



Bike Alliance of Northwest Arkansas

Siloam Springs Pilot Project FAQ

What is the purpose of the project?

The purpose of the pilot is to be installed for one-year to make the streets safer for all users of the street. This includes people driving cars, riding bicycles, and walking. Whether they are traveling to where they live, work, attend school, or to the restaurants and shops along the corridor.

How long is the pilot project?

The project will be on the ground for at least a year to have sufficient time to monitor and evaluate its success. Vehicles speeds and volumes, bicycle volumes, and crash data will be part of the evaluation process as well as public feedback. A post-installation survey will be utilized to gain public feedback.

BikeNWA's Mission: Our mission is to educate, inspire, and activate the Northwest Arkansas community to support the creation of a world-class all ages and abilities network of bicycle infrastructure in order to increase the number of people riding bicycles. Although we are clearly focused on people riding bikes, we care about the safety of all road users. It is a fact that implementing bicycle infrastructure creates safer conditions for all road users. People driving cars are safer because the facilities encourage speeds at or below the speed limit.

Who paid for the pilot project?

The materials and consultants that designed and managed installation of the project were paid for by a grant from the Walton Family Foundation to BikeNWA. City staff have participated in the project via meetings, on-site checks for quality and standards control, assistance with installation of signs, and deployment of speed and volume monitoring devices.

Why do we need to encourage people driving cars to slow down?

There was a significant speeding problem on the corridor (speed data was collected) and the neighborhood requested that something be done to slow down traffic. The most effective tool for getting people driving cars to slow down on this type of street is narrowing the lanes.

I hate the look of those curb stops and flex curb!

Yes, some people may not like the look of the curb stops that are separating cars from bikes. These are a temporary cost-effective material that allows the city to analyze and test and collect data. A permanent implementation could use a different material such as a concrete curb. This would be prettier (no one complains about them now) and still provide separation and safety. Try not to focus on the aesthetics during this testing phase. There are plenty of places where orange barrels and cones are used during construction projects on streets for lengthy periods of time.

Why not build a shared-use paved trail?

The city just can't build trails everywhere like the Razorback Greenway. It would be prohibitively expensive. Also, because of the numerous curb cuts for driveways, homes, and businesses a trail would actually be less safe. People driving cars would have to look left and right for people walking on the sidewalk, left and right for bicycles coming from both directions, and then left and right for cars. You would need to do all of that so quickly before one of those users that you didn't see before gets to close.

We don't see people using them. What a waste! Will people even use them?

Yes, people use them. We have pictures and video. We believe over the course of the year that more people will use them. Data shows that if you build safe bike facilities people will use them. They said the same thing about the Razorback Greenway and now we have 10's of thousands of people using it. Be patient, its winter and really cold. We don't yet have that year-round commuting population.

Finally, remember that this is a pilot project!

Remember that this is testing something and there will be ample opportunities for feedback over the coming year. In fact, we will release a post-installation survey as soon as the pilot installation is complete.