for 2022.



These economic conditions significantly impact residents' transportation access and their ability to choose active transportation options. Limited financial resources often prevent many residents from affording personal vehicles, leading to heavy reliance on public transportation, which may be inadequate or irregularly scheduled. This reliance restricts their mobility and access to essential services like education, healthcare, and community activities. Additionally, inadequate infrastructure for active transportation exacerbates these challenges, limiting affordable and healthy transportation alternatives.

Furthermore, the extreme poverty levels in these neighborhoods compound transportation challenges, with many residents facing significant barriers to vehicle ownership due to financial constraints. This dependency on often inadequate public transportation services further hinders their mobility for essential services, such as healthcare and grocery shopping, and restricts opportunities for employment and education. Inadequate infrastructure for active transportation adds another layer of difficulty, making walking or biking for daily transportation needs unsafe or impractical.

Addressing these challenges is critical for improving residents' quality of life and economic prospects. Enhancing transportation infrastructure, expanding affordable and reliable transportation options, and investing in safe pedestrian and biking paths are essential steps toward alleviating these issues. By doing so, neighborhoods can offer residents better access to opportunities and create a more equitable and thriving community.

### **People living with Disabilities and Active Transportation Access**

A significant correlation exists between living with disabilities and the need for access to transportation and active transportation infrastructure. For individuals with disabilities, accessible transportation is crucial for independence, employment, and social participation. Poor access to transportation and infrastructure can exacerbate challenges faced by people with disabilities, limiting their ability to fully participate in society and maintain a high quality of life.

Enhancing transportation accessibility and infrastructure can improve mobility, increase opportunities, and increase inclusion for people with disabilities.

Neighborhood-Specific Analysis:

#### **Tilles Elementary Neighborhood**

- Disability Rate: 26% reported living with disability

#### **Albert Pike & Armour Neighborhood**

- Disability Rate: 18% reported living with disability

#### **Midland & Division East Neighborhood**

- Disability Rate: 26% reported living with disability

Access to transportation, particularly active options, is indispensable in daily life. For individuals with disabilities, reliable and accessible transport is both a convenience and a necessity for essential services, employment, and social activities.

Challenges such as inaccessible sidewalks, bike lanes, and public transit significantly restrict mobility and independence. Improving infrastructure and implementing inclusive transportation policies are vital to creating a more equitable environment where all community members, including those with disabilities, can thrive and fully participate in community life.

Enhancing transportation infrastructure to accommodate diverse mobility needs is crucial for promoting inclusivity and ensuring equitable access to community resources and opportunities within the neighborhood.

Addressing these transportation challenges in each neighborhood is essential for improving quality of life, enhancing economic opportunities, and fostering inclusivity for disabled individuals.

### **Historically Marginalized Communities**

Access to transportation and active transportation infrastructure is crucial for economic opportunity, health outcomes, social equity, safety, and environmental justice. Yet, historically marginalized communities often face significant disparities in these areas. Reliable transportation enables access to employment and essential services, while active transportation options like biking and walking can provide significant cost savings and health benefits by promoting physical activity and reducing chronic disease prevalence.

Improved infrastructure also enhances mobility and independence, particularly for those who cannot afford or choose not to own a car and ensures safer travel by reducing pedestrian and cyclist injuries. Equitable investment in transportation infrastructure addresses these safety concerns and fosters environmental health by reducing air pollution and traffic congestion.

Targeted policies and investments can promote sustainable practices and ensure all communities can access safe, reliable, and efficient transportation options. This can bridge the gap and significantly enhance the quality of life for historically marginalized communities.

### **Intersectionality of low-income, people living with disabilities, and historically marginalized communities**

The intersectionality of low-income status, living with disabilities, and historically marginalized communities underscores the compounded challenges these groups face in accessing transportation and active transportation infrastructure. Low-income individuals and households often confront significant barriers to reliable and affordable transportation, limiting their access to employment, healthcare, education, and essential services. These communities often lack adequate active transportation infrastructure, such as sidewalks,

bike lanes, and safe crossings, further exacerbating their transportation challenges. Similarly, people living with disabilities require accessible transportation options for independence, employment, and social participation. Limited access to transportation and infrastructure significantly hampers their ability to fully engage in society and maintain a high quality of life. Historically marginalized communities also contend with substantial disparities in transportation access, impacting economic opportunities, health outcomes, social equity, safety, and environmental justice.

These challenges intensify when these factors intersect, creating heightened barriers to mobility and opportunity. Addressing these systemic issues requires equitable investment in transportation infrastructure to ensure safe, reliable, and efficient transportation options. Such a comprehensive approach can significantly improve the quality of life, mobility, and inclusivity for low-income individuals, people with disabilities, and historically marginalized communities. By implementing accessible and well-developed transportation systems, targeted policies can bridge gaps and promote greater economic opportunities, health benefits, and social equity.

Intersectionality profoundly shapes access to transportation and active transportation options for marginalized communities, exemplified by neighborhoods such as Tilles Elementary, Albert Pike & Armour, and Midland & Division East. These areas exhibit high minority populations (ranging from 61% to 85%), low median incomes (approximately \$29,395 to \$31,596 annually), and notable disability rates (16% to 26%). Nationally, similar neighborhoods face analogous challenges, including restricted access to private vehicles due to financial constraints, inadequate public transportation options that do not adequately serve individuals with disabilities, and persistent disparities stemming from historical neglect and discriminatory policies. These factors create compounded barriers for residents seeking access to essential services, employment opportunities, healthcare facilities, and recreational activities.

Addressing these transportation inequities demands holistic strategies that acknowledge the intersecting impacts of income, disability, and minority status. Effective solutions involve advocating for equitable policy reforms, fostering community engagement, and investing in tailored infrastructure improvements that meet the diverse needs of marginalized communities.

By prioritizing accessible and affordable transportation options, promoting inclusive urban planning, and supporting grassroots initiatives, cities and communities can work towards creating environments where all residents—regardless of socioeconomic status or disability—have equitable access to transportation resources and opportunities to participate in civic and social life actively.

## **Historical Context of Equity in Fort Smith**

The introduction acknowledged the historical backdrop of racism and discriminatory practices in the rural South and Fort Smith. The objective is to offer a historical understanding of equity within Fort Smith.

In examining infrastructure equity, Move Fort Smith employs various approaches to pinpoint and evaluate obstacles to accessing active transportation infrastructure in the area. Among the datasets utilized is one sourced from the University of Richmond's "Mapping Inequality: Redlining in New Deal America," a project spearheaded by Robert K. Nelson's students. This research focused on the Home Owners' Loan Corporation (HOLC), established during the Great Depression in 1933. While HOLC aimed to refinance home mortgages, its appraisal methods often entrenched racial segregation and discrimination. Through redlining, certain neighborhoods, particularly those occupied by minority groups, were designated as undesirable for investment, resulting in restricted access to credit and perpetuating socioeconomic inequalities. Despite its intended function of stabilizing the housing market, HOLC's legacy includes the institutionalization of discriminatory practices that continue to affect communities today.

While researching and developing the Infrastructure Equity Analysis, a redlining map was discovered, which was utilized in the "Mapping Inequality: Redlining in New Deal America" project, which aided the evaluation of historical equity in Fort Smith. Kelley Trust Company, Real Estate and Loans originally employed this map. However, the precise origins of the map and its creators remain unknown.

## **Conclusion and Recommendations**

The City of Fort Smith has made significant progress in city-wide sidewalk and transportation improvements. However, a considerable opportunity exists to improve infrastructure for various transportation options in historic Fort Smith. The equity analysis performed by Trailblazers identified three neighborhoods that demonstrated a higher need for ATI connection. Trailblazers recommends exploring active transportation connections to high-need neighborhoods, including the three highlighted below:

**Focus Area #1 (Tilles Elementary Neighborhood | 1,643 population | 61% minority):** This area is bounded by O St to the north, N 31<sup>st</sup> St to the east, Grand Ave to the south, and N 15<sup>th</sup> St to the west. The neighborhood primarily comprises historical grid-based single-family development on the interior, dispersed with several duplexes and commercial establishments on N O St, N 31<sup>st</sup> St, and Grand Ave. The neighborhood contains Tilles Elementary across N O St from Martin Luther King Jr. Community Park.

**Focus Area #2 (Albert Pike & Armour Neighborhood | 1,597 population | 85% minority):** This neighborhood contains primarily historical grid-based single-family development with commercial development along Midland Blvd. This area contains a considerable amount of neighborhood-scale mixed-use development. In addition to residences, services include Sebastian Crawford Community Development, St. James Missionary Baptist Church Food Distribution Center, Midland Thrift Store, an Asian grocery, a Hispanic grocery, a Lao Buddhist Temple, several Christian churches, and Gateway Wellness Private Hospital.

**Focus Area #3 (Midland & Division East Neighborhood | 784 population | 84% minority):** This neighborhood consists primarily of historical grid-based single-family housing. The neighborhood contains several commercial establishments on Midland Blvd, including Las Palmas Supermarket and Spin City Laundry.

The planning process has identified the following recommendations related to Equity in Active Transportation in Fort Smith:

### **Community Engagement / Outreach**

- The Move Fort Smith Plan recommends regular and inclusive community engagement sessions during the planning and design phases to gather input from diverse populations and underrepresented groups identified in the Infrastructure Equity Analysis.

### **Inclusive Planning Process**

- Move Fort Smith recommends an Active Transportation Advisory Committee be formed within that committee that reflects the City of Fort Smith 's demographic diversity, including representatives from low-income communities, communities of color, people with disabilities, and non-English speakers.

### **Equitable Infrastructure Investment**

- Move Fort Smith recommends prioritizing investment in active transportation infrastructure in underserved neighborhoods to address historical disparities in infrastructure development.
- Move Fort Smith recommends implementing Complete Streets policies that ensure all road users, including pedestrians, cyclists, and transit users, are considered in every transportation project.

### **Education and Awareness**

- Move Fort Smith recommends that the City of Fort Smith develop and deliver educational programs on the benefits of active transportation and how to use active transportation infrastructure safely through educational materials and workshops in various languages.

### **Develop Safety Campaigns**

- Move Fort Smith recommends developing and launching city-wide safety campaigns focused on sharing the road, respecting pedestrians and cyclists, and promoting the use of helmets and reflective gear.
- Move Fort Smith recommends using various media, including social media, local radio, and print materials, to reach diverse audiences.



## **Data Collection and Monitoring**

- Move Fort Smith recommends an implementation system to collect data on transportation usage, safety, and accessibility, disaggregated by demographic factors such as income, race, age, and ability such as using surveys, sensors, and community reporting tools to gather comprehensive data.
- Move Fort Smith recommends analyzing the collected data to identify trends, gaps, and areas for improvement. Data findings should be incorporated into planning and investment decisions, ensuring that equity considerations are central to the process.

## **Evaluation and Adaption**

- Move Fort Smith recommends defining clear metrics and benchmarks to evaluate the impact of the Active Transportation Master Plan on equity, such as increased access to transportation options in underserved areas.
- Move Fort Smith recommends that the City of Fort Smith develops and conduct regular evaluations and report findings to the community and stakeholders.
- Move Fort Smith recommends developing a process for continuous feedback and adjustment of the plan based on community input and changing needs. Ensure the plan remains flexible and responsive, adapting strategies to achieve better equity outcomes over time.

## Summary:

The importance of equity in active transportation in Fort Smith is underscored by disparities in access to transportation infrastructure among marginalized and underserved communities. Factors such as low income, disability, and historical marginalization significantly influence residents' ability to access reliable and affordable transportation options, impacting their daily lives and economic opportunities. Through an Infrastructure Equity Analysis, Move Fort Smith has identified neighborhoods with pronounced needs for improved active transportation infrastructure, such as sidewalks and bike lanes, to enhance mobility and quality of life. Addressing these disparities requires a comprehensive approach that includes community engagement, equitable infrastructure investment, inclusive planning processes, and ongoing evaluation to ensure that all residents can access safe and efficient transportation options.

## Conclusion:

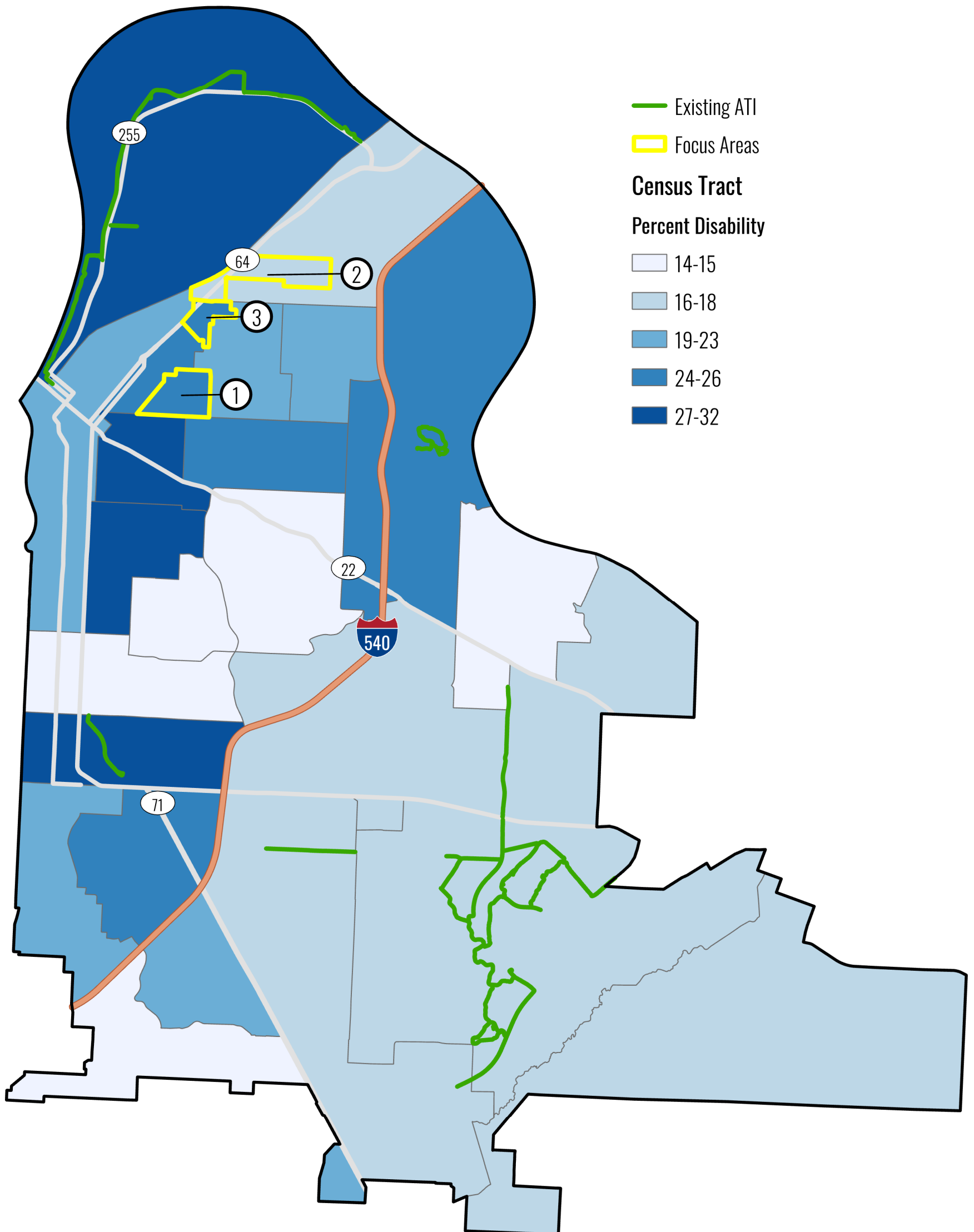
Fort Smith's commitment to equity in active transportation represents a critical step towards creating a more inclusive and accessible city for all residents. By prioritizing investment in underserved neighborhoods and implementing policies that consider the community's diverse needs, Fort Smith can mitigate historical disparities and promote economic, social, and environmental justice. Moves Fort Smith's recommendations for community engagement, inclusive planning, equitable infrastructure investment, education, and data-driven decision-making provide a roadmap for building a transportation system that supports the well-being and prosperity of every resident. Through these efforts, Fort Smith can continue to advance toward a future where mobility is equitable and accessible for all.

# Considering Equity in Active Transportation Infrastructure

## Infrastructure

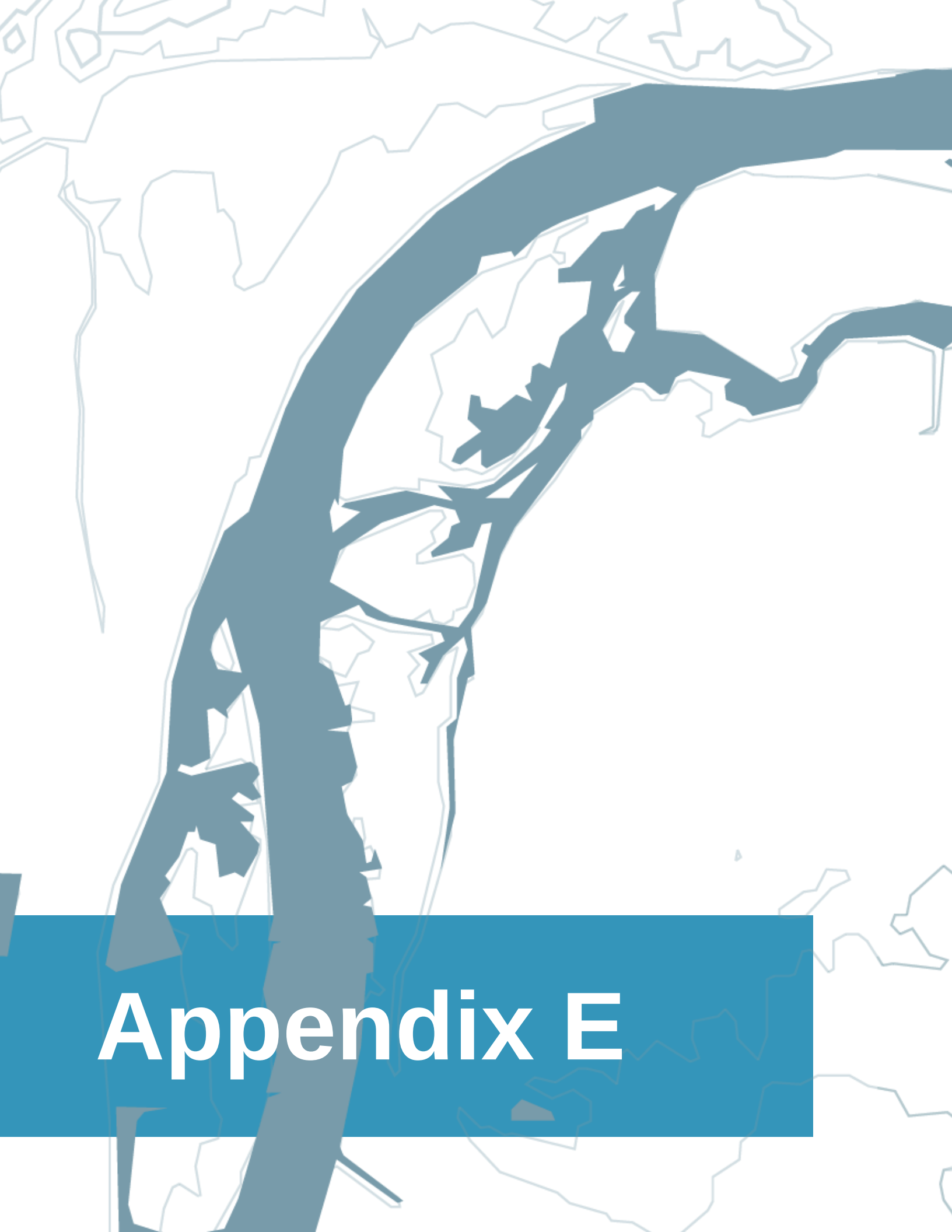
Fort Smith, Arkansas

June 24, 2024



0 3/4 1 1/2 3 Miles

**TRAILBLAZERS**



# Appendix E

# Level of Traffic Stress

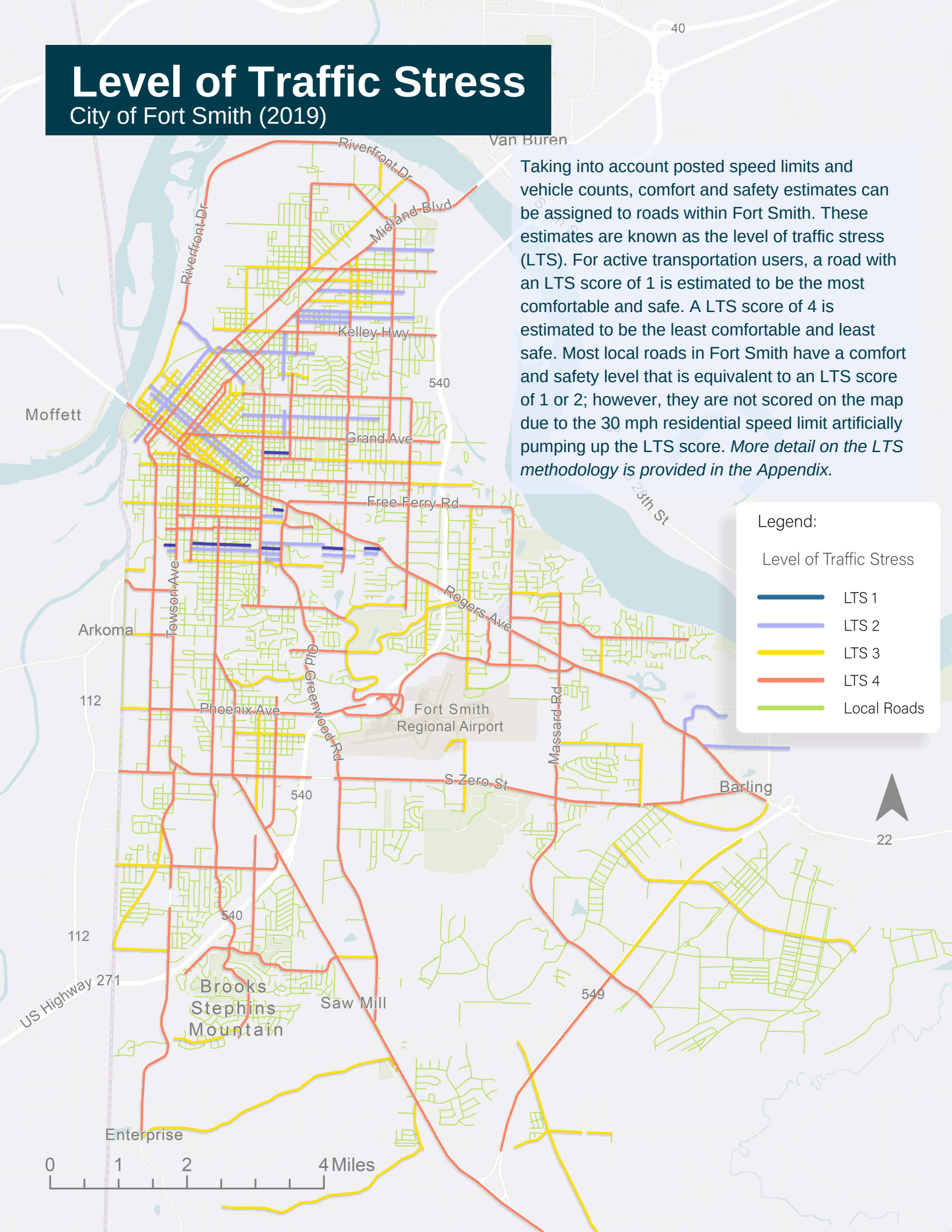
City of Fort Smith (2019)

Taking into account posted speed limits and vehicle counts, comfort and safety estimates can be assigned to roads within Fort Smith. These estimates are known as the level of traffic stress (LTS). For active transportation users, a road with an LTS score of 1 is estimated to be the most comfortable and safe. A LTS score of 4 is estimated to be the least comfortable and least safe. Most local roads in Fort Smith have a comfort and safety level that is equivalent to an LTS score of 1 or 2; however, they are not scored on the map due to the 30 mph residential speed limit artificially pumping up the LTS score. *More detail on the LTS methodology is provided in the Appendix.*

## Legend:

### Level of Traffic Stress

- LTS 1
- LTS 2
- LTS 3
- LTS 4
- Local Roads





# Appendix F

**RESOLUTION NO. 227-12**

A RESOLUTION TO APPROVE THE NORTHWEST ARKANSAS RAZORBACK GREENWAY OPERATIONS AND MANAGEMENT PLAN FOR RAZORBACK GREENWAY TRAILS WITHIN FAYETTEVILLE

**WHEREAS**, the City of Fayetteville has reviewed the Northwest Arkansas Razorback Greenway Operations and Management Plan as applicable to sections of the Greenway that extend through the City of Fayetteville's municipal jurisdiction; and

**WHEREAS**, the purpose of this Operations and Management Plan is to define the maintenance, management and operation requirements associated with the Razorback Regional Greenway facilities and lands that are located within the City of Fayetteville; and

**WHEREAS**, the Plan has been reviewed and approved by all City Departments that are responsible for maintaining, managing and operating the lands and facilities of the Greenway and other trails within Fayetteville; and

**WHEREAS**, Article XI **Operations of Vehicles and Use of City Trails** of Title VII **Traffic Code** of the Code of Fayetteville regulating multi-use operations shall have precedence and supersede if there would be any conflict with this Plan.

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

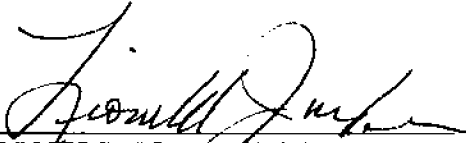
Section 1: That the City Council of the City of Fayetteville, Arkansas hereby approves the Northwest Arkansas Razorback Greenway Operations and Management Plan (attached as Exhibit A) as it applies to current or future Razorback Greenway trails within the City of Fayetteville.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby agrees that the Northwest Arkansas Razorback Greenway Operations and Management Plan shall be used as a guide for maintenance and management for current and future Razorback Greenway trails within Fayetteville.

**PASSED** and **APPROVED** this 4<sup>th</sup> day of December, 2012.

APPROVED:

ATTEST:

By:   
LIONELD JORDAN, Mayor

By:   
SONDRA E. SMITH, City Clerk/Treasurer



City of Fayetteville Staff Review Form

City Council Agenda Items  
and  
Contracts, Leases or Agreements

12/4/2012

City Council Meeting Date  
Agenda Items Only

Matt Mihalevich  
Submitted By

Engineering  
Division

Development Services  
Department

Action Required:

Approval of an Operations and Management Plan for the sections of the Razorback Regional Greenway within the City of Fayetteville.

N/A  
Cost of this request

N/A  
Category / Project Budget

N/A  
Program Category / Project Name

N/A  
Account Number

N/A  
Funds Used to Date

N/A  
Program / Project Category Name

N/A  
Project Number

N/A  
Remaining Balance

N/A  
Fund Name

Budgeted Item

Budget Adjustment Attached

[Signature]  
Department Director      11-15-2012  
Date

Previous Ordinance or Resolution # \_\_\_\_\_

[Signature]  
City Attorney      11-15-12  
Date

Original Contract Date: \_\_\_\_\_

Original Contract Number: \_\_\_\_\_

[Signature]  
Finance and Internal Services Director      11-15-2012  
Date

Received in City Clerk's Office 11-15-12 AOS:52 RCVD  
[Signature]

[Signature]  
Chief of Staff      11-15-12  
Date

Received in Mayor's Office  
ENTERED 11/15/12 BCP

[Signature]  
Mayor      11/15/12  
Date

Comments:

## CITY COUNCIL AGENDA MEMO

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**To:** Mayor and City Council

**Thru:** Don Marr, Chief of Staff  
Jeremy Pate, Development Services Director *J*  
Chris Brown, City Engineer *CB*

**From:** Matt Mihalevich, Trails Coordinator *mm*

**Date:** November 14, 2012

**Subject:** Operations and Management Plan for the Razorback Regional Greenway

---

### RECOMMENDATION

Staff recommends approval of an Operations and Management Plan for the sections of the Razorback Regional Greenway within the City of Fayetteville.

### PROPOSAL:

To insure proper operations and management of the new 36-mile Razorback Regional Greenway, each of the Cities containing sections of the greenway have adopted similar versions of an Operations and Management Plan. Since Fayetteville already operates and maintains over 20 miles of trails, the Fayetteville version of the Operations and Management Plan has been modified to model the existing operation and maintenance procedures. The Police, Parks & Recreation and Transportation departments have reviewed and approved the attached Operations and Management Plan.

### BUDGET IMPACT:

This Operations and Management plan formalizes the existing operation and maintenance procedures of the trail system for the Police, Parks & Recreation and Transportation departments without requesting additional funding. Current budgets within these departments will cover the responsibilities outlined within this document.



**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION TO APPROVE THE NORTHWEST ARKANSAS RAZORBACK GREENWAY OPERATIONS AND MANAGEMENT PLAN FOR RAZORBACK GREENWAY TRAILS WITHIN FAYETTEVILLE**

**WHEREAS**, the City of Fayetteville has reviewed the Northwest Arkansas Razorback Greenway Operations and Management Plan as applicable to sections of the Greenway that extend through the City of Fayetteville's municipal jurisdiction; and

**WHEREAS**, the purpose of this Operations and Management Plan is to define the maintenance, management and operation requirements associated with the Razorback Regional Greenway facilities and lands that are located within the City of Fayetteville; and

**WHEREAS**, the Plan has been reviewed and approved by all City Departments that are responsible for maintaining, managing and operating the lands and facilities of the Greenway and other trails within Fayetteville; and

**WHEREAS**, Article XI **Operations of Vehicles and Use of City Trails** of Title VII **Traffic Code** of the Code of Fayetteville regulating multi-use operations shall have precedence and supersede if there would be any conflict with this Plan.

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

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**PASSED and APPROVED** this 4<sup>th</sup> day of December, 2012.

APPROVED:

ATTEST:

By: \_\_\_\_\_  
**LIONELD JORDAN**, Mayor

By: \_\_\_\_\_  
**SONDRA E. SMITH**, City Clerk/Treasurer

**Northwest Arkansas Razorback Greenway**



# **Operations and Management Plan**

**City of Fayetteville, Arkansas**

**Prepared November 2012**

**Adopted by the City of Fayetteville \_\_\_\_\_, 2012**

# **City of Fayetteville, Arkansas Northwest Arkansas Razorback Greenway Operations and Management Plan**

## **1. Overview**

### **1.1 Project Description and Objectives**

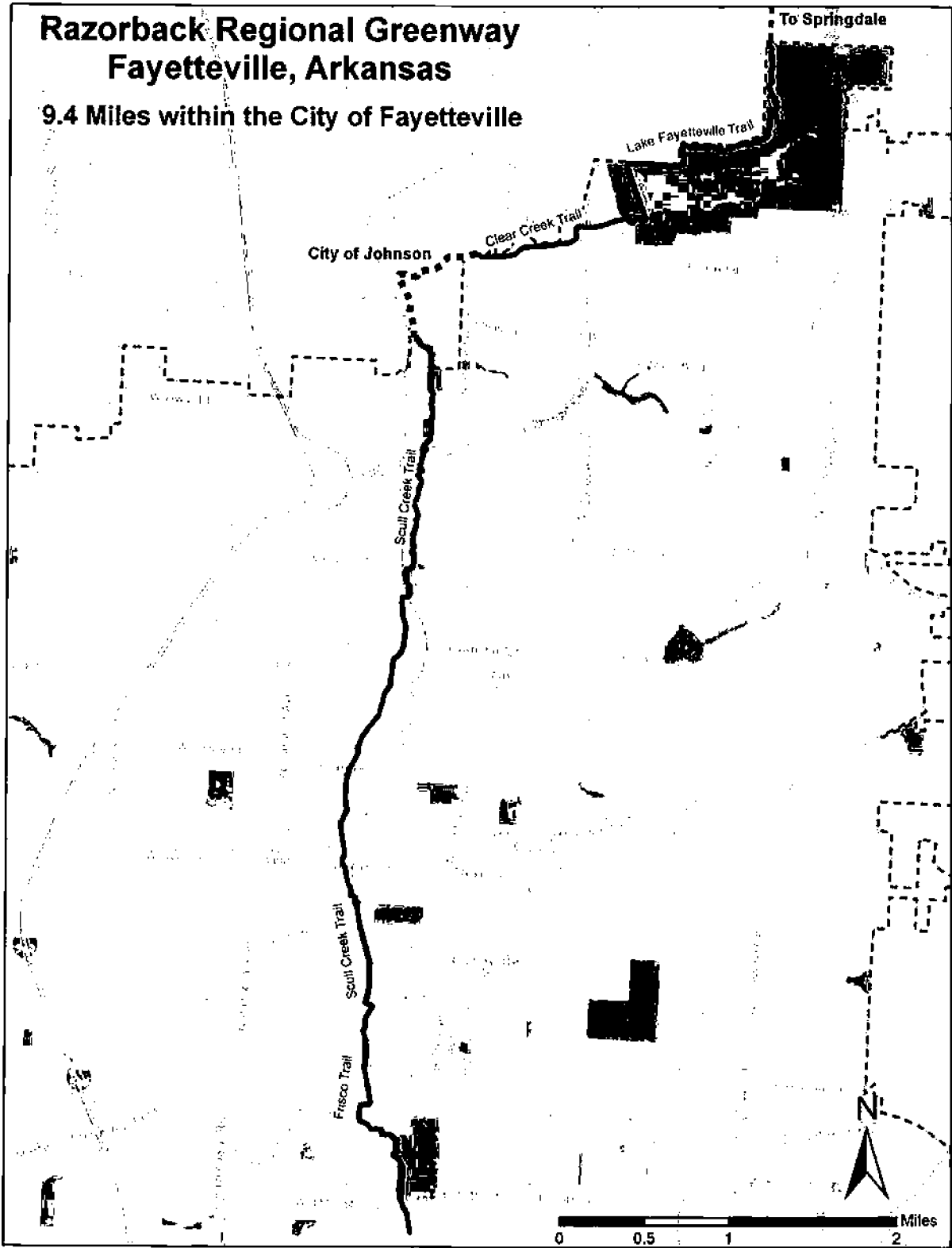
The mission of this Operations and Maintenance Plan is to promote a well-maintained, well-groomed, safe, secure and pleasant-to-use Razorback Greenway shared-use public trail. The Greenway corridor must be an asset to the City of Fayetteville and a good neighbor to surrounding public and private properties, businesses and landscapes. The standard of care and quality will be consistent across the multiple jurisdictional boundaries of Northwest Arkansas. Fayetteville agrees to maintain the Razorback Greenway to the regional standards defined herein.

The term *operations and maintenance* refers to specific day-to-day tasks as well as the longer term remedial functions and programs performed to assure resources and facilities of the Greenway are kept in good usable condition. This begins with sound design, durable components, and a comprehensive management plan. In addition, community groups, residents, business owners, developers and other stakeholders will continue to be engaged in the long-term stewardship of the resources preserved and enhanced by the Razorback Greenway as it extends through the City of Fayetteville.

The Razorback Greenway plan envisions a continuous multi-use, non-gas motorized corridor accommodating bikes, pedestrians, roller-skaters, wheelchairs and other human-propelled uses. The Greenway extends approximately 9 miles through Fayetteville, from Lake Fayetteville Trail to Clear Creek Trail to Scull Creek Trail to Frisco Trail. to Walker Park Trail. The Greenway corridor may include and incorporate: parks, feature areas, plazas, open spaces, streams and wetlands, as well as cultural and interpretive elements.

### **1.2 The Jurisdictions and Partners**

The Razorback Greenway will traverse six jurisdictions including: Bentonville; Rogers; Lowell; Springdale; Johnson; and Fayetteville. In addition, portions of the trail will run within, or proximate to, State of Arkansas and the United States Department of Transportation rights-of-way. Most of the trail corridor will be off-street, though some portions will be on-street, accommodating bicycles on the roadway and pedestrians on sidewalks. Because the trail and the greenway corridor includes streets, streams, parks and other spaces, multiple departments and agencies within the jurisdictions must also be engaged; including Parks and Recreation, Transportation, Planning, Engineering, Police and Fire/rescue agencies.



While each major jurisdiction has its own operations and maintenance departments, a key to a sustainable quality greenway over the length of the corridor will be a **consistency of standards, cooperation and coordination** amongst the communities and building enduring partnerships engaging both public and private sector leadership. While some of the jurisdictions already have a history of existing trails and greenway management, for others the Razorback Greenway will represent the first major trail/greenway maintenance obligation and there will be a need for capacity building and diversification of skills and resources to meet this challenge in those communities. This report provides guidelines and strategies to help address this need of both coordination and capacity.

### **1.3 Guiding Principles of Quality/Cost-Effective Trail Management**

The trail and greenway system should be viewed and maintained as a **world-class** public resource. Indeed it will become *infrastructure* similar to the street system, park system or utility networks serving the communities for generations to come. The following guiding principals will help assure the preservation of a first class system:

1. Good maintenance begins with sound planning and design.
2. Foremost protect life, property and the environment.
3. Promote and maintain a quality outdoors recreation and transportation experience.
4. Maintain quality control and standards.
5. Develop a management plan that is reviewed and updated annually with tasks, operational policies, standards, and routine and remedial maintenance goals.
6. Conduct regular inspections and keep complete records.
7. Maintain an effective, responsive public feedback system and promote public participation.
8. Be a good neighbor to adjacent properties.
9. Operate a cost effective program with sustainable funding sources.
10. The City agrees to maintain membership on a regional committee of respective agencies and jurisdictions that are situated along the length of the Razorback Greenway to establish, adopt, and implement a uniform program of trail management.

The Razorback Greenway traverses three different types of environments: parkland owned by local government, urban land that is either within public ownership or will be acquired as public access and use easements, and private land where multi-use trail easements have been acquired by the City for the purpose of public access. This management and operations plan addresses lands associated with the Razorback Greenway.

The operations and management plan for the Razorback Greenway provides baseline information for tasks that need to be undertaken by the City of Fayetteville and its project partners. This plan recommends a series of work items and tasks that need to be

completed in order to maintain the Razorback Greenway Trail system as an attractive, safe, and enjoyable amenity. The following defines key aspects of the Razorback Greenway management, beginning with operational policies, followed by facility management, land management, safety, security, emergency response and risk management.

**2. Operations and Maintenance Functions**

**2.1 Overview of Functional Areas**

The functional landscapes that are part of the Razorback Greenway, located within the City of Fayetteville, are:

- 1) Fayetteville Trail Head
- 2) Lake Fayetteville Trail
- 3) Clear Creek Trail
- 4) Scull Creek Trail
- 5) Frisco Trail
- 6) Walker Park

**2.2 Maintenance—Routine, Remedial and Seasonal Defined**

*Routine Maintenance* refers to the daily/weekly/monthly regime of trail sweeping, trash and debris removal, sign replacement, weed control, tree and shrub trimming, and other regularly scheduled activities. Routine maintenance also includes minor repairs and replacement such as fixing cracks and potholes or repairing a broken hand railing.

*Remedial Maintenance* refers to correcting significant defects as well as repairing, replacing or restoring major components that have been destroyed, damaged, or significantly deteriorated during the life of the project. Some items (“minor repairs”) may occur on a five to ten year cycle such as repainting, seal coating asphalt pavement or replacing signage. Major reconstruction items will occur over a longer period or after an event such as a flood. Examples of major reconstruction remedial maintenance include stabilization of a severely eroded hillside, repaving a significant stretch of the trail surface, repaving a street used for biking or replacing a footbridge. Remedial maintenance should be part of a long-term capital improvement plan.

<b>Longevity of Greenway Facilities</b>	
Asphalt	10 to 20 years
Concrete	20 years +
Boardwalk	15 to 20 years
Bridge/Underpass/Tunnel	50 years +

*Seasonal Maintenance*—In addition to the routine and remedial categories, there are seasonal tasks that should be performed as needed. Designated maintenance crews should remove leaf debris, gravel and mud, etc. from all network facilities as soon as possible.

## **2.3 Components That Are Maintained**

Following are the key components of the Razorback Greenway System:

- Off-Street Shared-Use Trails
- Off-Street Side Trails
- Trail-Related Corridors (such as landscaping, vegetation and viewsheds adjacent to the trail.)
- On-Street Bicycle and Pedestrian Facilities (such as bike lanes, cycle tracks and bike routes)
- Associated Natural Resource Areas (such as streams, woodlands, wetlands and other natural and cultural resources proximate and associated with the trail)
- Trailheads and Access Points
- Trail-Related Park and Feature Areas (integral to the trail system)
- Associated Sidewalks (interconnecting with or adjacent to trails and on-street routes.)
- Associated Streetscapes

## **2.4 Typical operations and maintenance tasks include:**

### **In General**

- User Courtesy and Regulatory Framework/Hours of Operation
- Conflict Reduction and Resolution
- User Safety and Risk Management
- Prompt graffiti and vandalism repair
- Herbicide Management
- Programming and Events
- Stewardship and Enhancement
- Coordinate volunteer and adopt-a-trail/street activities
- Oversight and Coordination
- User/Neighboring Property Feedback and Response

### **Off-Street Shared-Use Trails**

- Inspection
- Trail Surface Maintenance
- Sweeping
- Vegetation Management including tree and branch trimming and fallen tree removal
- Erosion Control
- Litter and Trash Removal
- Repair Trail Structures
- Fixture and Furnishings Maintenance
- Signage and Displays, Public Art
- Lighting and signal maintenance
- Toilet Facility Service
- Remedy “Social Trails” (such as shortcuts)
- Address Detours/Disruptions (Promptly)
- Patrol and Security Services
- Accident and Incident Data Tracking
- User Feedback and Follow-up

### **Trail-Related Corridors and Associated Resource Conservation Areas\***

- Inspection
- Vegetation Management
- Stream Channel/Riverbank Maintenance
- Litter and Trash Removal
- Pest Management
- Vegetation Management including Weeds and Invasive Plants
- Waterfowl and Hunting Regulation
- Monitor Dumping and Filling
- Fire Prevention
- Patrol and Security Services
- User Feedback and Follow-up

*\* The Razorback Greenway Trail corridor includes open land immediately next to, or integral with, the trail corridor. For planning purposes this is considered to be a swath up to 30'-wide. This open space may include stream corridors or other open landscapes. Resource conservation areas include wetlands, riparian areas, woodlots and other open spaces that have been set aside along the trail system.*

### **Trail Related Park and Feature Areas**

- Inspection
- Mowing/Vegetation Management
- Fixture and Furnishings Maintenance
- User Feedback and Follow-up

### **Other Management Functions**

- Programming and Events
- Oversight and Coordination



<b><u>Operations and Maintenance Tasks</u></b>	<b>Parks</b>	<b>Transportation</b>	<b>Volunteers</b>
Mowing	X		
Trail Lighting		X	
Sweeping	X		
Tunnel / Underpass Cleaning	X		
Pest & Herbicide Management	X		
Storm Debris Removal	X		
Snow Removal	X		
Pavement Rehabilitation		X	
Center Line and Bollard Striping		X	
Trail Crossing Signal Lights		X	
Tree & Shrub Trimming	X		
Graffiti Removal	X		
Trash Pickup	X		X
Sign Maintenance		X	
Trail Head Maintenance	X		
<ul style="list-style-type: none"> <li>• Public Art</li> <li>• Bollards</li> <li>• Benches</li> <li>• Trash Cans</li> <li>• Way Side Maps</li> <li>• Water Fountains</li> <li>• Dogi Pots</li> </ul>	X		
Railroad Underpass Covered Walkway Painting	X		
Fence Repair/Replacement	X		
Trail Programs/Promotion	X		X
Adjacent Stream Bank Restoration	X	X	
Adopt-a-trail - Trail trekkers	X		X

### **3. Razorback Greenway Access and Use**

#### **3.1 Public Access and Use**

Residents and visitors shall have access to and use of the Razorback Greenway during normal hours of operation as defined herein. All access and use is governed by City of Fayetteville Ordinance. The use of the trail system is limited to non - gas motorized users, including hiking, bicycling, in-line skating, running, jogging, and wheelchair use. No horses are allowed on the Razorback Regional Greenway. The City of Fayetteville authorized motorized vehicles used for maintenance, safety and emergency purposes are permitted to use the pathway. The City of Fayetteville’s Ordinance, Article XI, chapter 71 “Operation of Vehicles and Use of City Trails” defines the restrictions and regulations of the Fayetteville Trail system.

#### **3.2 Hours of Operation**

The Razorback Greenway will be operated as a non-lighted (except where the City has installed and maintains trail lighting) linear park and recreation facility, and shall be open for public use at all times, 365 days a year, except as specifically designated by the City of Fayetteville.

#### **3.3 Care and Management of the Trails**

The City of Fayetteville shall be responsible for the care and upkeep of the trails and all lands, drainage features, signage, fences, bridges, trail heads, landscape plantings and trail amenities. This manual will govern management and operation roles and responsibilities. It is recommended for this Manual to be periodically reviewed and updated by all parties.

#### **3.4 Fencing and Vegetative Screening Policy**

The City of Fayetteville will work with adjacent landowners on an individual basis to determine fencing and vegetative screening requirements of the Razorback Greenway. The care of fences and screening outside of the trail right-of-way or not on publicly owned lands is the responsibility of the adjacent landowner.

#### **3.5 Drainage Management Policy**

The City of Fayetteville shall, within its rights-of-way and easement corridors, maintain all drainage channels, ditches and streams that bisect or intersect with the Razorback Greenway and shall ensure that all of these drainages are free flowing and unimpeded. Management of drainage channels and structures shall include the removal of vegetation, trash and debris that would serve to block the flow of surface waters.

### **4. Trail Lands and Facility Management Policy**

The Razorback Greenway should be classified under this agreement as a multi-use trail and will be maintained in a manner that is consistent with best maintenance practices of all trails within the City of Fayetteville.

Greenway maintenance shall include the removal of all debris, trash, litter, obnoxious and unsafe human-made structures, vegetation and other foreign matter. Trail heads, points of public access, rest areas, and other activity areas shall be maintained in a clean and usable condition. The primary concern for trail maintenance shall always be public safety.

All trail facilities shall be maintained in a safe and usable manner during hours of operation. Rough edges, severe bumps or depressions, cracked or uneven pavement, gullies, rills and washed out tread surface shall be repaired as soon as possible. Volunteer vegetation occurring in the trail tread should be removed in such a manner so that the trail surface is maintained as a continuous, even and clean surface.

## **5. Land Management**

Parkland that is owned by the City of Fayetteville and used for Razorback Greenway, shall be governed by park and recreation management and operations policies, procedures and programs. Other public rights-of-way and private property that is accessed and used for the Greenway as part of a greenway easement shall be maintained in a condition that promotes safety and security for users and adjacent property owners.

Vegetation within the trail corridor should be managed to promote safety, serve as habitat for wildlife, buffer public use from private property, enhance water quality and preserve the unique aesthetic values of the natural landscape. Removal of native vegetation should be done with clear purpose and discretion. The objective in controlling growth of vegetation shall be to maintain clear and open lines of sight along the trail at all times, at intersections with roadways and driveways, and along roadways. Vegetation removal within the trail development zone should be accomplished to eliminate potential hazards that could occur from natural growth.

To promote safe use of the trail, all vegetation should be clear-cut to a minimum distance of 3 feet from the edge of the trail tread. Selective clearing of vegetation should be conducted, in cooperation with appropriate management agents, within a zone that is defined as being between three to ten feet from the edge of the pathway. At any point along the trail, a user should have an unobstructed view, along the centerline of the pathway, 250 feet ahead and behind his/her position, except where the terrain, existing structures, large trees or trail curvature is a limiting factor.

Removal or installation of vegetation within the trail right-of-way by an individual or agency other than the City of Fayetteville or its designee, is deemed unlawful and subject to fines and/or prosecution.

### **5.1 Accurate and Organized Record Keeping**

Good record-keeping techniques are essential to a comprehensive operations and maintenance program, particularly when multiple jurisdictions are involved. This information can be used to eliminate overlap or gaps in maintenance services provided, identify levels of use, and prioritize management needs. Handheld digital devices and

applications with GPS capability carried by field inspectors and maintenance personal may help expedite and facilitate a more effective record keeping system where data is fed into a central source—accessible on the Web not only locally but by the other jurisdictions along the entire length of the Razorback Greenway. The record keeping template could include:

- Schedule of routine (and remedial) maintenance tasks
- Inspection reports
- List of daily activities
- Observed routine and remedial maintenance items and issues
- Hazards, incidents, safety issues observed and action taken
- Prioritization of remedial maintenance projects
- User and adjacent properties input (complaints, comments, suggestions, etc.) and follow-up
- Annual maintenance budgets and costs
- Projected costs for subsequent years (short term, medium term, and long-term)
- Internal working database for existing, planned, or proposed projects for each system—greenway, off-street, on-street, bicycle, and pedestrian

## **6. Safety and Security**

### **6.1 Security and Public Safety, Risk Management and Liability Considerations**

Promoting safety and security of trail users and the security of adjacent properties should be the foremost objective of this operations and management plan.

The City of Fayetteville should work in cooperation with other local government agencies to develop and implement a safety and security program for the Razorback Greenway. This program should consist of well-defined safety and security policies; the identification of trail management, law enforcement, emergency and fire protection policies; and a system that offers timely response to the residents and visitors for issues or problems related to safety and security. Important components of the safety and security program may include:

- 1) Establishment of a safety committee and/or coordinator,
- 2) Preparation of a pathway safety manual,
- 3) Establishment of user rules and regulations,
- 4) Development of trail emergency procedures,
- 5) Preparation of a safety checklist for the pathway,
- 6) Preparation of a pathway-user response form,

- 7) A system for trail related incident reporting and analysis,
- 8) Regular maintenance and inspection programs,
- 9) Site and facility development and review,
- 10) Public information programs,
- 11) Employee training programs for safety and emergency response,  
and
- 12) Ongoing research and evaluation of program objectives.

Key considerations in promoting public safety and security may include:

- **Have good, current, data**—Implement a data base management system, a crime tracking system, with police for tracking the specific locations and circumstances of all incidents, such as accidents, crime and vandalism, and create a follow-up plan to address any major, re-occurring problems that develop.
- **Monitor the condition of facilities**—Schedule and document frequent inspections to determine the amount of use, location, age, type of construction, and condition of railings, bridges, trail surfaces, signage, etc. Evaluate and remove all obstacles or objects that could impede facility usage such as debris, rumble strips, etc. and provide solutions such as alternative routing, removal of obstacle, etc. Follow-up with the appropriate corrective measures in a timely manner.
- **Preventative maintenance**—Identify potential safety problems such as a missing curve or stop sign, a damaged trail surface, a missing railing, leaf litter, snow and ice build-ups (especially hidden ice and snow), flash flood issue, storm water drainage and/or erosion issues. Important to check for these after events like storms or construction along the trail corridor.
- **Safety and security features though planning and design**—This includes adhering to state-of-the-standards such as the ASSHTO *Guide to the Development of Bicycle Facilities*, *The Manual of Uniform Traffic Control Devices*, ADA, OSHA, etc. It also includes incorporating good lines of sight, trimming vegetation and other measures to avoid hiding places and other defense-through-design techniques to help reduce crime and accidents.
- **Multi-disciplinary plan review**—All proposed plans and construction drawings should be circulated amongst the various engaged departments and staff including engineering, transportation, parks and recreation, and police and fire/rescue, including key field staff.
- **User courtesy and conflict reduction**—Posting signs, equipping patrol persons, using brochures and Website to educated public on trail etiquette including bicycle yield, equestrian courtesies, dog on leash and safe practices (See “conflict reduction” below).
- **Wayfinding and location identification**—This should include, street signs at cross streets readily visible from the trail and “mile markers” located at least every 1/4 mile giving the location based on a north to south or west to east numbering staring at a single “point zero” such as a major cross street and running the entire length of the trail across jurisdictional line.
- **Patrol and enforcement**—This might be a multi-jurisdictional patrol with wireless communication capability and first aid training.
- **Protecting adjacent properties**—Working with adjacent land owners, tenants, and businesses to assure the trail is a good neighbor. This may include (where appropriate), security barriers, do not trespass signage, and communication with impacted neighbors.

- **Medical emergencies and rescue, response and access**—Working with police and fire/rescue for optimal emergency response including design for rescue and vehicle (to accommodate up to 6.5 tons) access, incident reporting by location, and location identification.
- **Address system**—Have in place and “address system” such as mile markers to identify locations for all off-road greenway facilities. On-road facilities should make use of the existing street names and adjacent property addresses. Each local emergency response office/unit should have an up-to-date map of all City greenway, bicycle, and pedestrian facilities.
- **Surveillance Technologies**—Webcams and similar video technology may be advantageous to position solar powered wireless “webcams” that transmit visual images of the trail to a publicly accessible Website increasing the number of “eyes” on the trail.

The City of Fayetteville will work towards the implementation of these goals and guidelines as future budget opportunities become available.

## 6.2 Conflict Reduction

User conflicts are bound to occur along the trail especially as the trail system becomes increasingly popular and more crowded. Planning, designing and managing ahead of the curve can help reduce conflicts and promote a safer, more enjoyable trail experience. Steps to promote conflict reduction include:

- **Anticipate issues**—Including reckless and unsafe behavior; incompatible uses; trespassing; disturbances and adverse environmental impacts. Respond to illegal or disturbing activity quickly.
- **Consider diverse user goals**—Recognize the different goals of different users, such as walkers and bicyclists, and separate where feasible.
- **Educate**—Provide user education through signage, patrol, volunteers, brochures, and media. Promote trail etiquette and techniques such as educating bicyclists and hikers.
- **Enforce**—Post user courtesy signs and speed limits for bicyclists. Cite (where allowed by law) and if necessary ticket reckless behavior including excessive bicycle speeds, dogs on leash, etc.
- **Anticipate the need for adequate capacity**—Provide adequate trail mileage and bicycle, pedestrian, and greenway acreage to accommodate user populations.
- **Solicit input from user groups**—Provide contact information to report problems and respond promptly and effectively to complaints, concerns, or suggestions.
- **Monitor problems**—Track, document, and log problem areas and address problems through design and management.

## 6.3 Shared-Use Trail User Rules and Regulations (Trail Ordinance)

The City of Fayetteville’s Ordinance, Article XI, chapter 71 “Operation of Vehicles and Use of City Trails” defines the restrictions and regulations of the Fayetteville Trail system. The following rules and regulations further define the use on the Razorback Regional Greenway. These following rules should be displayed in brochures and on information signs throughout the pathway.

- 1) **Be Courteous:** All trail users, including bicyclists, joggers, and walkers should be respectful of other users regardless of their mode of travel, speed or level of skill. Respect the privacy of adjacent landowners.
- 2) **Keep Right:** Always stay to the right as you use the path. The exception to this rule occurs when you need to pass another user and should occur only when the centerline is dashed.
- 3) **Pass on the Left:** Pass others going in your direction on their left and give an audible warning. Look ahead and behind to make sure that your lane is clear before you pull out and around the other user. Pass with ample separation. Do not move back to the right until you have safely gained distance and speed on the other user.
- 4) **Give Audible Signal When Passing:** All users should give a clear warning signal before passing. This signal may be produced by voice, bell or soft horn. Voice signals might include “Passing on the Left!” or “Cyclist on the left!” Always be courteous when providing the audible signal -- profanity is unwarranted and unappreciated.
- 5) **Be Predictable:** Travel in a consistent and predictable manner. Always look behind before changing position on the trail regardless of your mode of travel.
- 6) **Control Your Bicycle:** Inattention, even for a second, can cause disaster —always stay alert! Maintain a safe and legal speed at all times.
- 7) **Don’t Block the Trail:** When in a group, including your pets, use no more than half the pathway so as not to block the flow of other users. If users approach your group from both directions, form a single line or stop and move to the far right edge of the path to allow safe passage by these users.
- 8) **Yield When Entering or Crossing Trails:** When entering or crossing a path at uncontrolled intersections, yield to traffic already using the other path.
- 9) **The Use of Lights:** When using the trail during periods of low visibility each cyclist should be equipped with proper lights. Cyclists should have a white light that is visible from 500 feet to the front, and a red or amber light that is visible from 500 feet to the rear. Other path users should use white lights (bright flashlights) visible 250 feet to the front, and wear light or reflective clothing.
- 10) **Don’t Use this Path Under the Influence of Alcohol or Drugs:** It is illegal to use this path if you have consumed alcohol in excess of the statutory limits, or if you have consumed illegal drugs. Persons who use a prescribed medication should check with their doctor or pharmacist to ensure that it will not impair their ability to safely operate a bicycle.

- 11) **Clean Up Your Litter:** Leave no Trace! Please keep this path clean and neat for other users to enjoy. Do not leave glass, paper, cans or other debris on or near the path. Please clean up after your pets. Pack out what you bring in —and remember always to recycle your trash.
- 12) **Keep Pets on Leashes:** All pets must be kept on a secure and tethered leash no longer than 3 feet in length. Pet owners are responsible for removing pet waste promptly.
- 13) **Use the Buddy System:** Always use the path system with a friend!
- 14) **Vegetation Removal:** It is illegal to remove vegetation of any type, size, or species from the pathway. Please contact the City of Fayetteville should you have concerns about noxious weeds, poisonous vegetation, dying or dead vegetation or other concerns about vegetation growth in the pathway.
- 15) **Share the Path!** Always exercise due care and caution when using the pathway!

### **6.5 Police Patrol and Emergency Response System**

In order to provide effective patrol and emergency response to the needs of trail users and adjacent property owners, the Communities of Northwest Arkansas should develop a specific patrol and emergency response plan for the Razorback Greenway. This plan should define a cooperative law enforcement strategy for the trail based on the capabilities of different agencies and services typically required for the facility. The trail will go through numerous phases of development before completion. All phases should illustrate: points of access to the pathway; approved design details for making these access points safe, secure, and accessible to law enforcement officials.

### **6.6 Emergency Response Plan**

The City of Fayetteville should define an emergency response plan in conjunction with appropriate local police, fire and paramedical units in order to define which agencies should respond to 911 calls, and provides easy-to-understand routing plans and access points for emergency vehicles. Local hospitals should be notified of these routes so that they may also be familiar with the size and scope of the project. The entire pathway system should be designed and developed to support a minimum gross vehicle weight of 6 tons to allow emergency vehicle access.

## **7. Risk Management and Liability**

The design, development, management and operation of the Razorback Greenway must be carefully and accurately executed in order to provide a resource that protects the health, welfare, and safety of the public. The City of Fayetteville has adopted the Fayetteville Alternative Transportation and Trail Master Plan that includes the following:



- 1) A complete maintenance program that provides the appropriate duty or level of care to greenway users,
- 2) A risk management plan that appropriately covers all aspects of the trail, and
- 3) A comprehensive working knowledge of public use laws.

Public use of the Razorback Greenway should be covered under existing City of Fayetteville policies for the use of park and public spaces. City of Fayetteville is charged with the care of the Razorback Greenway and should exercise reasonable care in the managing all Greenway facilities to reduce hazardous, public nuisance and life threatening situations.

## 8. Anticipated Needs Administrative Considerations and Costs

### 8.1 Coordinating a Level of Excellence

Existing functions, capacities, trail maintenance experience and structure differ from jurisdiction to jurisdiction just as priorities and emphasis on existing streets, parks and drainage maintenance departments differ. To assure the Razorback Greenway sustains a level of excellence over the long term, it is important to have an agreed-upon, effective multi-jurisdictional structure. To that end, we are assuming that, while **the City of Fayetteville is directly responsible for maintaining its respective greenway segments—to overall standards**—there is specific method for cooperative oversight and resource sharing that transcends jurisdictional and local agency boundaries.

This could include having:

- A Trail Ranger Patrol—(Trail Trekker) This consists of a bicycle-mounted volunteer that routinely rides the Razorback Greenway providing regular inspection and reporting, minor clean-up and repairs, assisting trail users directions, fixing flats, etc. and serving as ambassadors of the program. It would be ideal to select or provide rangers with first aid and CPR training. Rangers would hold no official capacity for enforcement unless also employed as local law enforcement agents.

Departmental Liaisons—The City of Fayetteville will designate the Trails Coordinator to coordinate construction standards such as assuring that the Razorback Greenway is built, to the standards defined in this O&M Plan.

- Shared Equipment—City of Fayetteville maintenance staff should have access to a work vehicle such as a pick-up truck to haul materials, visit work sites, etc. In certain circumstances, Trail Trekkers may also have access to wireless communication devices (i.e. handheld radios or cell phones), bicycles and bike trailers.

### **8.3 Operations and Maintenance in Each Municipality**

Ultimately, both routine and remedial maintenance is the responsibility of the City of Fayetteville for the segments of the Razorback Greenway located within Fayetteville. The City of Fayetteville has a Trails Coordinator who is authorized to work with the key operational staffs of the planning, transportation, parks and recreation and other departments to assure a coordinated effort and meeting standards of quality the Razorback Regional Greenway.

Coordination among and commitment of departments in Fayetteville responsible for trail, bicycle, and pedestrian facilities is crucial to carry out maintenance tasks. In addition, department managers, planners, designers and engineers, police and fire/rescue and field maintenance personnel should be consulted both in the design review process and on a regular basis to assure standards continue to be met. The Fayetteville Trails Coordinator as well as the Active Transportation Advisory Committee that is appointed by the City Council may help facilitate this.

## **9. Labor and Equipment Needs**

With phased development of the Razorback Greenway, new personnel and equipment will be needed to undertake the day-to-day management of the trail. The City of Fayetteville currently has an expanding trail system that has a crew devoted through the Parks and Recreations Trails and Urban Forestry.

### **9.1 Trail Manager**

A trail manager (currently employed by the City of Fayetteville within the parks and recreation department as a Forestry and Trails Crewleader) should oversee, coordinate and direct the day-to-day land and facility management operations associated with the Razorback Greenway in Fayetteville. A dedicated Trail Manager staff member will likely need to be included in future budgets as the network of trails in Fayetteville continues to expand.

The trail manager will be responsible for managing a trail crew, and ensuring that a daily work program is carried out to properly steward the Greenway, other city trails, trailheads, signage systems, facility amenities, landscape and vegetation, and other trail facilities.

The trail manager is expected to assist in preparing an annual budget and to implement this budget on a monthly basis. The trail manager could be required to prepare and file an annual report that describes the activities associated with stewarding Razorback Greenway lands and facilities. Monthly progress and resource management reports may also need to be filed with the appropriate department head that contain important information about management, operations, cooperation and coordination activities.

### **9.2. Trail Crew**

The City of Fayetteville may need to add additional employees to the existing trail crew. It is recommended that a three-person trail crew be employed by the City of Fayetteville to carry out daily maintenance, management and stewardship of the trail development zone, trailhead facilities, signage systems, landscape and vegetation, and other elements of the Razorback Greenway.

The trail crew will report directly to the Trail Manager (or department designee), who will establish daily work schedules and priorities. Trail crew will be furnished with equipment, supplies, tools, machinery and other operations needs to carry out their responsibilities.

### **9.3. Trail Management Equipment**

The City of Fayetteville may also need to supplement its existing equipment to support the work of the trail manager and trail crew. The following is a list of recommended equipment:

- 1 Ford F-350 with extended crew cab for 3-person trail crew
- 1 Hustler Super Z 60" with Trailer
- 2 Gasoline powered trimmers
- 2 Gasoline powered blowers
- 1 Debris and Leaf Vacuum
- Hand shovels, pick axe, rakes, pruning shears

### **9.4 Annual Maintenance Costs**

In addition to labor and equipment, an annual budget is needed for fuel, materials, repair to equipment, and other miscellaneous charges and costs for completing the maintenance and management of the trail development zone along the entire length of the Razorback Greenway corridor as well as other city trails.

Currently, these funds come out of the existing Park and Recreation Department's Maintenance budget. As the overall trail system in Fayetteville expands, as well as the development of the Razorback Greenway, additional permanent funding will be required.

### **9.5 Use of Volunteers**

Trail managers often use volunteers for routine trail maintenance and special trail projects and events. The Federal Volunteer Protection Act of 1997 protects the volunteer workers. This act protects volunteers of nonprofit organizations or governmental entities. The Act states that such volunteers are not liable for harm caused by their acts of commission or omission provided the acts are in good faith.

### **9.6 Adopt-A-Trail Program**

The City of Fayetteville's Adopt-A-Trail Program is an excellent way for the City to engage local citizens in the care and maintenance of the Razorback Greenway. The Adopt-a-Trail Program is operated by the City of Fayetteville Department of Parks with the goal of maintaining the environmental and aesthetic quality of the Razorback Greenway by generating a strong sense of ownership among the citizens of the City. Through the Adopt-a-Trail program residents, businesses, greenway users, and various community groups can

have an active role in maintaining the lands and facilities of the Razorback Greenway. Volunteers will work with Parks and Recreation Department staff to participate in various projects, which may include:

- Litter Pickup
- Removal of exotic invasive plants
- Planting flowers
- Reporting of safety hazards, illegal dumping, injured or dead animals, storm damage, and other issues

Sample forms are included below.

### **9.7 Trail Watch Program**

A Trail Watch (Trail Trekker) program has been established for the Fayetteville sections of the Razorback Greenway will help to promote safety and appropriate trail use by providing information and assistance to all trail users. The Trail Trekker has a training program that is required to review the duties and to learn safety and first aid techniques. A volunteer waiver form is required if the volunteers assist with a project that requires the usage of a chainsaw or other types of equipment as deemed necessary. These forms are reviewed annually and updated on the City of Fayetteville website. Trail Trekker Volunteers and Trail-Trekkers observe and document safety issues requiring attention, serve as a positive presence on the trail and would assist the City of Fayetteville Parks and Police departments to keep the Razorback Greenway trail safe and well maintained.

## Fayetteville Trail Trekkers & Adopt-A-Trail

Thank you for your interest in The Fayetteville Trail Trekkers Program, we hope you will enjoy being involved in our community. This Handbook provides information about Fayetteville’s Trail system as well as the duties and responsibilities of volunteers in the Trail Trekkers Program.

Trail Trekkers is a year-round volunteer trail safety, education and assistance program that provides services to all trail users in the City of Fayetteville, Arkansas. The presence of Trail Trekkers on the trails helps to promote a feeling of satisfaction and security among trail users. Trail Trekkers works with local law enforcement groups, but it is not an enforcement agency.

### **Fayetteville Trail Trekker Goals**

To contribute to the public’s enjoyment and safety of the Fayetteville Trail System by providing service to all trail users.

### **Adopt-A-Trail**

Adopt-A-Park and Adopt-A-Trail are parts of our Volunteer Program. Program participants are required to work three times per year. The first work session must occur within six months of adopting, followed by two additional work dates before the year’s end. If the adopting group or individual does not work at least once within the first six month period, Fayetteville Parks and Recreation has the option to cancel the agreement.

Signage with your organization name will be installed at the park or trail you choose to adopt. The sign will be installed after requirements have been met for one full year and a commitment to continue has been made.

### **Duties of Trail Trekker Volunteers:**

- Supply directions, maps and information
- Report and/or perform light trail maintenance
- Assist with first aid needs
- Encourage compliance of trail rules and etiquette
- Assist with minor bicycle repair
- Cooperate with Fayetteville Police Department if the need arises.

Trail Trekkers Volunteers will be supplied with vests for identification purposes, a small first aid kit, supplies for minor bike repairs, emergency and key contact phone numbers; and maps. It is necessary for each Trail Trekkers volunteer to carry a cell phone.

**Recruitment, Orientation, and Training**

The Trail Trekkers Training program will consist of explaining and understanding trail rules and ordinances, watching Trail and Bike Safety videos, basic first aid instruction, and conflict resolution training. Training sessions will be available on a quarterly basis or as needed. Volunteers must complete all aspects of training and meet with a Trail Trekker Coordinator before beginning as a Trail Trekker.

**The Trail Trekkers Coordinators**

The Trail Trekkers Coordinators are located in the Parks and Recreation Office: 1455 S. Happy Hollow Rd. The office hours are 8:00 a.m.-5:00 p.m. Monday through Friday. The Trail Trekkers Coordinators can discuss any questions or concerns by contacting the Parks and Recreation office at 444.3471

**Procedure for Volunteering**

Start by filling out the enclosed application and returning it to the Parks and Recreation Office. Volunteers will be contacted with further information on training dates and opportunities.

**Record Keeping**

Immediately after a work session volunteers are required to report via email or voicemail the date and time they work, the portion of trail they worked, number of people encountered, number of people assisted, and maintenance issues needing attention. So you or your organization can receive the recognition you deserve, it is essential that Parks and Recreation maintain a record of the amount of time donated by volunteers. This information should be e-mailed, submitted online, or phoned in within 24 hours of work date.

**Safety and Personal Protective Equipment**

Trail Trekkers need to be properly dressed and equipped with the proper protective equipment while working. Orange Safety vests must be worn at all times. Volunteers must wear close toed shoes at all times. Bikers must wear a helmet. If working a night shift, a flashlight or headlight must be used on non-lit portions of trail. Trail Trekkers must carry a cell phone at all times.

**Who Can Volunteer:**

All trail users should display respect for the trails and other trail users. They are encouraged to report maintenance needs, vandalism, or safety issues to the proper authorities.

Those who wish to assume the greater responsibility of a Trail Trekker will be required to complete a back ground check, complete all elements of training, and submits reports after every shift.

## Policies

### **American with Disabilities Act (ADA)**

Volunteers who are disabled should bring those needs to the attention of the Trail Trekkers Coordinators. Fayetteville Parks and Recreation complies with ADA guidelines and will make every effort to accommodate whenever possible.

### **Dress Code**

We want you to be comfortable and wear appropriate clothing; we also ask that our volunteers project a professional image in their attire. Trail Trekkers should wear the orange Trail Trekkers vest at all times during a scheduled shift.

### **Drug Free Workplace**

Fayetteville Parks and Recreation has a vital interest in maintaining a safe and efficient work environment for volunteers and employees. Use of drugs, being under the influence of alcohol, or being in an impaired condition poses safety and health risks and is prohibited. Violation of this policy will result in the termination of ones status as a volunteer.

### **Plant Collection**

No plants or seeds may be installed or removed from any park property unless authorized by a Fayetteville Parks and Recreation Staff Member.

### **Sexual Harassment**

No volunteer should experience unwelcome sexual suggestions from any employee, volunteer, or trail user, any incidents of this nature should be reported immediately to the Trail Trekkers Coordinators or Fayetteville Parks and Recreation Director for investigation.

### **Weather**

If there is inclement weather, please use caution when out on the trails.

### **Emergency Procedures**

Any Trail Trekker who observes a medical or any other type of emergency should call 911 then contact a staff member.

**Grievance Procedures**

A volunteer who has a concern about a work-related issue should discuss the issue with the Trail Trekkers Coordinators. Every attempt will be made to resolve a problem informally through the discussion process. However, if a matter remains unresolved, it will be referred to the Fayetteville Parks and Recreation Director so a final resolution can be reached.

**Park Patron Relations**

As a volunteer you represent Fayetteville Parks and Recreation and have an important role to play in enhancing the visitor’s perception of Fayetteville Parks. Volunteers should always be friendly and helpful. If a visitor’s question cannot be answered, the visitor should be directed to an appropriate staff member for an answer. If a volunteer observes inappropriate behavior from a visitor, they should report the problem immediately to the Trail Trekkers Coordinators or the group representative.

Thank you for your interest in our community. We look forward to meeting you and appreciate the generous offer of your time and skills.

Mail or Deliver to:  
Fayetteville Parks and Recreation  
Trail Trekkers Program  
1455 S Happy Hollow Rd  
Fayetteville AR 72701  
Main Office: (479) 444-3471  
Fax: (479) 521.7714  
E-mail: [aspann@ci.fayetteville.ar.us](mailto:aspann@ci.fayetteville.ar.us)  
Website: [www.accessfayetteville.com](http://www.accessfayetteville.com)



TRAIL TREKKERS APPLICATION

Please Print:

Date: \_\_\_\_\_

\_\_\_\_\_  
Volunteer Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
Organization Name (if applicable)

\_\_\_\_\_  
City, State, Zip

( ) \_\_\_\_\_ - \_\_\_\_\_

\_\_\_\_\_  
Phone Number

( ) \_\_\_\_\_ - \_\_\_\_\_

\_\_\_\_\_  
Alternate Number

\_\_\_\_\_  
Occupation

\_\_\_\_\_  
E-Mail Address

**Emergency Contact**

In the event of an emergency contact:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Relationship

\_\_\_\_\_  
Address

\_\_\_\_\_  
Emergency Telephone

**Medical**

Do you have any medical condition we should be aware of? (i.e.: heart condition, back problems, asthma, allergies, etc.). Specify:

\_\_\_\_\_

**Special Skills, Training, Hobbies & Interest**

List any hobbies, training or background which may be applicable:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

VOLUNTEER APPLICATION

**Availability/Schedule**

When are you available to volunteer?

On a regular basis                      Occasionally                      Special Events  
Mornings                                      Afternoons                      Weekends  
Other \_\_\_\_\_                      Preferred Day: M T W Th F S S

Is there a specific trail you would like to volunteer on?

\_\_\_\_\_

Briefly explain why you are interested in volunteering with Fayetteville Parks and Recreation:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Do you have specific questions or comments you would like to address?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I certify that the information stated on this application is true and correct to the best of my knowledge and belief and is made in good faith. Any false statements made by me may be used as a rejection of this application.

Signature \_\_\_\_\_ Date \_\_\_\_\_

*If you have any questions, please call 479-444-3471.*