



# City of Conway Council Agenda

**Council Meeting Date:**

**September 13<sup>th</sup>, 2016**

**5:30pm Committee Meeting:**

Zagster Bike Share Program

**6:30pm:**

Council Meeting

**Call to Order:**

Mayor Tab Townsell

**Roll Call:**

City Clerk/Treasurer Michael O. Garrett

**Minutes Approval:**

August 23<sup>rd</sup>, 2016

**Mayor Tab Townsell**

City Clerk Michael O. Garrett  
City Attorney Chuck Clawson

**City Council Members**

Ward 1 Position 1 – Andy Hawkins  
Ward 1 Position 2 – David Grimes  
Ward 2 Position 1 – Wesley Pruitt  
Ward 2 Position 2 – Shelley Mehl  
Ward 3 Position 1 – Mark Ledbetter  
Ward 3 Position 2 – Mary Smith  
Ward 4 Position 1 – Theodore Jones Jr.  
Ward 4 Position 2 – Shelia Isby

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**1. Report of Standing Committees:**

**A. Community Development Committee (Airport, Planning & Development, Street & Engineering, Permits & Inspections, Code Enforcement, & Community Development)**

1. Resolution requesting the Faulkner County Tax Collector place a certified lien on property located at 2904 Celia Drive as a result of incurred expenses by the City.
2. Ordinance appropriating funds for levee maintenance for the City of Conway.
3. Consideration to approve a contract for professional services from Garver related to the Dave Ward Drive Pedestrian Overpass.
4. Consideration to approve the Bicycle Master Plan for the City of Conway.
5. Resolution to endorse Strava Metro as the GPS tracking system of choice of use by local bicycling and pedestrians for the City of Conway.

**B. Public Services Committee (Sanitation, Parks & Recreation & Physical Plant)**

1. Ordinance appropriating funds for general maintenance repairs and upkeep for city buildings.

**C. Personnel**

1. Ordinance adopting a revised employee handbook and personnel policy.

**Adjournment**

# The successful community bike share



Zagster™

How Carmel, Indiana, launched and grew  
an exemplary bike-sharing program





**“I love Zagster...  
It’s been a great product for us.”**

Carmel Mayor Jim Brainard

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## Bike-sharing programs are on the rise in America— and for good reason.

They offer ample economic and public health benefits to communities. And with car culture waning, Americans are increasingly seeing biking as a practical, everyday mode of transportation.

However, until recently, the complexity and cost of running a successful bike share confined most systems to major metropolitan markets. So while high-density cities like New York and Boston debuted vaunted programs, smaller municipalities were left behind.

That’s no longer the case. Thanks to innovative updates to the traditional

bike-sharing model, many smaller communities are now also enjoying all the benefits that bike shares have to offer.

This case study documents how Zagster helped one of those communities, **Carmel, Indiana**, achieve its longtime goal of building — and growing — a successful bike share program.

A photograph of two women standing on a cobblestone path, each with a bicycle. The woman on the left is wearing a light-colored jacket and a backpack, while the woman on the right is wearing a dark jacket. They are both smiling and looking at each other. The image has a warm, orange-toned overlay.

## The inspiration

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“A bike share is one of many components to make a city like ours work well.”

- Carmel Mayor Jim Brainard

Carmel has long been considered one of America’s best places to live. (In 2012, the city took top honors in *Money* magazine’s annual ranking.) In part, that renown has come thanks to initiatives intended to counter sprawl and increase walkability — goals that made urban cycling a natural consideration.

**“We have designed cities over the last 60 to 70 years where people aren’t required to walk or get any exercise on a daily basis,” says Carmel Mayor Jim Brainard. “We’re trying to change that in this city [by] going back to the way we designed cities for centuries before the car came along. Bike transportation was a big part of that.”**

Progressive transportation planning created multi-use paths and laid a solid

cycling foundation. And with direct access to the Monon Trail — a greenway that runs into neighboring Indianapolis — Carmel had a natural bike corridor waiting to be tapped.

The launch of bike shares in Paris (2007) and Washington, D.C., (2010) piqued Carmel’s interest in doing something similar. Yet exploration into available bike-sharing models led Carmel to a dispiriting conclusion: Bike sharing was simply too expensive and unwieldy for a city of Carmel’s size.

Then, in 2014, Indianapolis announced its Pacers bike-sharing system, and Carmel saw an opportunity. “We dusted off our old plans,” says David Littlejohn, Carmel’s alternative transportation coordinator.

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## Hills to climb

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Launching a bike share is not without its challenges. And in Carmel, those challenges fell into two main categories.

### Logistical obstacles


Carmel hoped to partner with Indianapolis' program, but the private operator, BCycle, was unable to accommodate the community's needs. BCycle doubted a suburban extension would see enough use. And though the company would have administered both programs, quirks in the system model made integration between the two neighbors unworkable.

Density was also a major sticking point. Though Carmel strove to be more compact than the average American suburb, it still lacked the density big-city bike-sharing models demanded. Littlejohn remembers one study that insisted docking kiosks be built every 300 meters or so, **"which was not going to be possible here in Carmel."**

### Financial obstacles

Traditional bike-sharing models require significant investments of time, money, and resources up front. Programs typically call for hefty capital investments from the city or sponsors in advance, with expansions likewise done in big, expensive chunks — an onerous ask for a city of any size.

Plus, even if had Carmel moved ahead with a Pacers extension, it still would have had to establish, fund, and operate its program independently. Meaning, the city would have been stuck paying costly upkeep on a swiftly depreciating asset.



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## How Zagster got Carmel rolling

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“It seemed like the Zagster model would fit right in with what Carmel is trying to implement here in the city for our community members.”

- David Littlejohn, Carmel’s alternative transportation coordinator

Stumped yet determined, Carmel reached out to Zagster — and found the solution it needed.

Unlike other providers, Zagster included in a single contract all the equipment and service — everything from hardware and software, to maintenance and marketing — necessary to launch and grow a bike share.

**“The city spends very little on it because of the structure that Zagster has provided,” Mayor Brainard says.**

The unique contract format also meant that while Zagster would run

the program, Carmel would maintain complete control. That “made it easier for us to be able to initiate the program and make sure that it’s being run the way that the city thinks that it needs to be run,” Littlejohn says.

Zagster also kept operational costs low because the company handled all the post-launch nitty-gritty. And because Zagster has a shared interest in sustaining and growing the system, that eases the financial burden on Carmel going forward.

“We were probably going to have to hire a new employee to be able to take on all of that maintenance and re-balance. The fact that [Zagster] provides it saves us the new employee that we would have had to hire just to run the program.”

- David Littlejohn, alternative transportation coordinator

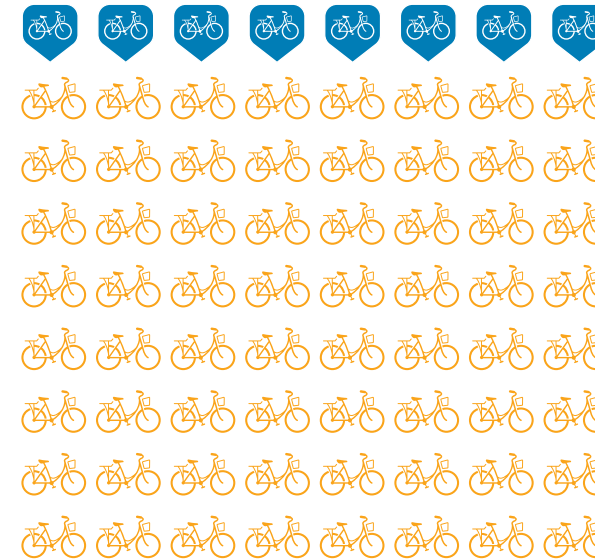
Then there were the long-held concerns about density. Here, again, Zagster offered a viable solution.

Unlike traditional programs whose kiosks require riders to constantly swap bikes mid-ride, Zagster allows users to lock up anywhere along the way. By reducing the need for extra stations to support short stops, Zagster enabled Carmel to start small before building out. The city originally identified 12 potential station locations, but opted to start with just two docks and 22 bikes. “Then we started to grow, knowing that we had some partners who wanted to come on board but that we’d made that first investment,” Littlejohn says.

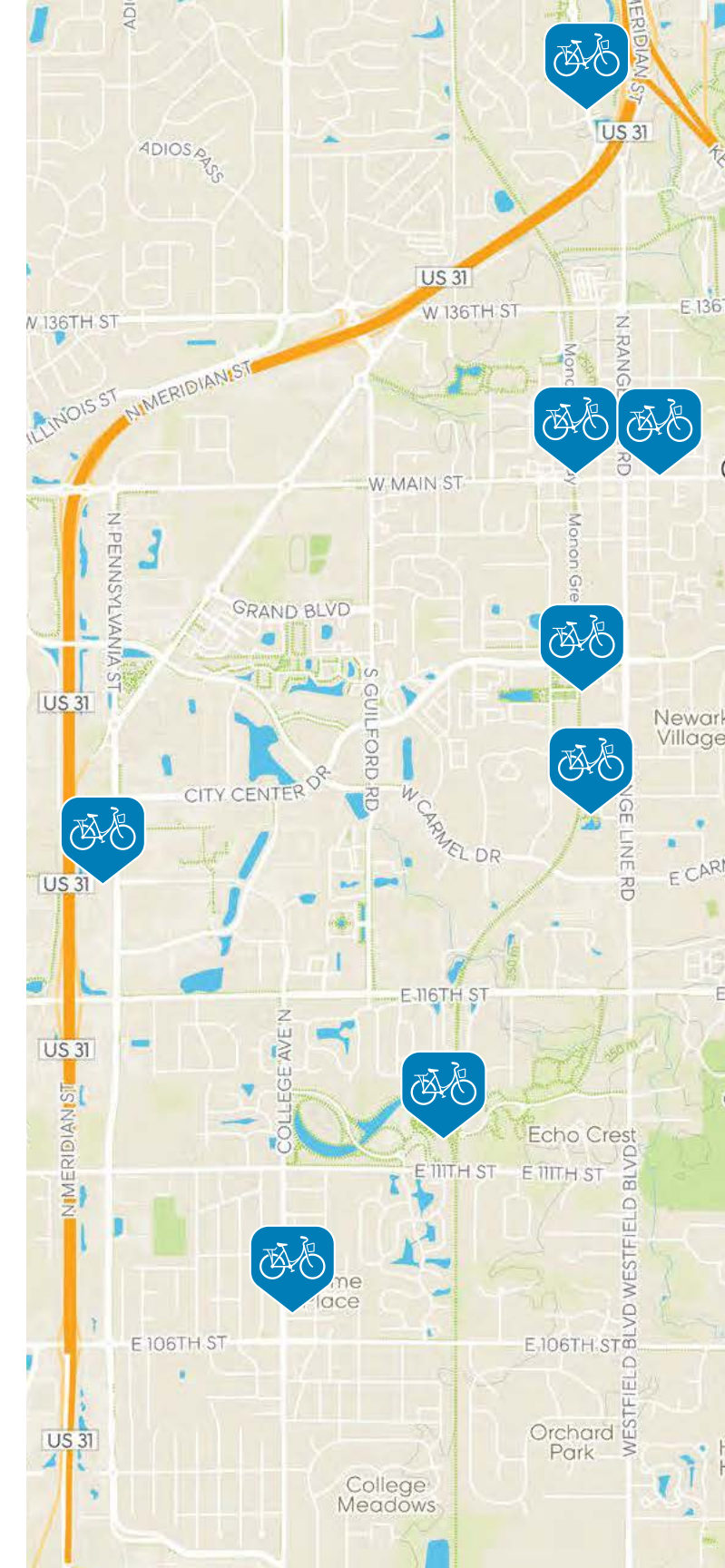
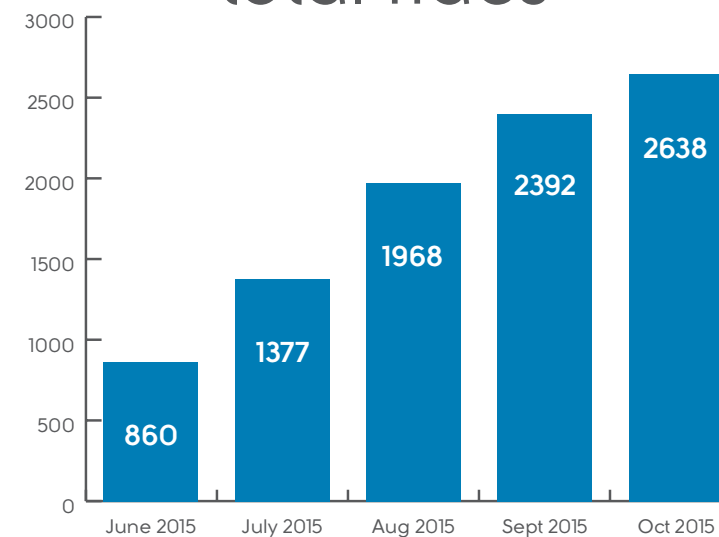
Zagster’s model also made scalability easy because it allowed for cross-compatibility between new stations — and other systems — in and outside Carmel. Businesses can work directly with Zagster and Carmel to sponsor stations or implement bike-share programs that link to the broader network. “Because of the way that you work, and the way that your infrastructure is, it would be very easy for programs to co-relate,” Littlejohn says.

The swift turnaround from conception to completion was a nice bonus. Carmel began communicating with Zagster in late 2014; the city’s program launched in April the following year.

## 8 stations, 64 bikes



## total rides





## the successful community bike share

On its first birthday, Carmel's bike share is a resounding success. The program bolstered the city's image, making it a more appealing place to work, live, or just spend an afternoon. "It's made it a more fun place to visit," Mayor Brainard says. "It's made it a better place for millennials that don't want to necessarily own a car and want to be able to have alternative transportation options. **It's just made it more fun for our residents.**"

In making Carmel a more attractive destination, "Zagster has helped our economy in many ways," Mayor Brainard says. City officials say they've seen considerable usage in business areas, and data shows a high percentage of

riders coming from miles away, or out of state.

Then there are the health benefits. Again, Mayor Brainard: "You don't know how many 70- and 80-year-olds I've talked to who say, 'You know, I was overweight, and I'm getting out every day now on the trail, either walking or riding the bike, riding Zagster ... It really has made the community healthier.'"

All of which is to say: Carmel was already a first-rate U.S. city; Zagster helped make it even better.

**"It's all about competition. It's about city design. It's about what we do with what we have — and Zagster is a part of that puzzle."**

- Mayor Jim Brainard







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## the road ahead

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Thrilled with the early returns, Carmel is looking to further expand its bike-sharing program. Here, too, Zagster is empowering the city's efforts.

Revenue from bike sharing "will be re-invested in the program," Littlejohn says, for future amenities and outreach. Partnerships with local agencies and businesses will also reduce the cost to taxpayers while allowing the system to grow organically. "Not only can you grow it incrementally, but you can grow it incrementally with partners," Brainard says.

Moreover, because Carmel isn't on the hook for depreciating infrastructure, the city can easily upgrade to the latest and greatest technology. "In two years, who knows what could be developed," Littlejohn says. "And we will have access to that new technology and not have to just rely on the stuff that we bought years ago."

And recall the roadblocks Carmel encountered when trying to partner with Indianapolis' bike share? That's

not a problem with Zagster. Carmel's neighboring town of Westfield is preparing to roll out a compatible Zagster program in spring 2016.

### Bike Shares for Everyone

Carmel is a prime example of how smaller cities can overcome inherent logistical and financial constraints to launch exemplary bike-sharing systems. When other models proved too cumbersome and expensive, Zagster provided a tailored, scalable, and cost-effective solution perfectly suited to Carmel's needs.

So what would Mayor Brainard say to other elected officials considering bike shares in other communities? **"I would encourage them to get a bike-share program," he says. "It's healthy for the community, it creates a sense of community — and it's just fun."**



“Everything we do to raise the quality of life, including creating a bike share with a great company like Zagster, helps make this a more competitive place.  
**A better place.”**

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Mayor Jim Brainard



better  
on a  
**bike.**

Bring bike sharing to  
your city at [zagster.com](http://zagster.com)





WHERE WE WORK

WHAT WE DO

RESOURCES

RIDE

CONTACT

What we do

## Bike Share as a Service.

Bike sharing makes communities better.  
Zagster makes bike sharing easy.

Our full-service model and next-gen technology cuts the cost and complexity of planning and operating a bike share program.

**SOME PROVIDERS ONLY SELL HARDWARE *OR* MANAGE PROGRAMS. ZAGSTER DOES IT ALL.**



## Plan

Our experienced team of consultants and project managers help design the right solution for your community.



## Build

Bikes, stations, apps and ads — we provide everything needed to launch your program.



## Operate

24/7 rider support and a nationwide network of local mechanics keep your system rolling.



## Bikes

**COMFORTABLE, SAFE AND EASY TO RIDE.**

Zagster's cruiser bicycles feature eight gears, automatic lights, a bell and a handy front basket.



### Lightweight

Our standard cruiser is 30% lighter than the typical bike-share bike.



### Heavy-duty

Every Zagster bike is custom-built with components that last long and are easy to replace.

## ACCESSIBLE BIKES

In addition to the standard cruiser, we offer six models of accessible bicycles for mixed use in Zagster bike-share systems: handcycles, side-by-side tandems, heavy-duty cruisers, tricycles, recumbent tricycles and cargo tricycles.



## Ring Lock

**THE BEST BIKE-SHARE EXPERIENCE AVAILABLE.**

Zagster's Bluetooth™ ring lock opens at the touch of a button. With no removable pieces, there is nothing to misplace. When locked, multiple security points repel tampering and theft.

[Learn more about locking →](#)



## App

**APP-BASED SERVICE ELIMINATES EXPENSIVE KIOSKS.**

Riders can join systems and unlock and return bikes with the free Zagster

mobile app. Riders without smartphones have full access to the bike-share system via text message.



## Station

**MAXIMUM SECURITY, MINIMUM SPACE.**

Zagster docks are lightweight, versatile and nimble, making installation and expansion a snap. Integrated wheel wells keep bikes upright and organized.



### SUPPORT & OPERATIONS

A dedicated support team keeps users happy. Local mechanics quickly perform maintenance and repairs.



### DATA ANALYSIS

Ridership data dashboards make it easy to gauge system success and adapt to usage trends over time.



### INSURANCE

Zagster carries \$4MM liability coverage to protect partners from risk.

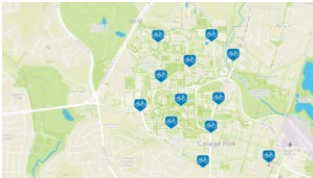


### PROMOTION

Our comprehensive marketing program gets your system exposure and riders.

## Get rolling quickly

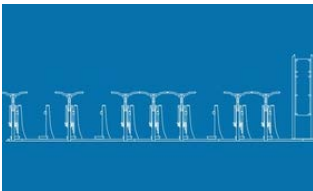
Our experienced planning & launch teams take you from idea to implementation in as little as four weeks.



### FEASIBILITY ANALYSIS

With backgrounds in civil engineering and multimodal transportation planning,

Zagster's consultants will help design your system for maximum impact.



### SITE SURVEY

Zagster's implementation team helps you determine ideal station placement.

Proprietary site planning tools ensure that everything fits perfectly.



### INSTALLATION

Backed by Zagster's national fleet operations team, certified mechanics build bikes, anchor stations and deploy your system with maximum efficiency.



## LAUNCH

Ribbon cuttings, inaugural rides and media outreach — Zagster's field marketing experts help you execute the exceptional kickoff your new bike share deserves.

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Cambridge, MA 02141

HELP & SUPPORT  
[help@zagster.com](mailto:help@zagster.com)  
202-999-3924

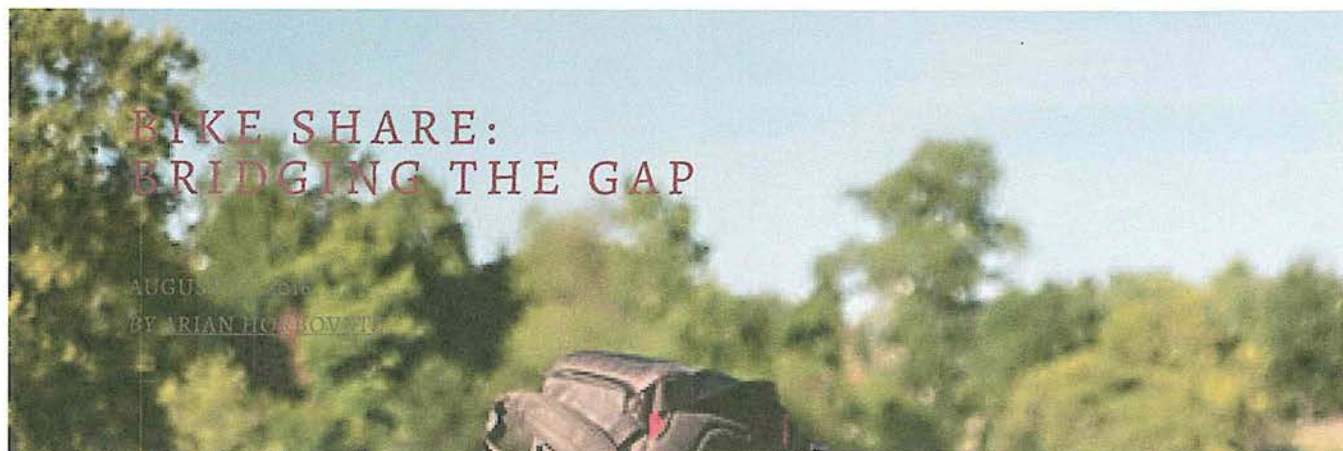
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San Francisco, CA 94108

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*Arian Horbovetz is a Strong Towns member, photographer and blogger. Today we've invited him to share a guest essay on the topic of bike shares and tourism. You can read more of Arian's work at [The Urban Phoenix](#).*

I've been an enormous fan of rail and bus travel for as long as I can remember. For a modest price, I can travel to cities in New York State while I relax, read, or get work done on the way. Living in Rochester New York, which has an Amtrak and a Greyhound Station within a few hundred feet of each other, it's relatively easy for me to break the shackles of traveling across the Empire State behind the wheel of a car.

The problem for me and many who enjoy traveling this way is, simply, what do we do when we arrive at our destination? Most train and bus stations are located in downtown areas, making it easy for travelers to access the best of what cities have to offer. However, many city attractions are still several miles away from mass transit, far enough to discourage the average day trip adventurer. Cabs in small Upstate New York cities are expensive, ride sharing like Uber and Lyft are illegal in New York State outside of New York City due to insurance regulations, and local bus systems can be confusing and inconsistent.



So how do we bridge the physical gap between regional mass transit options and city destinations? The answer may rest in the growing movement of bike share.

Over the past decade, bike share programs have spread to cities large and small throughout the United States. The ability to "rent" a bike for as little as a few minutes or as long as a day within a given city at several locations allows residents and visitors the freedom to explore recreational trails, travel to key destinations and enjoy the fun of urban cycling. The community benefits of bike share are numerous, and show a citywide commitment to the physical and mental health of residents.

But perhaps the most underrated and overlooked potential is bike share's ability to bridge the gap between mass transit and the destinations in cities where they are implemented. To test this application, I traveled to two very different cities in New York State and used bike share as the connector between Amtrak and Greyhound, and the cities they serve. I did this from the perspective of a "weekend adventurer," armed only with a backpack and a few amenities.

I boarded an early Amtrak train and headed east to begin my adventure. My first stop was in Rome New York, a city of just over 30,000 people, and home to one of New York State's most enticing historical sites, the [Fort Stanwix Memorial](#), a recreated fort and museum that echoes the stories of early American life and conflict in Central New York.



I disembarked from my train and walked less than a half mile to Bellamy Harbor Park where a rack of [Zagster](#) bike share bikes greeted me. Rome is one of countless small cities across the country that are quickly dispelling the myth that bike share is only for large urban areas. A local organization called [Positively Rome](#) has been instrumental in bringing the program to the city, and with three racks and 16 bikes, Rome's effort has raised eyebrows across the state and created excitement in the community.



I easily downloaded the Zagster smartphone app, unlocked a bike and was on my way into town. First, I took a short leisurely trip through Rome's beautiful trail system, enjoying my bike's comfortable, sturdy ride.





A little less than a mile later, I arrived at Fort Stanwix, wide-eyed and ready to learn about Central New York's early history.



While there, I spoke with Stephen Sonne, a bike shop owner in nearby Utica New York. Stephen is also in charge of maintaining Rome's bike share fleet.

"I think it opens up the possibilities for a visitor to see more in a city in a given amount of time," he told me. "Research shows that one of the number one things that young people look at when coming into an area is cycling availability and infrastructure, so having this kind of service for Rome is very important to the city's future."

Stephen touched on an important strength of bike share programs; Bike share can be a sort of "welcome mat" for potential visitors, as well as prospective residents, urging newcomers and locals alike to explore. They can be a source of pride for a community, a clear message for outsiders to "come in and enjoy what we have!"

I toured the monument at Fort Stanwix, taking in the wonderful and informational experience as a true lover of American History. A short while later, it was time to catch my Amtrak train to the next destination, so I climbed back on the bike and pedaled to the train station. To walk to and from the train station to Fort Stanwix, it would have taken me close to an hour each way, but biking cut that travel time to about 15 minutes. Bike share

provided me—the day trip adventurer—the opportunity to access one of Rome’s great tourist destinations, as well as its gorgeous trail networks quickly, easily and cheaply; the whole ride cost me a few dollars.

I hopped an Amtrak train back west to Buffalo New York, which, in striking contrast, has a population of over a quarter million. Their new [Reddy](#) bike share program powered by [Independent Health](#) has 200 bikes at dozens of rack locations throughout the city, not only providing recreational and health benefits, but also viable transportation options for residents and visitors alike.

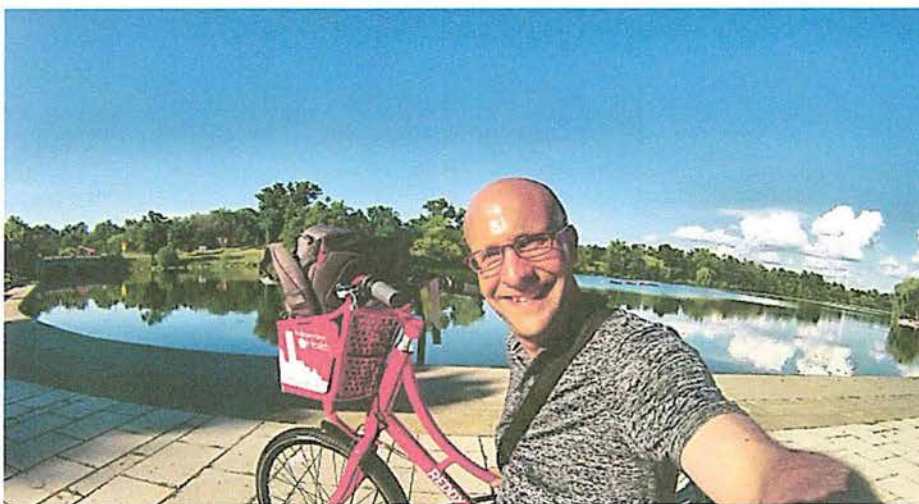
When I stepped off my train in downtown Buffalo, I was struck by the heat of the 90 degree day. It was a solid 4 miles to my destination, the [Albright-Knox Art Gallery](#), and while there was a bike share rack just around the corner, I decided to utilize the cool confines of Buffalo’s light rail system to take me part of the way. I arrived at one of the northern stops on the underground line, exited the station and found a Reddy bike rack just waiting for me to make use of it. Once again, it was a simple download of the app, a quick setup and before I knew it, I had an unlocked bike to take me the last mile to my destination.



I toured the stunning museum and even took a spin around nearby Delaware Park, enjoying the rich summer sunshine that we’re not exactly accustomed to in Western New York! I stopped and talked to an older couple visiting from Toronto about bike share and the benefits it has for travelers.

“Since we find biking around towns and cities the very best way to see a new place, I think bike share is the most fantastic thing for a tourist,” said Ian Anderson. “We have found total joy in biking as a way to explore a city we’ve never been to before.”

Ian could not have been more right. As an avid cyclist myself, bike share not only has the potential to get me to where I need to go when visiting a city, it also allows me a slower, more exploratory-based solution to urban transportation. It creates chance meetings with residents and other travelers and allows for the always pleasant spontaneous discovery of a new place or a sight to see.





Arian takes the Reddy bike for a spin

Before long I cycled back to a bike rack, ended my ride and headed back to downtown Buffalo to catch a Greyhound bus home. My journey to and from the Albright-Knox Art Gallery would have taken me two and a half hours from the train station round trip on foot, and but thanks to the connectivity options of light rail and bike share, it took about 60 minutes.

In one day, I traveled to two vastly different sized cities by train and seamlessly used bike share to bridge the gap between the stations and my tourist destinations. Furthermore, it gave me, the traveler, an opportunity to explore the places I visited at the street level instead of driving by in a speeding vehicle. I was able to stop and talk to people, visit nearby parks and trails and experience sights along the way. As useful as bike share can be as a connective tool for visitors, cycling through a city can also expose the traveler to an urban area in a way that encourages spontaneity and engages the adventurous spirit that lives in us all.

(All photos by Arian Harbovetz)

RELATED STORIES



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tbatts666 · 10 days ago

So far some reason it can cost \$45 a day to rent a bike in the USA

# BIKE SHARE Comparison: Zagster & Social Bicycles

## Three, Four, and Five Year Cost Comparisons

### Zagster: A Turn Key SMART Bike Rental Agency - Three RENTAL Year Contract

Expense	Year One	Year Two	Year Three End of Initial Contract
All Inclusive Bike Rental \$1,800/ Bike * 20 Bikes	36,000	36,000	36,000
Total Annual Costs	36,000	36,000	36,000
<b>Rental Option #1 Cummulative Cost</b>	<b>36,000</b>	<b>72,000</b>	<b>108,000</b>

Expense	Year One	Year Two	Year Three End of Initial Contract
All Inclusive Bike Rental \$1,800/ Bike * 50 Bikes	90,000	90,000	90,000
Total Annual Costs	90,000	90,000	90,000
<b>Rental Option #2 Cummulative Cost</b>	<b>90,000</b>	<b>180,000</b>	<b>270,000</b>

### Social Bicycles: A SMART Bicycle Vendor PURCHASE Option

Expense	Year One	Year Two	Year Three
Capital Costs			
Bike Purchase \$1,730/ Bike * 50 Bikes (Minimum Order)	86,500		
Replacement Parts		5,000	5,000
Supporting Infrastructure 60 Docks, 10 Stations, 0 Kioasks	41,600		
Program Set-up	25,000		
Shipping	19,000		
Total Capital Costs	172,600	5,000	5,000
Operating Costs (to Social Bicycles)			
Option #1 Conway Operates \$1,650/ Month * 12 Months	19,800	19,800	19,800
Option #2 Social Bicycles Operates \$7,500/ Month * 12 Months	90,000	90,000	90,000
Total Annual Costs - Option #1	192,400	24,800	24,800
<b>Purchase Option #1 Cummulative Cost</b>	<b>192,400</b>	<b>217,200</b>	<b>242,000</b>
Total Annual Costs - Option #2	262,600	95,000	95,000
<b>Purchase Option #2 Cummulative Cost</b>	<b>262,600</b>	<b>357,600</b>	<b>452,600</b>



**City of Conway, Arkansas  
Resolution No. R-16-\_\_\_**

**A RESOLUTION REQUESTING THE FAULKNER COUNTY TAX COLLECTOR PLACE A CERTIFIED LIEN AGAINST REAL PROPERTY AS A RESULT OF INCURRED EXPENSES BY THE CITY OF CONWAY; AND FOR OTHER PURPOSES.**

**Whereas**, in accordance with Ark. Code Ann. § 14-54-901, the City of Conway has corrected conditions existing on 2904 Celia Drive within the City of Conway and is entitled to compensation pursuant to Ark. Code § 14-54-904: and

**Whereas**, State law also provides for a lien against the subject property, with the amount of lien to be determined by the City Council at a hearing held after the notice to the owner thereof by certified mail with said amount \$181.92 (\$138.11 + Penalty-\$13.81 + filing fee-\$30.00) to be thereafter certified to the Faulkner County Tax Collector; and

**Whereas**, a hearing for the purpose of determine such lien has been set for **September 13, 2016** in order to allow for service of the attached notice of same upon the listed property owners, by certified or publication as is necessary.

**NOW THEREFORE BE IT RESOLVED** that the City Council of the City of Conway, Arkansas that:

**Section 1:** That after said public hearing the amount listed above is hereby certified and is to be forwarded to the Faulkner County Tax Collector and Assessor by the City of Conway.

**Section 2:** That this Resolution shall be in full force and effect from and after its passage and approval.

**ADOPTED** this 13<sup>th</sup> day of September, 2016.

**Approved:**

\_\_\_\_\_  
**Mayor Tab Townsell**

**Attest:**

\_\_\_\_\_  
**Michael O. Garrett  
City Clerk/Treasurer**



**City of Conway**  
Code Enforcement  
1201 Oak Street  
Conway, Arkansas 72032



*Missy Lovelady*  
Phone: 501-450-6191  
Fax: 501-450-6144

## MEMO:

To: Mayor Tab Townsell  
CC: City Council Members

From: Missy Lovelady  
Date: September 2, 2016

Re: 2904 Celia Dr.

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- May 23, 2016– Warning Violation written regarding grass, rubbish & trash, & trash cans in the yard by Kim Beard.
- Property Owner is listed as Scott Davis.
- Property was rechecked on 6/1/16 with no progress made.
- Certified and regular letters were mailed 6/2/16 to address on file and a notice was left by post office.
- Property was rechecked on 6/10&28/16 with little progress.
- Additional recheck for progress was made 7/5/16.
- Property was rechecked on 7/12&14/16 with no progress made.
- Final Cleanup completed on 7/26/16.
- Certified and regular letters were sent including date, time & place of the City Council meeting.

If you have any questions please advise.

# INVOICE

## City of Conway Code Enforcement

DATE: SEPTEMBER 8, 2016

1201 Oak Street  
Conway, AR 72032  
Phone: 501-450-6191  
Fax 501-450-6144  
missy.schrag@cityofconway.org

TO Scott Kier Davis  
2904 Celia Dr  
Conway AR 72034

Description: Mowing/Clean-up/Admin Fees  
associated with the nuisance abatement at  
2904 Celia Dr., Conway Arkansas

CODE ENFORCEMENT OFFICER	PARCEL NUMBER	PAYMENT TERMS	DUE DATE
Kim Beard	710-08351-069		September 13, 2016

HOURS	DESCRIPTION	UNIT PRICE	LINE TOTAL
2	2 Employee -Mowing/Cleanup	16.62	33.24
1	1 PT Employee -Mowing/Cleanup	10.94	10.94
1	1 Employee - Mowing/Cleanup	18.82	18.82
1	Maintenance fee (mower)	15.00	15.00
1	Administrative Fee (Missy Lovelady)	20.49	20.49
1	Administrative Fee (Kim Beard)	17.46	17.46
1	Administrative Fee (Michelle Collins)	10.94	10.94
2	Certified Letter	5.13	10.26
2	Regular letter	.48	.96

TOTAL BY 9/13/16 \$138.11

- Total amount due after September 13, 2016 includes collection penalty & filing fees

TOTAL AFTER  
9/13/16 \$181.92

Make all checks payable to City of Conway Code Enforcement @ 1201 Oak Street Conway Arkansas 72032

**City of Conway**  
**Code Enforcement**

1201 Oak Street  
Conway, Arkansas 72032  
[www.cityofconway.org](http://www.cityofconway.org)



*Missy Lovelady*  
Conway Permits & Code Enforcement  
Phone 501-450-6191  
Fax 501-450-6144

August 11, 2016

Parcel # 710-08351-069

Scott Kier Davis  
2904 Celia Dr  
Conway AR 72034

**RE: Nuisance Abatement at 2904 Celia Dr., Conway AR**  
**Cost of Clean-Up, Amount Due: \$138.11**

To whom it may concern:

Because you failed or refused to remove, abate or eliminate certain conditions on the aforementioned real property in the City of Conway, after having been given seven (7) days notice in writing to do so, the City of Conway was forced to undertake the cleanup of this property to bring it within compliance of the Conway Municipal Code.

The City of Conway is requesting payment for all costs expended in correcting said condition. If after thirty (30) days from the receipt of this letter notifying you of the cost to correct said condition, such payment has not been remitted to the City, the City has the authority to file a lien against real estate property for the cost expended after City Council approval.

At its **September 13, 2016 Meeting**, 6:30 p.m. located at 810 Parkway Street, the City Council will conduct a public hearing on three items:

1. Consideration of the cost of the clean-up of your real property.
2. Consideration of placing a lien on your real property for this amount.
3. Consideration of certifying this amount determined at the hearing, plus a ten percent (10%) penalty for collection & filing fees, to the Tax Collector of Faulkner County to be placed on the tax books as delinquent taxes and collected accordingly.

None of these actions will be necessary if full payment is received before the meeting date. Please make check payable to the **City of Conway** and mail to **1201 Oak Street Conway Arkansas 72032** with the **attention to Missy Lovelady**. If you have any questions, please feel free to call me at 501-450-6191.

Sincerely,

Missy Lovelady

**Conway Code Enforcement  
Incident Report**

**Date of Violation: 05/23/16**

**Violator Name: Scott Davis**

**Address of Violation: 2904 Celia Dr**

**Violation Type: Grass, rubbish, trash and trash cans left out**

**Warning #: CE8969**

**Description of Violation and Actions Taken: On 05/23/16 Code Enforcement Officer Kim Beard wrote a notice to correct grass, rubbish and trash in yard and trash cans left out. Property was rechecked on 06/01/16 with no progress made. Certified and regular letters were mailed on 06/02/16 to address on file. Property was rechecked on 06/10/16 and 06/28/16 with little progress. Property was rechecked on 07/05/16, 07/12/16 and 07/14/16 with no progress. Final cleanup was completed on 07/26/16.**

**Code Enforcement Officer: Kim Beard**

**Officer Signature: \_\_\_\_\_**

**Date:**

**Time:**



**City of Conway, Arkansas  
Ordinance No. O-16-\_\_\_\_**

**AN ORDINANCE APPROPRIATING FUNDS CHANGES FOR LEVEE MAINTENANCE FOR THE CONWAY AIRPORT DEPARTMENT; AND FOR OTHER PURPOS**

**Whereas** the City has determined that there is a need to support the Faulkner County Levy District #1 for the purpose of levee repairs and maintenance cost; and

**Whereas,** the cost of repairs will be split evenly between the City of Conway, Faulkner County and Conway Corporation; and

**Whereas,** the funding for this project has not previously been approved by Council action.

**NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CONWAY, ARKANSAS THAT:**

**Section 1:** The City of Conway shall appropriate an amount not to exceed \$7,500 from the Airport’s unallocated budget balance to Conway Airport Professional Services (550.109.5299)

**Section 2:** All ordinances in conflict herewith are repealed to the extent of the conflict.

**PASSED** this 13<sup>th</sup> day of September, 2016.

**Approved:**

\_\_\_\_\_  
**Mayor Tab Townsell**

**Attest:**

\_\_\_\_\_  
**Michael O. Garrett  
City Clerk/Treasurer**

09.9.2016

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## Memo

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**To**  
Mayor Tab Townsell

**From**  
B. Finley Vinson, P.E.

**CC**  
Felicia Rogers

**Re**  
Dave Ward Drive  
Pedestrian Overpass

**Comments:**

I recommend approval of the attached contract with Garver Engineers to provide design documents and engineering services for the Dave Ward Drive Pedestrian Overpass. Compensation will be billed on an hourly basis with a contract total of \$386,296.00.

The consultant was selected from among the 2016 RFQ submittals for engineering services.

---

## City of Conway Street & Engineering Department

(501) 450-6165  
100 E Robins St, Conway, AR 72032

[www.cityofconway.org/pages/street-department/](http://www.cityofconway.org/pages/street-department/)  
[firstname.lastname@cityofconway.org](mailto:firstname.lastname@cityofconway.org)





**AGREEMENT FOR PROFESSIONAL SERVICES**  
**City of Conway**  
**Conway, Arkansas**  
**Project No. 15017432**

THIS AGREEMENT FOR PROFESSIONAL SERVICES is made by and between the **City of Conway, Arkansas** hereinafter referred to as "Owner," and **GARVER, LLC**, hereinafter referred to as "GARVER".

The Owner intends to make the following improvements:

A pedestrian bridge and associated shared use trail approaches over Dave Ward Drive (Highway 60) adjacent to Stone Dam Creek approximately 700 feet east of Farris Road and 1,920 feet west of Donaghey Avenue.

GARVER will provide professional services related to these improvements as described herein.

The Owner and GARVER in consideration of the mutual covenants in this contract agree in respect of the performance of professional services by GARVER and the payment for those services by the Owner as set forth below. Execution of the agreement by GARVER and the Owner constitutes the Owner's written authorization to GARVER to proceed on the date last written below with the services described herein. This agreement supersedes all prior written or oral understandings associated with services to be rendered, including any teaming agreements.

**SECTION 1 - EMPLOYMENT OF GARVER**

The Owner agrees to engage GARVER, and GARVER agrees to perform professional services in connection with the proposed improvements as stated in the sections to follow. These services will conform to the requirements and standards of the Owner and conform to the standards of practice ordinarily used by members of GARVER's profession practicing under similar conditions. For having rendered such services, the Owner agrees to pay GARVER compensation as stated in the sections to follow.

**SECTION 2 - SCOPE OF SERVICES**

GARVER's scope of services is described in attached Appendix A.

**SECTION 3 - PAYMENT**

For the work described under SECTION 2 - SCOPE OF SERVICES (except for geotechnical services, property record research, cultural resources survey and as may be modified for additional services required), the Owner will pay GARVER on an hourly rate basis. The Owner represents that funding sources are in place with the available funds necessary to pay GARVER.

If any payment due GARVER under this agreement is not received within 60 days from date of invoice, GARVER may elect to suspend services under this agreement without penalty or liquidated damages assessed from the Owner.

The table below presents a summary of the fee amounts and fee types for this contract.



WORK DESCRIPTION	FEE AMOUNT	FEE TYPE
<b>Title I Services</b>		
Geotechnical Services	\$11,000.00	Lump Sum
Landscape Architecture	\$18,875.00	Hourly
Surveys	\$28,833.00	Hourly
Environmental	\$21,539.00	Hourly
Drainage Study	\$29,324.00	Hourly
Schematic Study	\$47,987.00	Hourly
Preliminary Design	\$55,044.00	Hourly
Final Design	\$136,669.00	Hourly
Property Acquisition Documents	\$7,002.00	Hourly
Bidding Services	\$9,313.00	Hourly
<b>Title II Services</b>		
Construction Phase Services	\$20,710.00	Hourly
<b>TOTAL FEE</b>	<b>\$386,296.00</b>	

The Owner will pay GARVER, for time spent on the project, at the rates shown in Appendix B for each classification of GARVER's personnel (may include contract staff classified at GARVER's discretion) plus reimbursable expenses including but not limited to printing, courier service, reproduction, and travel. The total amount paid to GARVER under this agreement is estimated to be \$386,296.00. The actual total fee may exceed this estimate. For informational purposes, a breakdown of GARVER's estimated costs is included in Appendix B with approximate current hourly rates for each employee classification. The rates shown in Appendix B will be increased annually with the first increase effective on or about June 1, 2017.

Expenses other than salary costs that are directly attributable to performance of our professional services will be billed as follows:

1. Direct cost for travel, long distance and wireless communications, outside reproduction and presentation material preparation, and mail/courier expenses.
2. Direct cost plus 10 percent for subcontract/subconsultant fees.
3. Charges similar to commercial rates for reports, plan sheets, presentation materials, etc.
4. The amount allowed by the federal government for mileage with an additional \$0.05 for survey trucks/vans.

The Owner will pay GARVER on a monthly basis, based upon statements submitted by GARVER to the Owner for the scope of services described in this agreement. Payments not received within 60 days of invoice date will be subject to a one percent monthly simple interest charge.

Additional Services (Extra Work). For work not described or included in Section 2 – Scope of Services but requested by the Owner in writing, the Owner will pay GARVER, for time spent on the project, at the rates shown in Appendix B for each classification of GARVER's personnel (may include contract staff classified at GARVER's discretion) plus reimbursable expenses including but not limited to printing, courier service, reproduction, and travel. The rates shown in Appendix B will be increased annually with the first increase effective on or about June 1, 2017.





## **SECTION 4 - OWNER'S RESPONSIBILITIES**

In connection with the project, the Owner's responsibilities shall include, but not be limited to, the following:

1. Giving thorough consideration to all documents presented by GARVER and informing GARVER of all decisions within a reasonable time so as not to delay the work of GARVER.
2. Making provision for the employees of GARVER to enter public, to the extent authorized by private owner(s) and occupants(s), private lands as required for GARVER to perform necessary preliminary surveys and other investigations.
3. Obtaining the necessary lands, easements and right-of-way for the construction of the work. All costs associated with securing the necessary land interests, including property acquisition and/or easement document preparation, surveys, appraisals, and abstract work, shall be borne by the Owner outside of this contract, except as otherwise described in Section 2 – Scope of Services.
4. Furnishing GARVER such plans and records of construction and operation of existing facilities, available aerial photography, reports, surveys, or copies of the same, related to or bearing on the proposed work as may be in the possession of the Owner. Such documents or data will be returned upon completion of the work or at the request of the Owner.
5. Furnishing GARVER a current boundary survey with easements of record plotted for the project property.
6. Paying all plan review and advertising costs in connection with the project.
7. Providing legal, accounting, and insurance counseling services necessary for the project and such auditing services as the Owner may require.
8. Furnishing permits, permit fees, and approvals from all governmental authorities having jurisdiction over the project and others as may be necessary for completion of the project.
9. Giving prompt written notice to GARVER whenever the Owner observes or otherwise becomes aware of any defect in the project or other events which may substantially alter GARVER's performance under this Agreement.
10. Owner will not hire any of GARVER's employees during performance of this contract and for a period of one year beyond completion of this contract.

## **SECTION 5 – MISCELLANEOUS**

### **5.1 Instruments of Service**

GARVER's instruments of service provided by this agreement consist of the printed hard copy reports, drawings, and specifications issued for the Assignment or Project; whereas electronic media, including CADD files, are tools for their preparation. As a convenience to the Owner, GARVER will furnish to the Owner both printed hard copies and electronic media. In the event of a conflict in their content, however, the printed hard copies shall take precedence over the electronic media.



GARVER's electronic media are furnished without guarantee of compatibility with the Owner's software or hardware, and GARVER's sole responsibility for the electronic media is to furnish a replacement for defective disks within thirty (30) days after delivery to the Owner.

GARVER retains ownership of the printed hard copy drawings and specifications and the electronic media. The Owner is granted a license for their use, but only in the operation and maintenance of the Project or Assignment for which they were provided.

## **5.2 Opinions of Cost**

Since GARVER has no control over the cost of labor, materials, equipment, or services furnished by others, or over the Contractor(s)' methods of determining prices, or over competitive bidding or market conditions, GARVER's Estimates of Project Costs and Construction Costs provided for herein are to be made on the basis of GARVER's experience and qualifications and represent GARVER's best judgment as an experienced and qualified professional engineer, familiar with the construction industry; but GARVER cannot and does not guarantee that proposals, bids or actual Total Project or Construction Costs will not vary from estimates prepared by GARVER.

The Owner understands that the construction cost estimates developed by GARVER do not establish a limit for the construction contract amount. If the actual amount of the low construction bid exceeds the construction budget established by the Owner, GARVER will not be required to re-design the project without additional compensation.

## **5.3 Underground Utilities**

GARVER will not provide research regarding utilities and survey utilities located and marked by their owners as provided for in this agreement. Additionally, since many utility companies typically will not locate and mark their underground facilities prior to notice of excavation, GARVER is not responsible for knowing whether underground utilities are present or knowing the exact location of utilities for design and cost estimating purposes. Additionally, GARVER is not responsible for damage to underground utilities, unmarked or improperly marked, caused by geotechnical, potholing, construction, or other subconsultants working under a subcontract to this agreement.

GARVER will subcontract with a company specializing in locating underground utilities and will pass the direct cost from the locating company to the Owner. GARVER will survey the locations marked by the locating company and the utility owners. GARVER will not be responsible for the completeness or accuracy of the markings made by locating company or utility owners, nor will GARVER be liable for costs incurred by the Owner due to incomplete or inaccurate utility markings.

## **5.4 Insurance**

GARVER currently has in force, and agrees to maintain in force for the life of this Contract, the following



minimum schedule of insurance:

Worker's Compensation	Statutory Limit
Automobile Liability (Combined Property Damage and Bodily Injury)	\$500,000.00
General Liability (Combined Property Damage and Bodily Injury)	\$1,000,000.00
Professional Liability	\$2,000,000.00

### **5.5 Records**

GARVER will retain all pertinent records for a period of two years beyond completion of the project. Owner may have access to such records during normal business hours.

### **5.6 Indemnity Provision**

Subject to the limitation on liability set forth in Section 5.8, GARVER agrees to indemnify the Owner for damages, liabilities, or costs (including reasonable attorneys' fees) to the extent the damages and costs are caused by the negligent acts, errors, or omissions of GARVER, its subconsultants, or any other party for whom GARVER is legally liable, in the performance of their professional services under this contract.

Owner agrees that any claim or suit for damages made or filed against GARVER by Owner will be made or filed solely against GARVER or its successors or assigns and that no member or employee of GARVER shall be personally liable to Owner for damages under any circumstances.

### **5.7 Design without Construction Phase Services**

In the event GARVER's Scope of Services under this agreement is not amended to include project observation or review of the Contractor's performance or any other construction phase services, the Owner assumes all responsibility for interpretation of the Construction Contract Documents and for construction observation and supervision and waives any claims against GARVER that may be in any way connected thereto.

If the Owner requests in writing that GARVER provide any specific construction phase services and if GARVER agrees in writing to provide such services, then they shall be compensated for the work as Additional Services.

### **5.8 Hazardous Materials**

Nothing in this agreement shall be construed or interpreted as requiring GARVER to assume any role in the identification, evaluation, treatment, storage, disposal, or transportation of any hazardous substance or waste.

### **5.9 Mediation**

In an effort to resolve any conflicts that arise during the design or construction of the project or following the completion of the project, the Owner and GARVER agree that all disputes between them arising



out of or relating to this Agreement shall be submitted to non-binding mediation unless the parties mutually agree otherwise.

The Owner and GARVER further agree to include a similar mediation provision in all agreements with independent contractors and consultants retained for the project and to require all independent contractors and consultants also to include a similar mediation provision in all agreements with subcontractors, subconsultants, suppliers or fabricators so retained, thereby providing for mediation as the primary method for dispute resolution between the parties to those agreements.

### **SECTION 6 - CONTROL OF SERVICES**

This is an Arkansas Contract and in the event of a dispute concerning a question of fact in connection with the provisions of this contract which cannot be disposed of by mutual agreement between the Owner and GARVER, the matter shall be resolved in accordance with the Laws of the State of Arkansas.

This Agreement may be terminated by either party by seven (7) days written notice in the event of substantial failure to perform in accordance with the terms hereof by the one (1) party through no fault to the other party or for the convenience of the Owner upon delivery of written notice to GARVER. If this Agreement is so terminated, GARVER shall be paid for the time and materials expended to accomplish the services performed to date, as provided in SECTION 3 - PAYMENT; however, GARVER may be required to furnish an accounting of all costs.

### **SECTION 7 - SUCCESSORS AND ASSIGNS**

The Owner and GARVER each bind themselves and their successors, executors, administrators, and assigns of such other party, in respect to all covenants of this Agreement; neither the Owner nor GARVER shall assign, sublet, or transfer their interest in this agreement without the written consent of the other. Nothing herein shall be construed as creating any personal liability on the part of any officer or agent of any public body which may be a party hereto.

### **SECTION 8 – APPENDICES AND EXHIBITS**

- 8.1 The following Appendices and/or Exhibits are attached to and made a part of this Agreement:
  - 8.1.1 Appendix A – Scope of Services
  - 8.1.2 Appendix B – Garver Hourly Rate Schedule and Estimated Fee
  - 8.2.3 Appendix C – AHTD Scope of Work for Design Surveys, Title Search, and Land Surveys

This Agreement may be executed in two (2) or more counterparts each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.



IN WITNESS WHEREOF, Owner and GARVER have executed this Agreement effective as of the date last written below.

City of Conway, Arkansas

GARVER, LLC

By: \_\_\_\_\_  
*Signature*

By: \_\_\_\_\_  
*Signature*

Name: \_\_\_\_\_  
*Printed Name*

Name: \_\_\_\_\_  
*Printed Name*

Title: \_\_\_\_\_

Title: \_\_\_\_\_

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

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

Attest: \_\_\_\_\_

Attest: \_\_\_\_\_



**BICYCLE & PEDESTRIAN  
ADVISORY BOARD**  
CITY OF CONWAY, ARKANSAS

# **City of Conway, Arkansas Bicycle Master Plan**

---

Updated: 8-21-16

Adopted by the Conway City Council (insert date)



## Acknowledgements

The 2014 Bicycling and Pedestrian Advisory Board consists of:

Todd Ake, 2014 Chair	
Amanda Potter Cole, 2016 Chair	Eric Leamon
Greg Reddin, 2014 Secretary	Peter Mehl
Jim Bruce	Jessica Henry Spayde
Adam Davis	Michael Yoder

### City of Conway Officials

Mayor Tab Townsell	City Clerk Michael Garrett	City Attorney Chuck Clawson
--------------------	----------------------------	-----------------------------

### City Council Members:

Andy Hawkins	Mark Ledbetter
David Grimes	Mary Smith
Wes Pruitt	Theo Jones
Shelley Mehl	Shelia Isby

### Departmental Staff:

Finley Vincent, Chief City Engineer	Chief Jody Spradlin, Police
Jack Branscum, Staff Engineer	Lieutenant Jeff Anderson, Police
Bryan Patrick, Director of Planning	Officer , Police
Wes Craiglow, Asst. Director, Planning	Steve Ibbotson, Director of Parks & Rec.

This update of the Bicycle Master Plan was written by a subcommittee of The City of Conway Bicycle and Pedestrian Advisory Board including: Jim Bruce, Todd Ake, Peter Mehl, Greg Reddin, and Adam Davis. Various narrative additions and policy adaptations were incorporated into the plan by City of Conway staff prior to submission to the Conway City Council.

**Table of Contents**

- I. Introduction ..... 4
- II. Benefits of Bicycling ..... 5
- III. Summary of Existing Conditions ..... 6
- IV. Projects and Activities at Present ..... 10
- V. Bicycle Advocacy ..... 12
- VI. Bicycle Infrastructure Plans ..... 14
  - A. Bike Routes ..... 14
  - B. Bike Lanes ..... 16
  - C. Multi-Use Trails ..... 18
  - D. Bike Share Program** ..... 22
- VII. Funding ..... 23
- VIII. Goals and Objectives ..... 24
  - A. Goal: Provide for the implementation of the bicycle master plan by providing support, resources, and staff responsible for coordination. .... 24
  - B. Goal: Develop bicycle routes, paved trails, and other safe physical facilities for bicycle transportation and recreation. .... 26
  - C. Goal: Implement a program of public awareness through city offices and departments coordinating with local organizations and institutions to develop programs to educate the public regarding Arkansas bicycle traffic laws and safe bicycle operation. .... 28
  - D. Goal: Support an active law enforcement program regarding Arkansas traffic laws with regard to the rights and responsibilities of bicyclists and motorists..... 28
  - E. Goal: Encourage the citizens of Conway to bicycle frequently as an alternative mode of transportation and for recreation..... 29
  - F. Goal: Provide funding to support the objectives of the Bicycle Master Plan..... 30
- IX. Design Standards ..... 31
- X. Appendix ..... 32
  - A. Bicycle Route Network and Map ..... 32



## I. Introduction



In 2011 the League of American Bicyclists designated Conway, Arkansas, as a Bicycle Friendly Community at the Bronze level. This was in recognition of Conway's strong commitment to cycling as evidenced by the several progressive steps taken over the previous two years. At the time the League cited Conway for such achievements in engineering as its Complete Streets policy, facilities conforming to currently recognized safety standards, a bike parking ordinance in effect for existing and new development so that two-thirds of destinations had racks or storage units. Then, Conway

had more than 60 miles of roads with bicycle infrastructure and 3.5 miles of multi-use paths. Other engineering achievements included bike cut-throughs as well as most signalization at intersections being timed or equipped with bicycle-detecting video cameras.

In recognizing Conway's progress toward bicycle friendliness in 2011, The League mentioned such educational efforts as an active Safe Routes to School program, public information for both motorists and cyclists through various media such as utility bill inserts, newspapers columns, blog articles, website pages, and share the road signs. Noted also were the regularly offered Traffic Skills 101 classes. Conway was lauded for the **encouragement** of cycling by vigorously promoting a number of special events, including several during National Bike Month. Conway Advocates for Bicycling and The Ride full-service bicycle shop, both affiliated with the League, sponsored frequent community and cross-country rides for all skill levels. These and other bicycle-support organizations offered free bike maintenance classes, a university bike share program, and trail maintenance projects.

**Enforcement** efforts included the chief of police acting as an ex-officio member of the Conway Bicycle Advisory Board, now the Conway Bicycle and Pedestrian Advisory Board, and the identification of an officer who acts as the point person who interacts with cyclists and cycling organizations. **Evaluation and Planning** had focused on the development of ways to measure current and future bicycle mode share and the implementation of a specific program to reduce bicycle crash numbers.

The city of Conway continues to develop as a Bicycle Friendly Community. With three institutions of higher education, a progressive city government and a growing knowledge-based industry, Conway is poised to become the premier "green" city in Arkansas. On August 12, 2008, the Conway City Council passed Resolution R-08-24 setting the priority of Conway's becoming a Bicycle Friendly Community by adopting the League of American Bicyclists' **Action Plan for Bicycle-Friendly Communities**.

This Bicycle Master Plan was the first action taken to implement the full action plan to make Conway a Bicycle-Friendly Community. The original bicycle master plan was intended to address the years (2009-2019) but is revised as of August 2014 in order to encompass recent developments.

## II. Benefits of Bicycling

Bicycling, used in place of other modes of transportation, offers a number of benefits to society and to individuals. It is important that government officials recognize these advantages and take steps to encourage the use of bicycles.

### *Benefits to Society*

Bicycling is a non-polluting means of transportation. Automobiles, by contrast, produce 50% of the carbon monoxide; nearly 30% of the lead, nitrogen oxides, and volatile organic compounds; and nearly 20% of the particulate matter emitted in the U.S. Bicycling conserves non-renewable resources. Automobiles consume about 50% of the petroleum used annually in the U.S. At current rates of production, the U.S. supply of petroleum, including as yet undiscovered resources will be exhausted within 30-40 years.

Bicycling is a quiet mode of transportation. Automobile noise is a nuisance to persons living along residential streets, especially those with high traffic volumes. It is also bothersome to other users of the street who, unlike motorists, are not insulated from their environment.

Bicyclists present much less of a hazard to other road users than do motorists. Traffic accidents claim about 45,000 lives in the U.S. each year, including some 1,000 bicyclists. While serious injuries and even fatalities from bicycle collisions are not unheard of, no one would suggest that being struck by an automobile is preferable to being struck by a bicycle.

Bicycles and pedestrians require less space than automobiles. Automobiles can carry up to 750 persons per hour per meter of lane width on roads with uninterrupted flow, while the same lane width will carry twice as many bicyclists. Automobiles also require much more space for parking than do bicycles. Where the average parking space can accommodate one car, a bike rack that accommodates ten bicycles will fit in that same parking space.

### *Benefits to the Individual*

Bicycling is less expensive than driving. According to figures published by the Motor Vehicle Manufacturers' Association, the average annual cost of operating an automobile is \$5,675. By comparison, a bicycle typically costs less than \$100 per year to own and operate.

Bicycling provides exercise. Bicycling to work and to other destinations offers an excellent way to incorporate regular exercise into one's daily routine without a major investment of time and financial resources.

Bicycling is less stressful than driving in traffic. According to a University of California study, commuting by car raises blood pressure, lowers frustration tolerance, and fosters negative moods. Bicycle commuters typically report that they enjoy their trip to work, even if the ride is not a particularly scenic one.

### III. Summary of Existing Conditions

#### *History*

A. P. Robinson, who came to Conway shortly after the Civil War, founded the City of Conway. Robinson was the chief engineer for the Little Rock-Fort Smith Railroad (now the Union-Pacific). Part of his compensation was the deed to a tract of land, one square mile, located near the old settlement of Cadron. When the railroad came through, Robinson deeded a small tract of his land back to the railroad for a depot site. He laid out a town site around the depot and named it Conway Station, in honor of a famous Arkansas family. Conway Station contained two small stores, two saloons, a depot, some temporary housing and a post office.

Conway was designated the county seat of Faulkner County in 1873, the same year that the county was created by the legislature. In October 1875, Conway was incorporated and, at that time, had a population of approximately 200. When originally incorporated in 1875, Conway was just one square mile surrounding Conway Station on the Little Rock and Fort Smith Branch of the Cairo and Fulton Railroad. By 1959, Conway encompassed 6.9 square miles. During the next 30 years Conway grew rapidly annexing a total of 15.4 square miles. In the 1990's it grew even faster, adding 12.2 square miles. Conway now encompasses approximately 45.63 square miles. Almost all area annexed has been through petition by the property owners.

For many years Conway flourished as a trade center for a large rural agricultural area. Hendrix College was established in Conway in 1890. Three years later, in 1893, Central College for Girls was established, and Conway was on its way to becoming an educational center. The University of Central Arkansas was founded in Conway in 1907 as the Arkansas Normal School. Thus, the local economy was firmly established upon agriculture and the educational institutions until World War II.

After the war, Conway businessmen began diversifying the economy, and several small industries were attracted to Conway. Subsequently, additional state institutions were located in Conway, including the headquarters for the Office of Emergency Services, the Arkansas Human Development Center, and the Arkansas Educational Television Network.

Conway has a sizable industrial / technological base. Industry located in Conway includes Kimberly Clark (affiliated with the League), Hewlett Packard, Virco, Acxiom, and Snap-on. Computer database giant Acxiom calls Conway its headquarters.

#### *Population characteristics*

The city of Conway has grown rapidly (36%) over the last decade with an estimated population of over 64,000 people. Conway is also home to three colleges so the population swells during the school year.

However, accommodations for bicyclists have not grown accordingly and did not play a significant role in past development plans so consequently, Conway faces challenges in becoming an entirely Bicycle-Friendly Community.

### *Physical Characteristics*

The City of Conway, elev. 320.6', is located in a relatively flat area north of Round Mountain, elevation 560 feet; and south of the Cadron Ridge, elevation 550 feet. The west side of the city is bordered by the Arkansas River. Lake Conway, an Arkansas Game and Fish reservoir, lies to the southeast of Conway and city-owned Beaverfork Lake lies northeast of Conway.

In general, the city's terrain is very suited for bicycling, with easy access to the county and beyond for serious recreational riding and relatively flat terrain for easy commuting in town. Conway has many quiet and wide neighborhood streets in "Old Conway." Cycling in the core of the city is relatively easy and does not involve crossing any major highways; one can get from downtown Conway to Hendrix College, Central Baptist College, the University of Central Arkansas, and some shopping areas on relatively wide streets with little traffic.

However some features of the city infrastructure obstruct safe, convenient bicycling including a Union Pacific railroad line that runs north-south through town, and Interstate 40 (with four interchanges and no bicycle specific accommodations) presents serious challenges for cyclists to get between the east and west sides of town. In addition, several major highways run through town: US65 (Harkrider Street), US64 (parts of Oak, Caldwell and Prince Streets), AR60 (Dave Ward Drive.)

Aside from these areas, cycling completely across the city from north to south does present some obstacles; to access the city on the north side, one must negotiate some major intersections, e.g. Donaghey/Washington and the Harkrider/Old Morrilton Hwy/Skyline intersections, and then toward the south side, crossing Dave Ward Drive is problematic.

Traveling from west to east has been improved with the reconstruction of Prince Street on the west side as a boulevard with wide right hand lanes and roundabouts.

Travel between the east and west sides of town present a challenge. To move between the two sides of the city, one must cross the interstate on Oak Street, a very heavy traveled commercial district with no bike lanes, or take Siebenmorgen Road, a narrow, heavily traveled road also unsafe for bicyclists.

However, Harkrider through the Hendrix College campus has been reconstructed with traffic calming features including two roundabouts, one at Siebenmorgen and the other at the entrance to the Hendrix Village. The Hendrix Village itself includes quiet residential streets with access to shopping and extensive athletic facilities. Nevertheless, much remains to be done to enable bicyclists to travel the outer edges of the growing city of Conway.

### *Existing Bicycling Facilities*

Conway has been extending its network of bicycle facilities beyond its original few designated bicycle lanes and its original multi-purpose paved path (Tucker Creek Trail) in the central to western residential reaches of the city. The city now has over 20 centerline miles of bike lanes and approximately 40 miles of roads signed as "sharrows." Conway still struggles to accommodate school children who wish to ride their bikes to school; the use of the bike lanes for parking and picking up during school hours defeats efforts to encourage children to ride to school. Some other way to allow motorists to pick up children at

school should be arranged through redesign and/or rebuilding and future school site plans should be designed to accommodate all forms of transportation especially student biking and walking access.

The Tucker Creek Trail now 3.5 miles long has been a great success. It is sufficiently wide (12 ft) and safe to ride, if sometimes clogged with walkers and joggers. It serves as the first phase of a planned network of paths that will help bicyclists get through the city without negotiating major roads. (See Bike Network map)

There is one biking/hiking trail at Cadron Settlement Park on the Arkansas River in western Conway with approximately 6 miles of trails. The city leases and maintains the park, with volunteers helping to maintain the biking/hiking trails. The Conway City Council has given support for the development of the 105-acre Blaney Hill former landfill site as an off-road bicycle facility. The Central Arkansas Off-Road Group (COG) with financial support from the Conway Advocates for Bicycling (CAB) is directing the planning and development of this project on the north side of Conway.

The City of Conway with support from the Advertising and Promotion Commission purchased 65 custom-designed Conway bike racks. These inverted U racks are found throughout the city. By ordinance new developments must accommodate bicycle parking as well.



The city's three institutions of higher learning and local schools have tried to keep up with a growing demand for bicycle parking.

Central Baptist College (500 students) has a sufficient number of bike racks with at least four (10 bikes per rack). Hendrix College (1,400 students) has at least 16 bike racks and a count in February 2009 indicated over 150 bikes on campus. Mountain bikes are available for checkout by members of the Hendrix Community from the Hendrix Wellness and Athletic Center. And the center conducts multiple spin classes weekly. Cruiser bikes are available for checkout by students at the Hendrix Library. Faculty members teach cycling or tri-sport's classes in the Kinesiology Department.

The University of Central Arkansas (12,000 students) has a large number of bike racks, enough by one estimate to accommodate over 1,200 bikes. The racks are spread throughout the campus and consist of U-racks embedded in concrete and more traditional self-standing racks that engage a front wheel of a bicycle. More have been added recently. Bicycle usage on campus has increased markedly. The University also wrote a successful grant to complete a half-mile portion of the paved trail network that runs through campus. The University of Central Arkansas Police department has one officer on a bicycle regularly, and as staffing allows will add additional patrols on bicycle.

The local public schools have limited bicycle parking facilities, most have only one rack to accommodate 10 bikes; the total number of bike racks at public schools in Conway is 18. Interestingly, our newly opened High School West has none. As in many municipalities in the nation, bicycling to school has fallen off in Conway, largely because it is not encouraged or accommodated by parents and school officials.

*Legislation*

The City of Conway has passed the following legislation regarding bicycling in the city:

Ordinance O-82-17	Restricts bicycles from being operated on sidewalks in the Central Business District (Zone C-1).
Resolution R-08-23 August 12, 2008	Dedicates all Natural Gas Severance Tax funds for alternative transportation facilities
Resolution R-08-24 August 12, 2008	Action Plan for (a) Bicycle Friendly Community
Ordinance O-09-56 April 28, 2009	Amending Master Street Plan & Adopting a Complete Streets Policy
Resolution R-09-20 April 28th, 2009	Formation of a Bicycle Advisory Board
Ordinance O-10-56	Providing for the regulation of off-street bicycle parking and loading facilities and to specify requirements for off-street parking and loading facilities.
Resolution R-12-05 February 28th, 2012	Formation of the Bicycle and Pedestrian Advisory Board
Resolution R-13-62	Supports the Bicycle and Pedestrian Advisory Board to be consulted for any new street construction projects designated collector or above.

## IV. Projects and Activities at Present

### *Bicycle facilities:*

The city formally designated funds from its budget in 2008 to expand bicycle lanes and other bicycling facilities in Conway, and passed a Complete Streets ordinance in 2009 to insure bicycle accommodations are built into new streets projects from the start. The intervening years has seen significant progress in expanding bike lanes and sharrows across the city map. The city currently has over 60 miles of bike lanes or sharrows.

The City is committed to expanding the bicycle network significantly over the next five years. Current plans are to expand the designated network to approximately 100 miles of bike routes designated either with striped lanes or sharrows. At present, recently completed projects and current projects will address various major gaps in the bicycling network. Washington street along the west side of Hendrix College has been reconstructed with bikes lanes. This extends the designated biking network north from downtown alongside a large student population connecting many access points to the northern and western parts of the city making old Conway more bike friendly.

The three major Central Landing street projects will also provide full bike lanes along median divided streets in a large area of town currently devoid of all access. These projects will also include a city funded Interstate 40 overpass with sixteen foot wide multi-use side paths on either side of the roadway connected to new bike lanes. This project will finally provide designated and safe east-west access for bicyclists across the interstate while accessing a major commercial district. The Lewis Ranch and Lewis Crossing developments at the Dave Ward Drive interstate interchange are both being built with side paths and bike lanes where appropriate to accommodate bicyclists in a developing commercial area.

Conway is also expanding the off-street, multi-purpose path system throughout the city. The first phase of the Tucker Creek Trace paved trail has finally been completed. Currently, the trail runs through the heart of residential Conway for a total distance of 3.5 miles. The trail has multiple on street and neighborhood access points and parking lots and includes such amenities as benches and work out equipment. Two bike repair stations have been installed on the trail. While the trails runs primarily through the developed area of the city, there are plans for later phases to extend the trail further southwest to the city's soccer complex and beyond to the newly developed Cantrell Field Airport. A network of paved long distance bicycling routes in the agricultural area surrounding the new airport will be easily accessible when the trail can be extended to that destination.

The first phase of the Stone Dam Creek Trail has been opened south of Dave Ward Drive across from the University of Central Arkansas campus. The city is currently pursuing and accumulating various grants and other financial commitments to aid in construction of a bicycling and pedestrian overpass of Dave Ward Drive directly into the UCA campus bike/ped trail. This approximately \$2.2 million dollar project will connect up the college campus with many student apartments south of this heavily trafficked thoroughfare. As importantly, the new bridge will connect the city biking network safely across this major obstacle uniting existing networks in the southern and northern parts of the city.

Further, the city is looking to extend the Stone Dam Creek Trail to provide even more direct connectivity to the bicycling network. Conway has recently purchased 97 acres of park land along Stone Dam Creek adjacent to various major roadways and housing developments. This land purchase provides city controlled, off-street access along Stone Dam Creek and will provide a location for the "Phase Three" trail extension. Phase Two area land purchases and/or access easements between the terminus of existing Stone Dam Creek Trail and the future third segment are still being negotiated. It is possible the city will move to complete the third phase section in advance of a completed second phase.

It is the expressed intent of the city to develop a "series of paved trails away from motoring traffic connecting various parks and green spaces throughout the city" as expressed by Mayor Townsell on many occasions. These off street paved trails will "serve as freeways for biking and foot traffic which, in conjunction with on-street bike lanes and better sidewalks, will offer further connectivity to destinations such as UCA, hospitals and schools."

### *Bicycle Projects and Educational Institutions*

The Hendrix Bike Revolution, a group of Hendrix College students, continues to sponsor a bike loaner program called Bike Share; Students can check out bikes from Bailey Library in the same way books are lent. There are 5-10 functional bikes, with at least 3 or 4 of those checked out at any given point. One can check them out for 3 days, but many students keep them for longer. The Student Senate employs two student bike mechanics that not only service the bikes but also are available a few hours four days a week to repair students' bikes. Repair space is provided in Buhler Hall, a mostly abandoned academic building in the center of the campus. The Student Senate funds the Hendrix College Bike Share. The group is also working with Public Safety to conduct a campus wide bicycle registration system.

UCA has a similar program. The Student Government Association purchased 15 bicycles, which students can check out of the Health and Recreation center. UCA has also provided a garage for CAB to use for its Share and Repair program. To date the program has been a success with one to three bikes repaired each week and many more donated to citizens who cannot afford a new bicycle. Donated bicycles are repaired and distributed to those in need in our community.

The local public schools have begun to integrate bicycle safety instruction into the curriculum to various degrees ranging from a one hour-program with a follow-up bicycle rodeo/skills riding event, to a general overview of bicycle safety as part of a physical education class. Master LCI Tom Ezell taught a Bicycling 123 class co-sponsored by The Ride bicycle shop and CAB and funded by Conway SRTS in June of 2011 to encourage and prepare PE teachers. LCI Jim Bruce and local bike shop owners Erik Leamon and Tara Leamon have conducted several bicycle safety demonstrations and bike rodeos. To date over 1,200 local children have received such instruction.

### *Safe Routes to Schools*

A Safe Routes to Schools program was part of the city's early bicycle and pedestrian improvement efforts. This program had a good start. Conway was given a significant SRTS startup grant, which was used to purchase and equip a bike rodeo trailer along with other startup components. In recent years, however, the program has lost much of its steam, and is currently in need of new energy.



## V. Bicycle Advocacy



Local bicycle enthusiasts formed an advocacy group for bicycling in 2009: Conway Advocates for Bicycling (CAB). With 501(c)(3) status and over seventy-five dues-paying members, CAB has an eleven-member board that meets monthly. CAB hosts a website at [www.cycleconway.org](http://www.cycleconway.org) dedicated to advancing the interests of bicyclists. In addition, CAB communicates information and advocacy through its Facebook page.

To date, CAB has moved forward on a number of important projects that help to advance Conway's efforts to become a more Bicycle-Friendly Community.

CAB sponsors two League Cycling Instructors who regularly offer Traffic Skills 101 classes as well as organizing bike rodeos for schools and other community groups throughout the year. Forty-two people have successfully completed Traffic Skills 101 classes since 2009.

In addition to CAB, Conway has had three other organizations affiliated with the League of American Bicyclists: the Metropolitan Emergency Medical Service (MEMS) Riding Team, The Ride bicycle shop, and Kimberly-Clark's Conway facility.

### *Regular Bicycle Events and Activities:*

CAB sponsors a monthly community ride on the last Sunday of each month; this event consists of a group of riders riding through Conway in a safe and civil fashion. During the summer months the ride is moved to an "after dark" ride taking advantage of cooler temperatures.

CAB sponsors a bicycle tour, the Conway Fall Classic, partnering with a local charity each year in September. The Conway Fall Classic attracts approximately 120 riders each year, and is still growing.

The Amazing Ride, also sponsored by CAB, has brought riders together for an afternoon of puzzle solving as they identify items to purchase and deliver by bicycle to several local charitable organizations.

CAB also awards special recognition to the City of Conway Bicycle Advocate of the Year: an individual who has been especially active in advancing cycling in the Conway community.

The Conway Advocates for Bicycling along with the University of Central Arkansas have created the Conway Bicycle Share and Repair (BSAR) garage where low income individuals can bring their bikes for repair. The BSAR also repairs donated bikes and distributes them to low-income individuals via a local charitable organization. In November and December BSAR focuses on "Bikes for Tykes" collecting, refurbishing, and distributing bicycles and helmets to local children. Approximately 20 bikes are distributed each year.

Besides the new events sponsored by CAB, for a number of years now, weekly organized rides have been held for the more serious amateur riders in Conway.

In addition, the local bike shop, The Ride, as well as regular bicycle safety classes. The Ride website ([therdieonline.net](http://therdieonline.net)) serves as a great resource for local bicyclists. More recently CAB has begun to organize "intermediate-pace" rides for area cyclists that are relatively new to cycling on county roads, but are able to ride at a moderate pace of 15-17 mph.

The Toad Suck Triathlon is an annual event held for those demonstrating their cycling skills along with swimming and running.

The annual Tour de Toad, a regular part of Conway's Toad Suck Daze spring festival, features short, medium and long rides in the countryside surrounding Conway. It is sponsored by the Literacy Action of Central Arkansas in early May.

Another regular event is the Conway Kids Triathlon, sponsored by First Security Bank and the Conway running club.

## VI. Bicycle Infrastructure Plans

### A. Bike Routes

Suitably designed bikeways can be designated as "Bike Routes." Bike routes are linked segments of roads that are designated with appropriate directional and informational markers. Designated Bike Routes should indicate a way that most bicyclists will feel comfortable using. The routes are not intended to link all possible locations, and bicyclists are not required to use these routes. New bicyclists, and bicyclists new to Conway, will find these routes useful for getting to know the area by bicycle.

There are several reasons for designating signed bike routes:

- The route provides continuity to other bicycle facilities such as bike lanes and multiuse paths.
- The road is a common route for bicyclists through a high demand corridor.
- The route extends along local neighborhood streets and collectors that lead to a destination such as a park, school, or commercial district.

Bike route signs may be used on shared streets, streets with bike lanes, and on multiuse paths.

Regardless of the type of facility or roadway where they are used, it is recommended that bike route signs include destination information.

"Bike Route," "Share the Road," or "Bicyclists May Use Full Lane" signage can be used to encourage bicyclists to use a given corridor and to remind motorists that they may encounter a bicycle. Bike Route signage should be placed at key decision points along a corridor and Share the Road signage should be spaced at regular intervals.

Conway has one signed bike route between the west side of town and the Hendrix College campus north of downtown that links The Tucker Creek Trail, Julie Lee Moore Elementary School, Ida Burns Elementary School, Conway High School West Campus and Gatlin Park.

### *Vision*

The vision of the City of Conway is to create a signed bike route system that will direct cyclists throughout the city between these areas:

- Schools;
- The Three Colleges;
- Downtown;
- City Parks;
- Major Shopping Areas;
- Employment Centers;
- Industrial Parks;
- Medical Facilities;

*Bike Routes*

Route Name	Description	Destinations	Distance	Targeted Completion
Smoking Oaks Bike Route	Utilizing low volume streets this route forms a loop with the Tucker Creek Trail (TCT) with a connector to Hendrix College.	Hendrix College Julie Lee Moore School Ida Burns School Conway High West Tucker Creek Trail		Completed  2009
UCA TCT Connector	Leg from Tucker Creek Trail at Salem to Timberpeg, Bruce St., and the UCA Campus	Tucker Creek Trail UCA		2016
Downtown TCT Connector	Leg From Tucker Creek Trail at Adamsbrooke subdivision to Downtown via Adamsbrooke Dr., Colonial Dr., and Robinson St.	Tucker Creek Trail Laurel Park Downtown		2016
TCT to Conway Commons	Route from Tucker Creek Trail to past UCA on Bruce Street to 6th Street past Central Landing across the new over pass to Elsinger Blvd.	Central Landing Conway Commons		2017
Hendrix to Hendrix Village	Route TBD with the collaboration of Hendrix College.	Hendrix College Hendrix Village		2017
Hendrix Village to Walmart	Steel & Ellis Ave. to Sanders Road	Hendrix Village Walmart Shopping area		2017

## **B. Bike Lanes**

Bike lanes can be incorporated into a roadway when it is desirable to delineate available road space for preferential use by bicyclists and motorists, and to provide for more predictable movements by each. Bike lane markings provide greater comfort for bicyclists who are not used to operating on a roadway with other traffic.

Bike lanes should be one-way facilities and carry bike traffic in the same direction as adjacent motor vehicle traffic. On one-way streets, bike lanes should generally be placed on the right side of the street. However, bike lanes on the left side of the street may be appropriate when it will substantially decrease the number of conflicts, such as those caused by heavy bus traffic or unusually heavy turning movements to the right, or if there are a significant number of left turning bicyclists.

Curbside bike lanes and bike lanes adjacent to parking are common treatments. It is important that a curbside bike lane include at least 5 feet of space outside of the gutter pan to allow to discourage bicyclists from riding in the gutter pan. It is important that the bike lanes be maintained by keeping them free of debris and free of gravel, potholes, or other hazards.

### ***Vision***

The vision of the City of Conway is that bike lanes be installed on all major roads where speed difference between automobiles and bicyclists is significant (e.g. signed at 35 mph or greater) or when motor vehicular traffic volume is significant. In particular, it is the desire of the city to place bike lanes when possible on all categories of streets collector level and above. Bike lane placement would be in addition to and separate from pedestrian facilities on these same streets. On certain high volume/ high speed streets, the city reserves the right to combine biking and pedestrian facilities into a wider multi-use paths alongside both sides of the streets. Where new non-local street extensions or major new street widenings are planned, bike lanes should be included in the finished street unless specifically exempted by city council action in favor of multi-use side paths. For collector or above streets which need resurfacing, every effort should be made by the city to eliminate middle turn lanes to capture bike lane opportunities. It is understood that street widenings simply for the purpose of creating bike lanes is probably beyond the financial resources of the city. However, every effort will be made to capture bike lanes where possible.

Streets to eventually have bicycle lanes should include (but is not limited to):

Dave Ward Drive	Irby Street	S. Donaghey Ave
Middle Road	Lower Ridge Road	S. German Ave
College Avenue	Meadow Lake Street	Sturgis Road
Prince Street	Hogan Lane	Harkrider Street
Caldwell Street	Old Military Road	Amity Road
Oak Street	Country Club Lane	East German Lane
Siebenmorgan Road	Mattison Road	Salem Road
Tyler Street	Donaghey Road	Reedy Road

## C. Multi-Use Trails

### *History*

The city of Conway built its first multi-use trail, the Tucker Creek Trace; a 1.2 mile path following Tucker Creek from Salem Road to Reedy Road in 1998. The trail has been extended north to Gatlin Park on Tyler Street and southwest to the Walmart Super Center in four phases. The full trail's 3.5 miles of off-street, paved path provides the residents of Conway a safe recreational facility for walking, running, rollerblading, and bicycling. An initial phase of the Stone Dam Creek Trail also has been opened south of UCA and Dave Ward Drive. Due the success of these trails, the city of Conway recognizes the value in providing such amenities and plans to expand such facilities for both recreation and transportation.



### *Vision*

The vision of the City of Conway is to create a multi-use trail system that along with low volume streets will provide a safe alternative for pedestrians and bicyclists to travel throughout the city between these areas:

- Safe Routes to Schools;
- The Three Colleges;
- Downtown;
- City Parks;
- Major Shopping Areas;
- Employment Centers;
- Industrial Parks;
- Medical Facilities:

Where trails must cross heavily trafficked streets, where practical and as funding permits, it is desired to grade separate the trails from busy streets by constructing tunnels or bridges. When trails follow creeks or drainages systems efforts should be made to design and build underpasses to prevent excessive sedimentation on the depressed portion of the trails. Regarding sedimentation, city crews should be vigilant in cleaning the underpasses of sediments after every elevated flow event.

All trails should include clear signage identifying trails and trail heads visible from the street system and should also include easily readable mapping and signage components along the trail. To aid in emergency response, a simple locational aid system should be incorporated into the signage – color coding, for example. Ideally, various community and personal amenities should be located along the trail to enhance the usefulness and convenience of the trail for users. Trail lighting at a pedestrian scale should be a standard practice.

It is also desired to construct a destination worthy trail to draw visitors to the city. Outlined in the chart below is a proposal to create a loop in the southwestern area of the city and county pasted the newly constructed airport. Connectivity of this proposed loop and the city's trail system in general with the established Arkansas River Trail in Little Rock and North Little Rock is an important goal.

By doing so it is expected the city's citizens will realize these benefits:

- A healthier community;
- Increased real estate values;
- An increased sense of community;
- Increased social interaction within the community;
- Increased visitors;
- An increased appeal for businesses to locate to the area;



*Trails*

Trail Name	Purpose(s)	Description	Distance	Targeted Completion
Tucker Creek Trail	Recreation	Trail runs from Hogan Lane to Gatlin Park on Tyler Street on the north side of the city.	3	2015
Stone Dam Creek Trail	Transportation	Trail Runs from Dave Ward Drive south to Mimosa Drive.	.5	Completed in 2014
UCA Trail	Recreation Transportation	Trail runs from Dave Ward drive north on the UCA campus.	.2	Completed in 2014
I-40 Overpass Bridge	Transportation	New bridge will contain a multi-use path providing safe crossing of the interstate while connecting the Conway Commons and Central Landing shopping centers.	.2	2016
Central Landing Trail	Transportation	Starting at Harkrider, paralleling Bruce Street to the south side of the Central Landing Development and connecting with the I-40 Overpass.	1	2017
Tupelo Bayou Trail	Recreation Transportation	Trail is expected to run from Hogan Lane (continuation of Tucker Creek Trail ) to the Centennial Soccer Field Park	1	2018
TCT Tunnel under Salem	Recreation Transportation	Reconfiguration of Salem St. would raise the road allowing the Tucker Creek Trail to follow the creek under the road.	-	2020
TCT Tunnel under College	Recreation Transportation	Reconfiguration of College Ave. would raise the road allowing the Tucker Creek Trail to follow the creek under the road.	-	2020
Dave Ward Pedestrian Bridge at UCA	Recreation Transportation	Connector from Stone Dam Creek Trail to UCA Trail	.1	2020

Spring Creek Trail	Recreation	Trail is expected to run from Hogan lane north to Irby. This trail connected with the Tucker Creek Trail would form a 6 mile loop.	3.5	2020
Airport Loop Trail	Recreation Transportation	Working with Faulkner County, this would create a trail of 20-25 miles combining a route on Lollie Road, Sand Gap Road, Hwy 89, Rocky Gap Road, and Donnell Ridge Road	20	2020
Western Arterial Trail	Recreation Transportation	Trail is expected to parallel the Western Arterial Loop as it is constructed.		2025
Arkansas River Trail	Recreation Destination	Trail is expected to run from the Western Arterial Loop Trail connecting with the LR/NLR sections of the Arkansas River Trail		2025
Railroad Trail	Recreation Transportation Destination (when combined with Western Arterial & Tucker Creek trails)	Trail is expected to parallel the railway through Conway from north of Tyler Street to the Western Arterial Loop I-40 interchange; this trial combined with the Tucker Creek Trail and Western Arterial Loop Trail will form a loop of approximately ___ miles.		2030
Stone Dam Creek Trail extension	Recreation Transportation	Extending existing trail from Mimosa to Lake Conway with future connection to the Little Creek Trail		2030
Little Creek Trail	Recreation Transportation	Trail will follow Little Creek from the Middle Road vicinity extending northward behind Conway Commons and through City of Colleges ballpark and Curtis Walker Park. It will eventually meet with Lower Ridge Road and curve westward to Don Owens Sports Center.		2030

## **D. Bike Share Program**

*From the Bicycle and Pedestrian Information Center:*

Bike sharing is an innovative transportation program, ideal for short distance point-to-point trips providing users the ability to pick up a bicycle at any self-serve bike-station and return it to any other bike station located within the system's service area. Bike sharing takes several forms, but this (the Bike Ped Info Center, [http://www.pedbikeinfo.org/programs/promote\\_bikeshare.cfm](http://www.pedbikeinfo.org/programs/promote_bikeshare.cfm)) site focuses on municipal bike-share systems, where local jurisdictions (including cities, counties, etc.) are engaged in the funding, managing, administering and/or permitting the bike-share program. In the context of this site, bike-sharing differs from traditional bicycle rental services in that it is typically used for short, spontaneous trips that are often combined with other transportation modes (e.g. transit).

### ***Vision***

The vision of the City of Conway is establish a bike share program where potential cyclists can rent a bicycle at one location and use it as a means of transportation to another throughout the city. Possible locations for Bike Share Stations include the three local colleges, major shopping centers, the public library and downtown.

## VII. Funding

The Current Funding Plan:

The City of Conway by resolution R-08-23 dedicated all state severance tax monies turned back to the city from the State of Arkansas to fund Alternative Transportation projects. These monies are to fund on-street bicycling, pedestrian, and transit enhancement projects. Enhancement projects on the streets rights-of-way are included in the definition of on-street improvements. These projects may include (but are not limited to) striping, signage, and parking facilities as well as infrastructure such as base, gravel, and asphalt. Regular street projects mandated to include bicycling and pedestrian accommodations by the Complete Streets ordinance or normal street resurfacings where bike lanes are to be captured shall not be funded out of this source in whole or in part. Alternative transportation monies are to be specifically identified in the Street Budget every year and dedicated to this purpose. Any unused funds any given year are to stay dedicated to alternative transportation projects until expended.

Historically, the city’s portion of the Severance Tax turn back has generated annual revenue in a range from \$114,000 in 2009 up to \$378,000 in 2014 with an average of around \$240,000 annually. With reduced natural gas activity in 2016, this year’s revenue is currently on pace to total less than \$100,000. Given the volatility of the source, annual expenses from this revenue source should be made from “banked” existing revenue on hand rather than from projected revenue.

Separate bicycling & pedestrian trail projects not associated with streets or street rights-of-way are to be funded by the city’s dedicated portion of the Advertising & Promotions Tax for parks capital and/or the Park Impact Fee revenues. Projects may include (but are not limited to) trail construction, right-of-way or easement purchase, and/or trail enhancements monies. Recreational and alternative transportation targeted grant monies should be pursued whenever possible to leverage existing revenue sources. It is the City of Conway’s expressed intent to significantly extend the bike & pedestrian trail system with projects identified and undertaken in each budgetary year.

The Funding Vision:

The money that funds transportation projects in Conway comes from various sources. BPAB recommends that the city create a Transportation Fund that unifies all those sources and names them such that the funds can be used for the wider transportation purpose, rather than for the narrower purpose of building roads. BPAB also recommends that a small portion of this Transportation Fund be designated to bicycle and pedestrian projects. As the city develops plans and processes for implementing such projects, BPAB further recommends that this dedicated portion should gradually be increased to become a significant portion of the city’s transportation spending.

The following funding sources have been identified to be included in the “Transportation Fund”:

Name of Funding Source	(2014) Estimated Amount
Street Department Budget	\$5.4M
“Pay as you go” sales tax	\$2.7M

Street impact fees	\$0.6M
<b>TOTAL</b>	<b>\$8.7M</b>

BPAB recommends that 7% of this “Transportation Fund” be allocated to alternative transportation initiatives. Possibly the most important of these initiatives is the personnel budget mentioned in the first item. Making this position a priority will ensure that the city can adequately meet the other objectives. Below are the proposed allocations for the bike/ped portion of the transportation. Note that the last two of these items are not specific to bicycling and fall outside of the Bicycle Master Plan, but they represent a holistic view of alternative transportation.

- Allocate 1% (approximately \$85,000) of the overall “Transportation Fund” to the full-time Bicycle/Pedestrian Director position.
- Allocate 2% (approximately \$170,000) of the overall “Transportation Fund” to implementing the on-street bicycle network infrastructure as outlined in this plan.
- Allocate 1% (approximately \$85,000) of the overall “Transportation Fund” to trail development. This amount will be matched by a certain amount from the Parks Department.

Initiatives not directly related to bicycling:

- Allocate 2% (approximately \$170,000) of the overall “Transportation Fund” to implementing pedestrian infrastructure as outlined in the Pedestrian Master Plan.
- Allocate 1% (approximately \$85,000) of the overall “Transportation Fund” to a mass transit savings fund with the view of implementing public transit services in Conway.

### VIII. Goals and Objectives

These goals and objectives are designed to guide the city in advancing Conway as a Bicycle-Friendly Community. The hope is for Conway to become a Silver level bicycle-friendly community by 2020.

#### A. Goal: Provide for the implementation of the bicycle master plan by providing support, resources, and staff responsible for coordination.

1. Objective: The city shall assign staff, i.e. a Bicycle Program Manager, to implement the bicycle plan and increase the commitment of this position from approximately 5-10% of a full time position to a full time position by 2015.

Achievements to date:

- The city of Conway has identified the duties of a Bicycle & Pedestrian Program Manager as a portion of a Staff Engineer’s or Staff Planner’s duties. Currently only 5-10% of this position is focused on implementing the Bicycle Master Plan.

To implement the vision of improving the bicycle friendliness of Conway as outlined in this Master Plan, BPAB recommends a minimum of a half-time commitment of assigned duties is required.

Next Steps:

- Secure commitment from the City Council to fund and support the time commitment for the Bicycle Program Manger as outlined in the objective above.

**2. Objective: The city shall appoint a permanent Bicycle Advisory Board (BAB) consisting of at least six volunteers (two of which should be associated with the local bicycle advocacy group) who work with designated city staff to implement the bicycle plan.**

Achievements to date:

- The original board was appointed in 2009 and has been expanded to include pedestrian and school-related issues, so it is now known as the Bicycle and Pedestrian Advisory Board (BPAB); the board includes 9 members, two of whom represent pedestrian interests, and two of whom represent school interests including Safe Routes to School.

Next Steps

- Ensure BPAB continues to be active in promoting the objectives of the Bicycle Master Plan.

**3. Objective: The Bicycle Program Manager along with the Bicycle and Pedestrian Advisory Board shall annually review progress on its bicycle plan.**

Achievements to date:

- The BPAB held a public forum in 2013, where approximately 100 citizens attended and completed a survey and visited with city officials about biking and walking concerns. In the future more annual reviews need to occur. A final annual report was completed by BPAB for 2013.

**4. Objective: The city shall work with BPAB as it considers expenditures for development and improvement of bicycle facilities in Conway.**

Achievements to date:

- The BPAB has a good working relationship with the streets department. A process for ensuring that the BPAB is consulted on any street projects was approved by resolution through the City Council in 2013.

Next Steps

- Develop with the City Engineering Department various cross section designs for streets, intersections and roundabouts of all lanes widths which will mandate

the standard design elements for transportation infrastructure as set by the Complete Streets Policy.

**5. Objective: The city will partner as appropriate with other institutions and agencies in Conway including, UCA, Hendrix College, CBC, Conway schools, Conway Chamber of Commerce, Faulkner County government, and the State of Arkansas to facilitate the planning and implementation of the Bicycle Master Plan.**

Achievements to date:

- The City of Conway is working with UCA on the plan to develop Donaghey Street in front of the university.

Next Steps:

- BPAB and the Bicycle & Pedestrian Program Manager need to work with the schools to achieve goals of Safe Routes to School.

**B. Goal: Develop bicycle routes, paved trails, and other safe physical facilities for bicycle transportation and recreation.**

**1. Objective: The city shall build and maintain infrastructure including designated bicycle lanes, multi-use trails, and signage for a bicycle network providing safe access to all of Conway as outlined below:**

- Construct or reconfigure approximately 5 centerline miles of bike lanes per year for a total 25 miles of additional on-street bicycle lanes by 2020.
- Construct approximately 1 mile of fully developed multi-use path each year for a total of 5 additional miles of "transportation trails" by 2020.
- Construct approximately 2.5 miles of "Traveler" improved (packed gravel shavings) multi-use path each year for a total of 15 additional miles by 2020.
- Construct a trail loop system of at least 30 connecting miles of trails by 2025 intended to attract visitors to the city.
- Support the construction of a trail system linking Conway to the Arkansas River Trail system by 2025.

Achievements to date:

- The city has approximately 20 centerline miles of bike lanes as of 2014.
- The Tucker Creek Trace is complete 3.5-mile trail from Hogan Lane to Gatlin Park on Tyler Street.

- Combining the UCA Student Trail and the initial phase of the Stone Dam Creek Trail, the city has approximately .7 miles of trails thought to be used primarily for transportation (UCA students commuting between campus and apartments). A bike/ped bridge is needed over Dave Ward drive to connect these trails.
- The city has one designated bicycle route directing riders from the west side of the city to Hendrix College. It is a novelty in its solitude. Other designated routes are needed for the system to become a reliable aid in bicycling.

**2. Objective: The city shall build the infrastructure to provide safe routes to all public schools. A pilot school should be identified and routes be developed in 2015. If successful, an additional school safe routes infrastructure should be completed each successive year.**

Achievements to date:

- A member of the BPAB has been designated as the SRTS coordinator.

Next Steps:

- Develop a site plan review process for all new school locations and/or additions, remodels and rebuilds which would require a transportation access plan for all modes of transportation with special attention given to student modes of transportation. Approvals of site plans should include as necessary off site infrastructure improvements in the public right of way as necessary.

**3. Objective: The city shall support the development of mountain bike trails including:**

- Support the development and maintenance of the Blaney Hill Park (old landfill) Mountain Bike trail system.

Achievements to date:

- The city has acquired by lease the Cadron Settlement Park, a U.S. Corp of Engineers facility, which includes a 6 mile mountain biking trail.
- The city has acquired by lease the Old Ferry Landing Park, a U.S. Corp of Engineers facility which includes possible trails head facilities as restrooms, parking, highway access, and possible future connections along the Arkansas river to the Faulkner County levee district to the south.
- The City has officially designated Blaney Hill Park for the development of mountain bike trails.

**4. Objective: The city shall work with BPAB to monitor progress on the objectives above on a yearly basis.**

Achievements to date:



- Starting in 2014, BPAB began producing an annual report stating progress on achieving and improving the bicycle infrastructure within the city.

**C. Goal: Implement a program of public awareness through city offices and departments coordinating with local organizations and institutions to develop programs to educate the public regarding Arkansas bicycle traffic laws and safe bicycle operation.**

- 1. Objective: The Bicycle Program Manager shall coordinate with CAB, UCA, Hendrix and CBC to develop programs to educate and inform students about bicycle traffic safety. Include secondary schools, civic organizations, neighborhood organizations and other relevant parties.**

Achievements to date:

- The BPAB sponsored some citywide signage to inform all of the new 3-foot law, (motorists must allow 3 feet when passing bicyclists). The Conway Advocates for Bicycling has assumed major responsibility for education, and it is deemed more appropriate for that organization to handle the majority of the educational initiatives and projects.
- Two League Certified Instructors have served as BPAB and CAB board members.

- 2. Objective: The Bicycle Program Manager shall seek out and develop opportunities to cooperate with local civic, business, and related groups to provide information and to promote observance of traffic safety laws, helmet usage, and other safe bicycling operating practices.**

**D. Goal: Support an active law enforcement program regarding Arkansas traffic laws with regard to the rights and responsibilities of bicyclists and motorists.**

- 1. Objective: The city shall request that the Conway Police Department (CPD) adopt an active policy of enforcement with particular attention to both the rights and responsibilities of bicyclists and motorists.**

Achievements to date:

- BPAB has met with the CPD as needed to discuss enforcement issues. Targeted enforcement has occurred during the past two years during the months of May.

**2. Objective: The city shall encourage the CPD to adopt and enhance an on-going training program regarding bicycle specific traffic laws for all of the officers to complete.**

Achievements to date:

- The CPD undergoes regular training on bicycle laws.

**3. Objective: The city shall encourage the CPD to continue to improve and develop its officers on bikes program.**

Achievements to date:

- The CPD officers on bikes program is no longer active. UCA PD does have an officer on a bike and plans to add more.

**4. Objective: A member of the CPD shall serve as an ex-officio member on BPAB**

Achievements to date: The BPAB has a member of the force regularly attending the monthly meetings regularly reporting bicycle and pedestrian related traffic incidents.

**E. Goal: Encourage the citizens of Conway to bicycle frequently as an alternative mode of transportation and for recreation.**

**1. Objective: The Bicycle Program Manager shall work with the Conway Advocates for Bicycling (CAB) to implement events, activities and projects that increase bicycling, e.g. neighborhood rides, tours, educational events, bike-rack design competition, bicycle loaner programs, etc.**

Achievements to date:

- The majority of the efforts to increase cycling activities have come from CAB and the owner of local bike shop, The Ride. The city has been supportive in these activities.

**2. Objective: The City shall continue to adopt resolutions and ordinances which support bicycle usage, facilities and events.**

Achievements to date:

- The city has continued to update ordinances and resolutions when asked by BPAB to do so (see chart above).

**3. Objective: The Bicycle Program Manager shall devise means to encourage city employees to bike to work and ensure that all employees are aware of efforts to make Conway a Bicycle-Friendly Community.**

- The city needs to make an effort during the next few years to encourage more bicycling by its own employees by providing such incentives as enhanced facilities and bike education opportunities.

**4. Objective: The City shall work with the Conway Area Chamber of Commerce to encourage local businesses to implement bike facilities and to encourage bicycling.**

- The city and BPAB need to implement ways to encourage local businesses to see the positive side of increasing cycling in Conway.

**5. Objective: The city shall promote bicycling through the continued revision and publication of maps of bicycle facilities in Conway.**

Achievements to date:

- Through the city and CAB a bicycle network map is regularly updated and published available for free to the citizens and visitors to the city.

**F. Goal: Provide funding to support the objectives of the Bicycle Master Plan.**

**1. Objective: The city shall fund a Bicycling Program manager as identified above with the objective to grow this position to full time by 2020.**

Achievements to date:

- The city named a member of the planning department as the Bicycling Program manager and roughly 5% - 10% of this employee's time has been dedicated to bike/ped projects.

Next Steps:

- Expand the Bicycle Program Manager position to a full-time Bicycle/Pedestrian Director position.

**2. Objective: The city shall identify a dedicated funding stream for bicycle infrastructure upgrades, e.g. dedicated bike lanes, lights, and signage, and establish it as a line item in the annual budget to support the objectives outlined in the master plan.**

Achievements to date:

- The city dedicated the turnback funds from the state severance tax on natural gas production to alternative transportation projects in the early years of the bike-friendly community movement. These funds provided an early boost to the city's efforts, but they have since been rededicated to the general street fund.

Next Steps:

- Begin to build a multi-modal transportation budget by implementing the funding recommendations as outlined in the Funding Chapter of this plan.
- Repatriate the severance tax funds to a dedicated Alternative Transportation projects budget

**3. Objective: The Bicycle Program Manager shall pursue grant opportunities that promote increased bicycling in Conway, e.g. Safe Routes to Schools and Robert Wood Johnson's Healthy Kids, Healthy Communities.**

Achievements to date:

- The city did write and receive a second Safe Routes to Schools grant. But no other grants have been pursued in support of bicycling.

## **IX. Design Standards**

The Conway City Street Department refers to both AASHTO and the Central Arkansas Regional Transportation Roadway guidelines published by Metroplan. Metroplan has served as the area's designated Metropolitan Planning Organization (MPO) since 1972. Its function as an MPO is to work with local governments, the state department of transportation, and local transit providers to determine transportation needs and funding priorities for federal transportation investments. Metroplan also provides general planning, mapping, and technical assistance to local governments.

In addition, the Street Department regularly consults with the Bicycle and Pedestrian Advisory Board for specific recommendations as projects are developed.

## **X. Appendix**

### **A. Bicycle Route Network and Map**

The Bicycle Route Network is a result of an extensive review of road conditions in Conway and creates a network of routes that will allow good access to all parts of Conway. It indicates preferred bicycle routes, prioritizing the development of a bicycle network over the next 10 years. The focus was on arterials and collectors, and connecting to major destinations. The draft map shows the current and future bike network in Conway. The core section of Conway is designated a "Bicycle-Friendly Area." The Network and Map is continually being reviewed and updated.



**City of Conway, Arkansas**  
**Resolution No. R-16-\_\_\_**

**A RESOLUTION ENDORSING STRAVA METRO AS THE GPS TRACKING SYSTEM OF CHOICE FOR USE BY LOCAL BICYCLING AND PEDESTRIANS FOR THE PURPOSE OF AGREGATING DATA FOR MORE ACCURATE ENGINEERING AND LOCATIONAL PLACEMENT FACILITIES AND SUPPORT SERVICES FOR RELATED ACTIVITIES**

**Whereas,** Strava is a free, industry leading smart phone app based provider of GPS technology to Individual users to map their physical activities such as bicycling, walking, and hiking among others, and

**Whereas,** Strava METRO is a service provided by Strava to provide aggregated and anonymized data of all such activities track by its app within a jurisdiction for a fee on an annual basis, and

**Whereas,** the aggregated, anonymized data would be useful to the city for better placement and engineering of related facilities to aid and assist Conway citizens in these activities.

**NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF CONWAY ARKANSAS THAT**

**Section 1.** The mayor is authorized to enter into an annual contract with Strava METRO for the delivery of data service at the offered initial price of \$1,800 including any incidental charges if necessary, and

**Section 2.** The city administration is authorized to endorse individual use of the Strava smart phone app in partnership with the same to deliver better quality data to the city.

**Pass this 13<sup>th</sup> day of September, 2016.**

**Approved:**

\_\_\_\_\_  
**Mayor Tab Townsell**

**Attest:**

\_\_\_\_\_  
**Michael O. Garrett**  
**City Clerk/Treasurer**

Conway, Arkansas

Strava Metro – Quote for Data Services

Cycling and Ped Data

Date: 2016.06.17



Region Name	Period	Unique Users	Commuters	Total Activities	Commute Activities
Conway: Cycling	2015.06.01 - 2016.06.01	492	214	6,554	1,591
Conway: Ped	2015.06.01 - 2016.06.01	457		5,273	
Conway: Total	2015.06.01 - 2016.06.01	815		11,927	

Complete Streets Pricing:	
Summary Quote (in \$US)	Price
One Year of Data	\$1,000
New Customer Back-Fill Discount (20%)	\$200
Two Years of Data	\$1,800

Cycling Only Pricing:	
Summary Quote (in \$US)	Price
One Year of Data	\$1,000
New Customer Back-Fill Discount (20%)	\$200
Two Years of Data	\$1,800

Strava Metro - Streets

This is the core data service we offer. It is defined as a minute-by-minute reflection of all cycling activity over your specified data range in a defined region at the street level.

Strava Metro - Origin Destination (OD)

This builds off of the Streets data service by reporting the starting and ending polygons of activities. This data is reported by the minute and covers beyond your street network to get polygons of users starting outside of the AOI.

Strava Metro - Nodes

Intersections are a key piece of any street network. The Node data service is designed to focus on these intersections and report primarily use and wait duration.

Strava Metro - Heatmaps

A raster based map that visualizes cycling and pedestrian data. The maps are customizable (date range, time of day, ride type) and are built on a project by project basis that will be quoted based on needs and parameters.

Note Concerning User Growth

License fees quoted above are based on user counts over the period indicated. If licensing data over a longer period or a period of the same duration dated after that indicated above, please keep in mind that user counts will be higher resulting in higher license fees.



### **1. How is Strava Metro data used?**

Metro partners with departments of transportation and city planning groups to improve infrastructure for bicyclists and pedestrians. Over 75 cities and organizations around the world are using Strava Metro to measure and improve their bicycle and pedestrian infrastructure. Metro data enables deep analyses to ensure our partner organizations make impactful, data-driven decisions, whether planning and building new infrastructure or measuring impact after a project is complete.

### **2. What does the Metro data show?**

Metro shows aggregated, anonymized cyclist and pedestrian activity including popular or avoided routes, peak commute times, intersection wait times, and origin/destination zones.

### **3. Does Strava have enough data to provide a meaningful dataset?**

Strava represents the most active athlete network in the world. The data set currently includes over 300 billion GPS points. In addition, over 7 million GPS-tracked activities, and growing, are uploaded to Strava every week from around the globe. These activities create billions of data points that, when aggregated, enable deep analysis and understanding of real-world cycling and running route preferences.

### **4. How well does Strava data represent the cyclists in my community?**

The Strava community is made up of all types of cyclists. In fact, nearly one-half of all rides on Strava in denser metro areas are commutes, so Strava Metro data gives great insight into the needs of those riding for transportation only. It's also simple to filter the data to show only commutes. While filtering by commute only is possible, analysis of the data shows that cyclists of all types and abilities tend to use the same "best available" roads and paths while cycling in metro areas. Furthermore, in metro areas, nearly everyone is a commuter – either commuting to work, or commuting to the ride they'll be doing outside the city.

### **5. How much does it cost to license Strava Metro data for a city?**

License fees are based on the number of Strava members in the requested geographic area and the time span of data required. Pricing is US \$0.80 per distinct member in a twelve month period.



If you are looking for a heat map image of Strava rides or runs in your area, you can get that free of charge at [Strava Labs](#).

## **6. How is Strava Metro data different from bike counters?**

Metro data is not tied to a single location, like a bike counter. Metro helps to paint a picture of how people ride and run throughout your entire network of streets and how that behavior changes at certain times of year, days of week, times of day or after infrastructure is built. The data shows behavior change not only in one location, as a counter would, but in all adjacent locations and over time. Many organizations using Metro find it very useful to combine bike counter and Strava Metro data to get a better idea of total bike population and flow. In each of these cases, Metro data is representative of the greater bike population, enabling deeper insights from the Metro data and helping to extrapolate what other counters would read in different parts of the city. In all known correlation studies with Metro data and counters, Strava users correlate highly with the general riding population.

## **7. Does Strava Metro require GIS software?**

Strava Metro is designed for use by geographic information system (GIS) professionals familiar with GIS software and engaged in city planning. Cycling advocacy groups and the general public can access a high-resolution, qualitative, visualization of Strava activity data for free at [Strava Labs](#).

## **8. Can anyone be part of the Strava Metro dataset?**

Anyone using Strava to publicly track their rides, runs and other fitness activities is anonymously contributing to the Strava Metro dataset with every upload. It's a way for you to vote with your ride or run for better cycling and pedestrian infrastructure in your community.

## **9. How does Strava Metro respect the privacy of Strava members?**

The data provided through Metro has been anonymized and aggregated to a linear map so that cycling activity cannot be associated with a specific member of Strava's community. We are providing this information in anonymous aggregate form to help improve infrastructure and safety for cyclists, runners and pedestrians.

## **10. What other products is Strava Metro designing?**

Strava metro exists to make biking, walking and running in cities better. We see many potential products in the future for Strava Metro to help us further our mission. In the near-term we are working on enhanced visualizations and tools for use with Strava Metro data by users without access to and experience in GIS software. We are also looking into providing tools to facilitate the analysis of the data so groups can use it as effectively as possible.

## **11. I am part of an advocacy group. How can I spread the word about Strava Metro?**

Tell your DOT and city planning colleagues about Strava Metro. We have successfully partnered

with several advocacy organizations to jointly approach the planning authorities in their area in presenting how to best use Strava Metro.

### **12. How can I help make my community better for alternative transportation?**

If you are a cyclist or runner, use Strava to track your activities. In addition to the fun and motivation Strava provides, your cycling and running data will be in the Strava Metro system and can help inform alternative transportation systems in your community. And tell your friends who ride and run. Strava grows by word of mouth.

### **13. What is the difference between the Strava heat map and Strava Metro?**

The Strava heatmap available free of charge on [Strava Labs](#) is a visualization of a large collection of GPS points recorded by Strava members. The heatmap is a qualitative representation of GPS points, while Strava Metro is a product which contains the data behind the visualization. For example, a popular street for cyclists looks like a bright line in the Strava Heat Map. Strava Metro provides data about how many cyclists rode in which direction on that street minute-by-minute. The Strava heat map is a way to visualize the world of Strava. Strava Metro is for analysis and infrastructure planning.

### **14. I'm interested in local popular cycling routes. Is Strava Metro what I'm looking for?**

You're looking for [Strava Routes](#). We've counted the "votes" of millions of runners and cyclists globally and made them available via a route creation and discovery tool.□

Return to [Strava Metro](#)

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**City of Conway, Arkansas**  
**Ordinance No. O-16-\_\_\_\_\_**

**AN ORDINANCE APPROPRIATING FUNDS TO REPLENISH THE BUILDING MAINTENANCE ACCOUNT AT THE PHYSICAL PLANT DEPARTMENT; AND FOR OTHER PURPOSES.**

**Whereas**, Conway City Hall has had several unforeseen repairs on the A/C unit on numerous occasions and also had to bring the elevator up to state code; and

**Whereas**, Physical Plant maintenance account has been depleted and additional funds are required for the remaining of the FY2016.

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CONWAY, ARKANSAS THAT:**

**Section 1.** The City of Conway shall appropriate \$8,000 as a General Fund Balance (001.119.4900) appropriation for the replenishment of the Physical Plant building maintenance account (001.106.5410).

**Section 2.** All ordinances in conflict herewith are repealed to the extent of the conflict.

**PASSED** this 13<sup>th</sup> day of September, 2016.

**Approved:**

\_\_\_\_\_  
**Mayor Tab Townsell**

**Attest:**

\_\_\_\_\_  
**Michael O. Garrett**  
**City Clerk/Treasurer**



**City of Conway, Arkansas  
Ordinance No. O-16-\_\_\_**

**AN ORDINANCE AMENDING ORDINANCE O-10-125, WHICH ADOPTED AN EMPLOYEE HANDBOOK AND PERSONNEL POLICY; DECLARING AN EMERGENCY; AND FOR OTHER PURPOSES:**

**Whereas**, the City Council has adopted, pursuant to Ordinance O-10-125, an Employee Handbook to be used for personnel matters for the City.

**Whereas**, a revision of the Employee Handbook is needed for the fair and impartial implementation of personnel policies.

**NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CONWAY, ARKANSAS, THAT:**

**Section 1.** The Teleworking Policy shall be added to Section I, Employment Policies. The Form of Government policy; Section II: Employment Benefits, Family Medical Leave policy and Leave of Absence without pay policy; and Section IV, Standards of Conduct, Attendance policy shall be revised as follows:

**TELEWORKING**

As a governmental employer providing services to the residents of Conway, the City of Conway has a special obligation to ensure employees and work resources are used efficiently and productively. Teleworking, or telecommuting, is the concept of working from home or other alternative location away from City offices or property. It is not a formal, universal employee benefit and will only be considered in limited, extenuating circumstances and for a specific temporary time period.

The decision to allow an employee to temporarily telework is wholly within the discretion of the department director and must be approved by the Mayor.

**FORM OF GOVERNMENT**

A Mayor-Council form of government serves the City of Conway. The Council is composed of eight council members, serving four-year terms, who comprise the legislative body of government. The Mayor is the chief executive officer of the community, serving a four-year term. Other four-year term elected officials are the City Clerk-Treasurer, the keeper of the official records of the City; the City Attorney, advisor to the City in all legal matters; and the **District Court Judges, presiding** over all **district** court matters.

**FAMILY MEDICAL LEAVE**

The Family Medical Leave Act of 1993 requires covered employers to offer up to twelve (12) weeks of **unpaid**, job-protected leave in a twelve (12) month period to eligible employees for certain family and medical reasons. The City has defined the 12-month period as the calendar year. **An eligible employee who is a covered service member's spouse, child, parent, or next of kin may also take up to twenty-six (26) weeks of FMLA leave in a single 12-month period to care for the service member with a serious injury or illness.**

**LEAVE OF ABSENCE WITHOUT PAY**

In special circumstances, the City may grant a leave for a personal reason, but never for taking employment elsewhere or going into business for yourself. **All paid leave must be used before a leave of absence without pay is granted. Persons on Military leave are exempt from this requirement.** You must

be in a regular employment status and past the Probationary Period. You should request (in writing) an unpaid personal leave of absence from your Department Head. A personal leave of absence must not interfere with the operations of your department. Your Department Head will submit your request along with his or her recommendation to the Mayor for consideration and approval.

A personal unpaid leave of absence may be granted for up to thirty (30) days. If you fail to return from a leave at the time agreed to, the City will conclude that you have abandoned your job.

## ATTENDANCE

A **Physical** regular attendance is essential to the effective business operations, and the City of Conway expects all of its employees to report to work on time and on a regular basis. **Lack of physical attendance not attributable to appropriate leave, vacation, travel on official city business or approved teleworking shall be considered an absence.** Unnecessary absences and tardiness are expensive, disruptive and place an unnecessary burden on fellow employees, supervisors, City government as a whole and the taxpayers who receive City services. Should an employee be unable to report to work on time because of an illness or personal emergency, he/she should give proper notice to his or her supervisor.

Excessive absences or tardiness, unexcused absences and tardiness, falsification of reasons for any absence or tardiness, absences/tardiness which form unacceptable patterns, (i.e., regularly reporting late on Monday mornings or call in absent on Fridays), or failing to provide proper medical documentation to support absences/tardiness may result in disciplinary action.

“Proper notice” is defined by the City as notice in advance of the time an employee should report for work or no later than one (1) hour thereafter if advance notice is impossible.

An absence of an employee from duty, including any absence of (1) day or part thereof, (other than an absence authorized by this personnel handbook or law) that is not authorized in advance by the Department Head or the employee’s supervisor will be deemed absence without leave. Such absence shall be without pay.

**Section 2.** Three (3) copies of the Section I, Employment Policies, Teleworking policy; Form of Government policy; Section II: Employment Benefits; Family Medical Leave policy and Leave of Absence without pay policy; and Section IV, Standards of Conduct, Attendance policy shall be and hereafter kept on file in the Office of the City Clerk/Treasurer.

**Section 3.** All ordinances in conflict herewith are repealed to the extent of the conflict.

**Section 4.** This ordinance is necessary for the protection of the public peace, health and safety; an emergency is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage and approval.

**PASSED** this 13<sup>th</sup> day of September, 2016.

**Approved:**

\_\_\_\_\_  
**Mayor Tab Townsell**

**Attest:**

\_\_\_\_\_  
**Michael O. Garrett**  
**City Clerk/Treasurer**