

# WEST FORK VISION PLAN



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## Chapter One: Introduction

### 1.1 The Plan

This document contains the Vision Plan for the City of West Fork, Arkansas, also known as West Fork 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 West Fork 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: West Fork's history, its demographic composition and projected population changes, physical landscape and topography, future utility service capabilities, 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. Furthermore, it 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 West Fork. 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 West Fork 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 West Fork Planning Area Boundary comprises those areas surrounding the city that may grow to become part of West Fork in the future.*

The Planning Area Boundary depicted on the Vision Plan map includes those lands within the territorial jurisdiction of West Fork 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 West Fork 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.



## **2.1 History**

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West Fork is a small community in Washington County lying south of Fayetteville along Interstate 49, Highway 71, and the White River. It functions primarily as a suburb of Fayetteville, with local churches, businesses, and a school system that serves many square miles of rural property. Established with the arrival of the railroad in 1885, West Fork is nearby to popular destinations such as the Crystal Bridges Museum, Beaver Lake, Devil's Den State Park with hiking and biking trails, and the War Eagle Mill Arts and Crafts Fair.

The West Fork name was applied to at least two early settlements along the spring-fed headwaters of the West Fork of the White River. Settlers arrived by 1828, creating self-sufficient homesteads farmed by extended family groups. The 1850 census for West Fork Township listed ninety-six households with trades including blacksmith, teacher, clergy, carpenter, miller, millwright, tanner, and wagon maker.

The present location is distinguished by a high bluff along the east side of the river, with the town site in a fertile valley west of the stream. It became the center of village life around 1876 with the construction of a water mill and steam mill across from the bluff. The first West Fork post office was established in 1848, four miles south at a small settlement alternatively named Woolsey and Pitkin and was relocated to the “new” West Fork in 1878. Thomas McKnight was said to have laid out the town in 1883, which was incorporated in May of 1885, with J. M. Phillips as mayor.

The Civilian Conservation Corps (CCC) workers arrived in 1933 to build a road from West Fork south to Devil's Den State Park. Tourism at this state park then and now contributes to the town's economy. By 1950, West Fork's population—largely the descendants of settlers—saw no notable increase since 1920. Area industries included four canning plants, a lime rock crushing plant, a cabinet shop, several small hardwood sawmills, livestock, broiler production, and various crops.

Early subscription schools were replaced by a frame schoolhouse in 1879. Ongoing zeal for quality education led to a teachers' institute in 1919 and the 1926 establishment of the state's second chapter of the Parent Teacher Association. In 2005, the district served 1,158 students in a 131-square-mile area. West Fork school grounds also host the Boston Mountain Cooperative, headquarters to area school districts' state and federal services.

West Fork has retained a mayor/alderman form of government since establishment. Municipal water flowed in 1964, and a sewer system was installed in 1974. Most residents work outside of West Fork because the town hosts no major industry. Increased residential development has occurred since the 1999 completion of a four-lane highway along the ridge west of town, but the diversion of north-south traffic from old U.S. 71 has removed travelers from local commercial exposure, resulting in the loss of businesses along the old highway. About thirty-five businesses serve residents. A post office, city hall, public library, and the Frank Wenzel Community Center, named after a long-time school superintendent, are located in town, with swimming, fishing, a picnic pavilion, and a walking trail at Riverside Park across from the scenic bluffs. Visitors join locals to enjoy musical performances at the Little Ole Opry, held weekends in one of the few remaining 1880s structures.

Adapted from *The Encyclopedia of Arkansas History & Culture*

## **2.2 Regional Setting**

West Fork is located within south-central Washington County in northwestern Arkansas. It lies near the cities of Fayetteville and Greenland.

Interstate 49 (I-49) runs along the western side of West Fork with Highway 71 running through much of the east and central portions of the city. Arkansas Highway 170 (AR 170) runs through the city's downtown and provides a central connection between the interstate and Hwy 71.

West Fork lies within the river valley of the West Fork of the White River, with the river running through much of the city. Mountains rise on both the east and west sides of the City, including Bloyd Mountain, which rises to over 2,000' in elevation. Riverside Park is a prominent downtown park offering a variety of recreational activities.



Mural located at West Fork Municipal Building, West Fork, AR.

## Chapter Three: Demographic Trends

### 3.1 Population

FIGURE 3.1.1  
GENERAL POPULATION OVERVIEW: ESRI 2022 DATA AND 2020 DECENNIAL CENSUS  
WEST FORK, ARKANSAS



TABLE 3.1.1  
NWARPC POPULATION SUMMARY AND PROJECTION WITH COMPARISONS  
WEST FORK, ARKANSAS

JURISDICTION	2010 CENSUS	2020 CENSUS	PERCENT CHANGE 2010-2020	2045 POPULATION PROJECTION	PERCENT CHANGE 2020-2045
WEST FORK	2,042	2,331	0.60%	6,867	194.6%
PRAIRIE GROVE	2,540	7,045	59.17%	10,668	51.4%
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  
WEST FORK, ARKANSAS

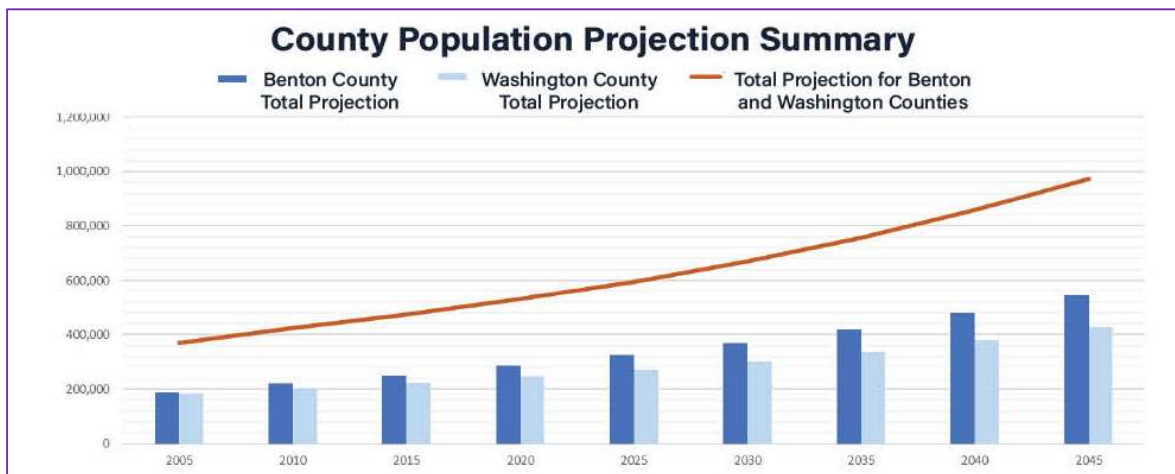
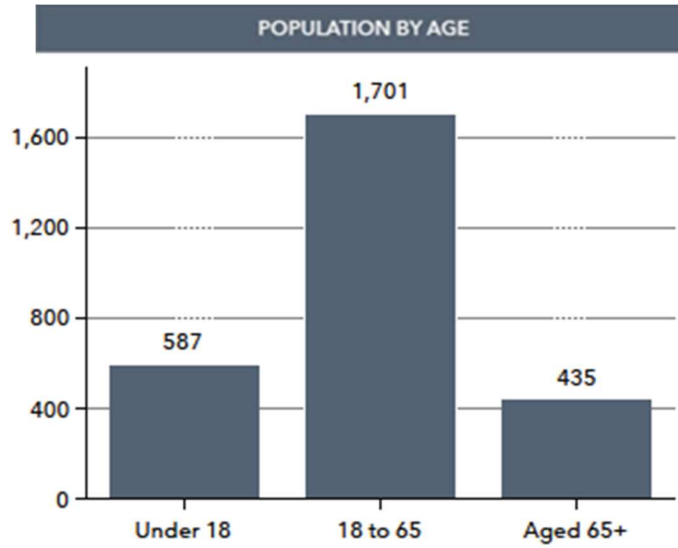


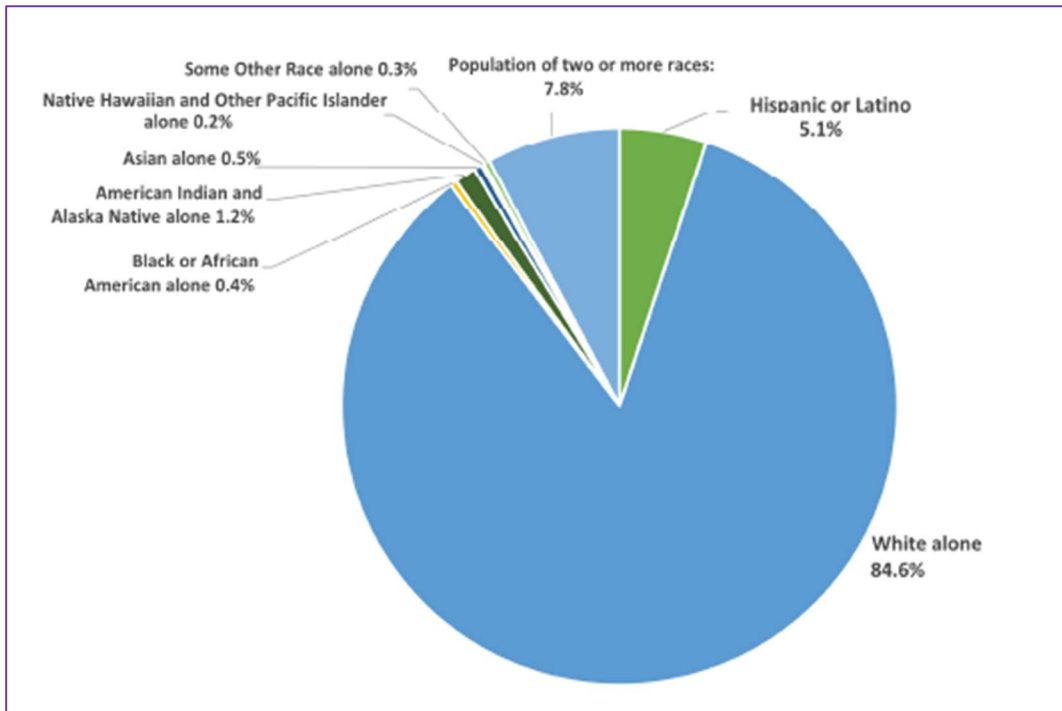


TABLE 3.1.3  
AGE CHARACTERISTICS: ESRI 2022 DATA  
WEST FORK, ARKANSAS



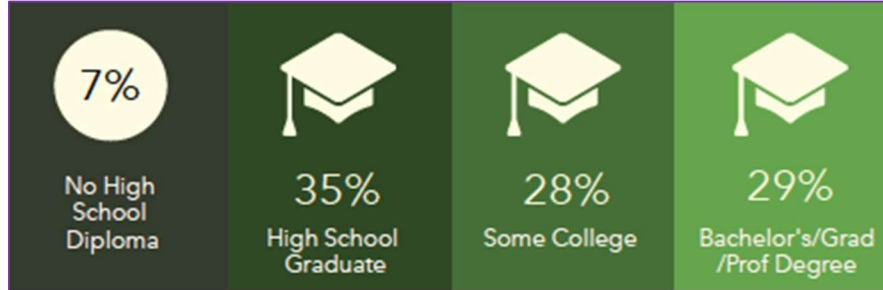
**3.2 Race**

TABLE 3.2.1  
RACE BREAKDOWN: 2020 DECENNIAL CENSUS  
WEST FORK, ARKANSAS



**3.3 Education**

FIGURE 3.3.1  
EDUCATION ATTAINMENT: ESRI 2022 DATA  
WEST FORK, ARKANSAS



**3.4 Housing**

TABLE 3.4.1  
HOUSING VALUE INFORMATION: 2020 DECENNIAL CENSUS  
WEST FORK, ARKANSAS

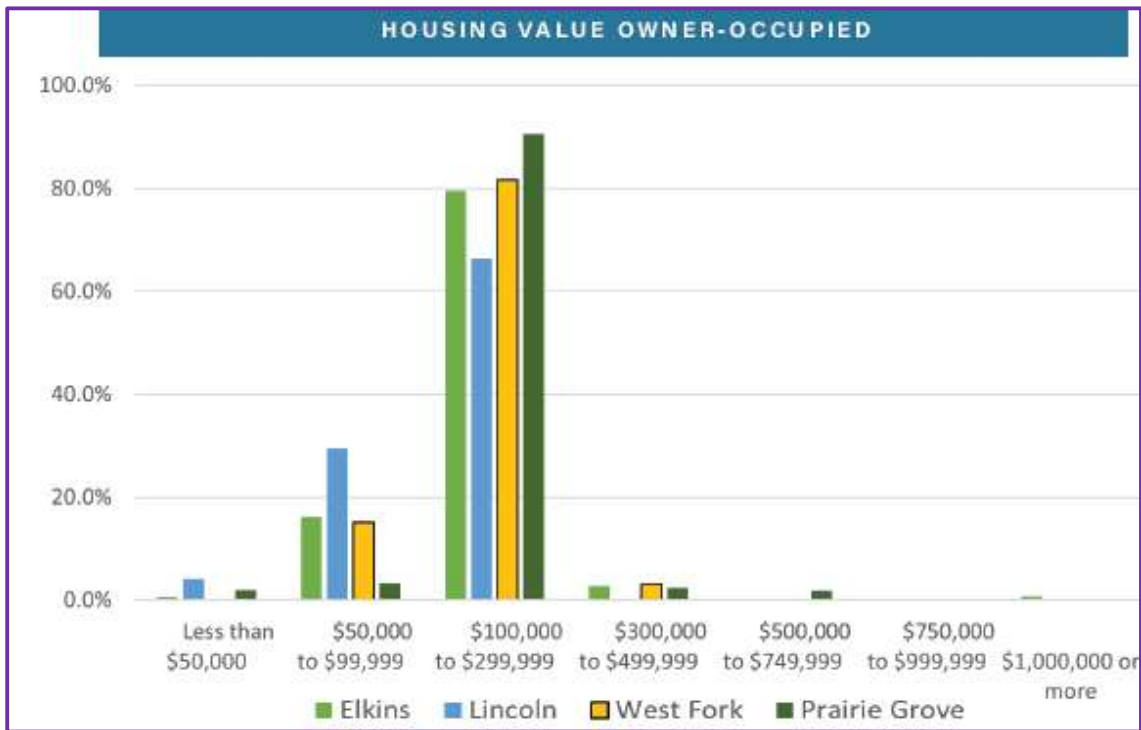
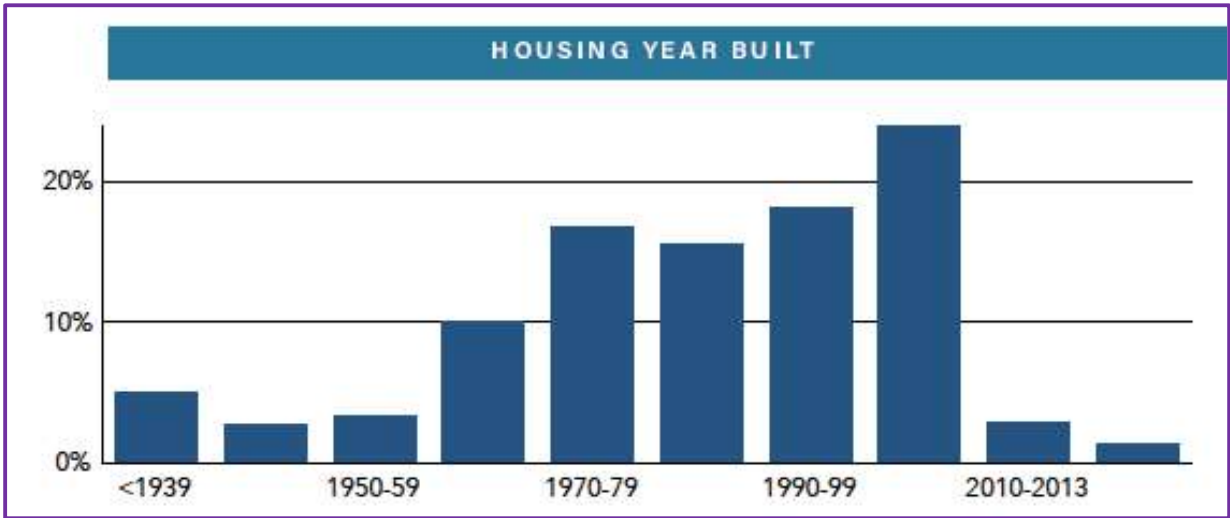


TABLE 3.4.2  
HOUSING YEAR BUILT: 2020 DECENNIAL CENSUS AND ESRI 2022 DATA  
WEST FORK, ARKANSAS



### **3.5 Demographic Conclusions**

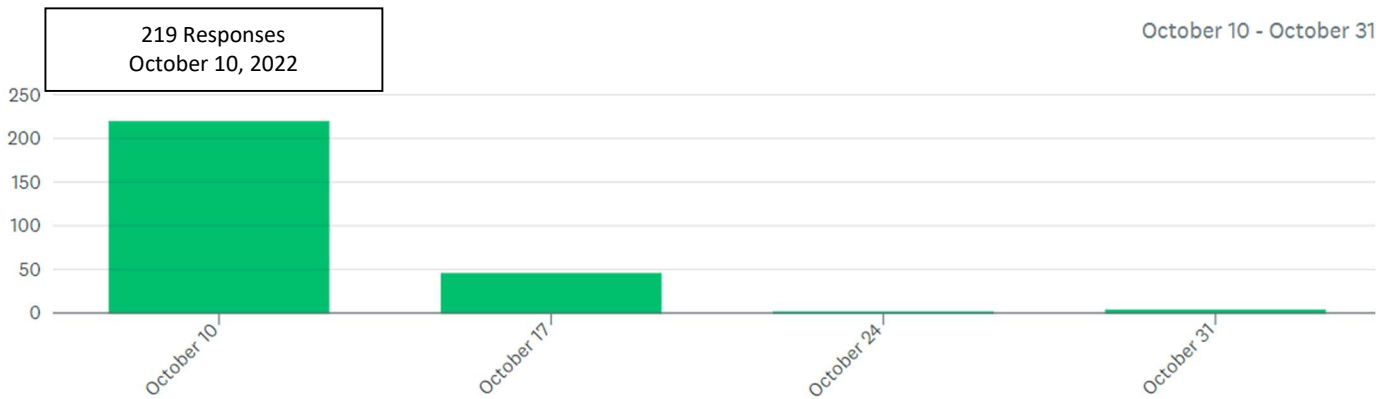
West Fork has experienced steady growth within a quickly growing region of the state. The city has grown over 12% in population since 2000.

The current US Census estimated population is 2,331.

The Northwest Arkansas Regional Planning Commission (NWARPC) recently issued new projections for 2045, and West Fork is estimated to have 6,867 citizens, for a total percent change of 194.6%.

**3.6 Public Survey and Input Session Findings**

**West Fork: Public Input- Survey Results**



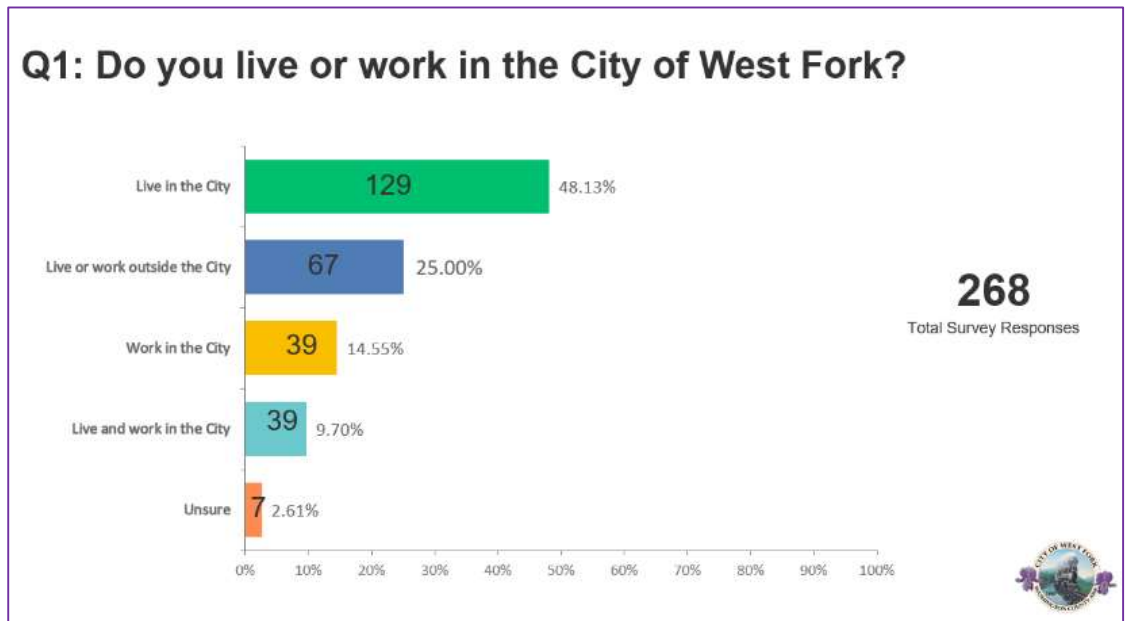
A public input survey was created and posted on the West Fork’s Facebook page with a link to the West Fork Vision Plan website in October 2022.

This effort yielded two-hundred and sixty-eight (268) total responses during the survey period which started on 10-06-22 ended on 11-07-22.

The survey consisted of fourteen (14) questions. One (1) question consisted of asking respondents to what level they agreed with the proposed Mission, Goals, and Objectives. Six (6) 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. One (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.



### **October 20, 2022 Public Input Meeting**

The city held a public input meeting on October 20, 2022. There were 82 attendees who joined the meeting. A brief overview of the Vision Plan process, components of a Vision Plan, and reasons why planning is beneficial to the community was presented. After the introduction, there were several detailed questions, and conversations regarding the proposed Vision plan.

At this meeting, people were encouraged to visit the West Fork Vision Plan website and take the Public Input Survey mentioned previously in this plan.

#### **Public Input Meeting Summary**

- High priorities include preserving the city's "small-town" feel and history.
- There was discussion and comments on improving road infrastructure, greenspace, and walking trail amenities.
- Protecting green, open space was discussed as a priority.
- Consider more walkable communities and neighborhoods and improve sidewalks.
- Increase and create downtown activities and infill development to create a vibrant downtown area.

## Chapter Four: Goals and Objectives

### 4.1 General

This section establishes the mission, goals, and policies which will 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 a 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-built / designed neighborhoods. Focusing on these areas first will ensure West Fork is a sustainable community that is competitive in a highly dynamic regional growth environment.

#### Mission Statement

To develop a Comprehensive Plan which respects the city's small-town attributes and unique characteristics, while allowing the city to facilitate thoughtful, safe, and sustainable growth. The plan shall encourage and manage appropriate development, recreational areas, and infrastructure, while also improving the quality of life and providing a welcoming environment for all residents and businesses.

#### Goal 1

**Preserve the small town feel of West Fork while integrating its historic core, landscape, and the river into the future fabric of development.**

- **OBJECTIVE 1:** Create a Town Center district at the city's core that encompasses existing historical and institutional features of West Fork. This overlay district should respect the existing form of the buildings (i.e., little to no building setbacks) and unique needs of the area (i.e., shared parking, different landscaping standards).
- **OBJECTIVE 2:** Create a mixed-use zoning district encompassing low impact non-residential uses (i.e., office/ neighborhood service/ institutional/parks/civic land uses) along with residential growth.
- **OBJECTIVE 3:** Allow mixed uses and varying types of housing within key areas of the city to promote diverse housing opportunities and encourage the growth of appropriate non-residential uses and allow for housing types that accommodate housing needs in all stages of life.
- **OBJECTIVE 4:** Create practical multifamily design standards for small-scale multifamily development to assure compatibility in scale and aesthetics with existing development.
- **OBJECTIVE 5:** Create a sign code 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

**Utilizing both current and future development patterns, the plan should facilitate the growth of a diversified economic base of residential, commercial, office, restaurant, and retail business development in West Fork.**

- **OBJECTIVE 1:** Create a district specific to the type of mixed-use development that the city would like to see along HWY 71. This district will need to attract new businesses and provide services to expanding residential growth.

- **OBJECTIVE 2:** Update the zoning code to allow for lot size and layout flexibility in order to encourage quality attainable housing and connected subdivisions.
- **OBJECTIVE 3:** Assure that the development codes are easy to use and understand and that the definitions and uses listed within are modern and appropriate to the needs of the city.
- **OBJECTIVE 4:** Assure that the development codes address standards for food trucks, communication towers, short-term rentals, event venues, and other relevant issues.

**Goal 3**

**Assure the Comprehensive Plan and development codes plan for an appropriate network of utilities, streets, drainage, trails, parks, and sidewalk connections and infrastructure with future development.**

- **OBJECTIVE 1:** Update codes to require sidewalks along existing roadways as new residential subdivisions and commercial development occurs.
- **OBJECTIVE 2:** Update codes to require modern drainage requirements with new residential and commercial development.
- **OBJECTIVE 3:** Examine the role of existing parks and greenspace and how to leverage those spaces efficiently as the city grows. In the future, create a plan to connect these spaces with future development.
- **OBJECTIVE 4:** Examine areas within the city to determine if additional important greenspace and open space areas exist and plan for their future role within the community as development occurs.
- **OBJECTIVE 5:** Future incorporation of street sections into the Master Street Plan, subdivision, and development codes will be necessary. These street sections should require sidewalks on a majority of new roadways (agricultural and large lot residential could be excluded).

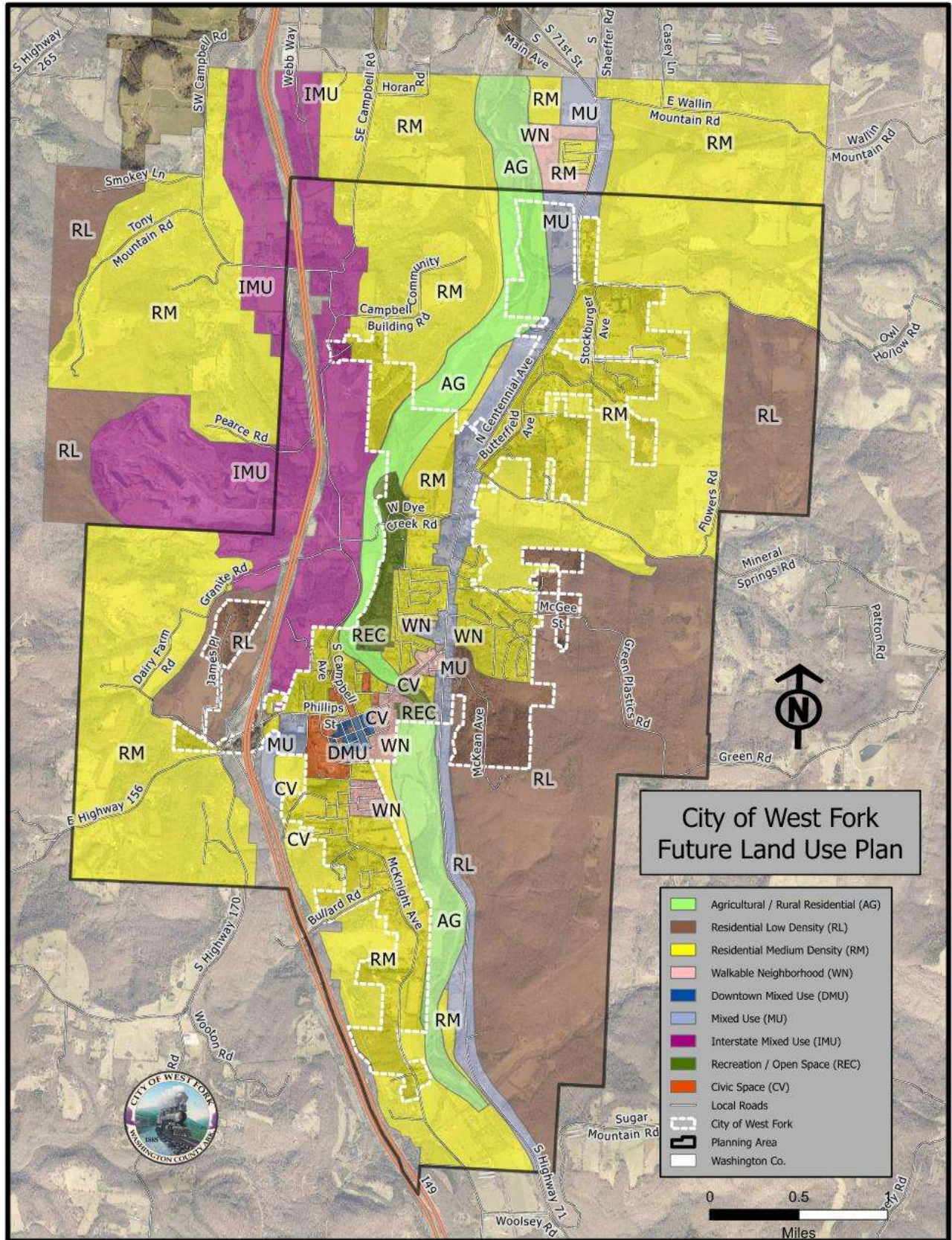
## Chapter Five: Plan Elements

### **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 take into account 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 the 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 that 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) (AG) 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 5+ acres in size.**



**RESIDENTIAL LOW DENSITY (RL) (RL) Examples**

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 range from one (1) to five (5)-acres in size.**



**RESIDENTIAL MEDIUM DENSITY (RM) (RM) 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 six (6) dwelling units/acre.**



**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.



**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.



**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



**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.



**WALKABLE NEIGHBORHOOD (WN)**

(WN) 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.**



**MIXED USE (MU)**

(MU) Examples

**Mixed use districts allow for people to live, work, shop and play in the same area.**

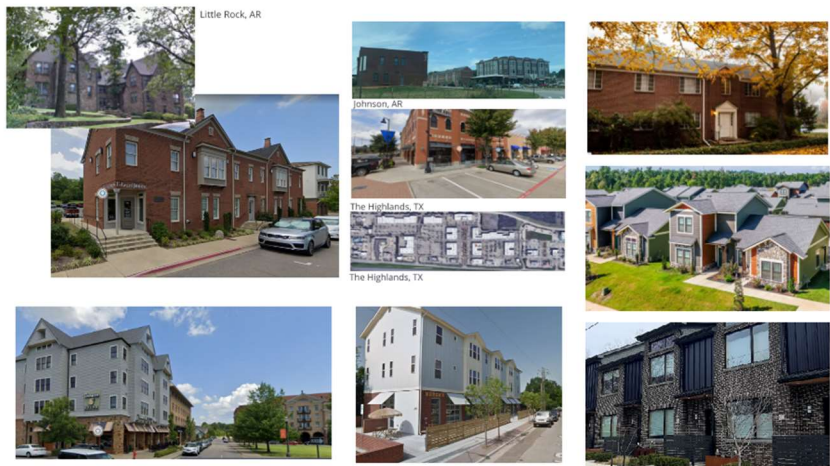
Designed to accommodate some of **the greatest variety of buildings in a traditional square or downtown development pattern.**

**Residential, office, commercial, and open space amenities** are included in the development site with pedestrian access.

**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**

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



## DOWNTOWN MIXED USE (DMU)

(DMU) Examples

**Buildings should be arranged in a downtown development pattern addressing the street.**

**Primarily Mixed Uses** with a strong pedestrian component, on-street parking, and access to office, commercial, residential, institutional, and open space amenities

**Residential uses include multifamily lofts and apartments combined with nonresidential uses.**

**Structure footprint size is limited to a size that is appropriate for compatibility with the surrounding developments and uses.**



## INTERSTATE MIXED USE (I-MU)

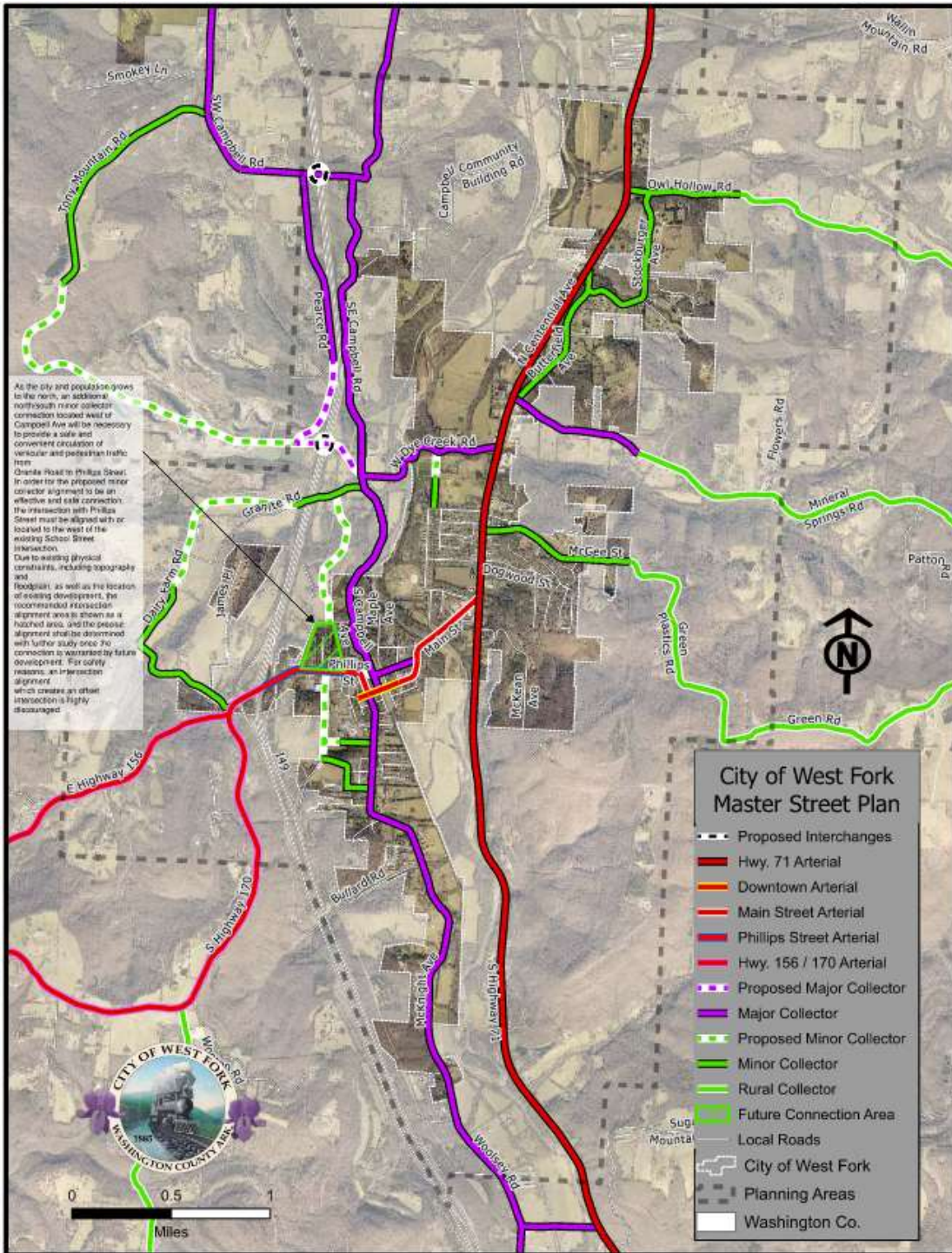
(I-MU) Examples

Includes high intensity commercial uses and multifamily uses.

Can accommodate higher traffic volumes and uses which depend on interstate visibility.



**5.2 Master Street Plan**  
**Master Street Plan**



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 within the city. The MSP accomplishes that by identifying key areas needed for future extensions and other roadway improvements. These improvements will help to relieve congestion and plan for efficient growth and improvement of your roadways 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 MSP provides 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. Drive spacing requirements and access limitations are common to arterial streets. US Hwy. 71 and Main St are examples of arterial roads.

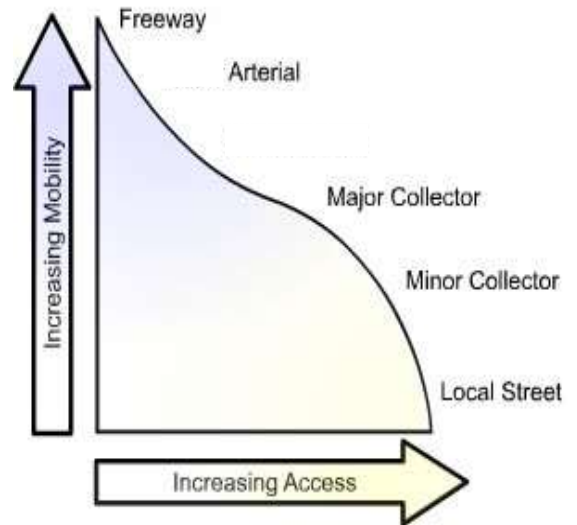
**Collector** – Collector streets connect the arterial roadway network to the local traffic and provide easy access to adjoining land. This MSP differentiates between ‘major’ and ‘minor’ Collectors. ‘Major’ Collector streets allow for more traffic and higher speeds and allow for greater mobility as it relates to transitioning to/from the arterial roadways. ‘Major’ Collectors are designed to balance access to abutting property and provide sufficient traffic flow to permit greater mobility within the city. Examples of ‘major’ collector streets are McKnight Ave and W. Dye Creek Rd. ‘Minor’ Collectors, by comparison, provide network connections from within and through the developed area and increase the amount of access to land adjacent to it. Examples of ‘minor’ collector streets are McGee St, Green Plastics Rd, and Granite 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 West Fork 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 Chapter. 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:**

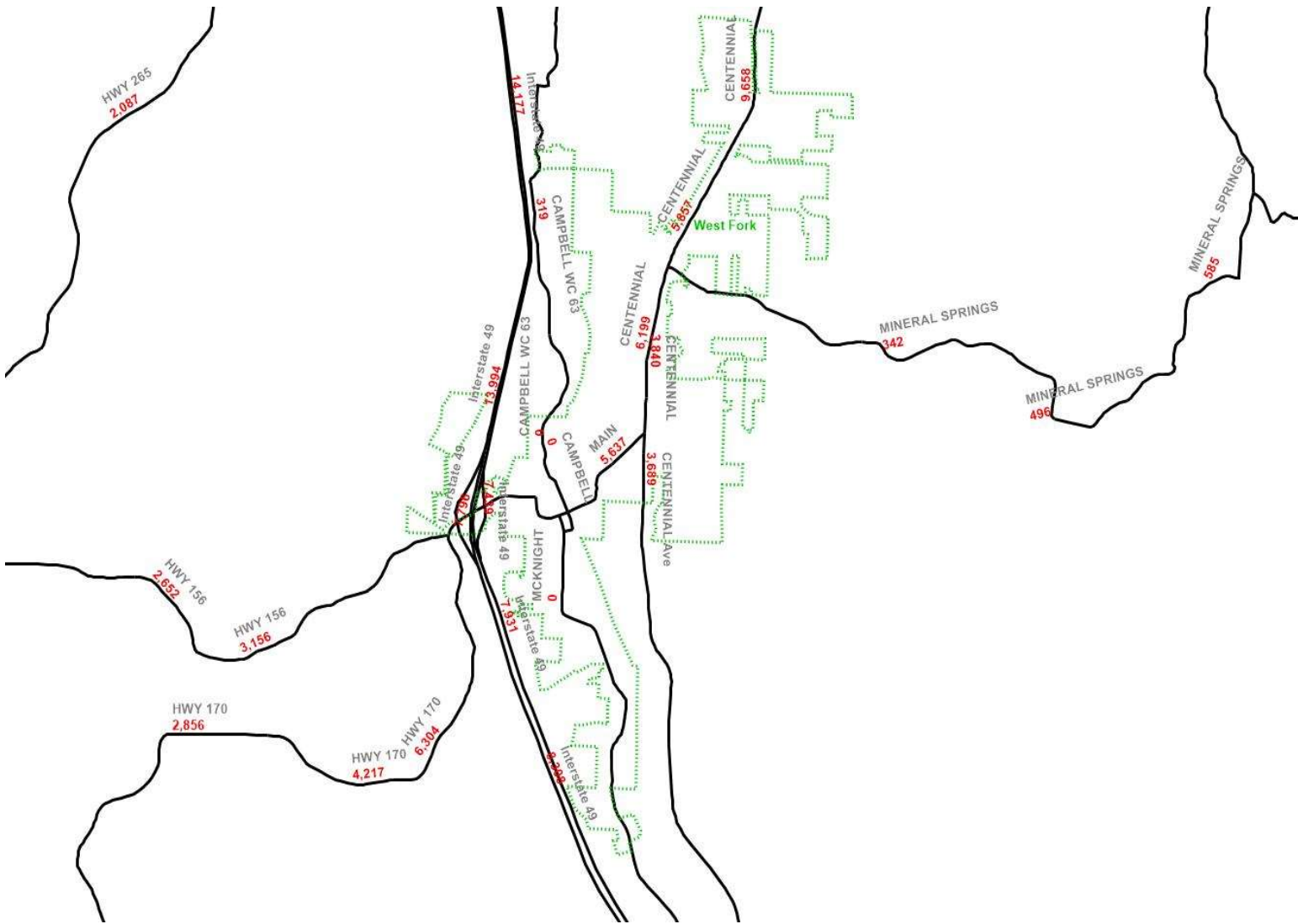
West Fork and the surrounding Northwest Arkansas region have experienced significant growth, which has led to significant and continuous pressure on the transportation network. Below graphics show historic traffic data and the most recently tabulated average daily traffic (ADT) volumes within the City.

**West Fork: 2021 vs. 2020 Average Daily Traffic Volumes (source: ARDOT)**





West Fork: 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) Adopt the MSP Typical Section standards as part of the Subdivision Standards in the Code of Ordinances.
- 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 ensure compliance with the Master Street Plan.
- 6) Use city resources to expand and repair the city's street network.

**Appendix List:**

Appendix A: Master Street Plan Typical Sections