

City of  
**CONWAY, ARKANSAS**

*City of Colleges*

**Pedestrian Master  
Plan**

**August 2018**



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

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## Acknowledgements

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### Mayor and City Council

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A special thanks to all Conway citizens who participated in this process by taking surveys, attending public engagement meetings, and providing us with your feedback.

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## Executive Summary

The Conway Pedestrian Master Plan outlines five goals of how Conway can create a connected pedestrian network according to community survey results, walkability assessments, public engagement meetings, and stakeholder recommendations. Stakeholders include the City of Conway, Conway Area Chamber of Commerce, Conway Public Schools, Bicycle Pedestrian Advisory Board, Pedestrian Steering Committee, and many other community leaders and citizens. The Pedestrian Master Plan goals are as follows:

**Connectivity:** Having a pedestrian network connected to trails, parks, schools, shopping, dining, and other amenities is essential to creating a walk-friendly city.

**Safety:** Designing crosswalks, sidewalks, and streets with all modes of transportation in mind will allow everyone to interact more safely.

**Education:** Educating Conway will ensure students can safely walk and bike to school, pedestrians know their responsibilities and rights, and drivers share the road with pedestrians and bicyclists.

**Accessibility:** Developing an inclusive network accessible to all citizens regardless of their economic status, race, gender, age, or ability is crucial.

**Cohesion:** Creating a comprehensive active transportation plan will help Conway better serve the needs of all citizens, regardless of their transportation mode.

The following page describes the objectives to accomplish the goals above.



### *Connectivity*

Maintain a priority sidewalk installation and maintenance list.

Build and repair sidewalks according to the priority installation and maintenance list as funding will allow.

Examine the existing sidewalk policy to determine if it aligns with the complete streets ordinance.

Earn the Walk Friendly Communities Bronze designation by 2020.

### *Safety*

Paint all marked crosswalks with high-visibility zebra or ladder markings and include an advanced stop bar at least several feet ahead of the crosswalk.

Determine what intersections require additional pedestrian markings and signage.

Add enhanced pedestrian crossing elements to roundabouts with two-lanes, where there is heavy pedestrian traffic, or high vehicle speeds.

Encourage drivers to exhibit safe and legal driving by adding more targeted road signs.

### *Education*

Implement a Safe Routes to School education program in all elementary schools.

Develop a public education program that targets all transportation modes to raise awareness of relevant laws, responsibilities, and safety tips.

### *Accessibility*

Ensure the pedestrian network is equally accessible to everyone in Conway.

Prioritize sidewalk installation and repair in lower-income neighborhoods.

### *Cohesion*

Create an Active Transportation plan that incorporates the Bicycle and Pedestrian master plans and promotes multimodal transportation.

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# 1 Introduction

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## 1.1- Purpose

The City of Conway, in collaboration with the Bicycle and Pedestrian Advisory board, has set forth in this plan a way for Conway to prioritize and implement policies and actions that can help make Conway a more walk-friendly community. Garnering input from citizens, stakeholders, and public officials has provided the insight necessary to write a plan that can effectively and realistically guide the pedestrian development of Conway.



## 1.2 - Vision

Conway endeavors to create a more walk-friendly community where all citizens can safely and comfortably walk through the creation of a more complete pedestrian network that will provide access to school, parks, and other community services.

## 1.3 - Guiding Principles

Walkability is the foundation for all modes of transportation. All trips require walking at some point. Walking is the most widely used transportation method, as well as the oldest. Whether you just need to get to the other side of your house or get to the store, walking can get you there. Designing a community that is walk-friendly means more than just having sidewalks. A walk-friendly community is one that is designed so that all residents, regardless of their age, ability, or socioeconomic status can safely arrive at their destinations without the use of a vehicle.



## 1.4 - Benefits of Pedestrian Transportation

A pedestrian-friendly community provides health, economic, and safety benefits to all residents.

- **Health**

Reaching the daily recommended 30 minutes of physical activity is much easier if our neighborhoods and streets provide an inviting and safe space to walk. Walking is a great form of exercise because it is free and easy to incorporate with other activities, such as walking your dog or taking your child to school. If more people walk for transportation, it will also reduce traffic congestion and increase air quality, which both positively contribute to community health and quality of life. Areas with high volumes of walkers are also safer for everyone. Crime and violence are discouraged when there are more people out actively engaging their environment through an activity like walking.

- **Economic**

According to the Arkansas Department of Transportation, there are numerous economic benefits communities experience when they prioritize pedestrian friendliness. Unlike other transportation options like biking or driving, walking requires no additional investment or maintenance costs from the individual. Costs associated with transportation are the 2<sup>nd</sup> largest household expense in the US. Providing safe places to walk makes the community more equitable by increasing travel options for residents. Attracting pedestrians and bicyclists to an area provides a boost to local businesses and creates a community more attractive to professional talent. Infrastructure like paved shared-use paths have been shown to increase surrounding property values as well.

- **Safety**

Arkansas saw a 16% increase in pedestrian fatalities from 2016 to 2017, ranking us 16<sup>th</sup> for highest state percentage increase. A more accurate measure is to look at the pedestrian danger index (PDI) which factors in the number of people who are walking to be considered with fatality numbers. A higher PDI indicates a more dangerous environment. The national average is 52.2, compared to Arkansas's score of 79.98, which ranks us 14<sup>th</sup> nationally. These statistics show that Arkansas should be actively addressing this issue. Improving pedestrian infrastructure will necessarily create a safer environment for people to walk in.

## 1.5 - The E's for Becoming Walk-Friendly

A good guideline for making a walk-friendly community is to follow the “Five E’s”. Many of the following examples are already being implemented in Conway. This plan seeks to encourage and expand these efforts.

**Education:** Teach the community about pedestrian safety. This should target all community members, no matter the mode of transportation they are utilizing. It can take the form of public outreach campaigns, Safe Routes to School programs, mailers, and more. The community should also be educated on the benefits of walking. Outreach should be conducted to increase awareness regarding the health and community benefits walking provides.

**Encouragement:** Get the community excited about walking! Community events and school programs can help build a culture that values and promotes walking.

**Enforcement:** Local law enforcement can help reduce behavior that discourages or is dangerous to pedestrians, like speeding, disobeying traffic signals, or parking on sidewalks. Code enforcement is also critical to ensure that needed infrastructure is built and maintained.

**Evaluation:** Schools and government should record walking rates and conduct regular evaluations of citizens’ concerns regarding the efforts to make the community more walk-friendly.

**Engineering:** The community should work to improve the physical walking environment. The government should seek feedback from citizens to determine what infrastructure improvement are needed to encourage more people to walk.



*The Village at Hendrix*



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## 2 Existing Conditions Review

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### 2.1 - Identify Important Origins and Destinations

The ultimate goal is that one day Conway will be fully accessible to every citizen no matter their abilities or what transportation options are open to them. Because it is not possible to immediately establish a fully connected pedestrian network in Conway, priority must be given to certain areas of concern. For example, many streets do require a sidewalk on both sides to be fully safe and functional to the community. However, since there are so many streets with no sidewalk at all, priority must be first given to ensure that all major streets have a sidewalk on at least one side. Additionally, priority will be given to origins and destinations with the most pedestrian traffic currently. This would include the multiple universities that call Conway home, the 16 public schools, and public services like the Faulkner County Public library.

According to the five-year estimate from the Census Bureau's American Community Survey, 2.5 % of workers in Conway say they walk as their most common method of travel to their place of employment. According to data gathered by the Conway School District, around 3% of students in Conway walk to school. The schools with the highest numbers are the High School, Carl Stuart Middle School, Marguerite Vann Elementary, and the Junior High.

The city of Conway collects data from Strava, the mobile fitness application that tracks the walking and biking habits of app-users. Strava is the #1 app for walkers and bikers, and also connects with other popular fitness apps to collect additional data. Although this data cannot be considered representative of usage by the city as a whole, it still provides some information worth noting. Based on what has been reported so far from the data sets we have been provided, the top 5 streets for activity amounts (includes biking) are: West Tyler Street, Prince Street, Padgett Road, Tyler Street, and Hogan Lane. There was also very heavy usage reported on the Kinley Trail.

## 2.2 - Summary of Relevant Ordinances, Plans, and Resolutions

To establish a beneficial pedestrian plan for Conway it is helpful to first explore existing relevant policies and plans.

- Sidewalks required in subdivisions – City of Conway Subdivision Regulations  
The subdivision regulations approved by 2000's ordinance no. O-00-03 includes the requirement that sidewalks be constructed in any new subdivision with few exceptions.
  
- Complete Street Ordinance  
Conway city council adopted the Conway's Complete Streets policy in 2009. It states that new construction and re-construction, with few exceptions, will adhere to complete street principals. This means that the streets are required to safely accommodate those walking and biking equally to those driving. The city established this as a priority because of the many benefits increased walking and bicycling provides including cleaner air, greater health of the population, reduced traffic congestions, less reliance on fossil fuels, more efficient use of road space, and an overall more livable community.  
See Appendix B to review the full ordinance.
  
- Formation of the Bicycle and Pedestrian Advisory Board- Resolution No. R-12-05  
The City of Conway authorized the formation of the Bicycle and Pedestrian Advisory Board (BPAB) in 2012. Formerly named the Bicycle Advisory Board, city council renamed and changed the goals for this board with the goals of maintaining bike-friendly status, gaining status as an official Walk-Friendly community, and to achieve federal and state Safe Routes to Schools goals. This 11-member board is appointed by City Council and works to recommend ways the city can achieve these goals.  
See Appendix B to review the full resolution
  
- BPAB Consulting Duty - Resolution R-13-62  
In 2013, the City of Conway passed a resolution to require that BPAB be consulted during the design and engineering phase of all new collector and above designated street construction projects. They provide guidance and expertise to ensure that the City is completing constructing streets in accordance with the Complete Streets Ordinance, the bicycle master plan, and the pedestrian master plan.  
See Appendix B to review the full resolution

- **Bicycle Master Plan**  
In 2016, Conway City Council approved a Bicycle Master Plan for the city. This document serves as an action plan to develop Conway into a more bike-friendly community. Conway is currently a League of American Bicyclists bronze level bicycle-friendly city with the goal of reaching silver level by 2020. This plan included multiple goals that have been completed or are well underway. One of these goals was for Conway to start a bike share program. The company Zagster launched in Conway in 2017 and has since expanded from 5 to 10 docking stations across the city and on UCA’s campus.
  
- **Traffic Calming Resolution- R-18-07**  
Conway’s Planning department has maintained procedures for residential neighborhood traffic calming requests for several years. To formalize and simplify the process, city council passed a resolution to establish a traffic calming program in 2018.  
See Appendix B to review the full resolution.

Sidewalks built by the City of Conway are primarily funded in the following ways:

- **Alternative Transportation Fund**  
The annual Streets department budget includes a line item called the Alternative Transportation Fund. There was \$75,000 devoted to this fund in the Fiscal Year 2018 City budget. This fund can be used for pedestrian-related infrastructure. However, this fund can be used for purposes related to all alternative transportation options, including walking, bicycling, and public transit.
  
- **Sidewalk in lieu fee**  
Although developers are required in most cases to construct sidewalks adjacent to new commercial and residential development, there will be instances where construction in the location is impractical or not possible. When such a case arises, and a waiver is granted, they will deposit funds into the City’s sidewalk fund equivalent to the estimated cost of the sidewalk they would have built along their development.

## 2.3 - Current Sidewalk Policy and Procedures

Based on the previously stated regulations and current city policies, the following five actions currently trigger the construction of sidewalks in Conway. These sidewalks must meet ADA standards, be at least 5 feet wide, and be at least 5.5 feet from the curb.

- 1. Subdivision**

All new residential and commercial subdivisions (defined as any division of land less than 5 acres in city limits) built in Conway since 2006 are required to include sidewalks.

- 2. Development Review**

All buildings constructed within the city that are not single-family or duplex residences require a Design Development Review approval before being issued a building permit. Development review does require sidewalks as part of any development subject to review.

- 3. PUD-Planned Unit Development**

Sidewalks are required according to the Subdivision Ordinance if a project is rezoned for development under a PUD zone.

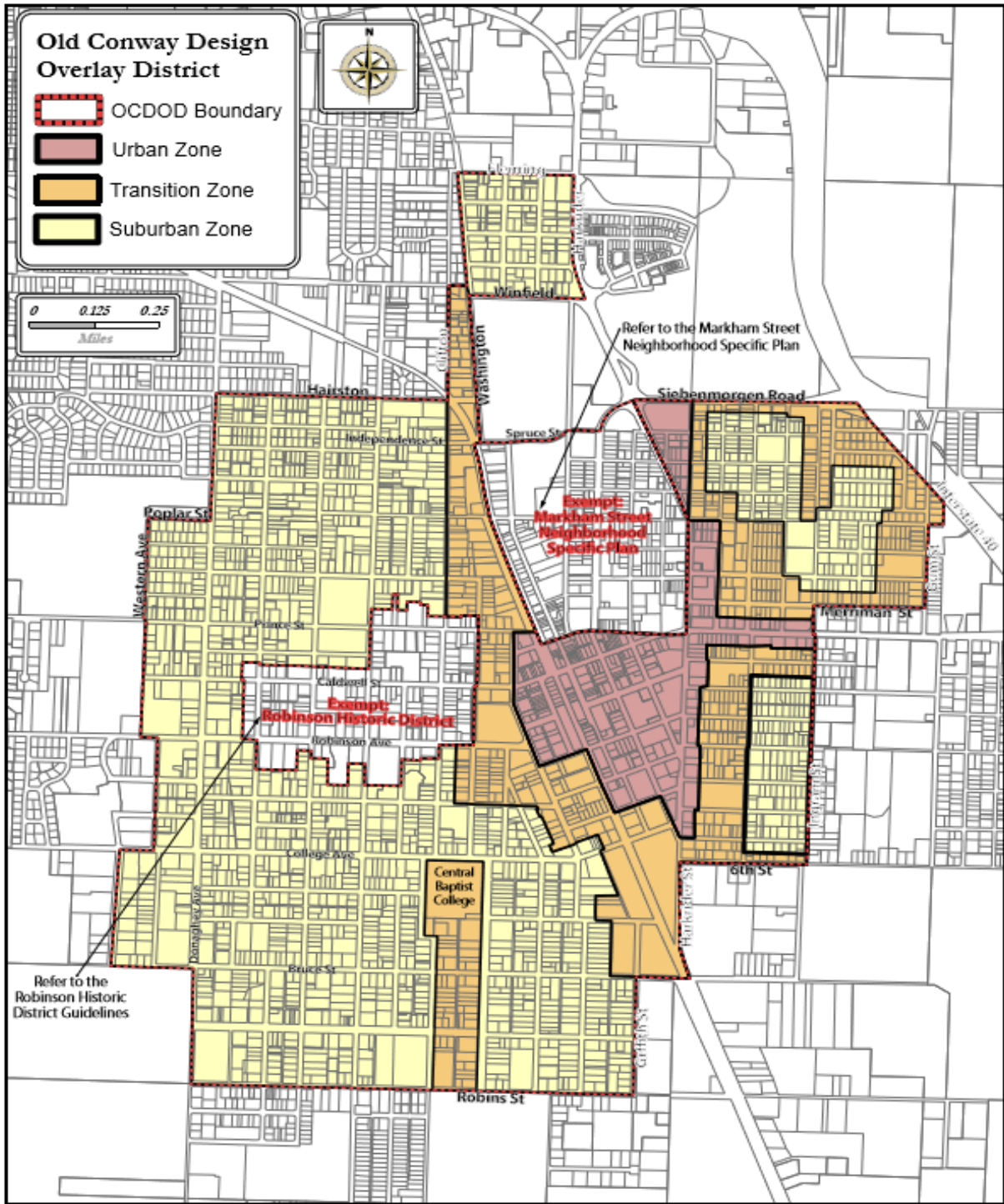
- 4. Complete Street Ordinance**

According to the Complete Streets Ordinance discussed in section 2.1, all city road projects must accommodate all users, including pedestrians. According to Resolution R-13-62, BPAB is to be consulted during the design and engineering phases of all new street construction projects.

- 5. Old Conway**

This requirement applies to a large portion of the older parts of Conway protected by the Old Conway Design Overlay District (see map below). Any project that must go before the Historic District Commission for approval must include the repair or construction of sidewalks.

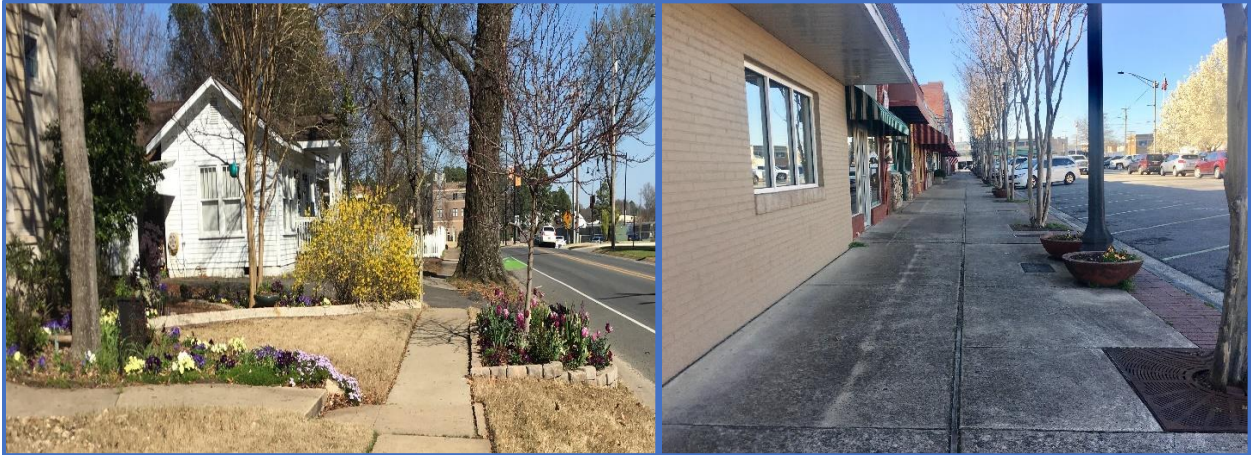




Map of the Old Conway Design Overlay District

## 2.4 - Current Pedestrian Infrastructure Review

The following section will provide a brief overview of current pedestrian infrastructure that can be found in the city of Conway.



*Sidewalks near Hendrix college and in downtown Conway*

### Sidewalks

Sidewalks are the most widely known and identified element of pedestrian infrastructure. They connect cities, create most attractive and inviting streets, and create a more equitable city for residents regardless of their access to a personal vehicle. ADA recommends that no sidewalk be less than 4 feet wide. Conway specifications are generally at least 5 feet wide. If sidewalks are within 2 feet of the street, a minimum of 6-foot-wide sidewalk is recommended. Sidewalks that have no barrier between itself and the road should only be used on streets with slow traffic because of the danger and ease that cars could unintentionally mount the curb and enter the sidewalk.





*Right: Crosswalk in downtown Conway*

## **Crosswalks**

Crosswalks are perhaps the second most recognized and cited pedestrian design element. Crosswalks promote a safe and walkable environment by providing a clear path for walkers that drivers should be on alert for. Especially for the disabled and elderly, it is essential that crosswalks are smoothly connected to the walking paths they connect. They should be both responsive to pedestrian patterns and help shape the paths of pedestrians in order to form the safest environment possible for everyone using the street. Crosswalks with high-visibility patterns, like the brick crosswalk pictured left above, improve safety by increasing the visibility of a pedestrian crossing area to vehicles. They can also help beautify an area. Downtown crosswalks constructed with bricks are reminiscent of historical streets and are an example of how crosswalks can be used to enhance locale while being functional.

A 2016 memo from the Streets Department sets the City's standards and policies related to mid-block crosswalks. Marked mid-block crosswalks must be accompanied by some kind of Traffic Control Signal, like a Pedestrian Hybrid Beacon or Rapid Rectangular Flashing Beacon. Any existing mid-block crosswalks where one of these features is not added is to be removed by the Street Department. This policy is based on a FHWA study that concluded that marked crosswalks at mid-block, uncontrolled locations were more dangerous than an unmarked crosswalk in the same location.



*Enhanced mid-block crossing of Kinley Trail across College Avenue*

## Pedestrian Safety Island

Pedestrian safety islands are a design element meant to enhance the safety and comfort for pedestrians at crosswalks. They reduce the exposure time to pedestrians crossing an intersection by providing a protected area in the middle of the crossing. This allows for pedestrians to only cross traffic coming from one direction at a time. If they do not have time to cross the other direction of traffic, they are able to wait at the safety island until they are able to safely cross. They are most ideal if foot traffic must cross at least three lanes of traffic in one direction, but can also be helpful when crossing more narrow spaces in certain circumstances. One instance is their use in roundabouts. Even in a small one-lane roundabout, the ability to cross one lane at a time means that pedestrians are only faced with one conflict point at a time.



*Pedestrian hybrid beacon that allows those using the Kinley Trail to safely cross Salem Road*

## Pedestrian hybrid beacon (PHB)

The PHB is a traffic control device designed to help pedestrians and other street users to safely cross busy roadways at midblock or uncontrolled intersections. The beacon's lenses remain un-lit and dark until a pedestrian or bicyclist approaches the crossing and pushes the call beacon to activate the light. Pedestrians are able to safely cross with the reasonable expectation that traffic will halt for them to cross.





*Proposed pedestrian bridge over Dave Ward Drive in Conway near UCA*

## **Pedestrian Bridges**

Pedestrian bridges provide a way for walkers and bicyclists to avoid street traffic altogether by crossing a major roadway via a bridge of some kind. Conway currently has one pedestrian bridge by Hendrix College to connect the main area of campus to other buildings that are on the other side of a major arterial road. An additional pedestrian bridge began construction in early 2018 adjacent to the UCA campus which will connect the main campus to the other side of Dave Ward Drive.

Although pedestrian bridges can provide a safe way across the busiest roads in a city, they should be used sparingly. Pedestrians usually walk in the most logical and quickest way to their destinations. Most people walking will not want to walk out of their way to use a bridge. The bridge over Dave Ward Drive is a good candidate for a pedestrian walkway because it connects Stone Dam Creek Trail. Those using the trail will now no longer have to go out of their way to get to a signal light where they can safely cross the street to reach the other side of the trail.



*Mixed-Use development at the Hendrix Village in Conway*

## **Mixed-Use Development**

Allowing and encouraging more dense development helps create a neighborhood that has many benefits, walking among them. It allows people to easily walk from where they live to a host of restaurants and stores. This helps alleviate vehicle traffic which creates a better environment for all those in it no matter if they are driving, walking, or biking.

Mixed-use development has been approved in multiple sites in Conway and is ever increasing. The Hendrix Village, Donaghey Hall at UCA, and Central Landing are the current major and planned mixed-use development sites in Conway. Additional steps to increase density have been taken in Conway, such as apartment complexes being built adjacent to trail systems and apartments being built in downtown.



*Pedestrian tunnel that goes under Harkrider Street near the Hendrix college campus*

### **Pedestrian Tunnels**

Another form of pedestrian grade separation is the pedestrian tunnel. These can be found in Conway near Hendrix College and at various points along the Kinley Trail. They provide pedestrians the benefit of complete separation from vehicles without obstruction of vehicle traffic in any way. However, like the pedestrian bridge, its usefulness is limited. It too is most effective if it allows for users to continue in the exact same path they were going, such as along Kinley Trail. They also can create entrapment places and be a spot prone to crime. It is therefore imperative that any tunnel is in a clearly visible, well-lit area.





*The shared-use path Kinley Trail in Conway*

### **Shared-Use Paths**

Conway has multiple shared-use paths. Stone Dam Creek and Kinley Trail are 12-foot wide paved, off-street paths for nonmotorized travelers to use for exercise or to reach their destinations. They are most typically used for recreational purposes. The paths in Conway do also connect key destinations including stores, UCA, and multiple parks. They currently are unable to provide widespread commuter uses due to their limited network. However, they do provide the most safe and comfortable mean for recreation for pedestrians and bicyclists. Economic development is greatly encouraged through infrastructure like the shared-use paths. One example, pictured below, is an apartment complex advertising itself as “luxury trailside living” and being directly adjacent to the Kinley Trail. Like mixed-use development, shared-use paths connect where people live, work, and play.



*Left: Section of Kinley Trail*

*Right: New housing being built adjacent to the Kinley Trail*



## Traffic calming

The following design elements are among those that can be classified as “traffic calming” measures. These features don’t just provide safety to walkers. They also help to slow traffic and make drivers more cautious. This makes it safer for other drivers as well as for those walking and biking. Speed kills. It is the top determinant if a pedestrian hit by a vehicle will live or die. When struck by a vehicle travelling at no more than 20 mph, 95% of pedestrians survive the accident. Increasing the speed to just 40 mph reverses the statistic, with a 95% certainty of death for the pedestrian. Thus, it is vitally important that we assure vehicles are slowed down in pedestrian-heavy areas such as around schools, parks, and intersections.



*Curb extensions in downtown Conway*

### Curb extensions

Curb extensions serve as a visual and physical way to narrow the roadway. This helps to calm traffic and reduce the roadway distance crossed by pedestrians. Curb extensions can come in multiple forms. They can be mid-block pinchpoints, as can be seen below in downtown Conway. They visually narrow that road which helps to slow traffic. They can also add greenery to help beautify the area. Curb extensions can also be used at intersections to tighten the curb radii and which will encourage slower speeds at turns. Most vehicle/pedestrian accidents occur while the vehicle is turning, and the pedestrian is crossing at a crosswalk unseen by the driver until it is too late. By forcing vehicles to slow down while turning, you are increasing the chances that pedestrians crossing will be seen by drivers.

### Speed bumps

Vertical speed control elements like speed bumps are seen most frequently in neighborhoods. Although they aren’t directly intended as pedestrian infrastructure, the traffic calming it provides is beneficial to pedestrians. The lower speeds required by speed bumps increases pedestrian safety while also providing for safer neighborhoods in general.

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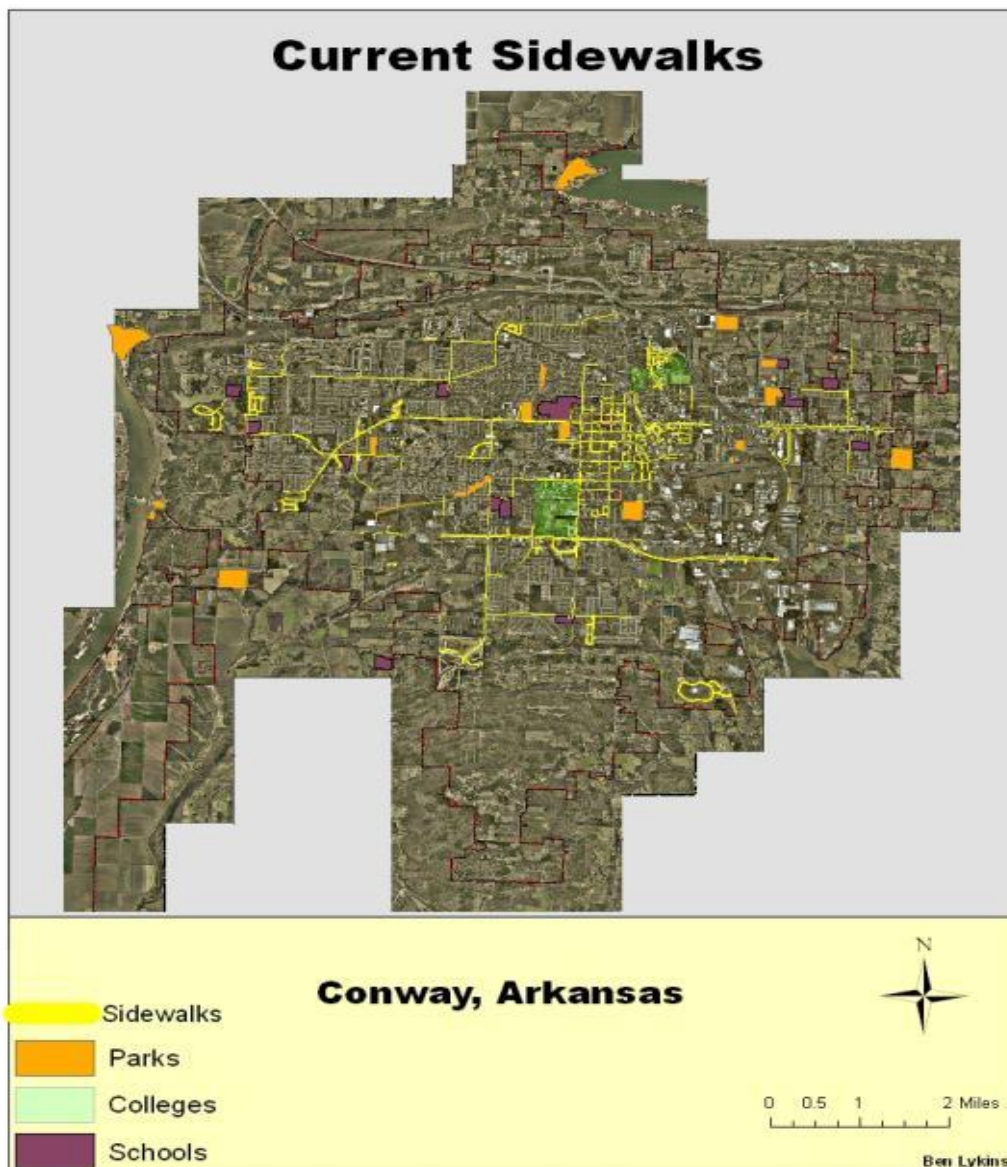
# 3 Network Development

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## 3.1 Current Network Status

The following section details the current pedestrian network, infrastructure plans for the future, and details regarding the development of this pedestrian master plan.

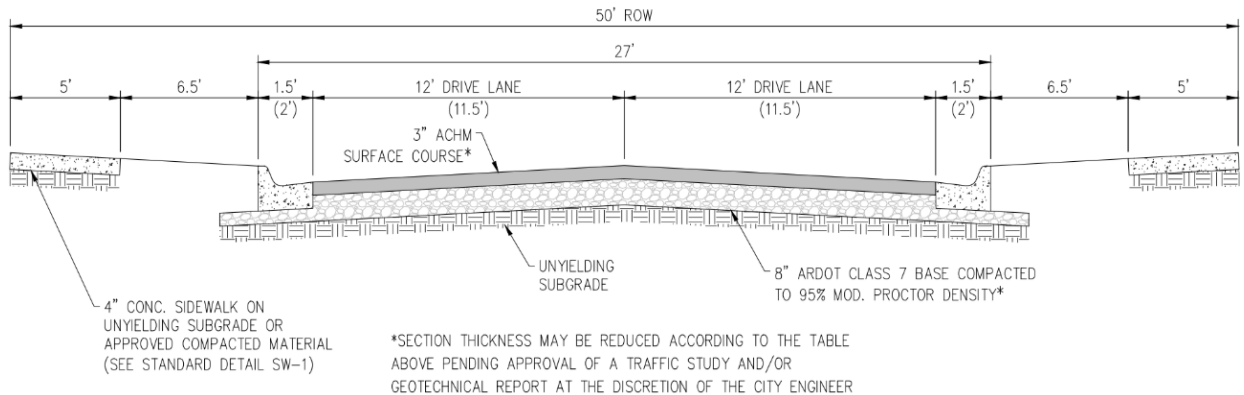
Figure 3.1 demonstrates the extent of the current sidewalk network in Conway. Certain areas have high concentrations of sidewalks, mainly areas surrounding downtown and Old Conway.



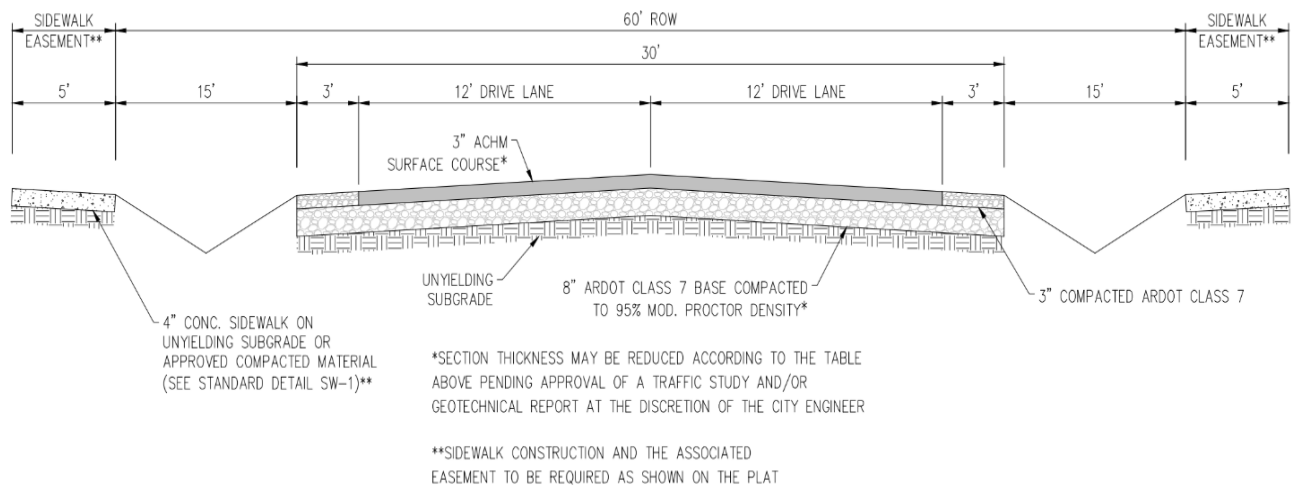
*Current sidewalk network in Conway*

### 3.2 - Cross Sections from Street Master Plan

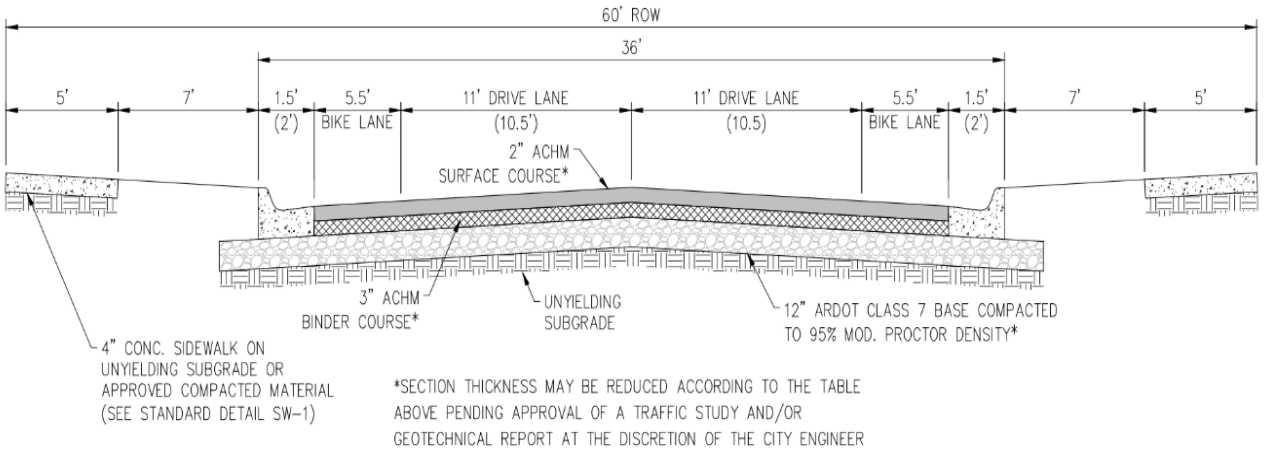
The upcoming updates to the Streets Master Plan will include street cross sections very similar or identical to the ones below. Pedestrian facilities are provided in all areas where appropriate and possible.



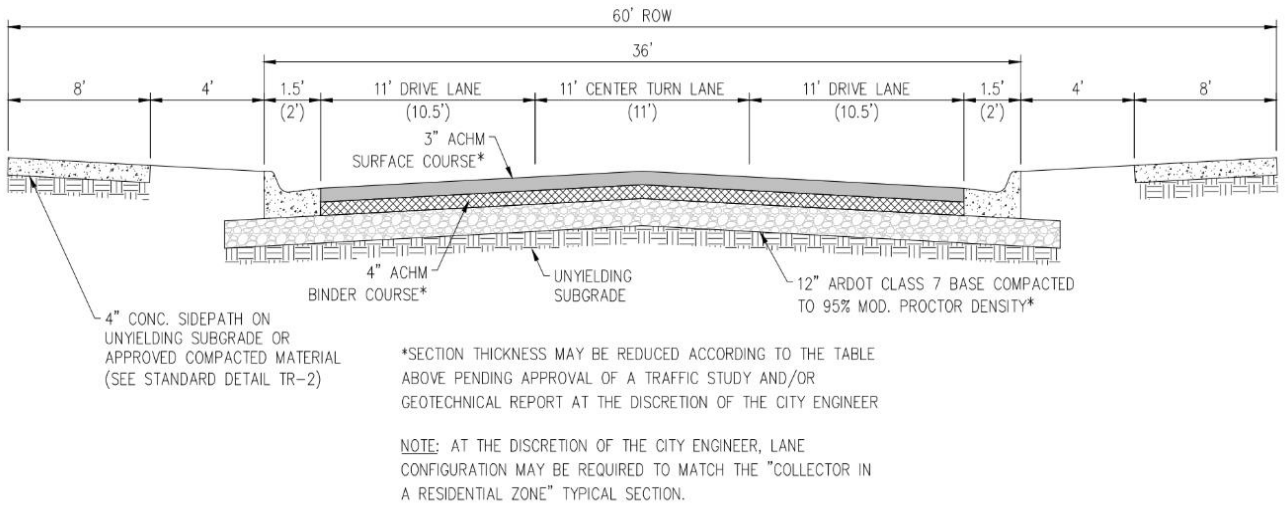
TYPICAL SECTION  
LOCAL IN A RESIDENTIAL ZONE



TYPICAL SECTION  
LOCAL IN A RURAL RESIDENTIAL ZONE

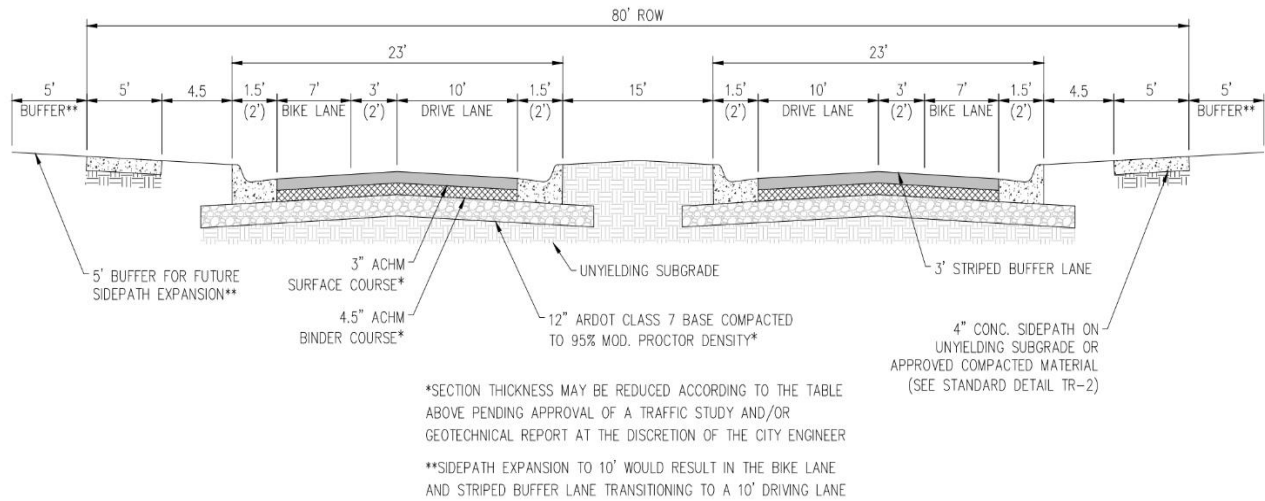


TYPICAL SECTION  
COLLECTOR IN A RESIDENTIAL ZONE

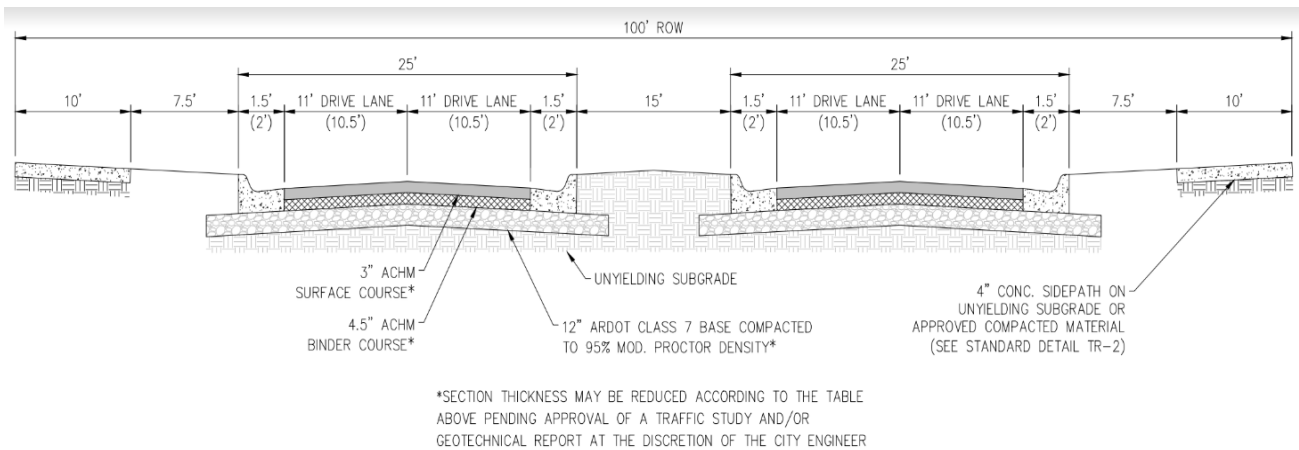


TYPICAL SECTION  
COLLECTOR/LOCAL





TYPICAL SECTION  
MINOR ARTERIAL



TYPICAL SECTION  
MAJOR ARTERIAL

### 3.3 - The Planning Process

In order to better develop the pedestrian network in Conway, the Bicycle and Pedestrian Advisory Board (BPAB) prioritized the development of a Pedestrian Master Plan to be approved by City Council and serve as a foundation for future development. This plan can also assist BPAB in meetings Safe Routes to School goals.

#### The Bicycle and Pedestrian Advisory Board

BPAB is an advisory board to Conway's City Council. They provide input to the city regarding street projects, infrastructure needs, and perform public outreach.



## **Steering Committee**

A steering committee was established in January 2018 to guide the planning and writing process for the master plan. Members were chosen based on their expertise and in an effort to represent community interests. The steering committee met four times during the writing process for this plan and helped to establish the goals and objectives it contains. The members of the steering committee were as follows:

Bryan Patrick, Director of Conway's Planning and Development department

David Barber, Bicycle and Pedestrian Advisory Board member

Finley Vinson, Director of Conway's Street and Engineering department

Steve Ibbotson, Director of Conway's Parks and Recreation department

Andy Hawkins, City of Conway Alderman

Diane Robinson, Conway School District Schoolboard member

Hayden Schmitt, City of Conway Police officer

Corey Parks, Director of Economic Development, Conway Area Chamber of Commerce

## **Public Engagement**

Conway residents were encouraged to participate in numerous ways throughout this process to help ensure that the plan's goals and objectives meet the needs of the community.

### **Survey**

Conducting surveys is an important way to establish public opinion regarding the current pedestrian network. A public survey was conducted during the early stages of writing this plan to gain insight on what the citizens of Conway see as priorities for a pedestrian master plan. Just over 300 people took the online survey.

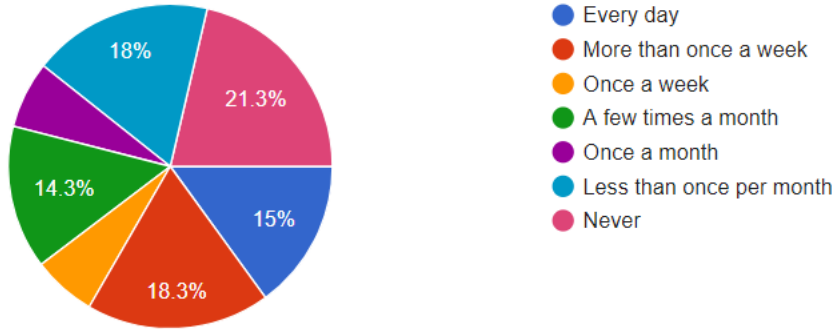
Some positive aspects of walking in Conway were noted by those that took the survey. Infrastructure like the Kinley Trail, enhanced crossing signals, and the relatively flat and compact size of Conway are all things people listed as things that encouraged them to walk. However, about 65% of respondents indicated that it is very or somewhat difficult to walk in Conway. The most commonly cited reasons for what makes it difficult to walk in Conway are lack of sidewalks, driver behavior, and damaged sidewalks. The overwhelming majority cited the lack of well-maintained sidewalks as why walking in Conway is difficult. Sidewalks to increase safety and to connect the city were the top choices people listed for what they thought the top priority for the pedestrian master plan should be.

Below is selected results from the survey. Full demographic information for those that took the survey may be found in Appendix A.

**Selected survey results:**

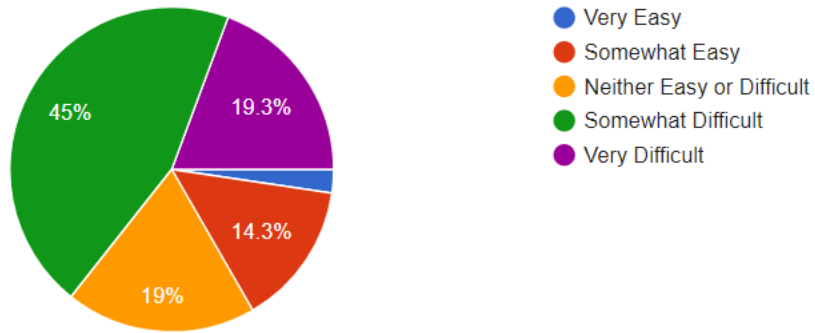
**How often, on average, do you walk to get to your destination?**

300 responses



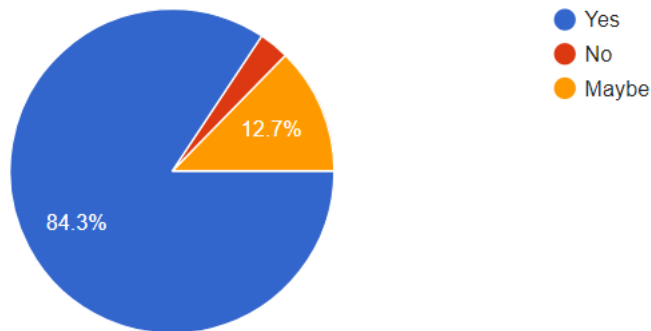
**How easy or difficult is it to walk in Conway?**

300 responses



**Do you want to walk more places?**

300 responses



## Public Engagement Meetings

A series of public engagement meetings were held. The first two involved visioning exercises and receiving community input on priorities. The third involved community members voting on their top sidewalk priorities. These results may be found in chapter 5.





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# 4 Policy and Plan Recommendations

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The following chapter lays out policy and plan recommendations through a series of objectives related to each of the five goals of the master plan.

*Goal One: Connectivity:* A pedestrian network that is connected to destinations, other infrastructure, and to itself is essential to creating a walk-friendly city.

**Objective 1a-** Conway will maintain a priority sidewalk installation list and work to install new sidewalks as funding will allow.

In chapter 5 of this plan, there is a preliminary sidewalk installation priority list. This list was developed in association with BPAB based on surveys and walkability assessments. Priority is given based on location and need. Streets near schools and public services receive high priority. Construction of these project can be funded through the sidewalk in-lieu of fund as well as additional grant funding the city may obtain in the future. The list may be added to in the future under advisement of BPAB. Citizens of Conway can request streets be considered for this list by contacting the Planning department of BPAB directly.

**Objective 1b-** Conway will maintain a priority sidewalk maintenance list and a list of sidewalk ratings to identify the areas with the greatest need.

The existing sidewalks in Conway are too often is disrepair. Conway will maintain an active sidewalk repair list. It will be obtained and prioritized based off the same criteria as the sidewalk construction list. To properly conduct and maintain a sidewalk repair program, it is recommended that sidewalk repair be added to future Street department budgets so that it can start to be given the attention it requires. Chapter 5 of this plan contains a preliminary list that can be added to in the future under advisement of BPAB. Citizens of Conway can request streets be considered for this list by contacting the Planning department of BPAB directly.

**Objective 1c-**Conway will work with BPAB to update the sidewalk policy of the Street and Planning departments so that it best aligns with existing complete streets and other ordinances.

Current ordinances establish that most street construction will include pedestrian facilities. Additionally, most non-single home residential development also requires the inclusion of this infrastructure. With the input of BPAB, it is recommended that the Planning department examines current sidewalk policy to determine what changes might be beneficial.

**Objective 1d-** Conway will complete the Community Assessment tool from Walk Friendly Communities with the goal of being recognized with a Bronze designation by the year 2020.

Conway currently is honored as a Bronze level bike friendly city by the League of American Bicyclists. Conway is well under way to implementing pedestrian friendly design already. The passage of the master plan will help make this implementation more official and city-sanctioned. The 60-page Community Assessment tool can be found on Walk Friendly Communities' website and will be completed by BPAB members to apply for Walk Friendly status. Applications are accepted in June and December of every year. All applications receive feedback from the organization regardless of if they receive a Walk Friendly distinction. In the event Conway does not yet qualify for any level of recognition by 2020, BPAB will work to develop a follow-up plan to address the areas of weakness revealed in the feedback. When Conway does receive Bronze level distinction, BPAB will develop a follow-up plan in order to determine what action should be taken for Conway to maintain their status and eventually improve to Silver level.



*Goal Two: Safety:* Streets designed with all modes of transportation in mind will help everyone interact more safely and peacefully.

**Objective 2a-** All marked crosswalks in Conway will be painted with high-visibility zebra or ladder markings and include an advanced stop bar that is located at least several feet in advance of the crosswalk.

Many marked crosswalks in Conway are in desperate need of a new paintjob. As can be seen below at Oak Street intersection, a lack of clearly marked crosswalk means that vehicles often stop too close or on top of the crosswalk, making safe crossing for pedestrians difficult. Clearly painting the marked crosswalks and ensuring that an advanced stop bar is located a safe distance prior to reaching the crosswalk will help make the crosswalks appear friendlier to pedestrians and encourage drivers to interact

**Objective 2b-** Conway will work to determine what intersections require additional pedestrian markings and signage.

A preliminary list of intersections recommended for additional markings can be found in chapter 5 of this plan. This is based on survey results, BPAB recommendations, and walkability assessments. BPAB will be consulted to provide insight as needed to add to this list in the future.

**Objective 2c-** Conway will add enhanced pedestrian crossing elements to roundabouts that are 2 lanes, where there is heavy pedestrian traffic, or high vehicle speeds.

Because vehicles are not required to stop at roundabouts, they can present a difficult intersection for pedestrians to cross. Vehicles are required to yield to a pedestrian in a crosswalk at a roundabout, so all roundabouts should contain signage to inform vehicles of this. At roundabouts with higher speeds, enhanced crossing elements like pedestrian lights should be added. This will ensure that these crossings are safe for the visually and hearing-impaired pedestrians by ensuring that vehicles will stop for them, which is not guaranteed at roundabouts without enhanced pedestrian crossing measures.

**Objective 2d-** Conway will add more road signs to encourage drivers to exhibit safe and legal driving while pedestrians are present.

Signs like the one seen below on UCA's campus remind drivers that they must yield to pedestrians in crosswalks. These signs would be most appropriate in heavily-trafficked 2-lane areas like in downtown Conway.

*Goal Three: Education:* An educated Conway will mean students are taught safety, pedestrians are taught their responsibilities and rights, and drivers learn how to safely and courteously share the road with the community.

**Objective 3a-** Implement a safe-routes-to-school educational program in all elementary schools.

There are numerous state and federal resources regarding the implementation of SRTS programs in schools. There is grant funding available for education initiatives, as well as pre-prepared lessons and material that can be utilized.

**It's fun to walk and bike to school!**



**Be Safe. Be Seen.**

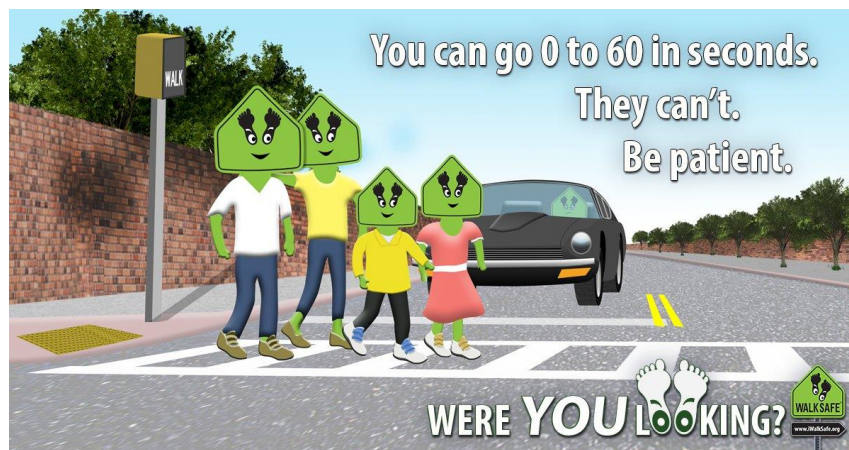
BPAB is required to maintain at least 2 board members that are SRTS representatives. Those representatives already work to plan events like Walk and Bike to School Days. Free resources, like the image of the poster above, are provided on the ARDOT website. Organizations like WalkSafe provide school curriculum tailored for specific age brackets. They are 3, 30 minute classroom lessons that include activity sheets, interactive activities, and all the information you need to teach Kindergarten to 5<sup>th</sup> graders safe walking habits.



**Objective 3b-** Develop a public education program that targets all transportation methods to raise awareness of relevant laws, responsibilities, and safety tips.

The public strongly responded through the survey and public engagement meetings that education efforts need to be made that targets all groups that share the road. There are citizens concerned about a perceived lack of attention from pedestrians. There are others that have shared their experiences regarding rude, aggressive, or dangerous drivers while walking. With the help of the newly formed CPD Bike Patrol, an educational campaign should start that targets everyone that uses roads and other transportation infrastructure. Below is a list of common complaints received from the public:

- Cars failing to stop for pedestrians in marked crosswalks.
- Pedestrians entering crosswalks without first looking both ways.
- Cars that pass too closely to pedestrians who are walking on sidewalks or on the roads if no sidewalk is present, especially if they are traveling at high speeds.
- Pedestrians walking with traffic instead of against it, making it more difficult for drivers to safely pass and causing pedestrians to not see and react to the vehicles driving towards them.
- Speeding bicyclists on the shared-use trails failing to give adequate space to those walking. Bike Friendly Community Committee of Little Rock has received complaints along the prominently used shared-use trails in the area like the River Trail. They have worked on public education and have some material that could be used as a guide for Conway.



*Example of public education campaign materials provided from organizations like WalkSafe*

Much like the SRTS resources available online, there are numerous organizations that produce materials to help educate the public regarding safe driving and walking habits. The city of Conway social media pages can be used to help share public campaigns like the one shown above to help educate the public on safe walking and driving behaviors.

*Goal Four: Accessibility:* Accessible pedestrian facilities are essential to help all citizens regardless of their economic status, race, gender, age, or disability, have access and receive the services essential to life.

**Objective 4a-** Ensure that the pedestrian network is equally accessible to seniors and those with disabilities.

Conway should work to ensure that part of the sidewalk maintenance plan is working to make all existing sidewalks in Conway ADA compliant. In choosing sidewalk maintenance projects, areas should be prioritized that address sidewalk drop-offs and other issues that make the sidewalks inaccessible for the whole population. Current ADA standards outlined by the ADA Accessibility Guidelines for sidewalks are:

- Sidewalk grade ideally should not exceed 5 percent
- The maximum cross slope of 2 percent
- Surfaces that are slip resistant and visually consistent for the visually impaired. Any surface texture should not include more than a 1/4 inch rise each 30 inches
- Driveway crossings with level landings
- All existing, new, and altered facilities require curb ramps. These must include detectable warnings placed at the bottom of curb ramps to mark the boundary between the sidewalk and street for those with vision impairments. Wider crosswalks which include both a ramp and a curb are most ideal, so people are able to cross the street via the route easiest for them
- Audible Pedestrian Signal (APS)

**Objective 4b-** Prioritize sidewalk projects in lower-income neighborhoods

Conway should prioritize projects in lower-income neighborhoods using funding from Community Development Block Grants and other applicable grants the city receives.



*Example of a sidewalk that is uneven and not fully accessible*

*Goal Five: Cohesion:* Creating an inclusive and comprehensive active transportation plan will help Conway better serve the needs of all citizens, regardless of the transportation mode they use.

**Objective 5a-** The city of Conway, with assistance of the Bicycle and Pedestrian Advisory Board, will create an Active Transportation Plan.

An inclusive plan should be adopted by the city of Conway to achieve true connectivity for alternative transportation methods. Developing an active transportation plan will provide a more cohesive guide for city development. Active transportation simply means any mode of transportation that is powered by humans, so it would include walking, biking, using a wheelchair, etc. To best create a community that will promote all modes of transportation, a plan that examines all active modes at the same time can help create the most robust active transportation network. An active transportation plan can also more broadly incorporate other city departments, like the Parks department who have a role in active transportation through their maintaining of the shared-use trail systems in Conway.



*Fayetteville Arkansas has an Active Transportation Plan which covers walking, biking, public transportation, and vehicular travel so that issues facing everyone traveling in their community*



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# 5 Implementation Plan

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## 5.1 - Project Recommendations

The following section outlines the priority list of sidewalk installation and maintenance based on surveys, walkability assessments, usage maps, and public input. The priority lists contain justification for the inclusion and ranking of each project. Where further clarification or specifications are needed for the locations of the project recommendations, the Bicycle and Pedestrian advisory board may advise based their knowledge of the needs.

Based on the results of polling, the input of the steering committee, and BPAB members ,the sidewalk installation projects are ranked into the categories of Top Priority list, Priority list for less immediate needs, and the Long-Term Goals list for the remaining project recommendations.

## 5.2 - Sidewalk Installation Priority List

### Top Priority: Immediate Needs

- Tyler Street  
Complete the sidewalk from Kinley Trail head at Gatlin Park to Washington Ave. This will increase access to the Faulkner County Public Library on Tyler Street, the Kinley Trail, and Hendrix College.



*Above: Tyler Street with a path worn down*



*Above: College Avenue connects to many areas but lacks sidewalks*

- College Avenue  
Complete the sidewalk from Donaghey Avenue to Salem Road. This better connects Conway Regional Hospital to the community. It also better connects nearby UCA to local businesses and the Kinley Trail, which crosses College Avenue.





*Above: Heavy foot traffic has left a path along Farris Road*

- Farris Road
  - Between College Street and Prince Street. This will increase access from UCA to the Kinley Trail and shopping, retail, and other services on Prince Street.
- Salem Road
  - Between Marguerite Vann Elementary and College, and between Tyler and Prince. This area has heavy foot traffic from students of all ages as there are numerous schools in the area. There is also heavy traffic because of the nearby shared-use path and many retail locations.
- Robins Street
  - From Donaghey Avenue to the Baseball complex and Boys and Girls club. This area has heavy use by children because of the Baseball facilities and Boys and Girls club. This is also near UCA.

### **Priority: Less Immediate Needs**

- South Donaghey Avenue from Dave Ward Drive to Farve lane
  - There are many neighborhoods and apartment complexes along this length of road, and some of it does already contain a sidewalk. Ellen Smith Elementary is on the corner of South Donaghey and Farve. Without a completed sidewalk along this stretch of road, many children that live nearby will not have a safe way to walk to school.
- Country Club Road- South of Rivera to at least Prince
  - Julia Lee Moore school is on this road, and there are areas of no sidewalk on either side. There are many children that are able to walk to this school from the surrounding neighborhoods, but the lack of sidewalk makes this dangerous. Because of the level and nature of the pedestrian activity on this

stretch, it is recommended that a complete sidewalk exist on at least one side of Country Club Road from Tyler to Prince Street.

- Duncan Street
  - From the Jr. High to the High school. Duncan has an existing sidewalk from the Jr. High to Watkins. The segment from Watkins to the High School (Western) has no sidewalk.
- Harkrider Street
  - Completed sidewalk from Oak Street to Bruce Street. This is a state-controlled highway that the City of Conway cannot build a sidewalk along. However, it is recommended that all development projects on Harkrider comply with Conway's sidewalk policies and procedures.
- Siebenmorgan Road
  - Siebenmorgan contains schools and social services like the Departments of Human Services and Workforce Services. This 2-lane road is quite busy at peak times and has many walkers along it. As is the case with Harkrider, we would recommend at least one side of this road connecting Harkrider and East German lane. This is a state-controlled highway that the City of Conway cannot build a sidewalk along. However, it is recommended that all development projects on Siebenmorgan comply with Conway's sidewalk policies and procedures.
- Western and Poplar Streets
  - These 2 streets intersect and connect the area of the High school and Ida Burns Elementary school. There is heavy foot traffic in the area from school children.
- College Avenue
  - Between Salem and Hogan. Much like the section of College already mentioned above, this section would connect school children and the community to schools and retail.
- Pathway behind Woodrow Cummins Elementary
  - This short path through undeveloped land would connect to Sena Drive and be a safe route for students to reach the school.

## **Long-Term Goals**

The following projects are in no particular order but have all been recommended at least twice from concerned citizens. They should be completed as funds allow as well, especially when adjacent to a school or when connected existing pedestrian networks.

- Museum, between Oak and Siebenmorgan
- Davis, completed sidewalk at least from Prince to College
- Path from the end of Floyd Drive to Kinley Trail to allow an access point from the east side of Salem
- Sixth Street between Harkrider and new street expansion
- Meadowlake between Washington and Donaghey

- Hogan, any missing segments between Dave Ward Drive and Prince Street
- Amity, between Dave Ward and 6<sup>th</sup> Street
- Washington from Front Street to Hairston
- Oak, East and West of the interstate
- Manor, between Tyler and Independence
- Clifton Street, completed between Prince Street and Fleming (partial sidewalk already)
- Dave Ward Drive, area near Wal-Mart has areas with no sidewalk on either side

### 5.3 - Sidewalk Maintenance Priority List

Many of the existing sidewalks in Conway are in need of maintenance. Below is a preliminary list of streets identified as the highest priority for repair. The sidewalk grading chart in section 5.4 will be an on-going project to identify all sidewalk problem areas in the city so that the issue may be addressed long-term.

- Old Conway Sidewalk Repair: Many of the streets in Old Conway have a sidewalk on at least one side. However, these sidewalks are quite old at this point at most have never been repaired. The top ranked sidewalks in need of repair were almost all in Old Conway. The preliminary list includes, but is not limited to:
  - Davis- Dave Ward to College.
  - Robinson at various locations between Locust and Donaghey- There are multiple parts along this sidewalk where the grass has almost completely overtaken the sidewalks making them dangerous or impossible to be used by disabled individuals.
  - Oliver Street, College to Robins especially.
  - Ash Street – Sidewalk in almost complete disrepair.
  - Caldwell Street – This street allows access to downtown as well as heavy use by the multiple schools in the neighborhood. The ramps at the intersections for the sidewalks are either non-existent or in such disrepair they cannot be used. There are also several spots where the sidewalk virtually disappears due to disrepair.
  - Locust.
  - Scott, between Locust and Donaghey.
  - Center, between College and Prince.
  - Mitchell Street.
  - Bruce Street.
  - Watkins Street.
  - Clifton Street
- Prince Street
  - Between Donaghey and Parkways. This street is a major road connecting neighborhoods to the High school and Jr. high. If the maintenance issues are addressed, this could provide a safe route for the students between the Jr and High schools faster than adding a sidewalk to such a large section of Duncan for that purpose. It also extends to downtown. There are ramps needed at multiple intersections and other damages that should be fixed.
- College, North of Prince
  - There are areas in the sidewalk that are built up and do not allow for ADA access.

## 5.4 - Sidewalk Conditions Chart

The below preliminary example chart will be written and maintained by Conway to determine the condition of current sidewalks in the city. It will be on BPAB's website and viewable to the public. Assessments will be assigned based on condition as determined by walkability assessments and Community input. Many sidewalks will have different conditions based on their location along a single street. If condition varies by location, the more precise location will be noted in the chart. Condition will be updated based on repairs, new disrepair, and Community input. When maintenance is performed, it will be noted in the chart as well.

The Street department evaluates sidewalks that need attention to fall under one of the following conditions:

- No repair needed: Sidewalk has no repairs that are noteworthy at this time.
- Trip hazard repair: The sidewalk is in overall in good condition, but there are some areas that contain trip hazards. These can be more easily and economically addressed than replacing whole sections of sidewalk.
- Broken sections: Sidewalk is overall OK, but there are broken sections that must be replaced.
- Sidewalk Rebuild: The sidewalk is in such poor condition that it is past the point of repairing, and instead must be removed and completely replaced.

Completely removing and rebuilding a sidewalk that is past the point of repair is the least desirable because it is even more costly than simply installing a completely new sidewalk. The goal of maintenance a list like the example below will be to stop sidewalks from getting to that point, and thus saving the City money.

Street name	Condition Assessment	Maintenance update
Sixth Street (remodeled portion)	No repair needed	
Caldwell, between Locust & Donaghey	Broken sections	
Donaghey, between Dave Ward & Tyler	Trip hazard repair	
To be continued...		



## 5.5 - Enhanced Crosswalk Recommendation List

- Intersection of Duncan and Donaghey or alternatively the Prince and Donaghey intersection: We received repeated input from citizens raising concern regarding the safety of Duncan Streets and especially the intersection of Duncan and Donaghey. Many students use this street to walk from the Jr. High to High School for school activities. Because this path requires crossing of a major road, it is recommended that the city consider enhanced crosswalk at this location. According to the Street departments policy regarding mid-block crosswalks, a crosswalk at this location would have to include traffic control signal, pedestrian hybrid beacon, or rapid rectangular flashing beacon. Alternatively, if the sidewalk along Prince street is repaired, the existing controlled intersection at Prince and Donaghey might provide a safer alternative for those travelling between the Jr and High schools.
- Harkrider and Oak intersection: Many Conway residents report feeling unsafe crossing at the Harkrider and Oak intersection. Yet, it is a heavily used crossing intersecting 2 street with heavy auto and foot traffic. Short of a complete redesign of the intersection, it is recommended that wider high-visibility ladder, zebra, or continental crosswalk markings be used at this intersection. Additionally, locating the advanced stop bar for vehicles at least several feet in advance of the crosswalk would provide an extra buffer to allow for the safety of those crossing.
- College Avenue at Huntington Dr: This is directly in front of Ruth Doyle Middle School.
- Country Club in front of Julia Lee Moore school: There is currently a marked crosswalk with signage indicating this is a school crossing. However, due to the volume of students walking to this school and level of traffic on this road, it is recommended that a pedestrian flashing beacon be added.
- A study and report regarding crossings at all the schools in Conway: An analysis of all crosswalks adjacent to all of Conway's schools should be conducted. From this analysis an action plan should be completed to give guidance on what existing crosswalks need repair, alteration, and enhanced signage or signaling added. The best course of action for the students should be completed to ensure that all students can safely walk to their school



*Enhanced crosswalk adjacent to UCA*

## 5.6 - Assessment

A dashboard objective chart will be added to the BPAB website so that the public can keep track of progress on achieving the goals of the pedestrian plan. This will include a list of sidewalk installation and maintenance projects completed and in progress. Also included will be a current sidewalk installation and maintenance list so that anyone can see what the upcoming projects are.

Additionally, BPAB will address progress and accomplishments in pursuit of these goals each year as part of their required annual report.

Goals	Objective	Baseline Evaluation	Desired Outcome	Current Status
Goal 1: Connectivity- A pedestrian network connected to itself, other infrastructure, and destinations.	1a: City will maintain priority sidewalk installation list ranked according to need	List has been created based on community input	Projects from this list completed every year	No change
	1b: City will maintain sidewalk maintenance and ratings list	Preliminary maintenance list has been made, rating system begun	Projects from list completed every year. Rating system completed by end of 2018 and updated annually.	No change
	1c: Update to sidewalk policy	Sidewalk policy in place as listed in this master plan	A sidewalk policy that will help Conway build more sidewalks	No change
	1d: Community Assessment completed from Walk Friendly Communities	No work on assessment	Bronze designation by 2020	Passage of pedestrian master plan first step in the assessment
Goal 2: Safety- Streets designed with all modes of transportation in mind will help everyone interact more safely and peacefully.	2a: Marked crosswalks painted with high-visibility markings	Recently installed or painted crosswalks are high-visibility	All marked crosswalks are re-painted to be high-visibility	No change
	2b: Determine intersections that require additional markings and signage	Several enhanced crosswalks exist in Conway	Intersections listed in master plan will be enhanced as well as any additions added to the list	No change
	2c: Enhanced crossing elements added to roundabouts	Additional signage has been added to new and some other roundabouts	All 2-lane or high-speed roundabouts will be enhanced	No change
	2d: More signs to encourage safe behavior	Some intersections have "Must Yield to Pedestrian" signs	Signage added to crosswalks and areas with high walking numbers	No change

Goal 3: Education- Educate Conway safe tips for drivers and walkers.	3a: Safe Routes to School program started in schools	SRTS related programs currently in schools, like annual Walk to School day	SRTS program in all elementary schools	No change
	3b: Public education program	Limited public education from groups like BPAB	Public educated on issues raised by concerned citizens	No change
Goal 4: Accessibility- Accessible facilities for all Conway citizens	4a: Accessible network for seniors and the disabled	ADA requirements fulfilled in new sidewalk construction	All sidewalks be ADA compliant	No change
	4b: Prioritize sidewalks in lower-income areas	CDBG projects have included sidewalks	All areas where a need is determined have a sidewalk	No change
Goal 5: Cohesion- A combined active transportation plan for Conway is passed	5a: An active transportation plan is the guide for Conway's infrastructure	Conway has a Bicycle and Pedestrian Master plans	BPAB writes a combined plan which is passed by City Council	No change

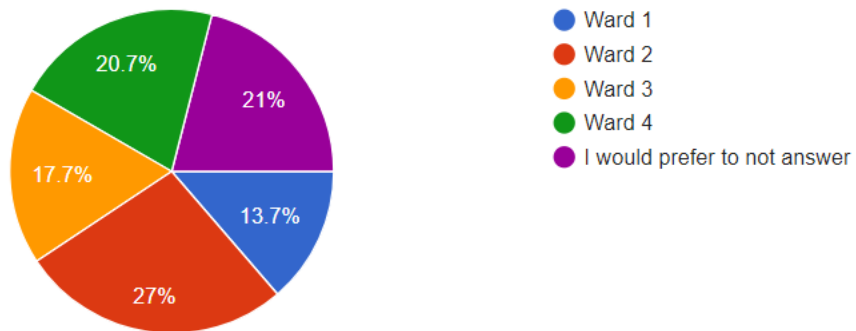
## Appendices

### Appendix A: Community survey results

Demographic information for the survey are below. These questions were optional, so not all respondents answered these questions.

In which ward do you live in Conway? For a map, please see:  
<http://gis.cityofconway.org/Maps/CityWards.pdf>

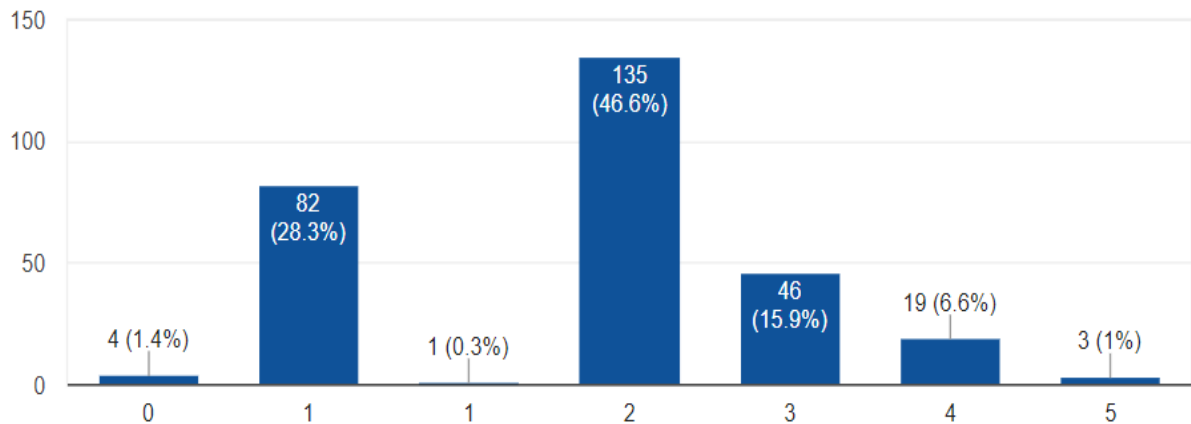
300 responses



How many working vehicles do you have in your household?



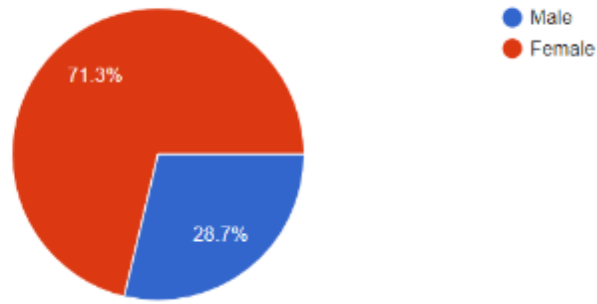
290 responses





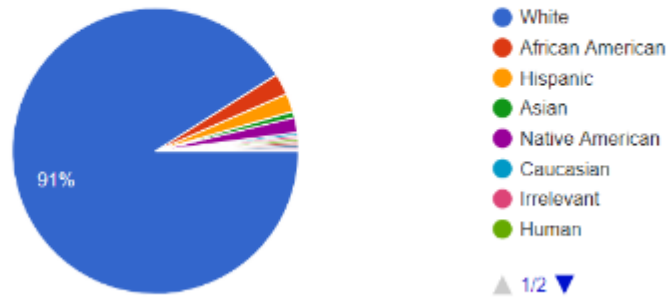
## Gender

296 responses



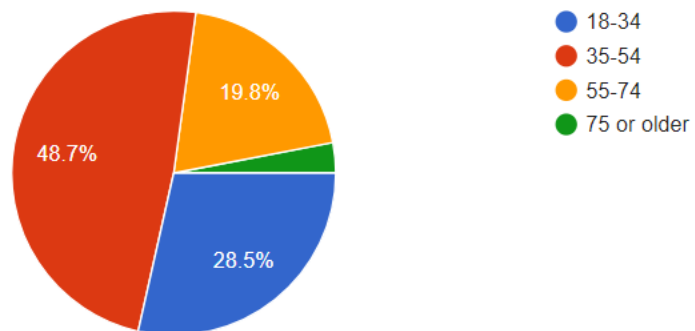
## Race

290 responses



## Age

298 responses



Appendix B: City ordinances

09540

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Date 05/22/2009  
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Filed & Recorded in  
Official Records of  
Faulkner County 321899  
RHONDA WHARTON  
FAULKNER COUNTY CIRCUIT CLERK  
Fees \$38.88  
by LB D.C.

City of Conway, Arkansas  
Ordinance No. O-09-56

**AN ORDINANCE AMENDING THE MASTER STREET PLAN; ADOPTING A COMPLETE STREETS POLICY FOR THE CITY OF CONWAY, ARKANSAS: AND FOR OTHER PURPOSES**

**AN ORDINANCE** relating to Conway's Complete Streets policy, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users.

**WHEREAS**, increasing walking and bicycling offers the potential for cleaner air, greater health of the population, reduced traffic congestion, a more livable community, less reliance on fossil fuels and their foreign supply sources and more efficient use of road space and resources; and

**WHEREAS**, the City Council of the City of Conway, with the Mayor concurring, adopted Ordinance No. O-09-56 that defines the City's Master Street Plan; and

**WHEREAS**, City policy as stated in the Master Street Plan is to encourage walking, bicycling and transit use as safe, convenient and widely available modes of transportation for all people; and

**WHEREAS**, Conway's Complete Streets guiding principle is to design, operate and maintain the City's streets to promote safe and convenient access and travel for all users: pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers; and

**WHEREAS**, the City of Conway shall implement a Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, public transit and motor vehicles in a manner consistent with, and supportive of, the surrounding community; and

**WHEREAS**, transportation improvements will include an array of facilities and amenities that are recognized as contributing to Complete Streets, including: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements for freight; access improvements, including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities; and

**WHEREAS**, the City of Conway will implement policies and procedures with the construction, reconstruction or other changes of transportation facilities on arterial streets to support the creation of Complete Streets including capital improvements, re-channelization projects and major maintenance, recognizing that all streets are different and in each case user needs must be balanced;

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

**Section 1.** The City shall will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, motor vehicle operators, and persons of all abilities, while promoting safe operation for all users, as provided for below.

**Section 2.** The City will incorporate Complete Streets principles into the Master Street Plan, Pedestrian and Bicycle Master Plans; and other plans, manuals, rules, regulations and programs as appropriate.

(a) Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of four conditions are met:

(1) Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.

(2) The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. "Excessively disproportionate" is defined as exceeding twenty percent of the total cost of the transportation project.

(3) Where the street has severe topographic or natural resource constraints.

(4) Where scarcity of population or other factors indicate an absence of need, to include future needs.

(b) In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.

(c) Sidewalks, shared use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

**Section 3.** Except in unusual or extraordinary circumstances, Complete Streets principles will not apply:

(a) to ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes); or

(b) where other available means or factors indicate an absence of need, including future need.

**Section 4.** Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the Mayor's

and Council's intent that all sources of transportation funding be drawn upon to implement Complete Streets. The City believes that maximum financial flexibility is important to implement Complete Streets principles.

**Section 5.** All ordinances in conflict herewith are repealed to the extent of the conflict.

**Section 6.** 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 28<sup>th</sup> day of April, 2009.

**APPROVED:**

  
**Mayor Tab Townsell**

**ATTEST:**

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





City of Conway, Arkansas  
Resolution No. R-12-05

**A RESOLUTION AUTHORIZING THE FORMATION OF THE BICYCLE AND PEDESTRIAN ADVISORY BOARD**

**Whereas**, the City of Conway, Arkansas, desires to maintain and advance itself as a Bicycle-Friendly Community through the League of American Bicyclists, and

**Whereas**, the City of Conway, Arkansas, desires to gain status as an official Walk-Friendly Community as designated by the UNC Highway Safety Research Center and the Pedestrian and Bicycle Information Center, and

**Whereas**, the City of Conway, Arkansas, desires to achieve the federal and state goals of the National Center for Safe Routes to Schools.

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

**Section 1:** That the City Council of the City of Conway hereby renames the Bicycle Advisory Board (BAB) the Bicycle and Pedestrian Advisory Board (BPAB) and will now consist of a total of eleven members, up from seven. Of these four additional members, two will represent pedestrian issues and two will represent Conway schools. All members will still be required to be citizens of the City of Conway, and will be appointed by the Mayor of the City of Conway and confirmed by the City Council.

**Section 2:** The members will serve staggered three year terms. In the initial year, the new members will draw for one, two and three year terms (with two members drawing three year terms). Each subsequent year, members will be appointed for full three year terms.

**Section 3:** The mission of the Bicycle and Pedestrian Advisory Board (BPAB) will be to work with the city of Conway to recommend ways the city can become and remain 1) an official Bicycle-Friendly Community as designated by the League of American Bicyclists, 2) an official Walk-Friendly Community as designated by the UNC Highway Safety Research Center and the Pedestrian and Bicycle Information Center, and 3) a community that seeks to achieve the federal and state goals of the Safe Routes to Schools program. The goals of SRTS and the assessment tools of the WFC initiative include the five Es that the League uses to certify bicycle friendly communities. The five Es are Engineering, Education, Encouragement, Enforcement, and Evaluation. The expanded board will focus on these areas with an added focus on pedestrian issues.

**Section 4:** All resolutions in conflict herewith are hereby repealed to the extent of that conflict.

**PASSED** 28<sup>th</sup> day of February, 2012.

Attest:

  
Michael O. Garrett  
City Clerk/Treasurer

Approved:

  
Mayor Tab Townsell



City of Conway, Arkansas  
Resolution No. R-13-62

**A RESOLUTION BY THE CITY COUNCIL IN SUPPORT OF THE CONWAY BICYCLE AND PEDESTRIAN ADVISORY BOARD BEING CONSULTED DURING THE DESIGN AND ENGINEERING PHASE OF ALL NEW STREET CONSTRUCTION PROJECTS WITH THE DESIGNATION OF COLLECTOR AND ABOVE.**

**Whereas**, the City of Conway is proud to be the home of outstanding organizations that strive to make a difference in the lives of the residents and visitors of our City; and

**Whereas**, one such organization, the Bicycle and Pedestrian Advisory Board, created by resolution R-12-05, has worked tirelessly to educate and advise our city leaders on the benefits of maintaining bicycle and pedestrian resources as enhancements to the City's quality of place, wellness, and economic prosperity; and

**Whereas**, the City of Conway adopted a Complete Streets ordinance (O-09-56) stating guiding principles and practices so that public transportation improvements are planned, designed, and constructed to encourage safe walking and bicycling; and

**Whereas**, a Bicycle Network Master Plan has been approved to affect the development and operation of bicycle infrastructure throughout the City of Conway; and

**Whereas**, a Pedestrian Master Plan is being drafted to affect the development and operation of pedestrian infrastructure throughout the City of Conway.

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

**Section 1:** That the City of Conway, Arkansas does hereby express its support for the Bicycle and Pedestrian Advisory Board to be formally consulted during the design and engineering phase of all new street construction projects with the designation of collector and above.

PASSED this 8<sup>th</sup> day of October, 2013

Approved:

Mayor Tab Townsell

Attest:

Michael O. Garrett  
City Clerk/Treasurer



City of Conway, Arkansas  
Resolution No. R-18-07

**RESOLUTION ESTABLISHING A NEIGHBORHOOD TRAFFIC CALMING PROGRAM TO MINIMIZE THE IMPACT OF TRAFFIC IN RESIDENTIAL NEIGHBORHOODS; AND FOR OTHER PURPOSES**

**Whereas**, the City of Conway wishes to improve neighborhood livability by minimizing the negative impact of traffic in residential neighborhoods, and

**Whereas** it is desirable to create a safe street system which will adequately accommodate neighborhood traffic, allow adequate access for emergency services, and promote safe and pleasant conditions for residents, and

**Whereas**, the improvement of driver concentration and awareness, reduction of speeds to posted limits, and reduction of the negative effects of motor vehicles on the environment are considered necessary to achieve these desirable conditions in our residential neighborhoods.

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

The following Neighborhood Traffic Calming Program is hereby established as follows;

1. Concerned citizens will begin the process by forming a Traffic Calming Committee (TCC) as follows:
  - a. The TCC shall have at least 5 representatives from different addresses within the neighborhood.
  - b. One representative shall be selected as the committee chairperson, who shall serve as the TCCs primary point of contact with the City representatives.
  - c. An established property owner's association (or similar) may serve as the TCC.
2. The TCC chairperson shall submit the following information to the Traffic Engineer in writing:
  - a. TCC membership details,
  - b. Location(s) of the specific traffic issue(s)/concern(s),
  - c. Description of the issue(s)/concern(s),
3. The issue(s)/concern(s) will be evaluated to determine if the location meets the minimum requirements for implementation of traffic calming measures as determined by the Traffic Engineer. If minimum requirements are not met, the TCC Chair will be notified that traffic calming is not warranted. The TCC may not reapply for a period of at least five (5) years.
4. If the minimum requirements are met, the Traffic Engineer will provide the TCC with the following information.
  - a. A Traffic Calming Plan that may include, but not be limited to, one or more of the following traffic calming measures:


-- Speed humps	-- Mini roundabouts
-- Chicanes	-- Neighborhood traffic circles
-- Chokers	-- Radar Speed Signs

- b. The area of influence, established by the traffic engineer/planning director, which shall include all residences impacted by the traffic calming plan,
  - c. A determination regarding whether or not the plan is eligible to be constructed via city funds and if funds are available.
5. In order to proceed, the TCC must obtain approval of the plan in writing from the following people and provide the signatures to the traffic engineer:
- a. At least two-thirds of residents in the Area of Influence, via a signed petition with no more than one signature per household,
  - b. The Chief of police or their designated representatives,
  - c. The Fire Chief or their designated representative.
6. If the requirements for City funding are met, construction will be scheduled as funding becomes available. If multiple traffic calming projects meet the requirements for City funding, priority will be determined by the traffic engineer based on the project's impact to public safety and the order applications were received.
7. If the Plan does not meet the requirement for City funding or if funds are not available, the neighborhood may elect to provide the funding for permanent installation of the traffic calming measures. If an outside contractor is hired to install traffic calming measures, the Traffic Engineer shall be notified in writing at least 2 weeks prior to commencing installation.


The City of Conway reserves the right to install or remove any traffic calming device in the interest of public safety at the discretion of the Traffic Engineer or City Engineer.

**PASSED** this 13<sup>th</sup> day of February, 2018

Approved:

  
Mayor Bart Castleberry

Attest:

  
Michael O. Garrett  
City Clerk/Treasurer

## References

Information and statistics contained in this plan, unless otherwise noted, are from the following sources:

- City of Conway’s Website was the sources for all ordinances, resolutions, and policies. These are available to be accessed by the public
- The Arkansas Department of Transportation (ARDOT)
- ADA Accessibility Guidelines (ADAAG)
- Federal Highway Administration (FHWA)
- PEDSAFE, Pedestrian safety guide and countermeasure selection system from the FHWA
- Walk Friendly Communities
- National Highway Traffic Safety Administration (NHTSA)
- US Census Bureau

