



Northwest Arkansas and Southwest Missouri Trail Plans, Trail System, and Trail System Results



Green Project Examples with Results

Vision Statement – Project

Vision Statement:

Northwest Arkansas' trail and roadway system will comfortably, safely, and efficiently accommodate bicycle and pedestrian transportation. The linking of local and regional attractions will make the area a world-class bicycle and pedestrian destination. Walking and bicycling will become common, enjoyable, and viable transportation and recreation choice that promote active living and a high quality of life in Northwest Arkansas.

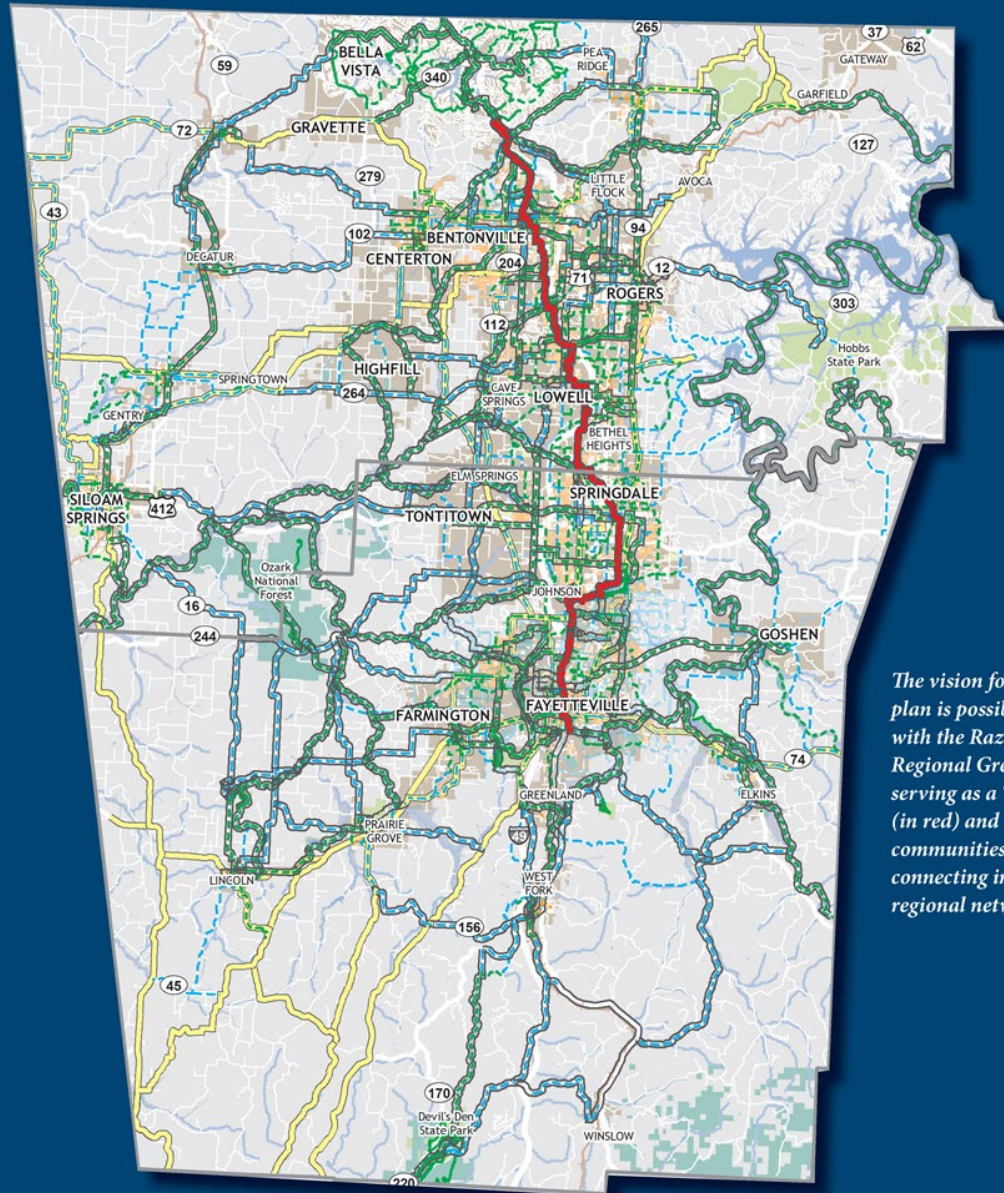
Local Decision Making With A Common Vision

Every community in the region is unique and will develop in its own way – but will do so with a common vision of becoming more walkable, bikeable and livable places for residents, visitors, and businesses in NWA and Southwest Missouri.

MAP ES.1 REGIONAL OVERVIEW

1. AVOCA
2. BELLA VISTA
3. BENTONVILLE
4. BETHEL HEIGHTS
5. CAVE SPRINGS
6. CENTERTON
7. DECATUR
8. ELKINS
9. ELM SPRINGS
10. FARMINGTON
11. FAYETTEVILLE
12. GARFIELD
13. GATEWAY
14. GENTRY
15. GOSHEN
16. GRAVETTE
17. GREENLAND
18. HIGHFILL
19. JANE, MO
20. JOHNSON
21. LINCOLN
22. LITTLE FLOCK
23. LOWELL
24. PEA RIDGE
25. PINEVILLE, MO
26. PRAIRIE GROVE
27. ROGERS
28. SILOAM SPRINGS
29. SPRINGDALE
30. SPRINGTOWN
31. SULPHUR SPRINGS
32. TONTITOWN
33. WEST FORK
34. WINSLOW
35. BENTON COUNTY
36. McDONALD COUNTY
37. WASHINGTON COUNTY

Note: Communities over 1000 population shown in green with Community Plan
 Additional Communities with plans adopted and amended into Regional Plan



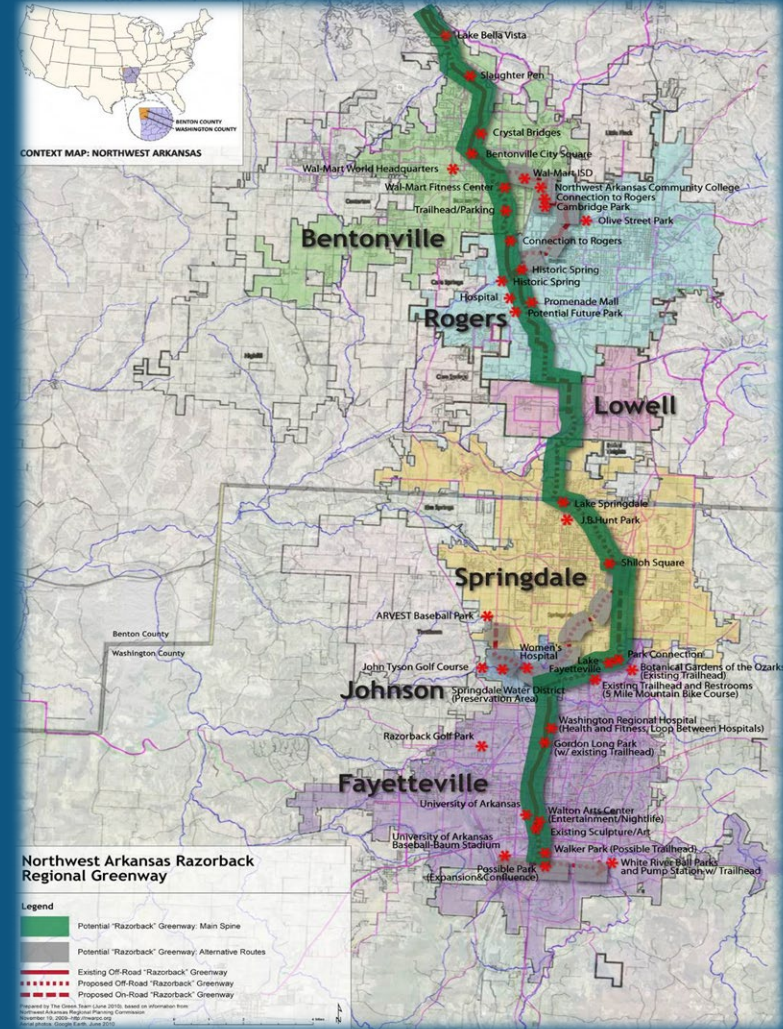
The vision for this plan is possible with the Razorback Regional Greenway serving as a 'spine' (in red) and local communities connecting into a regional network.

Regional Network	Proposed Shared Use Facility	Proposed Bicycle Facility	Proposed Pedestrian Facility
Razorback Greenway	Existing Shared Use Facility	Existing Bicycle Facility	Existing Pedestrian Facility
Heritage Trail			

0 2.5 5 Miles ↑

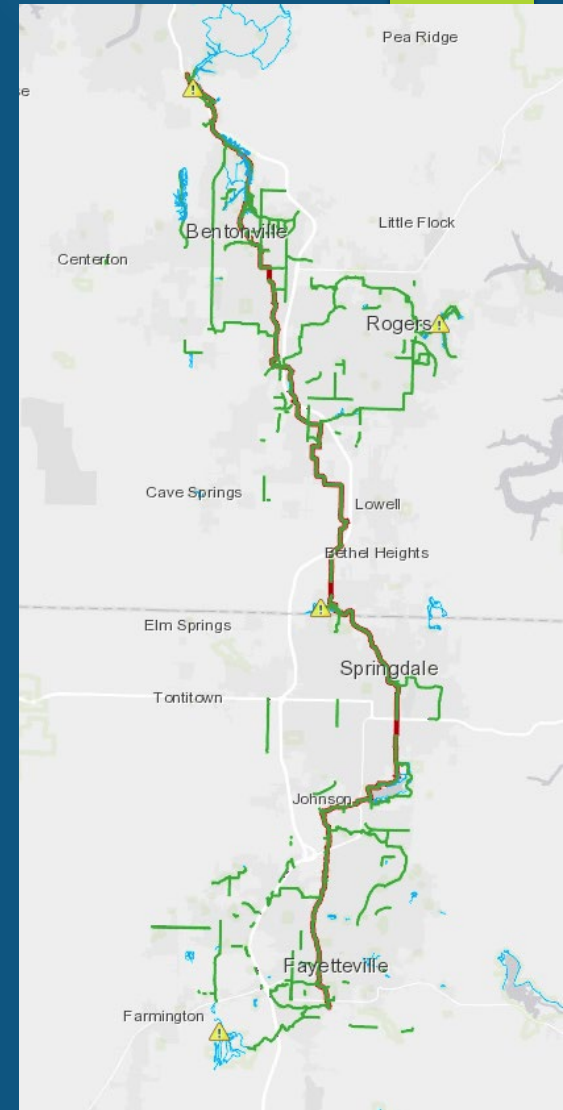
Razorback Regional Greenway

- ▶ Bentonville, Fayetteville, and Rogers completed northern and southern portions of what subsequently became the Greenway.
- ▶ In 2011, secured TIGER II federal funding and a generous grant from the Walton Family Foundation to construct approximately 18 miles of connecting trail to complete the Razorback Regional Greenway.
- ▶ The facility officially opened in May of 2015.



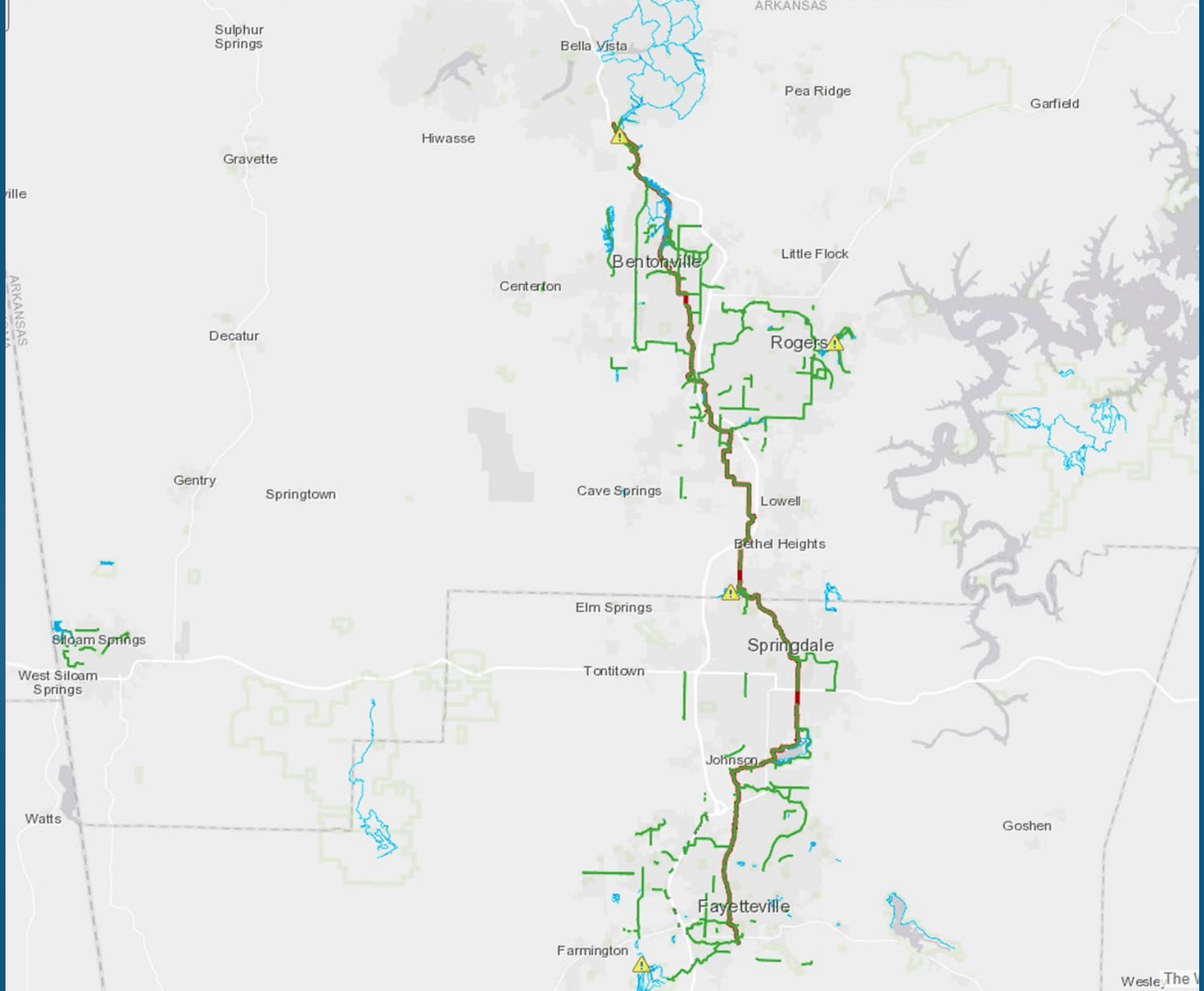
Razorback Regional Greenway

- ▶ 38-mile north-south trail system that connects hundreds of thousands of residents to destinations across Benton and Washington Counties



Trail Mileage Comparison

	2016	2017	2018	% Increase 2016-2018
Shared Use Paved Trails	108	142	154	42.59%
Soft Surface Trails	143	218	253	76.92%
Total Miles	251	360	407	62.15%



Trails and Cycling Results in Northwest Arkansas

SUMMARY – WALTON FAMILY FOUNDATION STUDIES



Economic and Health Benefits of Bicycling in Northwest Arkansas

FINAL REPORT

WALTON FAMILY FOUNDATION

2017 Northwest Arkansas Trail Usage Monitoring Report

Summary Findings:

The study showed that average daily weekday bicycle volumes per study site increased by about 32% between 2015 and 2017, from 142 daily cyclists to 187 cyclists per site on average; and by about 14% on weekends, from 296 cyclists to 336 cyclists. The estimated average annual bicycle volumes per study site grew between 2015 and 2017 by 24%, from about 87,700 to 83,700 cyclists per year per site. During this same period, about 34 miles of new multi-use path were constructed, along with about 77 miles of natural surface trails network, 0.5 miles of bike lane, about 1 mile of neighborhood path, and 0.5 miles of shared roadway facility.

The study showed that Northwest Arkansas (NWA) had high cyclist user counts per capita relative to other more densely populated areas. For example, the sum of the top three sites with the highest daily cyclist use in NWA was greater than the top three sites with the highest daily cyclist use in San Francisco. Comparing cycling levels (for the three highest activity sites for each location) per capita (users per 1,000 population), Northwest Arkansas (5.45) is higher than both San Francisco (3.2) and San Diego County (0.67), and shows lower levels than Minneapolis (25.48), Vancouver (24.07), and Portland (9.34).

The study also indicated based on time of day usage patterns that the trails are used for both utilitarian and recreational use. Weekday cycling, for example, has a double peaking pattern, which typically indicates that these paths are being used for utilitarian trips, such as school or work trips. Weekend cycling by hour of day shows a single peak, suggesting that travel is more recreational in nature. The analysis also showed that there are higher levels of cycling in areas of NWA that are more densely populated and have low-to-medium incomes.

In comparison to trail usage patterns for cyclists, pedestrian activity levels show similar results. The study showed that average daily weekday pedestrian volumes per study site increased by about 5% between 2015 and 2017, from 141 daily pedestrians to 166 pedestrians per site on average; and by about 19% on weekends, from 171 pedestrian to 203 pedestrians. The estimated average annual pedestrian volumes per study site grew between 2015 and 2017 by 10%, from about 58,900 to 65,000 pedestrians per year per site.

Results relative to other more densely populated areas of the US remain positive. For example, comparing pedestrians (for the three highest pedestrian sites for each location) per capita (users per 1,000 population), Northwest Arkansas (5.78) is higher than San Diego County (5.51) and Calgary (3.85). Also similar to cycling usage, based on the time of use, the trails appear to be used for utilitarian purposes during the weekdays, showing double peak patterns. During weekends, trails show recreational walking patterns. The relationship between low-income areas and greater pedestrian trail usage was consistent with the cycling trends.

Project Overview:

The Walton Family Foundation has made significant investments in developing a robust trail network in the Northwest Arkansas region. Since 2015, the network has expanded by 35 miles of new multi-use path, about 77 miles of new natural surface trails network, 0.5 miles of new bike lane, about 1 mile of new neighborhood path, and 0.5 miles of new shared roadway facility.

**Prepared by: BBC
Research and
Consulting**

**Prepared for: Walton
Family Foundation
and
People for Bikes**

**Released: Mar 21,
2018**



**Economic and Health Benefits of
Bicycling in Northwest Arkansas**

FINAL REPORT

METHODOLOGY

Business Benefits

- Tourism
- Household spending
- Bicycle retail

Avoids double counting & provides estimate of annual direct economic contribution in region

Health Benefits

- Mortality (using the WHO HEAT model and household survey)
- Morbidity (avoided health care costs for active residents)

Quantify the health benefits of current and future levels of bicycling

Additional Benefits

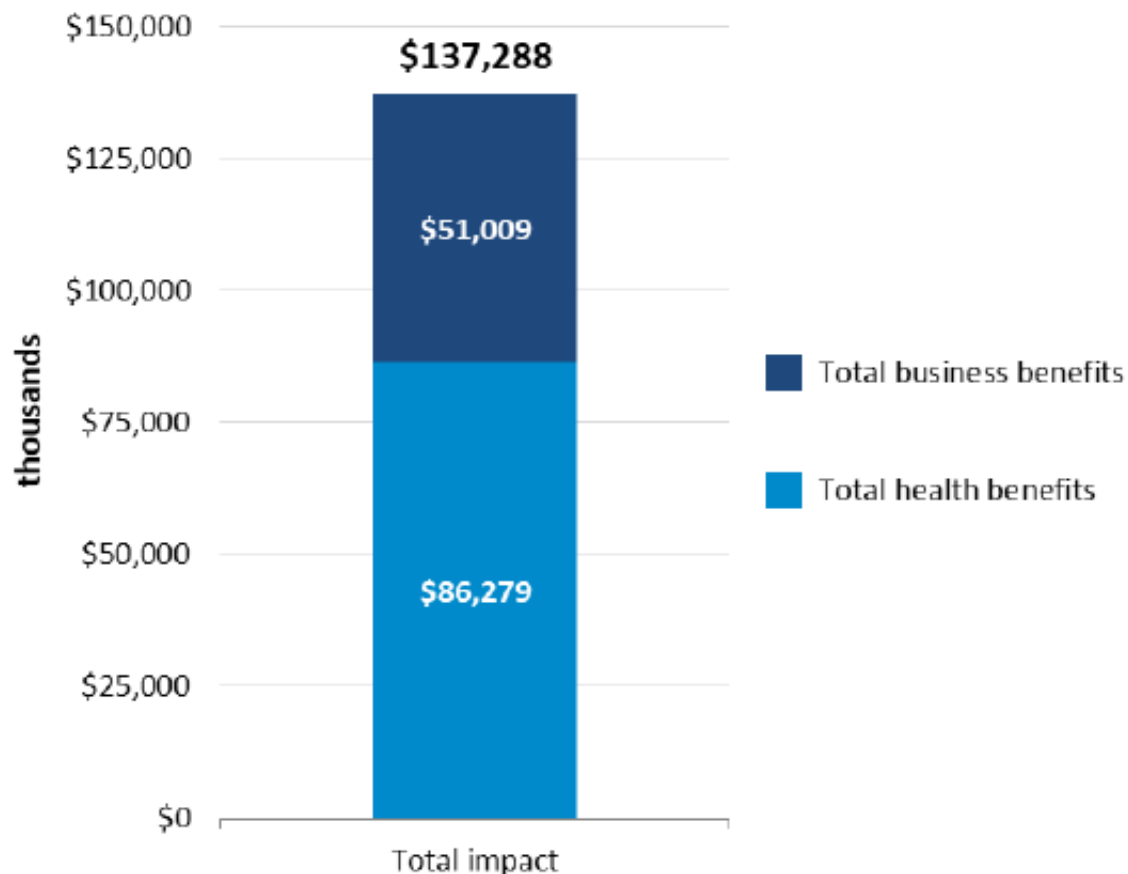
- Model of property values
- Residential development
- Retention

Assess the impact of bicycle facilities on residential property values

Learn about role bicycle facilities play in development decisions

OVERALL ECONOMIC BENEFITS

Total annual benefits of bicycling in Northwest Arkansas



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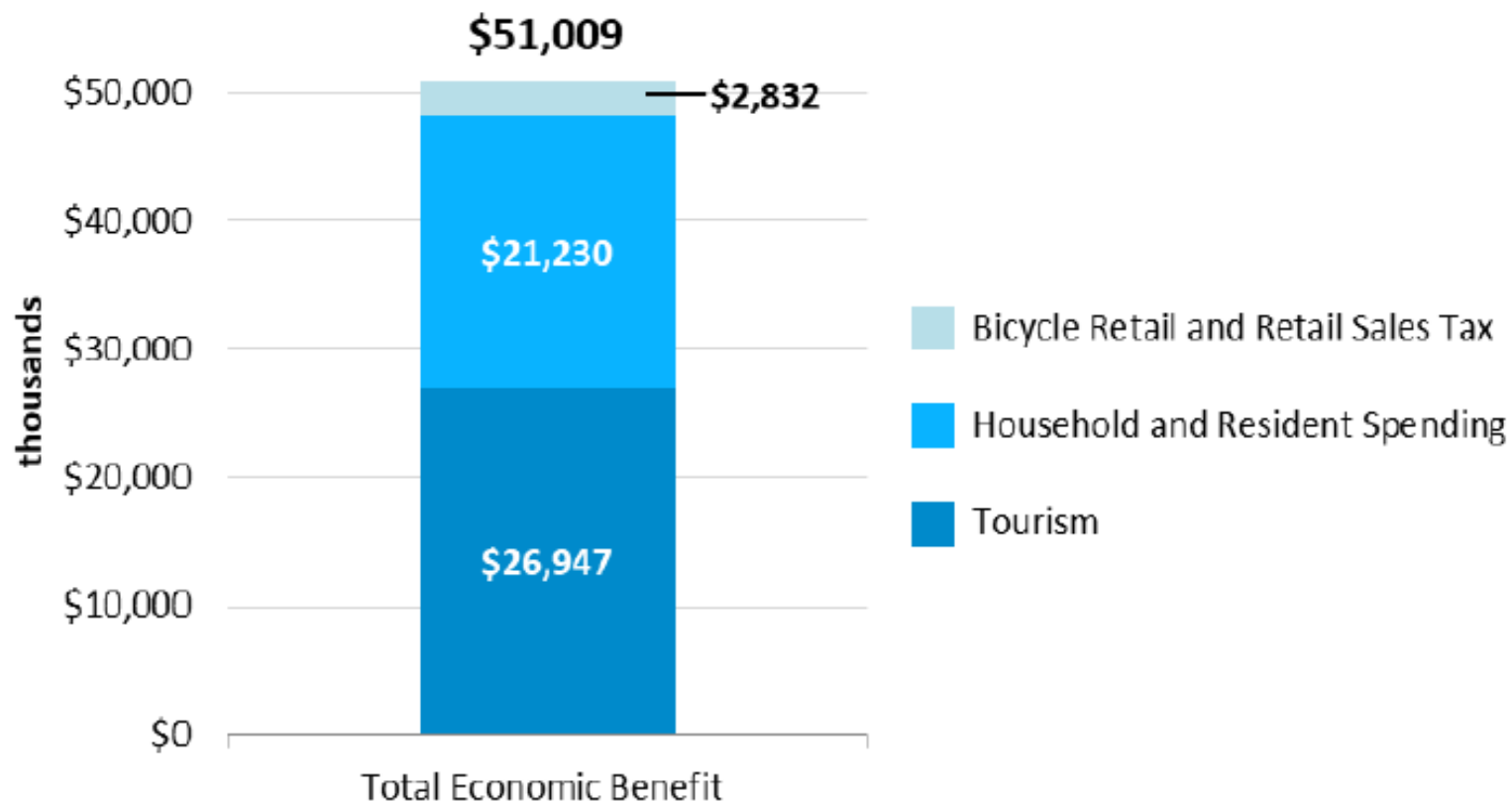
Additional Benefits

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Estimates of the economic benefits of bicycling (in \$ thousands)



ECONOMIC BENEFITS | TOURISM

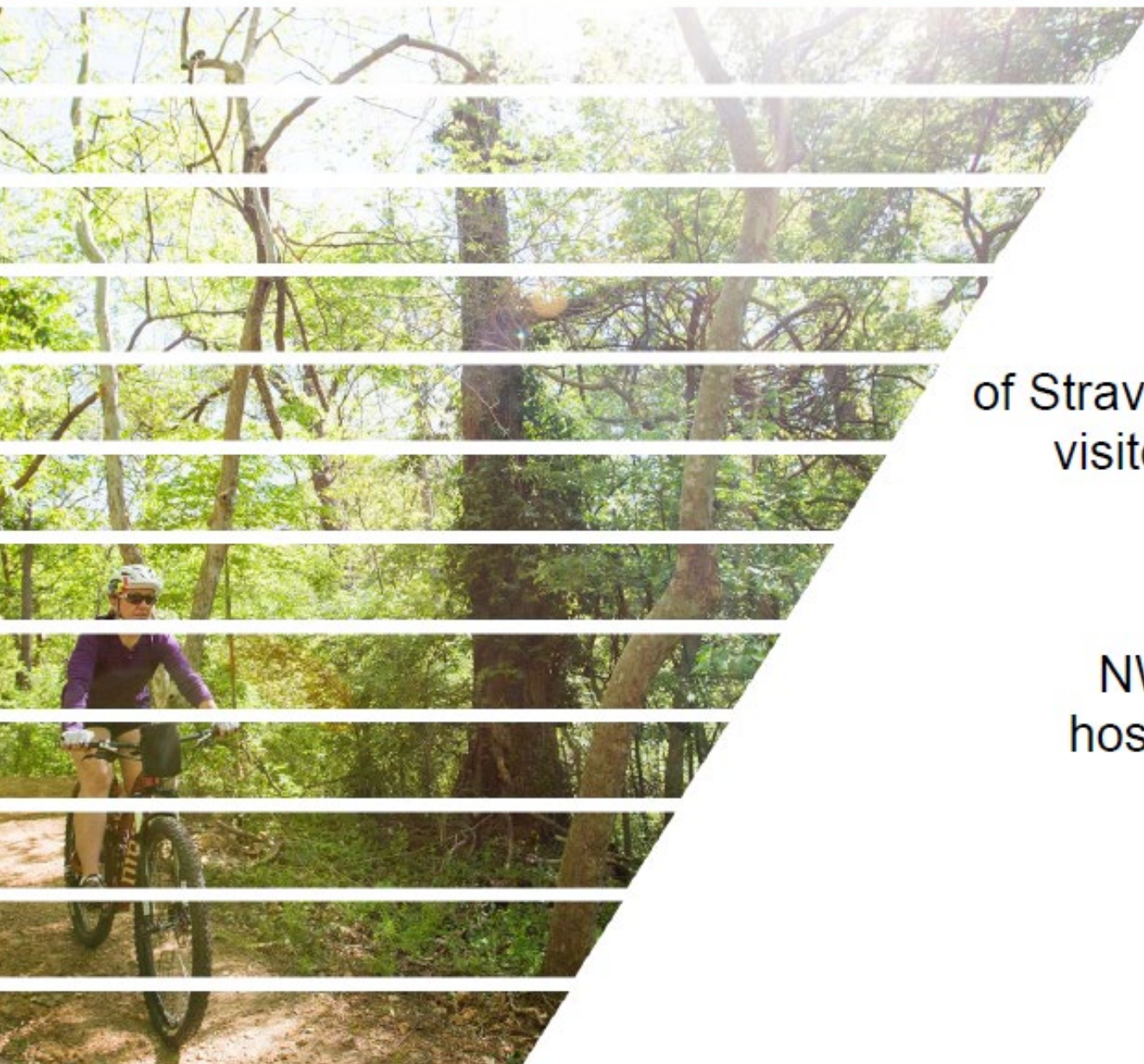
*In the last
year...*

55%

of Strava mountain bikers are
visitors from outside NWA

75,119

NWA residents reported
hosting a visiting bicyclist



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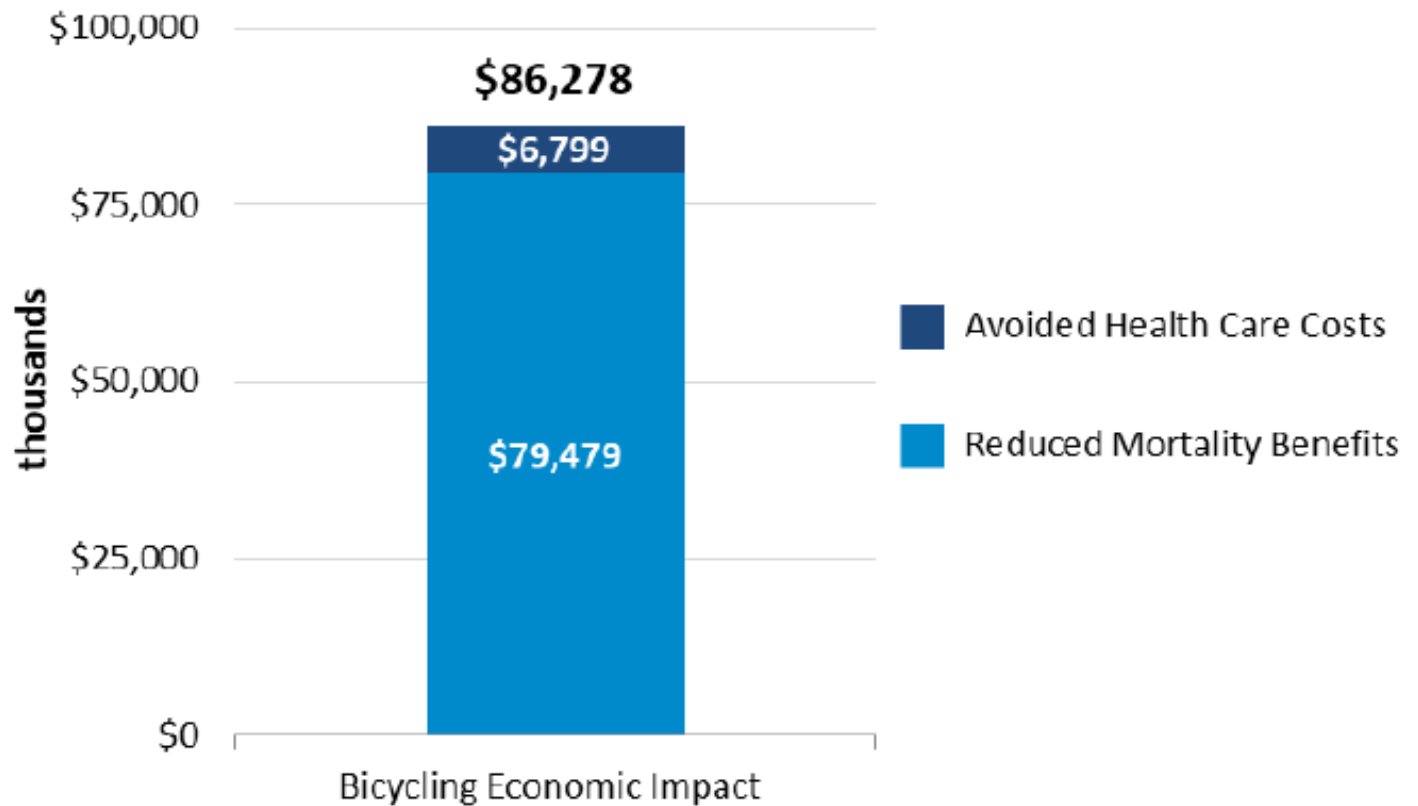
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**World Health Organization (WHO)
Health Economic Assessment Tool (HEAT)**

Estimates of the health benefits of bicycling (in \$ thousands)

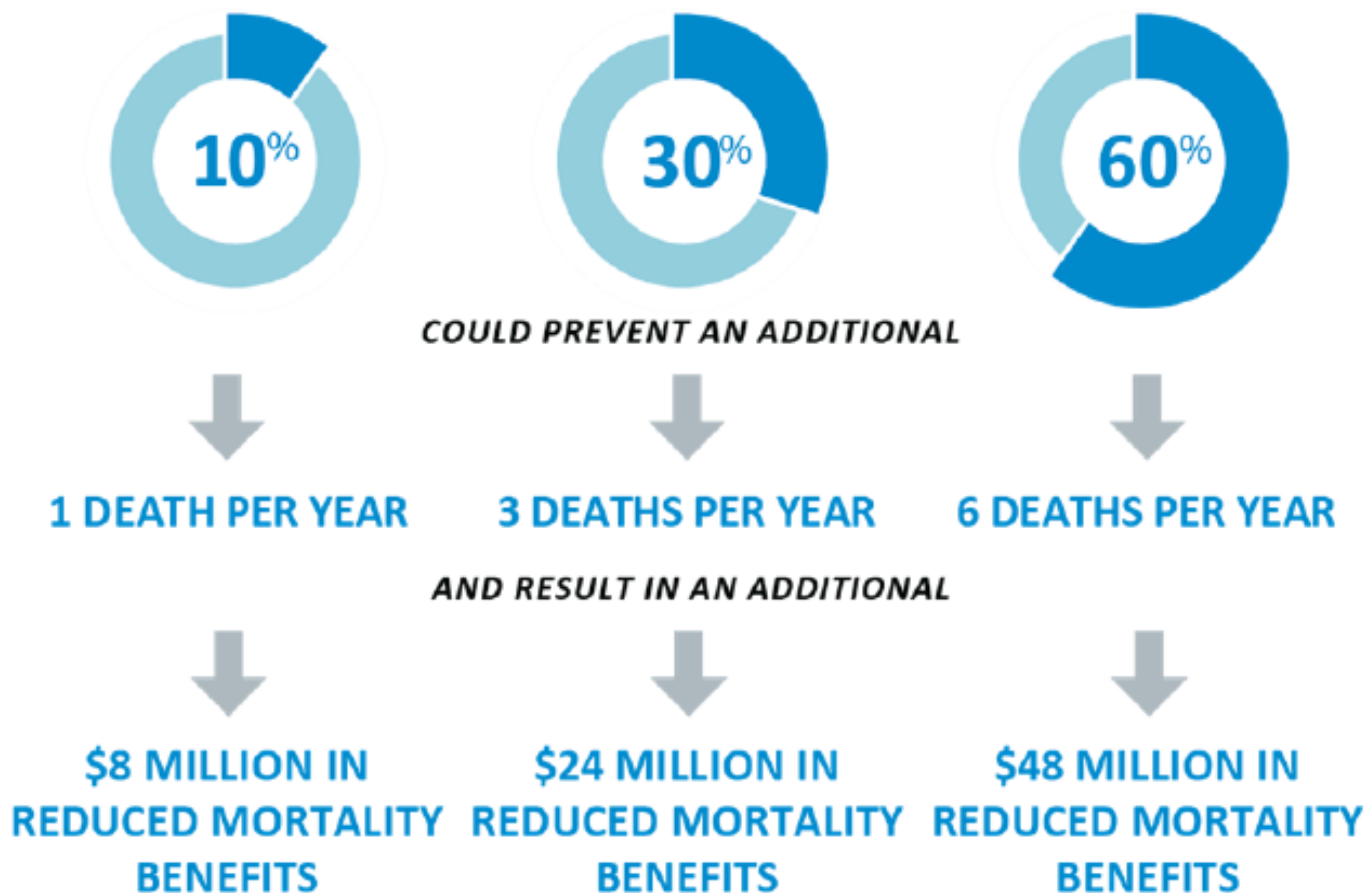


BICYCLING CURRENTLY PROVIDES

\$79 MILLION

IN REDUCED MORTALITY BENEFITS

INCREASING THE MILES RIDDEN BY RESIDENTS...



ADDITIONAL BENEFITS | PROPERTY VALUES

A Typical Northwest Arkansas Home (excluding Fayetteville)*



1,999 sq. ft.

0.25 acre lot size

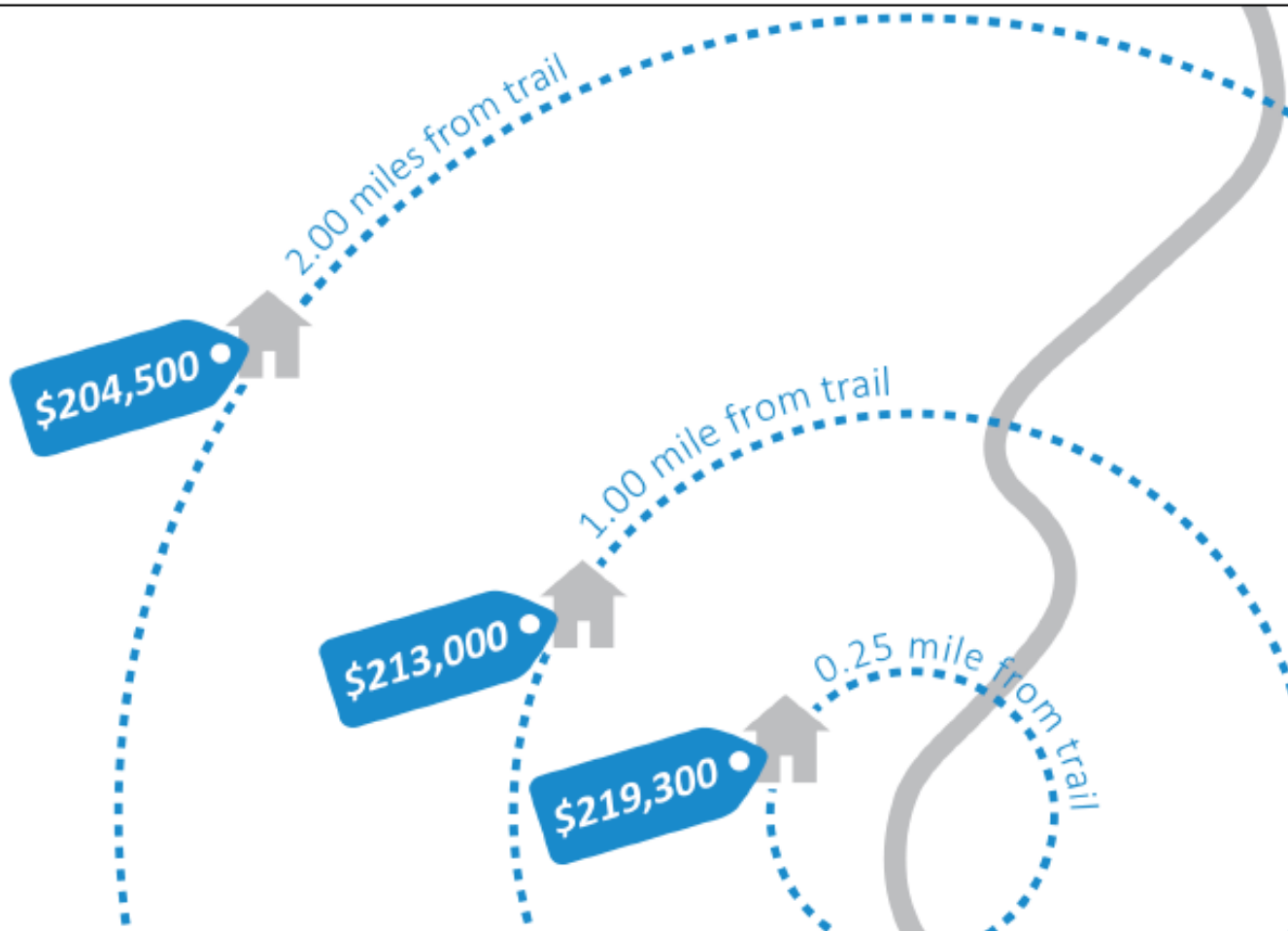
2 full bathrooms

11 years old

0.47 miles from Hwy/Interstate

Benton County

Bentonville School District



Note: *Profile of a median home based on 20,493 home sales that took place in Benton and Washington Counties between January 2012 and October 2017. This profile excludes homes that are over 3 miles from a shared-use paved trail and homes that were located in Fayetteville.

Source: BBC Research & Consulting.

ADDITIONAL BENEFITS | RETENTION

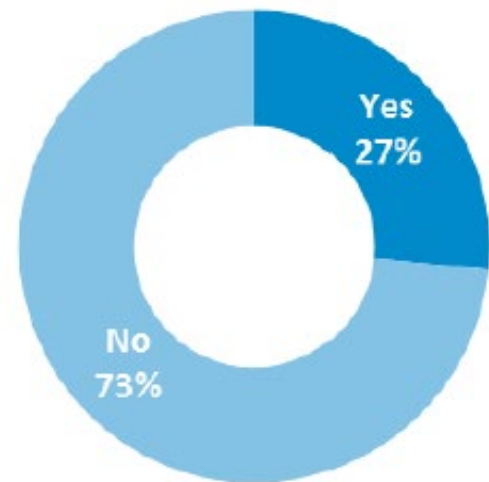


“ [The trails are] crucial to the success of our region, I think it’s super important in terms of recruitment and talent retention, livability and quality of life. ”

BICYCLING PARTICIPATION



Percentage of Northwest Arkansas Residents that rode a bike 6 or more days in the last year



Source: BBC Research & Consulting from 2017 Northwest Arkansas Resident Survey.

Cycling and the Local Economy



BICYCLING IN
NORTHWEST ARKANSAS
PROVIDED

\$137 MILLION

in benefits to the economy in 2017



\$86 MILLION

in health care-related costs



\$51 MILLION

in business benefits

Source: Economic and Health Benefits of Bicycling in Northwest Arkansas



Cycling and Tourism



CYCLING PROVIDED ABOUT
\$27 MILLION
IN NORTHWEST ARKANSAS
TOURISM SPENDING BY
OUT-OF-STATE VISITORS IN 2017

Source: Economic and Health Benefits of Bicycling in Northwest Arkansas



Trails and Quality of Life

NEARLY **1/3** OF NORTHWEST
ARKANSAS
RESIDENTS

CONSIDER THE AVAILABILITY OF PAVED BIKE INFRASTRUCTURE
IMPORTANT IN DECIDING **WHERE TO LIVE**



Source: Economic and Health Benefits of Bicycling in Northwest Arkansas



Who Rides Bikes in Northwest Arkansas?

PERCENTAGE OF RESIDENTS WHO RODE A BIKE IN THE LAST YEAR



SOURCE: ECONOMIC AND HEALTH BENEFITS OF BICYCLING IN NORTHWEST ARKANSAS



Cycling Is on the Rise

ANNUAL BIKE USAGE
IN NORTHWEST ARKANSAS
INCREASED BY 24%
BETWEEN 2015 AND 2017



Northwest Arkansas Is a Cycling Destination

NORTHWEST ARKANSAS
HAS **MORE CYCLISTS** DAILY PER CAPITA USING
ITS TRAIL SYSTEM **THAN SAN FRANCISCO**



NORTHWEST ARKANSAS



SAN FRANCISCO

More Pedestrians Are Using Trails

TRAIL USAGE BY PEDESTRIANS IN
NORTHWEST ARKANSAS
HAS INCREASED BY **10%**



Source: 2017 Northwest Arkansas Trail Usage Monitoring Report





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Northwest Arkansas Regional Planning
Commission

Thank You!