

PRAIRIE GROVE VISION PLAN



TABLE OF CONTENTS

Chapter One: Introduction	2
1.1 THE PLAN	2
1.2 AUTHORITY	2
1.3 THE PLANNING AREA	3
1.4 RELATIONSHIP TO THE LAND USE REGULATIONS	3
Chapter Two: Context	4
2.1 HISTORY	5
2.2 REGIONAL SETTING	6
Chapter Three: Demographic Trends	7
3.1 POPULATION	7
3.2 RACE	8
3.3 EDUCATION	9
3.4 HOUSING	9
3.5 DEMOGRAPHIC CONCLUSIONS	10
3.6 PUBLIC SURVEY AND INPUT SESSION FINDINGS	11
Chapter Four: Goals and Objectives	12
4.1 GENERAL	13
Chapter Five: Plan Elements	14
5.1 FUTURE LAND USE (FLU) PLAN	15
5.2 MASTER STREET PLAN	21
5.3 TRAFFIC GROWTH TRENDS	23
Chapter Six: Plan Recommendations	26
Appendix List:	26

Chapter One: Introduction

1.1 The Plan

This document contains the Vision Plan for the City of Prairie Grove, Arkansas, also known as Prairie Grove Vision Plan. The City's Vision Plan (referred to as 'The Plan') includes two primary 'plan elements': the Future Land Use Plan, and the Master Street Plan.

The Plan serves as an official policy statement of the City of Prairie Grove for directing growth and development within its municipal limits as well as its adopted planning area. With direction and oversight from the Planning Commission, the Plan was prepared through a detailed analysis of the study area. This analysis entailed several key plan components: Prairie Grove's history, its demographic composition and projected population changes, physical landscape and topography, utility capacity, transportation systems, existing infrastructure, and surrounding land use.

The Plan will assist both the Planning Commission and City Council in making informed decisions during the Plan's time period, estimated to be 20 years. The Plan serves all citizens and property owners within the City limits and planning area as well as many others having a vested interest in the future of the City.

The Plan is to be used as broad guidance for enacting orderly growth and development policies. While the associated Future Land Use Map provides policy level land use recommendations, it is not regulatory and should not be interpreted as a zoning ordinance. Rather, the Plan serves as a tool to inform how both public and private entities should be engaged in a manner that will best suit the entire community. Citizens and business interests should interpret the plan as a "vision" for the City of Prairie Grove. Given the 20-year time period for the Plan, it is expected that the City will amend the document in the future to meet new and unanticipated growth challenges.

The Plan will serve as a 'living document', remaining flexible by allowing for necessary modification of land uses. Like many municipal policy documents, this Plan delineates land use areas in concert with long-term community needs, and not based on short-term individual gains. Planning should also be based on sound development principles. The Plan addresses pertinent community issues rather than treating isolated problems as they may arise.

1.2 Authority

The purpose of the Vision Plan is consistent with the provisions of Arkansas Codes, Annotated (A.C.A.), §14-56-403. This section requires that plans of a municipality be "... prepared in order to promote, in accordance with present and future needs, the safety, morals, order, convenience, and general welfare of the citizens." The statutes further state that plans may provide for, among other things, the following:

- Efficiency and economy in the process of development
- The appropriate and best use of land
- Convenience of traffic and circulation of people and goods
- Safety from fire and other dangers
- Adequate light and air and the use and occupancy of buildings
- Healthful and convenient distribution of population
- Good civic design and arrangement
- Adequate public utilities and facilities
- Wise and efficient expenditure of funds

1.3 The Planning Area

The Prairie Grove Planning Area Boundary appears in graphic form on the plan map, planning area boundary map, and other maps used with this document. The Planning Area Map was prepared in accordance with statutes found in the Arkansas Codes, Annotated § 14-56-413. A copy is on file with the City Clerk and the Washington County Recorder.

The Prairie Grove Planning Area Boundary comprises those areas surrounding the city that may grow to become part of Prairie Grove in the future.

The Planning Area Boundary depicted on the Vision Plan map includes those lands within the territorial jurisdiction of Prairie Grove for which it may prepare plans, ordinances, and regulations. This area extends beyond the city limits to include those areas most likely to become a part of the city within a period of twenty-five years. The City of Prairie Grove will, in accordance with A.C.A. § 14-56-422, file the plans, ordinances, and regulations as they pertain to the territory beyond the corporate limits with the county recorder of Washington County.

1.4 Relationship to the Land Use Regulations

The Arkansas planning statutes, in A.C.A. § 14-56-416 (a)(1) provide:

Following adoption and filing of the land use plan, the commission may prepare for submission to the legislative body a recommended zoning ordinance for the entire area of the municipality.

The statutes further provide in A.C.A. § 14-56-417 (a)(1):

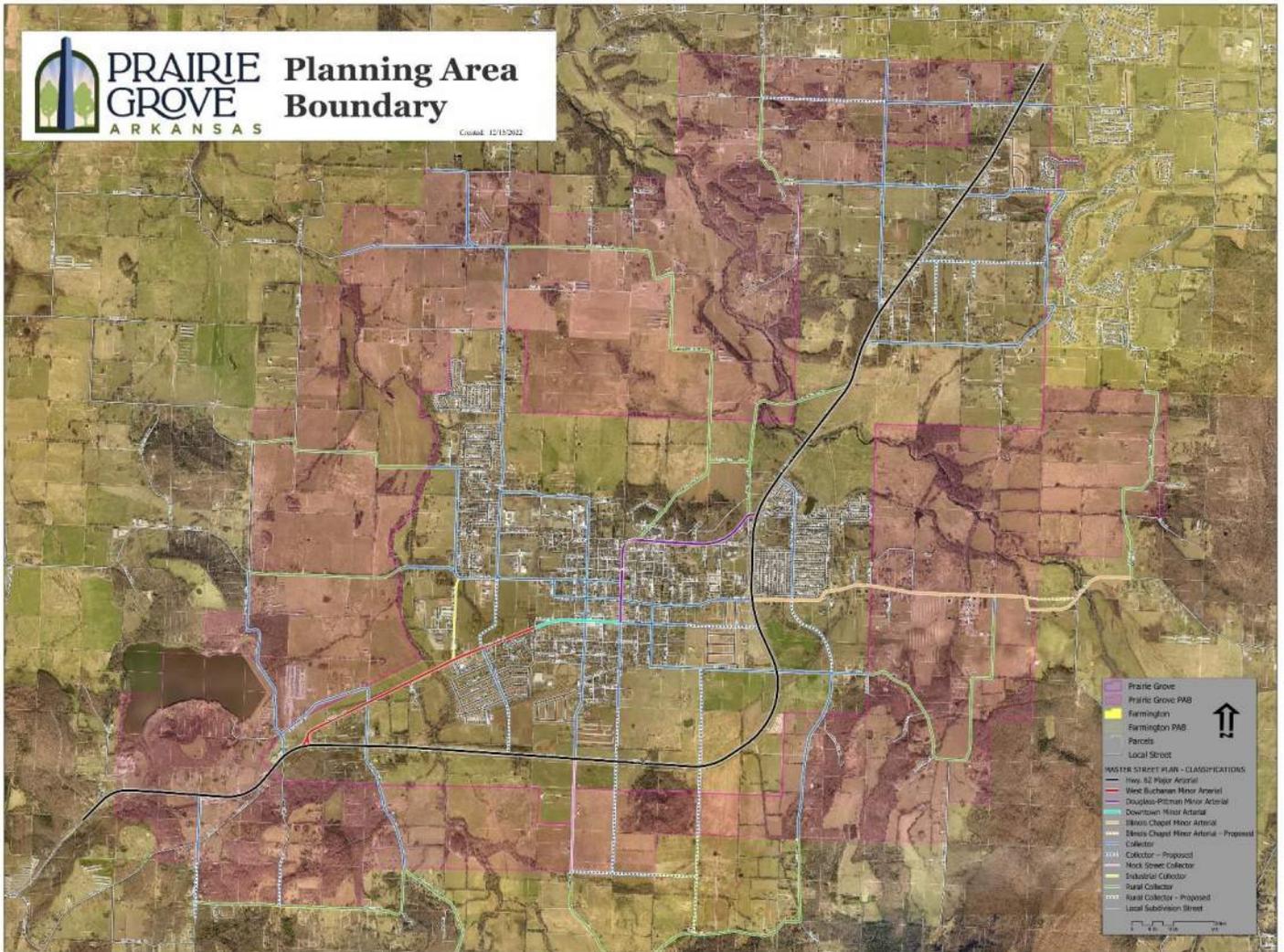
Following adoption and filing of a master street plan, the Planning Commission may prepare and shall administer, after approval of the legislative body, regulations controlling the development of land.

These provisions, along with the modern history of planning since the landmark case of Village of Euclid, Ohio v. Ambler Realty Co., 272 U.S. 365 (1926), signify a strong relationship between the plan and its supporting regulations. In simple terms, a municipality first plans and then regulates. The primary supporting regulations consist of the zoning code and development (subdivision) regulations. As stated in A.C.A. § 14-56-412 (e):

In order to promote, regulate, and control development and to protect the various elements of the plans, the commission, after adoption of appropriate plans as provided, may prepare and transmit to the legislative body such ordinances and regulations as are deemed necessary to carry out the intent of the plans, or of parts thereof.

Planners encourage municipalities to base decisions in land use and development upon adopted plans to the greatest extent possible. At the same time, it has been noted in court decisions in Arkansas that plans are not legal documents but rather broad statements of municipal policy. The legal force arises from the adopted regulations developed to support the plan.

Chapter Two: Context



2.1 History

Prairie Grove is best known for the Civil War battle that occurred there in 1862, but it also has been an important agricultural community in northwest Arkansas, with its rich prairie land watered by the Illinois River. Throughout its history, Prairie Grove has been a dynamic small town offering unique amenities such as a state park, a family-owned local telephone company, and an aquatic park.

Prairie Grove was, in its early years, known by two other names. In 1840, the first post office opened and was called Sweet Home. James Chestnut Pittman was its postmaster and operated the facility until it closed in 1846. Eleven years later, the second post office opened and was named Ada after one of postmaster Archibald Borden's daughters. It was a small frame building north of what is now the Prairie Grove Battlefield Historic State Park. The building was also used as a saddle shop and general store. During the Battle of Prairie Grove in December 1862, many bullets struck the building. After the war, the post office was relocated west of its original site, and people stopped by to dig bullets out of the abandoned building. Years later, when the post office was torn down, the Prairie Grove Chapter of the United Daughters of the Confederacy took possession of the bullet-ridden front door, and a local couple stored it in their garage on Neal Street. Fire destroyed the door in 1940.

Prairie Grove was incorporated on July 25, 1888. By 1900, the population was 551, and the downtown area had four general stores, a hotel, two newspapers, several physicians, a telephone company, and—starting in 1901—a train depot. Prairie Grove did feel the economic impact of the Great Depression. People often could not afford to have both electricity and phone service, and most chose to keep their electricity. During the 1930s, the hallway at the main office of the Prairie Grove Telephone Company had crank-style phones lined up along both walls that customers had returned. The president of the phone company, James Clay Parks, never disconnected a phone during the Depression years. Bills were at times paid with garden vegetables, eggs, and even livestock. It was not until after World War II that phone service in Prairie Grove began to increase as more residents were able to afford the service. However, Prairie Grove's largest industry during these years—the canning factory—did not seem to suffer much from the difficult economic times. Entire families, including children, worked at the factory during harvest seasons. Business was so successful that there were two canning factories operating in Prairie Grove during World War II across the street from each other.

Prairie Grove, like the rest of northwest Arkansas, has experienced much population growth, especially in the 1990s and early twenty-first century. Much of this growth is due to a demand for employees by such large corporations as Walmart Inc., Tyson Foods, and J. B. Hunt, and many people moved to the area from out of state. In 1990, the population in Prairie Grove was 1,761; by 2000, it had increased to 2,540; by 2010 to 4,380; by 2020 to 7,045, and the population is expected to continue upward due to Prairie Grove's location near Fayetteville (Washington County), Springdale (Washington County), and Benton County. Some people who work in these populated areas have chosen to live in a more rural setting. Farmington, Prairie Grove, Lincoln, and other small west Washington County towns and unincorporated communities have all experienced increased population.

Prairie Grove's attractions include Prairie Grove Battlefield Historic State Park and the Clothesline Fair that occurs each Labor Day weekend at the state park; Civil War reenactments the first weekend in December in even-numbered years at the park; downtown antique stores; and the Prairie Grove Aquatic Park, which has a large pool with a water slide, a children's pool, and a play area. Adjacent to the Aquatic Park are several baseball and softball fields and a walking trail. The Prairie Grove Heritage Museum opened in 2021.

Historically the city has celebrated Prairie Grove Days annually, which has drawn thousands of visitors to the city.

Adapted from *The Encyclopedia of Arkansas History & Culture*

2.2 Regional Setting

Prairie Grove is located in western Washington County, and within the Illinois Watershed of northwestern Arkansas. It lies near the cities of Fayetteville and Farmington.

Highway 62 runs south of Prairie Grove with Highway 62B located through the center of the city's downtown.

A significant tributary of the Illinois River, Muddy Fork flows south to north along the west side of the city. South of the city, Prairie Grove Lake is formed by Muddy Fork tributary Blair Creek, and is within the jurisdiction of the city's Parks and Recreation Department. Additionally, Bob Kidd Lake (Arkansas Game and Fish Commission) lies just west of the city and is formed by another tributary of the Muddy Fork. Both reservoirs offer wildlife, nature, and recreation opportunities to area residents and tourists alike.



MANAGED WITHIN CITY OWNED PROPERTY, **PRAIRIE GROVE LAKE** OFFERS SEASONAL RECREATION OPPORTUNITIES.

Chapter Three: Demographic Trends

3.1 Population

FIGURE 3.1.1
GENERAL POPOULATION OVERVIEW ESRI 2022 DATA AND 2020 DECENNIAL CENSUS
PRAIRIE GROVE, ARKANSAS



TABLE 3.1.1
NWARPC POPULATION SUMMARY AND PROJECTION WITH COMPARISONS
PRAIRIE GROVE, ARKANSAS

JURISDICTION	2010 CENSUS	2020 CENSUS	PERCENT CHANGE 2010-2020	2045 POPULATION PROJECTION	PERCENT CHANGE 2020-2045
PRAIRIE GROVE	2,540	7,045	59.17%	10,668	51.4%
WEST FORK	2,042	2,331	0.60%	6,867	194.6%
LINCOLN	1,752	2,294	2.00%	4,007	74.7%
ELKINS	1,251	3,602	36.03%	7,431	106.3%

TABLE 3.1.2
NWARPC POPULATION SUMMARY FOR WASHINGTON AND BENTON COUNTY
PRAIRIE GROVE, ARKANSAS

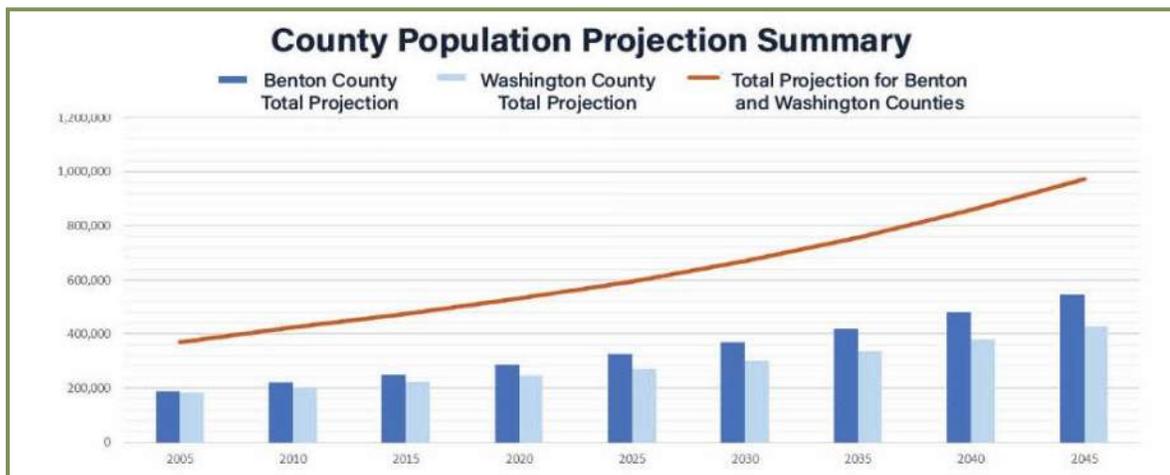
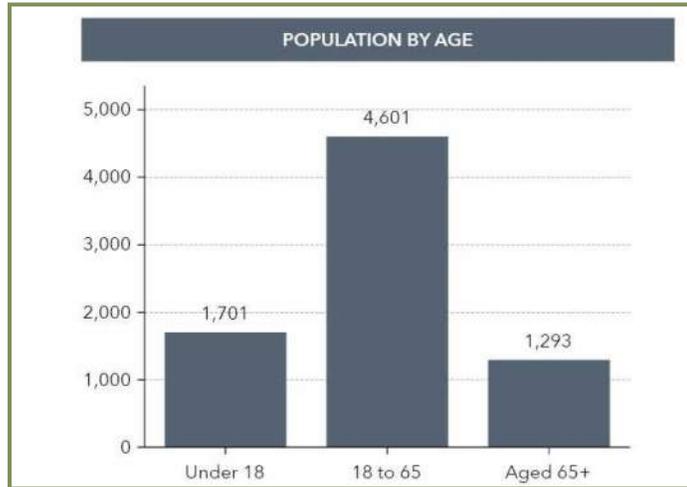
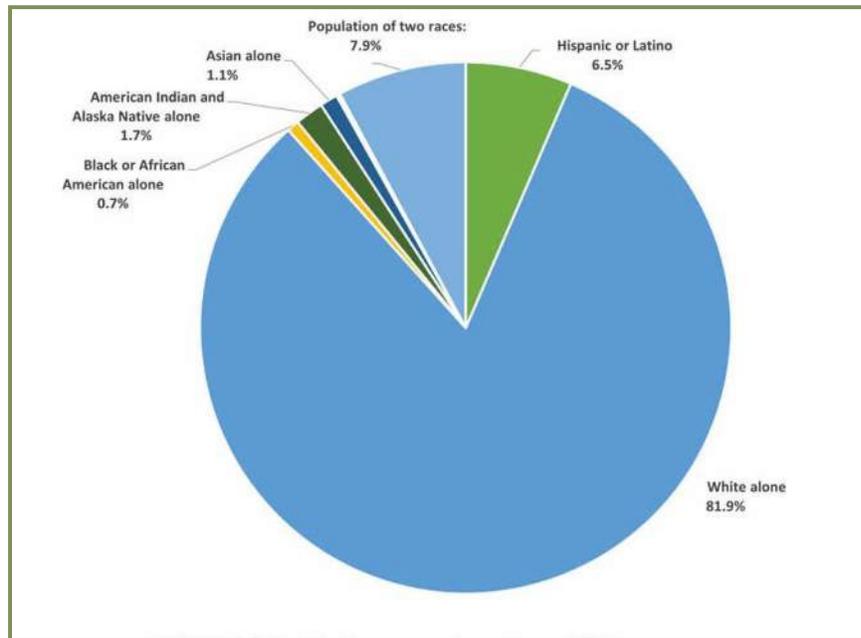


TABLE 3.1.3
AGE CHARACTERISTICS ESRI 2022 DATA
PRAIRIE GROVE, ARKANSAS



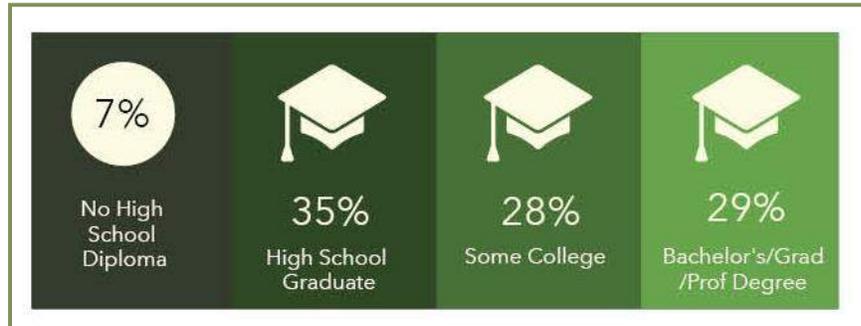
3.2 Race

TABLE 3.2.1
RACE BREAKDOWN 2020 DECENNIAL CENSUS
PRAIRIE GROVE, ARKANSAS



3.3 Education

FIGURE 3.3.1
EDUCATION ATTAINMENT ESRI 2022 DATA
PRAIRIE GROVE, ARKANSAS

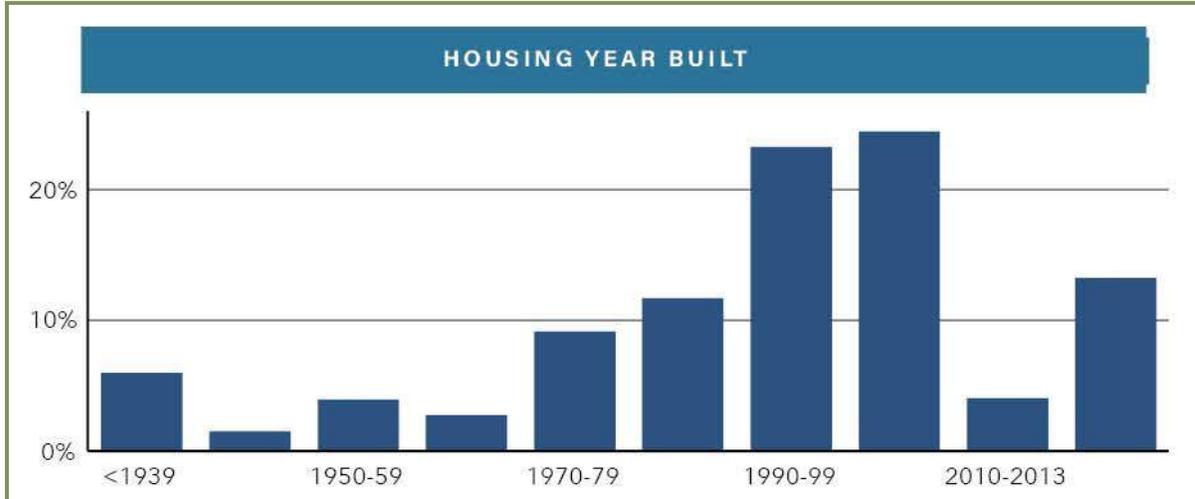


3.4 Housing

TABLE 3.4.1
HOUSING VALUE INFORMATION 2020 DECENNIAL CENSUS
PRAIRIE GROVE, ARKANSAS



TABLE 3.4.2
 HOUSING YEAR BUILT 2020 DECENNIAL CENSUS AND ESRI 2022 DATA
 PRAIRIE GROVE, ARKANSAS



3.5 Demographic Conclusions

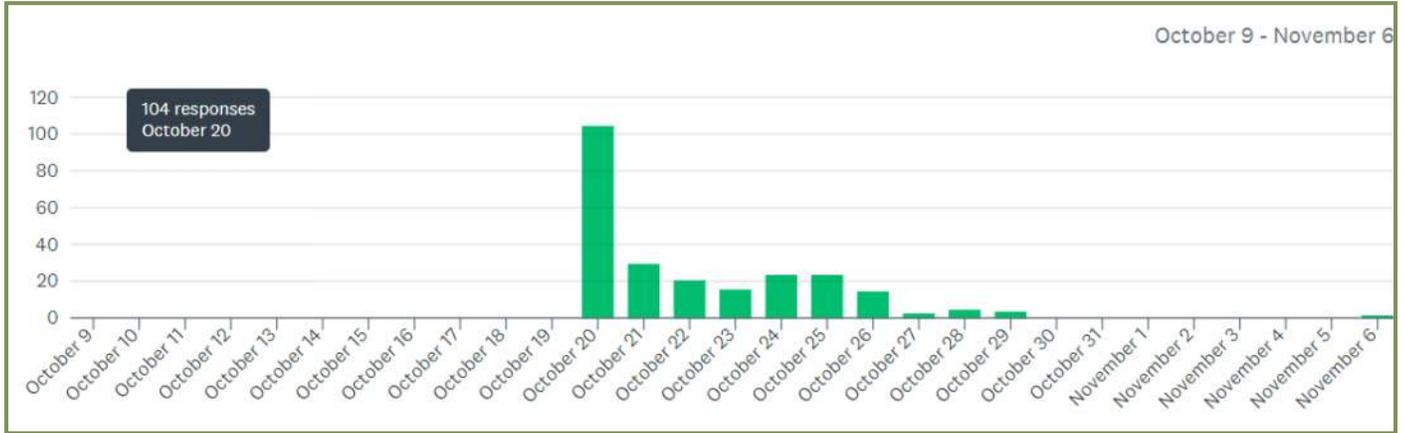
Prairie Grove is a growing community located in a quickly growing region of the state. The city has grown by over 63% in population since 2000.

The current US Census estimated population is 7,045.

The Northwest Arkansas Regional Planning Commission (NWARPC) recently issued new projections for 2045, and Prairie Grove is estimated to have 10,668 citizens, for a total percent change of 51.4%.

3.6 Public Survey and Input Session Findings

Prairie Grove: Public Input- Survey Results

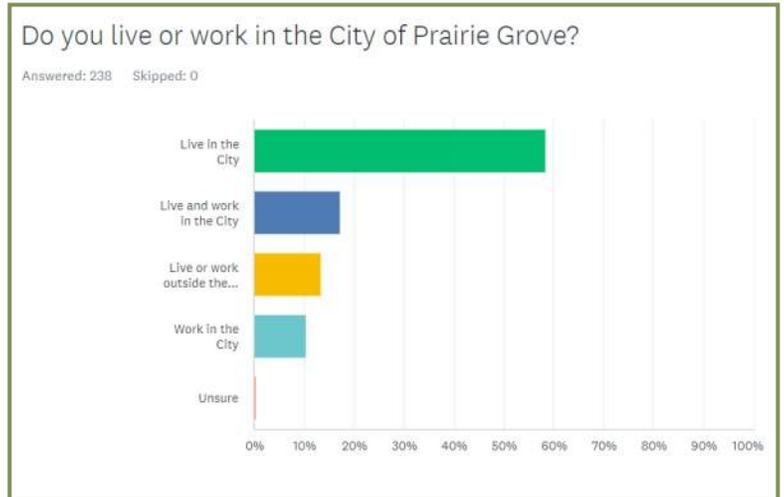


A public input survey was created and posted on the City of Prairie Grove’s Facebook page with a link to the Prairie Grove Vision Plan website in October 2022.

Two hundred and thirty-eight (238) total responses were received from October 9th, 2022-November 6th, 2022.

The survey consisted of sixteen (16) questions. One (1) question consisted of asking respondents to what level they agreed with the proposed Mission, Goals, and Objectives. Eight (8) questions were open-ended and gave respondents the opportunity to provide additional comments. These questions did not require an answer to be provided. Six (6) questions asked respondents to rank different categories. (1) question optionally asked for respondents’ contact information so the City could provide additional information on the project.

Several topics were covered in this survey, and included: Mission, Goals and Objectives, Community Vision, Future Land Use Map and Categories, Master Street Plan, and general comments.



The survey data collected was a key component in refining the several components of this plan. See Appendix B for the summary results from the Public Input Survey.

Public Input Meeting; October 25, 2022

The City held a public input meeting on October 25, 2022, in which many community members participated. The meeting included a presentation from the consultant, a display of the proposed different plan components, as well as an open input and discussion session. An overview of the Vision Plan process, components of a Vision Plan, and the proposed future land use categories were shared. The recent growth of Prairie Grove as well as reasons why planning is beneficial to the community was discussed. A large copy of the proposed Future Land Use Map was

available on a central table, and that map became a central focus point for comments and questions as attendees were able to use markers to annotate ideas and questions on the large format map.

During the meeting people were encouraged to visit the Prairie Grove Vision Plan website and take the Public Input Survey mentioned previously in this plan.

Public Input Meeting Summary

- High priorities include walkability and attracting development while preserving the city's "small-town" feel and history.
- Mixed-Use Walkable is desired to be continued throughout the corridor and on the edge of the city.
- There was discussion and comments on improving infrastructure and greenspace amenities.
- What types of commercial development is desired within the city was discussed.
- Protecting green, open space was discussed as a priority.



Chapter Four: Goals and Objectives

4.1 General

This section establishes the mission, goals, and policies which guide the content of this Plan. They are based upon City history, ongoing development trends, environmental constraints, regional and economic geography, and other relevant issues facing the City. The goals are the outcome toward which the plan is directed and represent the overall vision of the city. The objectives represent the means to achieving this outcome.

While the primary purpose of this plan is to effectuate community planning and change, the City focuses on several items as it proceeds. First, the City should place a high priority on building upon existing community assets. Second the City should continue its progress maintaining, expanding, and upgrading critical infrastructure. The City should then focus on creating a community of choice with a high quality of life. All three of these areas emphasize the importance of maintaining the quality of a community over simply increasing the municipal population. Quality could be measured in terms of median income levels, educational attainment, employment opportunities, recreational amenities, and well designed and built neighborhoods. Focusing on these areas first will ensure Prairie Grove is a sustainable community that is competitive in a highly dynamic regional growth environment.

Mission Statement

To develop a plan which respects the City's sense of community and unique character, while thoughtfully planning for safe and sustainable growth. The plan shall encourage and manage development and infrastructure of all types to provide for high quality of life for all current and future residents, organizations, and businesses within the City.

Goal 1

Preserve the small town character of Prairie Grove while leveraging and integrating open space, its historic downtown and neighborhood core, and public amenities into the future fabric of development.

- **OBJECTIVE 1:** Assess the existing CBD District Zoning regulations to determine whether its current boundaries and regulations are appropriate for the existing downtown area of the City. Area-specific building design standards may be strengthened, and parking standards should be explored for this district.
- **OBJECTIVE 2:** Along with single family residential growth, plan for commercial, institutional, and neighborhood service land uses in areas of new development within the City. This development should be planned in nodes throughout future growth areas and not just along the Highway/Bypass corridors.
These areas should include a variety of residential development types, commercial services, offices, parks/open space, institutional uses, etc. Coordination of these nodal areas with civic/institutional uses like future schools and City buildings is highly desirable.
- **OBJECTIVE 3:** Plan for a diversity of residential housing types within the City to intentionally provide housing appropriate to accommodate residents at all stages of life.
Revise zoning codes to allow mixed uses and varying types of housing within key areas of the City to promote diverse housing opportunities.
- **OBJECTIVE 4:** Explore the creation of entry or gateway features for the city along thoroughfares.
- **OBJECTIVE 5:** Create or update sign ordinances and overlay districts to address appropriate signage scale and types in varying districts of the city.
- **OBJECTIVE 6:** Create commercial and multifamily building design standards applicable to new development within the City.

Goal 2

Focus on creating complete streets, walkability, appropriate connections, and physical infrastructure for existing and future development needs.

Connect existing and identify new potential green spaces, pedestrian infrastructure, recreational areas, water bodies and other natural resources to act as a green network within the City as it grows and develops.

- **OBJECTIVE 1:** Incorporate “complete streets” (accommodation of active transportation in addition to vehicular transportation) into the Master Street Plan, subdivision, and development codes. Update the Master Street plan to include planning and typical cross sections for streets, sidewalks, trails, and active transportation infrastructure. The plan should include a variety of cross sections to adequately address the unique conditions throughout the City.
- **OBJECTIVE 2:** Proactively plan for future local and regional vehicular, bike, and pedestrian connections that will serve the City’s needs as it develops.
- **OBJECTIVE 3:** Assure that the future land uses proposed can be reasonably served by current or future City water and sewer infrastructure. Update current water and sewer master planning to reflect the proposed future land uses.
- **OBJECTIVE 4:** Assess the existing road construction, drainage, and stormwater regulations for adequacy and pursue code updates as needed.
- **OBJECTIVE 5:** Consider drafting a capital improvements plan to prioritize and financially plan for large infrastructure projects that could have significant growth and economic development impact on the city’s future.
- **OBJECTIVE 6:** Examine the role of existing parks and greenspace and how to leverage those spaces efficiently for passive and programmed recreation as the city grows. Investigate areas within the city to determine if important unprotected greenspace and open space areas currently exist and plan for their future role within the community as development occurs.
 - Floodplain
 - Historic farms or significant natural areas
 - Other important cultural areas

Goal 3

Utilizing both current and future development patterns, plan for the growth of a diversified economic base of residential, commercial, office, restaurant, and retail business development in Prairie Grove.

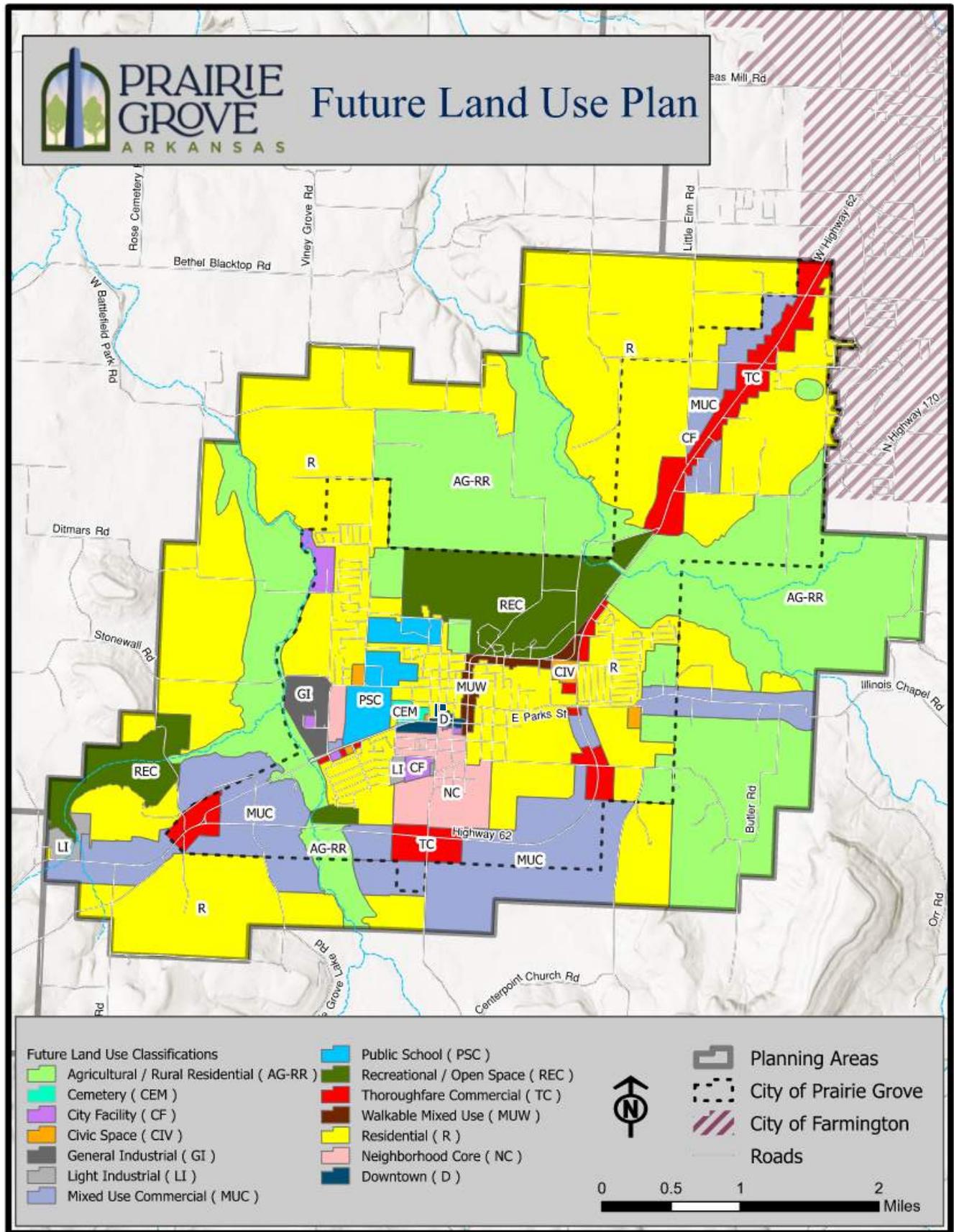
- **OBJECTIVE 1:** Carefully consider surrounding future development, regional transportation projects, land use relationships and opportunities/connections/impacts provided by adjacent cities, the County, and other entities:
 - Farmington Future Land Use, Parks/Trails, and Master Street Plans
 - Lincoln Future Land Use, Parks/Trails, and Master Street Plans
 - Regional Trails Plan
 - County Land Uses and Roadways
 - Battlefield State Park
 - Future ARDOT Projects
- **OBJECTIVE 2:** Create a friendly, structured and customer service oriented development environment which effectively manages development to provide for appropriate design, protect quality of life, and ensure safe and quality construction.
- **OBJECTIVE 3:** Update subdivision, zoning, and development codes to increase clarity and ease of use; review these codes on a regular basis.
- **OBJECTIVE 4:** Plan for the growing diversity and changing demographics of citizens with regard to remote workers, land use, housing, services, community uses (community and recreation centers), and amenities.
- **OBJECTIVE 5:** Assure the land use plan adequately allows for additional retail businesses, entertainment, offices, local service businesses, and potential light manufacturing or other businesses that may create a higher number of local job opportunities.

Chapter Five: Plan Elements

5.1 Future Land Use (FLU) Plan

Many land use plans focus on the separation of different types of land uses. This approach often fails to consider whether or not proposed land uses actually create any adverse influence on one another. In other words, the strict separation of land use types becomes an end in itself and not an element of the urban design process. In departure from this approach, this plan emphasizes the character of potential land uses and development types. Thus, the size, use intensity, traffic generation, and overall impacts of a development become as (or more) important than the actual activity conducted on the property. The final product is the future land use map which is meant to inform and guide future zoning in the City based upon the future land use categories contained in this section.

The land use standards in this section directly correspond to the Future Land Use Categories depicted on the Map and describe the intended future character for each area.



AGRICULTURE/RURAL RESIDENTIAL (AG-RR)

(AG-RR)
Examples

Preserves the rural residential character, and the active agricultural uses within the City.

Provides areas of single-family residential development on large lots, or cluster developments.

In areas of geological or environmental features, this category can be applied for low density development.

Parcels will generally be 1+ acres in size.



RESIDENTIAL (R)

(R) Examples

Areas of connected, block development with gridded street patterns.

Traditional neighborhood development

Incorporated some institutional and other low-intensity non-residential uses to serve in the transitions or corridors surrounding the neighborhood.

Residential development will consist of **single-family units**.

Residential densities of two (2) to seven (7) dwelling units/acre.



CIVIC SPACE (CV)

(CV) Examples

Includes government buildings and services, schools, community buildings, educational institutions, and cultural facilities.

Should be integrated into the fabric of each zoning district where infrastructure and roadway use is appropriate.

Integral to a community and its citizens by providing services and social connection to the city.



RECREATIONAL/OPEN SPACE (REC)

(REC) Examples

Includes parks, recreational areas, flood ways, wetlands, and environmentally sensitive lands.

Including this type of development within each zoning district benefits citizens, visitors, and employers.



COMMERCIAL OFFICE (CO)

(CO) Examples

Primarily commercial and office uses with the potential for some multifamily uses

Differentiated from Commercial Thoroughfare by no allowance for outdoor display with commercial uses (i.e., no car lots, etc.)

Non-residential uses vary and are located along connecting corridors with connectivity between neighborhoods

Residential densities up to **13 dwelling units/acre.**



THOROUGHFARE COMMERCIAL (TC)

(TC) Examples

Includes high intensity commercial uses

Non-residential uses vary and are located along connecting corridors with connectivity between neighborhoods.

Encourages connected neighborhoods while acknowledging existing conventional, commercial development patterns.



LIGHT INDUSTRIAL (LI)

(LI) Examples

Includes light manufacturing, distribution of goods, or other uses that won't be detrimental to adjacent commercial or residential properties.

Assembly and/pr manufacturing is confined within the building.

Outdoor storage is screened from public view.

Beyond the boundaries of use, no adverse impacts such as noise, groundwater pollution, dust, air pollution, and vibrations are created by the proposed use.

The district shall be located adjacent to and/or with direct access to thoroughfare roads or streets.

Examples of Light industrial include mini storage, bakeries for production of baked goods to be sold off-premises, commercial greenhouses, monument cutting and engraving, product development and testing, and public utility facilities.



GENERAL INDUSTRIAL (GI)

(GI) Examples

Includes manufacturing and industrial activities that may create some environmental nuisances, which can be objectionable near residential and non-residential property.

Distribution Centers and other similar uses of very large scale and high impact to transportation infrastructure.

Examples of General Industrial Include:
 Manufacturing
 Large distribution centers



NEIGHBORHOOD CORE (NC)

(NC) Examples

This district has higher densities than strictly single-family residential neighborhoods and **provide a mix of non-residential and residential uses.**

Single-family, duplex, and even some lower density multifamily may be found within this area.

The focus of this area is **primarily residential, but institutional and Commercial uses** will be incorporated and area anticipated to provide services to the surrounding residential uses

Moderate density is ideal with residential, office, and commercial uses, with some open space and recreational areas within the development.

Residential densities of six (6) to ten (10) dwelling units/acre.

For non-residential uses; structure footprint size is limited to a size that is appropriate for compatibility with the surrounding developments and uses.



DOWNTOWN (D)

(D) Examples

Designed to accommodate some of the densest development in the City adjacent to **the greatest variety of buildings in a downtown development pattern.**

Primarily Mixed Uses with pedestrian access to office, commercial, and open space amenities.

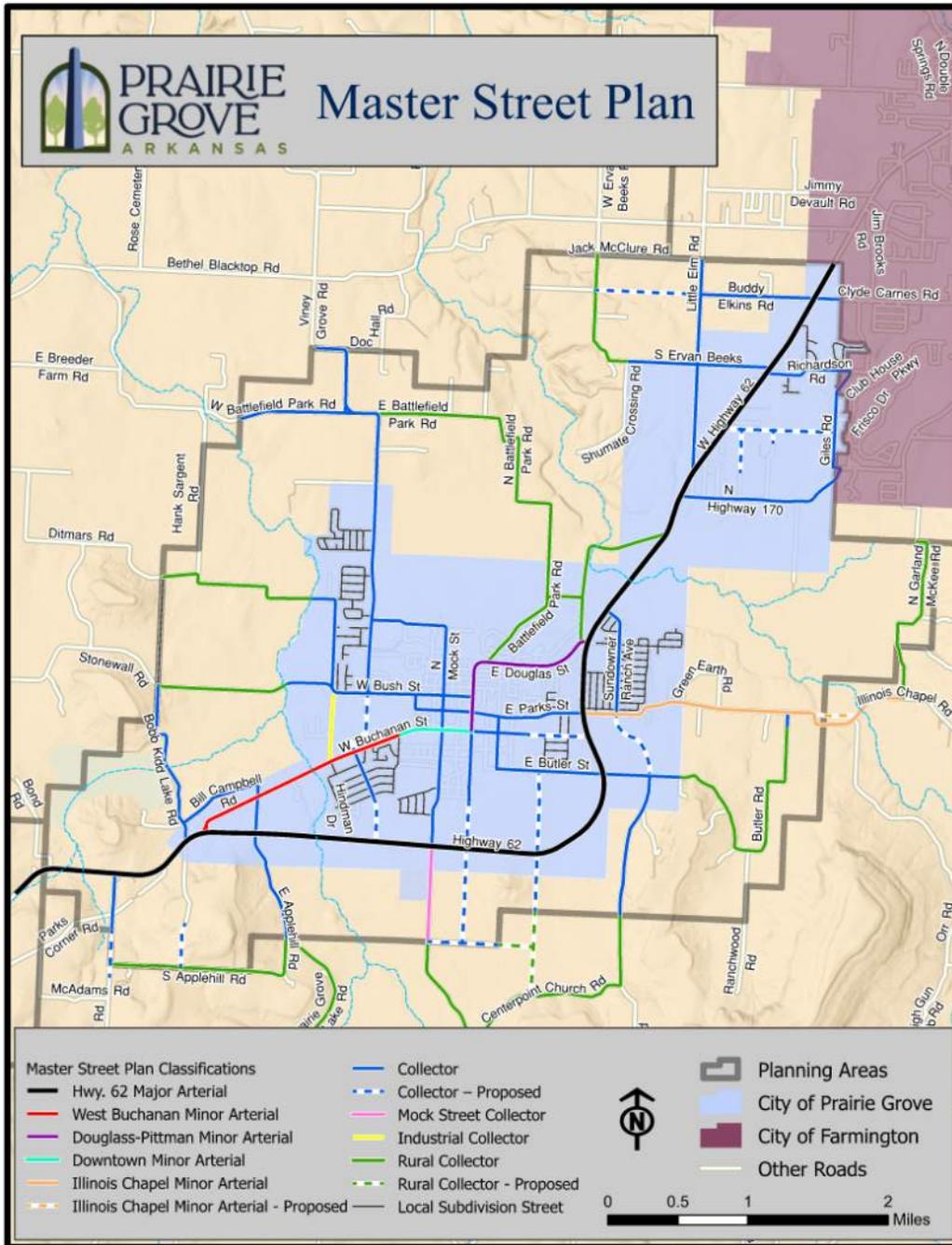
Residential uses include multifamily developments and single family residential which would likely be patio homes, townhomes or row house models.

Up to 12 Dwelling units/acre.



5.2 Master Street Plan

Master Street Plan Map



An important element of the Vision Plan is transportation planning. The primary planning document that facilitates the City’s transportation planning is the Master Street Plan (MSP), which contains Typical Sections for each of the different types of street classifications identified.

The City has an existing network of City and State roadways. With growth and time, changes are needed to assure the roadway system is efficient, strong, and connected to increase economic opportunities within the city. The MSP accomplishes that by identifying key areas needed for future extensions and other roadway improvements. These improvements will help relieve congestion and plan for efficient growth and improvement of the roadway system over time.

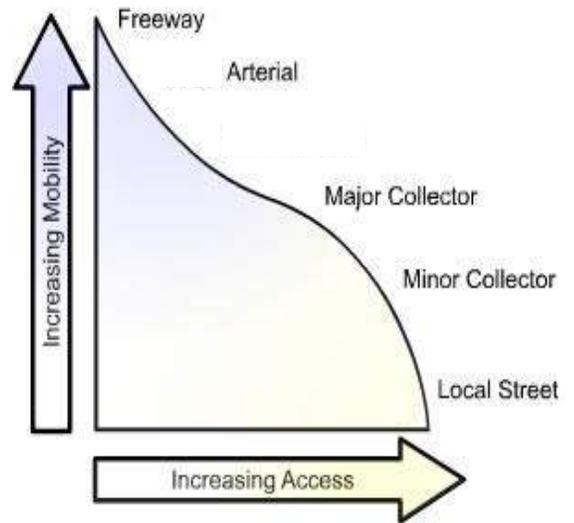
The MSP map shows the existing street network, as well as the approximate location of future street connections and improvements. Flexibility in the exact alignments is allowed based on

constraints and practicalities, but the connections indicated are important and will be required as development occurs. The MSP includes all elements within the Right of Way, where vehicular, bicycle and pedestrian transportation modes are considered together.

Street Classification System

The street classification system is a hierarchical breakdown of how roadways function now and how they are planned to function in the future. This Master Street Plan (MSP) provides for three types of function classifications: Arterials, collectors, and local streets. A street function classification system should represent a well-planned network operating like a circulatory system.

Arterials – Arterials provide for increased mobility by moving traffic. Arterials are typically designed around permitting unimpeded traffic flow and are not primarily designed to provide high property access. This Master Street Plan provides for both ‘Major’ and ‘Minor’ Arterials. US 62, including the bypass is considered the Major Arterial in Prairie Grove. Drive spacing requirements and access limitations are common to Major Arterial streets. Alternatively, E. Douglass, N. Pittman, and the portions of Buchanan St. comprising Hwy 62 Business are classified as Minor Arterials, and their corresponding MSP cross sections are more sensitive to the character and feel of those areas—especially through historic Prairie Grove. These arterials pivot back to focus on pedestrian accessibility and preservation of local economic vitality through parallel parking lanes and wide sidewalks on the Downtown Minor Arterial, as labeled on the Master Street Plan.



Collector – Collector streets connect the arterial roadway network to the local streets and accommodate access to adjoining land. They are designed to balance adjacent land access standards with providing sufficient traffic flow to permit greater mobility within the city. This MSP provides for both Collectors as well as Rural and Industrial Collectors to best serve those region specific areas. In general, Collectors within the City include a central turning lane with sidewalks and pedestrian side paths or trails on either side. Examples of collector streets are W. Bush St, N. Mock St, and Bobb Kidd Lake Rd. ‘Rural’ Collectors provide a similar role but allow for more rural road forms with open swales and ditches—primarily outside of the current city limits and into the planning area. Examples of ‘rural’ collector streets are Battlefield Park Rd, S. Applehill Rd, and Butler Rd.

Local - Local streets are intended to connect traffic with collectors and ultimately to the arterial roadway network. They have the lowest capacity and thus are not intended to carry large traffic loads. Local streets are designed for low speeds, and to provide ready access to adjoining land.

Note: While the MSP proposes the construction of numerous roads, it is intended that many of these road projects be built and constructed as property is developed. In this way, existing residents and the taxpayers will not bear all of the burdens of the cost for these road projects. Rather, those costs will be borne by the developers/developments that create the necessity for the new roads. However, circumstances may arise where it is advantageous for the city to be proactive in widening or constructing roads to meet the needs of the community and help direct growth in an orderly manner.

Typical Cross Sections

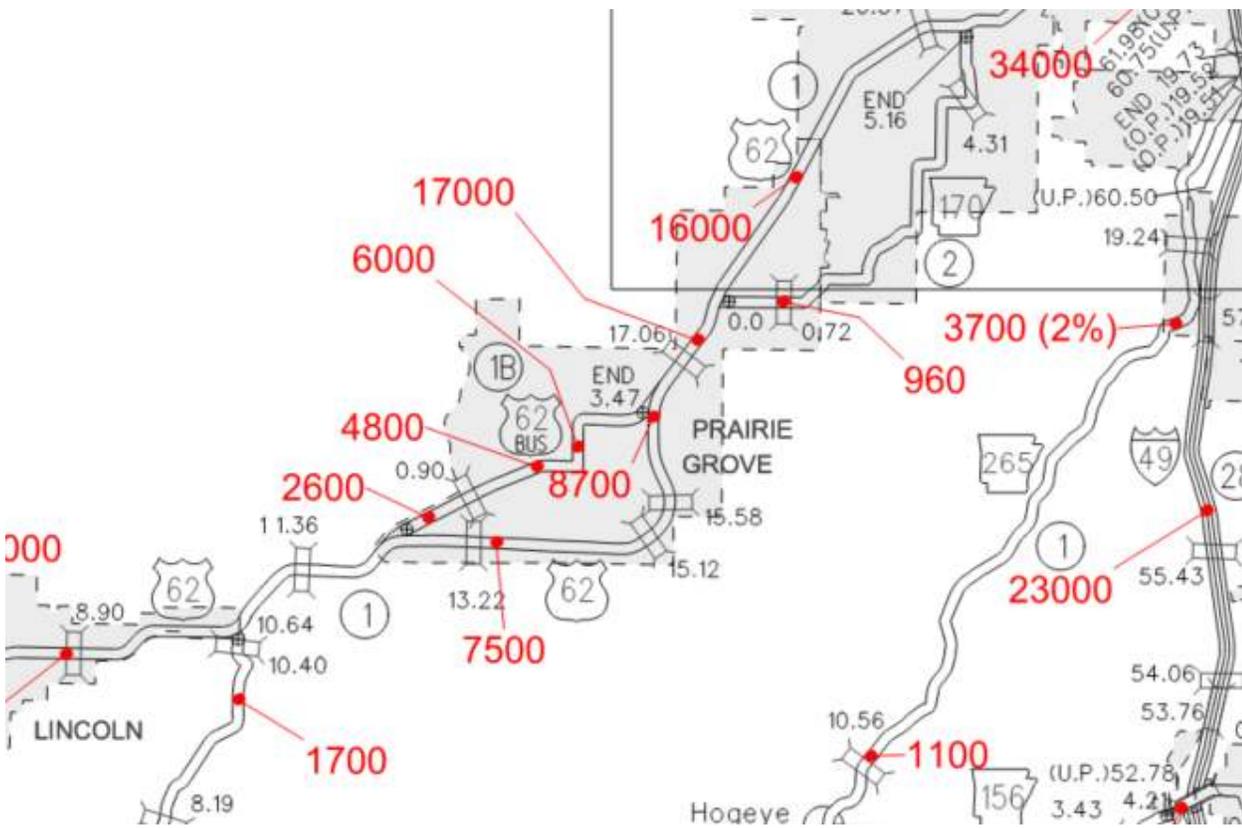
Street classifications described above each have a corresponding cross section. Each of these cross sections shall govern the construction of street and bicycle/pedestrian facilities by the City of Prairie Grove as well as through the private development community. Moreover, these cross sections will work in concert with the City’s standard street specifications that further dictate the remaining aspects of roadway design and construction. Street classifications contained in the MSP correspond to the street cross sections shown in this document. These cross sections prescribe and standardize how each new street should be constructed. Furthermore, the cross sections contained herein dictate the standards for how the existing street network should be improved. Typical Cross Sections are shown in ‘Appendix A’ of this document.

5.3 Traffic Growth Trends

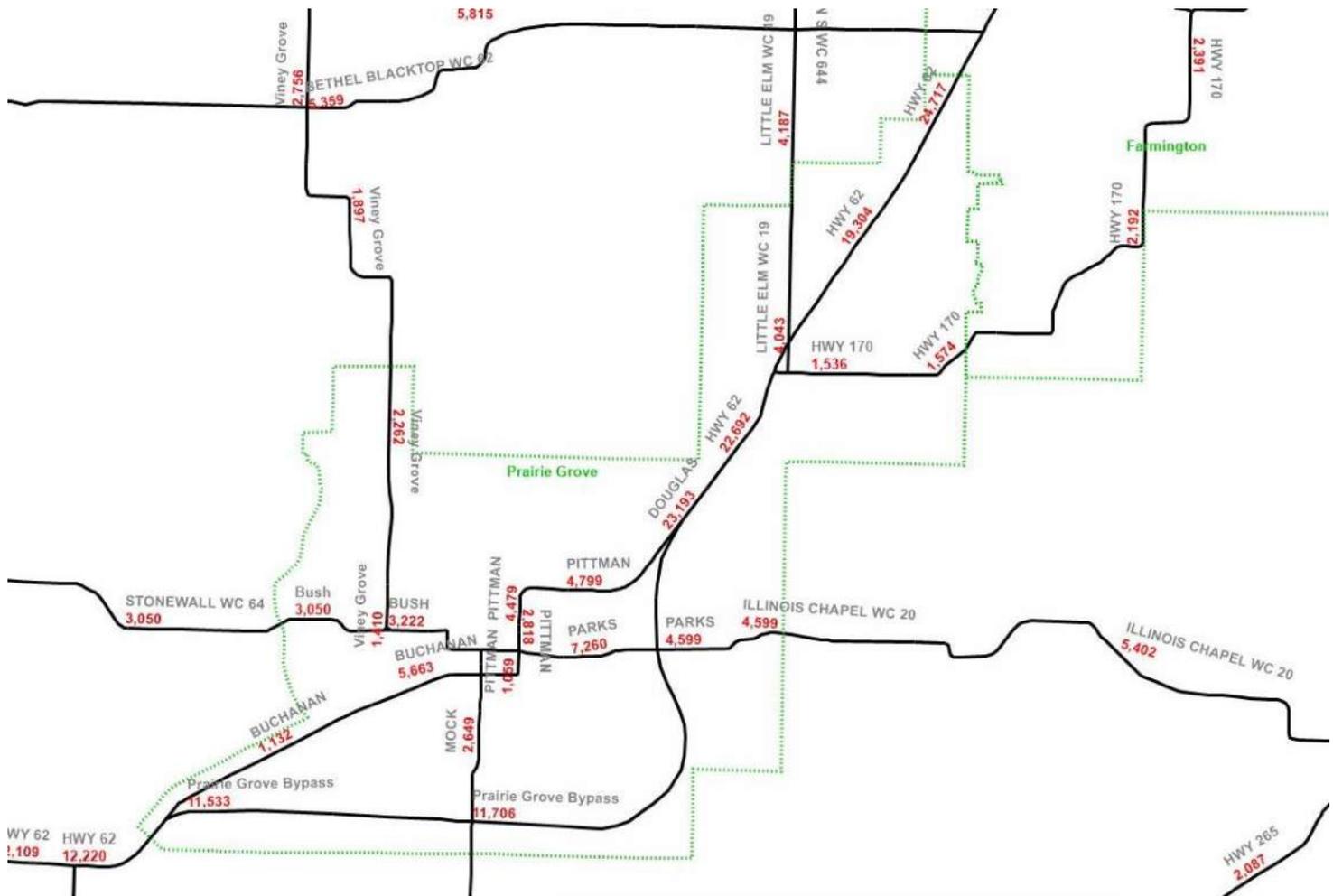
Growth History and Projections:

Prairie Grove and the surrounding Northwest Arkansas region have experienced significant growth, which has led to significant and continuous pressure on the transportation network. Below graphics show historic traffic data and the most recently tabulated average daily traffic (ADT) volumes within the City.

2017 Average Daily Traffic Volumes (source: ARDOT)



Prairie Grove: 2045 Average Daily Traffic Volumes Projection (source: NWARPC)



Chapter Six: Plan Recommendations

Recommendations:

- 1) Formally adopt the Future Land Use and Master Street Plan elements of this plan.
- 2) Assure that the typical sections within the Subdivision Code are congruent with the Master Street Plan Typical Sections.
- 3) Utilize the Master Street Plan component of this plan to direct the improvement and construction of streets in the city as development occurs.
- 4) Adopt revised Subdivision and Street Regulations to carry out the provisions of the Master Street Plan component in this plan.
- 5) Use the Future Land Use (FLU) Plan and Map as a guide in evaluating all zoning proposals to achieve congruence with the Future Land Use Plan, Mission, Goals, and Objectives of the Comprehensive Plan.
- 6) Update the Zoning Code as needed to adjust existing zones or create new zones that allow for the implementation of the Future Land Use Plan.
- 7) Adopt an Active Transportation Plan (Bike/Ped/Trails).
- 8) Create a capital improvements plan to prioritize city improvements which may be needed to help implement the plan.

Appendix List:

Appendix A: Master Street Plan Typical Sections