HASKELL, ARKANSAS
COMPREHENSIVE PLAN

PREPARED BY METROPLAN







FEBRUARY 2026 Resolution No: 05-2026



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Introduction

Working People, Working Together, Building Tomorrow

The City of Haskell is Saline County's third largest incorporated city and is part of the Little Rock-North Little Rock-Conway metropolitan statistical area. Between 1990 and 2010, Haskell experienced significant growth, with the population increasing by about 197%, from 1,342 to 3,990 residents. However, since 2010, the population has levelled off, with a slight decline to 3,956 by 2020. The small city has a unique history and the Harmony Grove School District is considered to be an ideal place for budding minds. With strong transportation connections due to State Highway 229, US Highway 67 and its proximity to Interstate 30, Haskell provides an ideal mix of small-town feel and satellite-town connections to bigger cities like Bryant, Benton and the Capital.

Haskell has a history of strategic annexation which is reflected in its current land area of 5.5 sq. miles which is nearly 12.5% larger than the area in 2009, the year the City decided to draft a Comprehensive Plan. In particular, a 2024 annexation along Highway 67 is of great strategic importance to the city. Planning for the future enables Haskell to become a more sustainable and thriving city for its residents. In 2024, the city decided to reevaluate its goals set in 2009 by asking its citizens what they would like to see in the next 20 odd years. The new comprehensive plan was a product of such constructive discussions with citizens and the city's stakeholders.

What is the Comprehensive Plan? Why does Haskell need one?

This comprehensive plan carries a future vision for the city for the next 20 years. The plan celebrates Haskell's unique assets and rich history while recognizing key challenges to sustainable growth. It shapes the city's development by setting goals, objectives, and actions, and it also guides future land use and infrastructure connections through distinctive recommendations and a Comprehensive Plan Map.

City of Haskell's comprehensive plan is an attempt to reflect the voices of residents and provide standards to guide city policy decisions for generations to come.

Your Voice, Your Plan

Extensive public input shaped this plan's vision and goals. Ideas and strategies were drawn directly from community feedback gathered through public surveys, meetings, and focus groups with a community steering committee. Hundreds of residents shared their perspectives on what makes Haskell special and how it should grow into the future.



Public outreach is essential to comprehensive planning because it ensures the plan reflects the community's vision and priorities. This plan gathered input through public meetings, community surveys, discussions with stakeholder groups, and meetings with the City Council and Planning Commission.

Community Vision & Goals

A community vision expresses Haskell's shared aspirations and expectations for the future. The goals within Haskell's Comprehensive Plan guide city policies and actions that bring this vision to life. Each objective and action supports one of the plan's six core goals, ensuring that as the city's decisions reflect this plan, Haskell continues to progress toward its long-term vision.

Haskell Community Vision

As a welcoming community that upholds its safety and small-town character, Haskell moves into the future by championing unique neighborhoods, more public amenities, and economic opportunities.

Goals

- **Preserve Haskell's Small-Town Character & Community Spirt**
- **Improve Transportation Connectivity & Safety**
- **Promote Appropriate Land Uses**
- **Enhance Quality of Life Through Recreation & Public Amenities**
- **Build Resilient Infrastructure & Environmental Stewardship**
- **Develop a Commercial Base for Haskell**

Please note that the goals are not in priority order.

Please find objectives and actions on Pg:20

Community & Regional Assets

Regional Overview

Saline County's population has nearly doubled over the past 30 years, reaching 122,341 in 2020. Much growth came from annexation of the county's formerly unincorporated land by Benton and Bryant between 1999-2006, and more annexations are likely in the future for these cities considering the fast growth. The local economy is centered on healthcare, education, and retail, with major employers like school districts and Saline Memorial Hospital. Although many residents commute to jobs in the Little Rock metro area, the county stands out for its parks, recreation centers, school districts and cultural venues like Benton's historic Royal Theater, contributing to a high quality of life.

Haskell History

Haskell's growth began after the Civil War when railroad expansion turned it into a regional hub. Incorporated in 1910, the town thrived through the 1920s with agriculture, timber, and railroad jobs supporting local businesses. The formation of the Harmony Grove School District in 1927 and the establishment of the Benton Unit of the Arkansas State Hospital, now the Arkansas Health Center, in the 1930s marked major milestones. When the railroad industry declined and Interstate 30 bypassed the city, Haskell lost key services, including its post office in 1973. However, population growth in Saline County revitalized the area in the early 2000s. Since then, the city has expanded through several annexations, reaching about 3,542 acres (5.5 square miles) by 2024.

Educational and Recreational Amenities

Haskell is served by the Harmony Grove School District, with elementary students attending Westbrook Elementary and older students enrolled at Harmony Grove Middle, Junior High, and High Schools all located on a 26-acre campus along Highway 229.



Figure 1: Harmony Grove School | Source: Metroplan

Education and community life are central to the citizens of Haskell. The

Haskell Community Center serves as a hub for events and gatherings. Next to it sits the Haskell Historical Museum, preserving the city's heritage, and just behind them lies the Haskell Ballpark, a six-acre green space for baseball and other recreational activities. An adjacent open area offers additional opportunities for future outdoor events and community use.



Figure 2: Haskell Ball Park| Source: Metroplan

The proximity to the recently developed Saline County Career and Technical Campus (SCCTC) which opened in 2021, in Southwest Benton along Interstate 30, also acts in Haskell's favor. The center was built with the intention of serving students from six school districts, including the Harmony Grove School District. Students are exposed to practical skills of about ten career fields, including health sciences, information technology, automotive repair, welding, and construction. It allows students to get a head start in their respective careers.



Figure 3: Saline County Career and Technical Campus | Source: Metroplan

Arkansas Health Center

The Arkansas Health Center occupies approximately 426 acres within the city and is currently operated by the State of Arkansas as a correctional facility. It does not directly serve Haskell residents but remains an important institutional presence in the city. The site includes numerous built structures, some of which are abandoned or underutilized as well as areas of open space and recreational facilities.



Figure 4: Arkansas Health Center Campus| Source: Metroplan

While the facility is expected to remain operational for the foreseeable future, it holds strong potential as a long-term community asset. The unused land offers opportunities to improve local traffic connectivity, and the existing buildings could be repurposed for housing, educational, or other civic uses. Additionally retrofitting the recreational facilities for public use could greatly enhance community amenities As Haskell plans for its future, Arkansas Health Center site stands out as a future community asset.

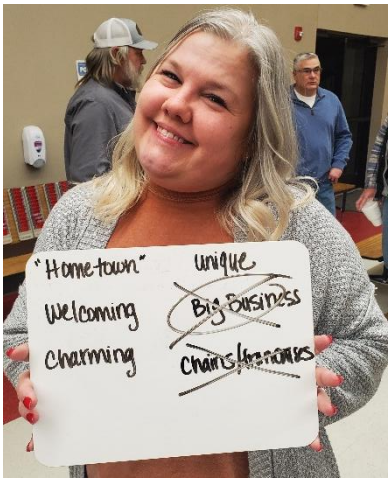
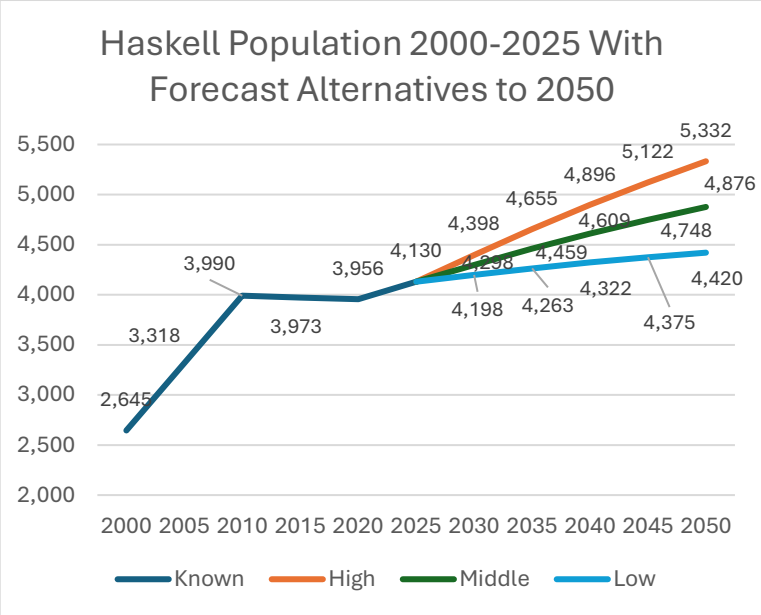


Figure 5: A Haskell Citizen's Vision for the Future | Source: Public Meeting

Haskell Demographics

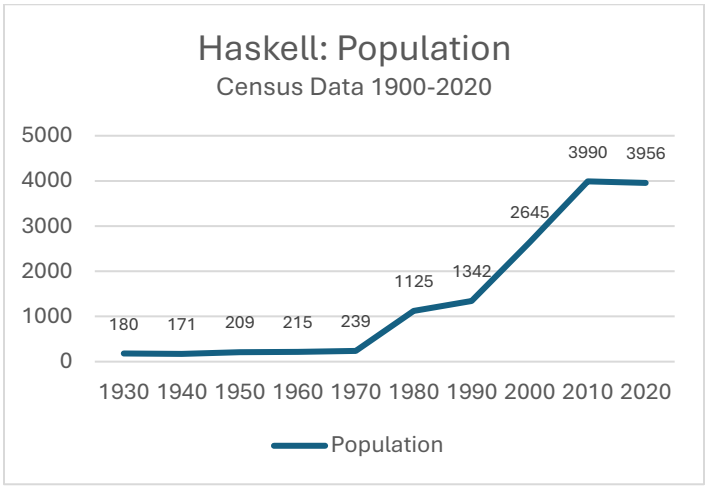
Population Profile

Haskell has experienced steady population growth over the past two decades, increasing from 2,646 residents in 2000 to approximately 3,956 in 2025. The graph below illustrates this trend, along with three population forecast alternatives extending to 2050



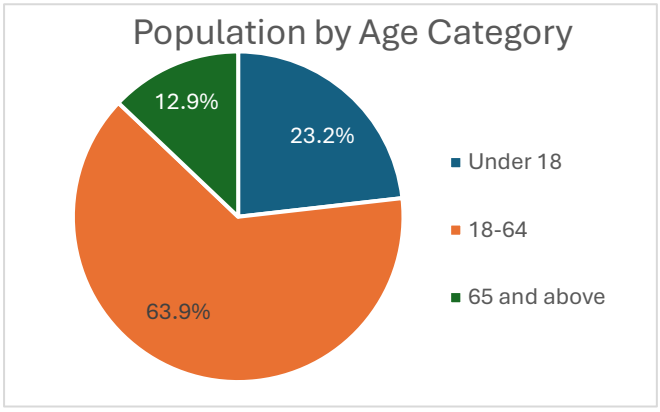
Under the high-growth scenario, Haskell's population could reach 5,332 by 2050, reflecting strong economic development, expanded housing opportunities, and increased regional connectivity. The middle trend projects a more moderate increase to around 4,876 residents, suggesting stable but controlled growth consistent with current trends. The low-growth projection, which levels off at approximately 4,420 residents, may indicate potential stagnation driven by limited infrastructure expansion, restricted housing supply, or insufficient job creation within or near Haskell.

Lower growth could also result from external factors such as slower regional economic performance, lack of diversified land uses, or increased competition from neighboring cities that offer more amenities and employment options. Monitoring these growth factors will be essential for ensuring Haskell can plan infrastructure and land use policies that balance future development with community needs.



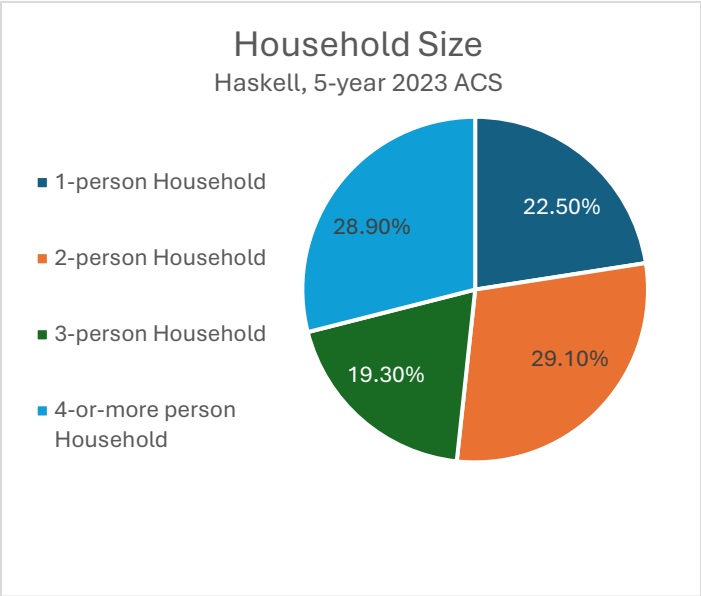
Household Characteristics

Haskell's age distribution shows a predominantly working-age population, with 63.9% of residents between 18 and 64 years old, 23.2% under 18, and 12.9% aged 65 and above. This suggests that Haskell is a relatively young community with a stable base of families. The city's median age of 35.5 indicates that Haskell attracts younger households and individuals, possibly due to its small-town environment, affordable housing, and proximity to employment centers.



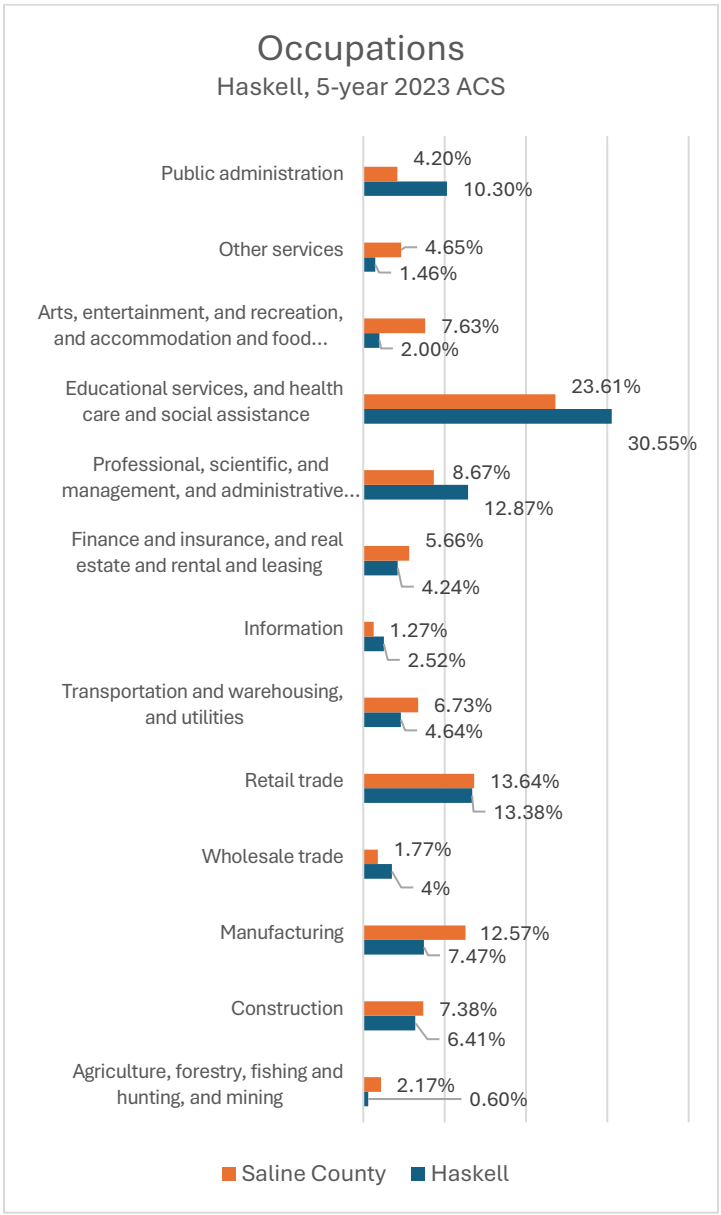
Household data from the 2023 ACS shows that Haskell has a mix of household types, with 2-person households being most common (29.1%), followed by 4-or-more-person households (28.9%). Compared to Saline County, Haskell has more large families, likely drawn by the

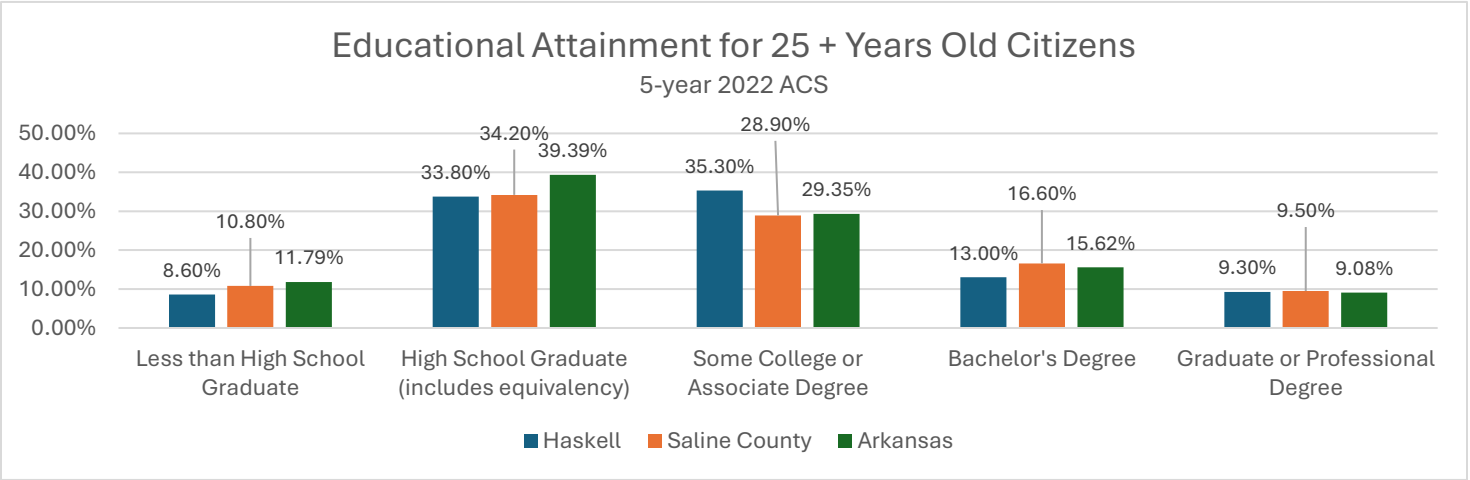
Harmony Grove School District. This variety highlights the need for diverse housing options—from smaller homes suited for retirees and couples to larger houses for growing families.



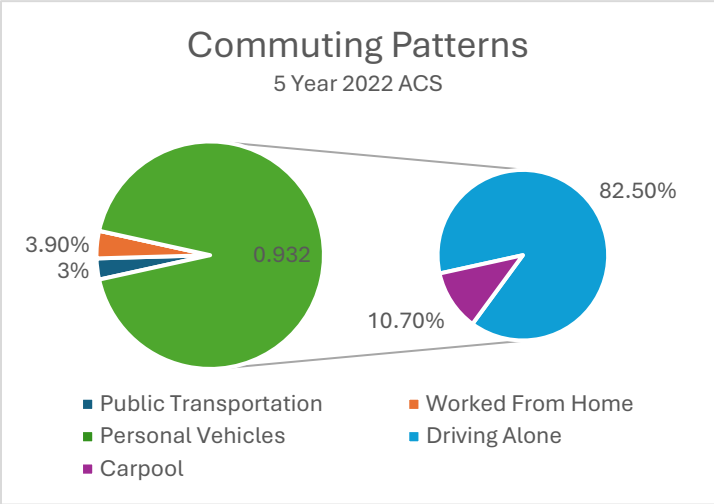
Education levels in Haskell show a strong trend toward post–high school learning. About 8.6% of residents did not finish high school, which is slightly lower than county and state averages. High school graduates make up roughly one-third of the population, while 35.3% have completed some college or earned an associate degree—higher than both Saline County and Arkansas overall. Fewer residents hold bachelor's or advanced degrees, but the large segment with technical or vocational training makes Haskell well suited for industries like healthcare, manufacturing, retail, and skilled trades. Expanding educational and training opportunities could help attract more diverse businesses and retain younger residents.

Employment & Economy





Haskell's economy is primarily service based, with most residents employed in education, healthcare, retail, and professional services. Education and healthcare are the top employment sectors with over 600 workers, followed by retail trade and professional services. Manufacturing, construction, and public administration also contribute notably, while other sectors like transportation, finance, and information services have smaller employment shares. The city hosts a mix of local and franchise businesses such as Larry's Pizza and Sonic, which are mainly located along Highways 229 and 67. Larger employers like Rineco Industries, a chemical and waste management company, and new businesses from recently annexed areas along Interstate 30 further diversify Haskell's economic base.



Most Haskell residents depend on personal vehicles for commuting, with 93.2% traveling by car, truck, or van. The majority drive alone, while a small share carpools, averaging just over one person per vehicle. About 3.9% of residents work from home, and no significant numbers report walking, biking, or using taxis for work travel. Although census data indicates a small portion use public transit, Haskell currently lacks local transit service. The nearest option is the CADC's SCAT bus stop in Benton, about eight miles away, which may serve some residents. Overall, Haskell's workforce remains highly car-dependent, reflecting limited transportation alternatives.

Census Transportation Planning Package Data Table

Destination	Origin	Daily Trips
Bauxite, AR	Haskell, AR	85
Benton, AR	Haskell, AR	485
Bryant, AR	Haskell, AR	210
Haskell, AR	Haskell, AR	195
Hot Springs, AR	Haskell, AR	15
Little Rock, AR	Haskell, AR	490
Malvern, AR	Haskell, AR	40
Maumelle, AR	Haskell, AR	20
North Little Rock, AR	Haskell, AR	180



Figure 6: Entering Haskell from Highway 67 and 229 | Source: Metroplan

The data from the 2012-2016 Census Transportation Planning Products (CTPP) dataset shows commute estimates to various destinations from Haskell, AR. According to the data, Little Rock has the highest number of commuters traveling from Haskell with 490 trips, followed by Benton, with 485 trips. Other significant destinations include Bryant (210), North Little Rock (180), and Haskell itself (195). However, some locations such as Hot Springs (15), Malvern (40), Maumelle (20), and Bauxite (85) show much smaller numbers. It's important to note that for these smaller figures, the margin of error is higher, meaning the actual number of trips may vary. CTPP data shows where the citizens of cities travel for work. This number further cements the "bedroom community" and "small-town" typology.

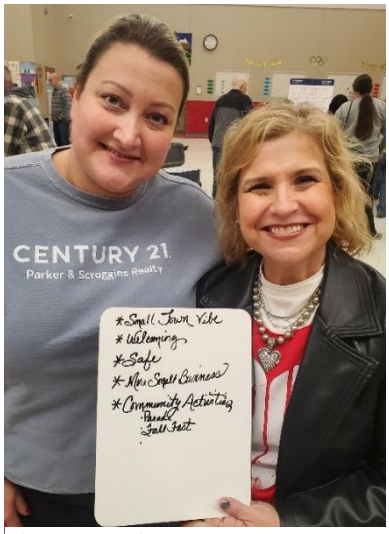


Figure 7: Residents of Haskell Participating in the Public Meeting | Source: Public Meeting

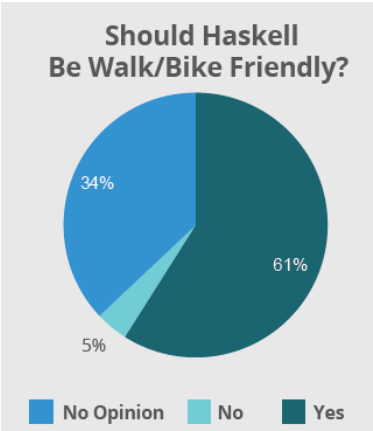
Key Considerations

Recurring themes expressed throughout public participation revealed citizens' critical concerns. The following considerations must be addressed through the city's goals, strategies, and implementation actions to best serve residents as growth and demographic changes continue in Haskell over the next decade.

Haskell's Small-Town Character

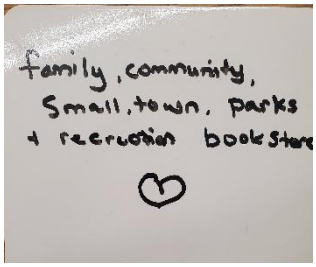
One of the strongest themes from public input was the desire to preserve Haskell's "small-town feel" while continuing to grow. Residents repeatedly emphasized the importance of maintaining a close-knit, family-oriented atmosphere that feels welcoming and safe for all generations. People expressed pride in Haskell's hometown charm and envisioned a future where that character remains central to development decisions. Community spaces, local events like fall festivals and parades, and the continued support of small, locally owned businesses were all seen as essential to strengthening Haskell's identity.

Transportation Connectivity & Safety



Transportation emerged as a major topic of discussion during the meeting, and surveys with residents identifying congestion, safety, and access as top priorities. Highway 229 was frequently mentioned for its traffic challenges during school hours and its role as the city's only north-south corridor. Participants called for improvements such as better turn lanes, additional reflectors, sidewalks, bike paths and drainage upgrades along major highways. They also expressed a desire for more pedestrian and bicycle infrastructure, especially connecting neighborhoods to schools and parks. The public clearly envisions a transportation system that is safer, multi-modal, efficient, and designed to accommodate future growth without losing the city's livability.

Compatible Land Uses



Residents showed interest in a flexible development that could support both housing as well as commercial development. Many expressed a preference for neighborhood-scale growth that includes open and green spaces rather than large-scale, isolated development. Protecting established residential areas from incompatible use was also a shared concern. Citizens made it clear that future zoning and development policies should balance opportunity with protection, thus fostering growth that is both practical and sustainable, while reflecting community values.

Enhancing Quality of Life

Improving day-to-day quality of life was another consistent theme in public feedback. Participants highlighted the need for new recreational amenities such as parks, a fitness center, and better-maintained community spaces. At the same time, there were repeated calls for practical improvements such as citywide sanitation, better animal control, and enhanced lighting for safety.

City Infrastructure & Services

Residents also spoke strongly about the need for better stormwater management, drainage, and emergency access routes. Frequent concerns about flooding along Dodson Creek and poor drainage along major corridors highlight the importance of resilient infrastructure planning. Participants emphasized that as the city grows, infrastructure and city personnel should keep pace, not only to meet demand but to protect homes and the natural environment.

Land Use Planning in Haskell

Considering the input received through various public outreach activities, a map for the future land use of Haskell was created. It was understood that the land use should closely follow the zoning of the city and should not disturb the small-town feel of Haskell.

Comments indicated a desire for walkable neighborhoods and a well-connected street network along with pedestrian safety in mind. There was also support to increasing the available hosing types with single-family housing remaining in the focus.

Comprehensive Land Use Map

The map is a plan for future development to help the city determine which areas are most appropriate for growth and what areas are most appropriate for a variety of different land uses.

The newly annexed area in the northeast part of the city along Highway 67 holds perhaps the greatest potential for future commercial and residential development. This largely undeveloped area is passed by the majority of Haskell commuters traveling to jobs in Saline and Pulaski Counties and serves as the first area of the city seen by motorists traveling from I-30. With this in mind a land use zone called the Gateway zone was created. The Gateway zone will allow for commercial development along US Highway 67, Haskell's highest traffic volume roadway, while also allowing for further single-family residential development in the region of the city that is most convenient for Haskell area commuters to I-30.

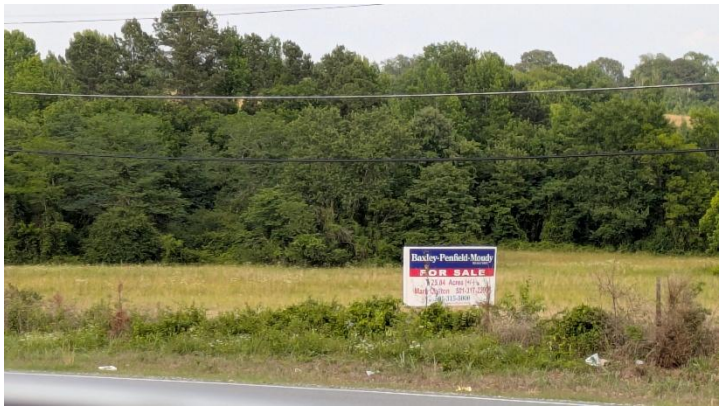


Figure 99: Land Parcel for Sale in Haskell | Source: Metroplan



Figure 88: Citizens Discussing Land Use Changes for Haskell's Future | Source: Public Meeting

The TC-MX zone has potential to function as a true town center for Haskell, with a mix of civic, school, commercial, and residential uses. However, for this zone to achieve it's potential of serving as a recognizable town center for Haskell, new development will need to be built in a more walkable form than past development has been. Additionally new sidewalks will need to be added, and existing sidewalks improved. Walkability and sense of place are key attributes of successful town centers.

The Comprehensive Plan organizes development into seven distinct place types, each represented and described on the map. A place type defines the pattern of land use and guides the type and scale of growth permitted in each area. They are:

- Open Space
- Residential
- Institutional
- Commercial
- Gateway
- Town Center Mixed Use
- Industrial

Planning for Growth

Future development will need to accommodate new residents over the next decade. It will also need to accommodate future travelers who will pass through Haskell to reach other destinations or may call Haskell the destination. With current population trends showing steady growth in the general area of Haskell, preparing for future residents is important. The city has 1,850 acres of

available land to allow future development. However, continuing its low-density residential trend will necessitate more road and utility investments, which will require expensive maintenance in the future. Lower density development also means more ground for emergency services to cover and will result in a less walkable city.



Figure 10: Developable land near Highway 67 | Source: Metroplan

Variety in Residential Options:

While most residential areas will remain detached single family, mixing a bit of variety in land use place types will allow for increased housing options for those who desire smaller yards to maintain, while also helping create more compact, efficient and walkable neighborhoods.



Figure 11: New residential development in Haskell, North of Hwy 67 | Source: Metroplan

Ultimately, the decision whether to allow a specific housing type will be driven by the planning commission and city council's perception of the greater community's needs and wants at that time. However, as Haskell grows it is important to recognize the diversity of housing needs of residents. A large lot- single-family detached housing model may not meet many current residents existing or future housing needs and/or housing preferences - even if the greater community perceives that to be the preferred housing pattern. Accommodating a variety of housing types can allow the city to keep existing residents and attract new residents.

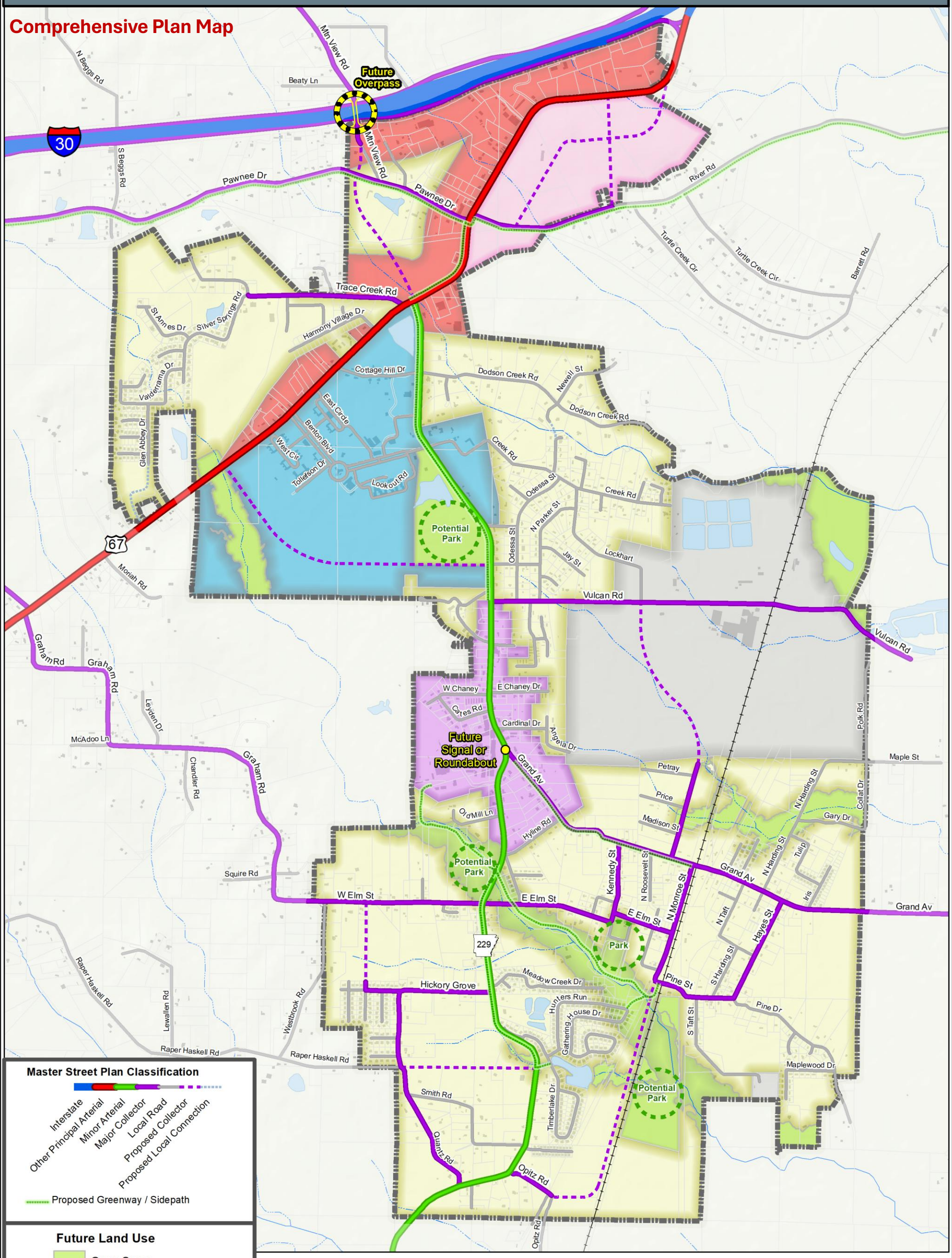
Places that are closer to commercial areas and major transportation corridors are more suitable for higher densities that incorporate average (6000-7500 sq.ft.) lot sized single-family, attached single family, and other housing types along with walkable smaller scale buildings that will increase housing choices for residents.

Recreational Spaces:

Haskell residents expressed a strong desire for more parks and open space in the city. This could be an opportunity to introduce various types of open spaces, like pocket parks, greenways, and parks with active and passive uses for people of all ages. Identifying and acquiring land for park use can be a challenge. Focusing on lands that are less suitable for commercial and residential development, such as areas with identified flood hazards can be one way to develop new park space. Flood zones can also be utilized to develop linear greenways to connect future parks, neighborhoods, and schools. Priority should also be placed on developing parks in the newly annexed areas of the city. Smaller pocket and neighborhood parks incorporated into new subdivisions can help provide needed and walkable open space and recreation options for families.

Haskell Draft
Land Use Plan and Master Street Plan

Comprehensive Plan Map



Master Street Plan Classification

- Interstate
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Local Road
- Proposed Collector
- Proposed Local Connection
- Proposed Greenway / Sidepath

Future Land Use

- Open Space
- Residential
- Institutional
- Commercial
- Gateway
- Town Center Mixed-Use
- Industrial

N W E S

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Miles

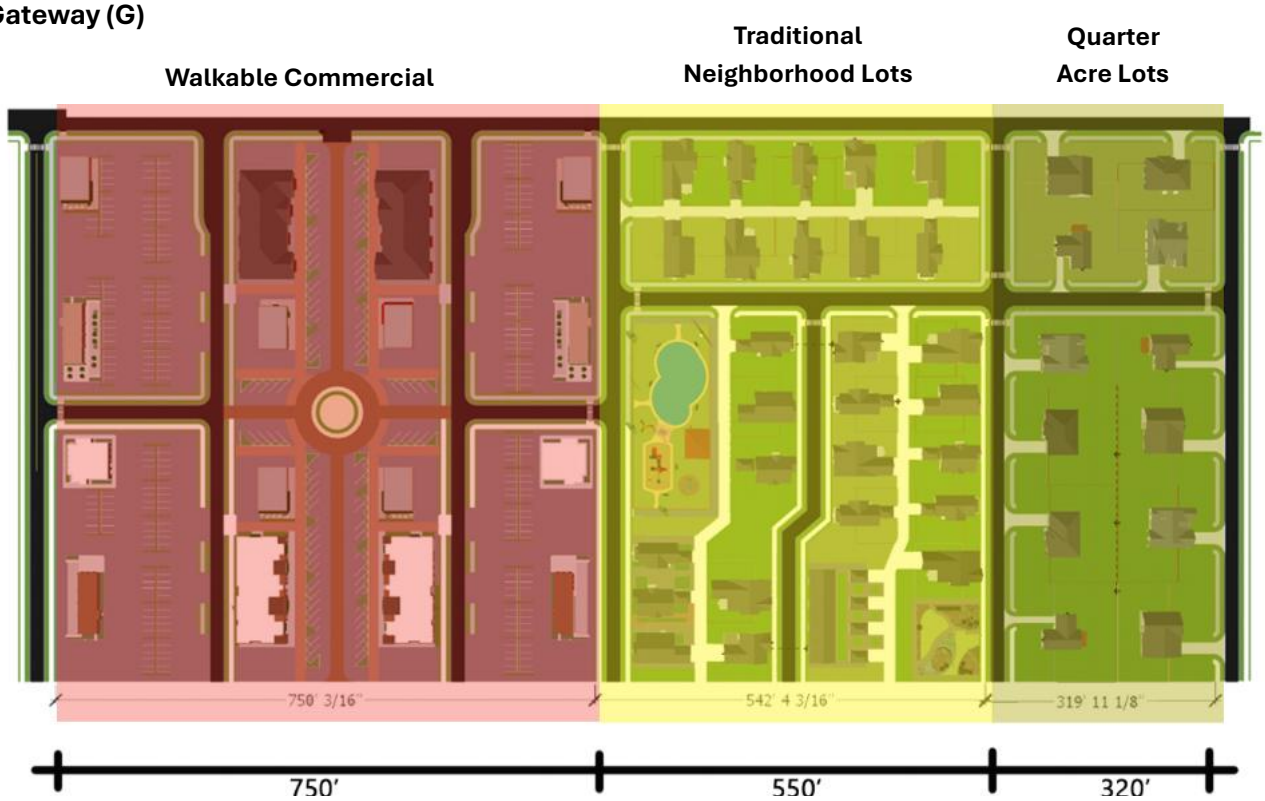
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SMART PLANNING MAKES SMART PLACES.

November 11, 2025

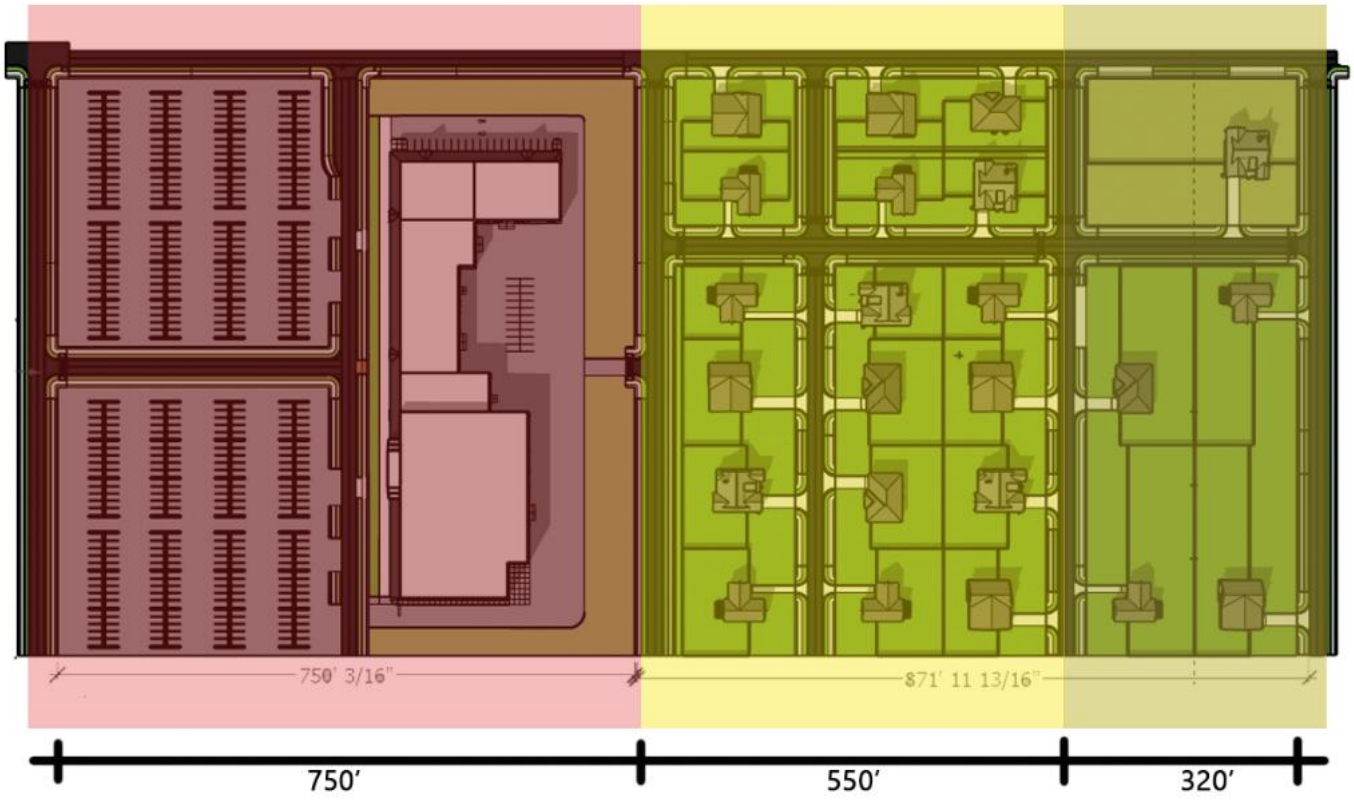
Future Land Use Place types

1. **Gateway (G)**

OPTION 1



OPTION 2



Commercial Lots **Subdivision** **Rural Residential**

Haskell Gateway zone is a designated land use category for the newly annexed area south of Highway 67. It envisions a walkable, well-connected gateway corridor that blends small-scale commercial uses with predominantly single-family residential development. The district promotes local business growth and provides essential neighborhood services while preserving Haskell's residential character. The first 750 feet from Highway 67 are reserved for commercial uses such as retail, services, offices, and hospitality, with optional second-story residential units. Beyond this strip, single-family homes and townhomes maintain a low-density neighborhood pattern, supported by safe access management, sidewalks, and an interconnected street network.



Figure 12:Renders for Gateway Land Use Typology 1: TND Inspired housing; 2: Walkable Commercial; 3: Alleyways | Source: Metroplan

2. **Town Center- Mixed-Use (TC-MX)**

   Town Center–Mixed Use (TC-MX) is a land use district designed to serve as Haskell's central hub of activity, combining commercial, civic, and limited residential uses. It promotes compact, walkable development that fosters community interaction and discourages linear, strip-style corridors. The district supports a mix of existing civic and institutional facilities, small businesses, and residential homes, while encouraging new uses such as specialty retail, personal services, professional offices, and multi-family housing near the town center. Development should form a cohesive central core with adaptive reuse of homes for business purposes, safe street and driveway management, shared parking, and well-connected sidewalks to enhance accessibility and preserve Haskell's neighborhood character.



Figure 13: Renders for Town Center-Mixed Use Land Use Type 1: Walkable Commercial; 2: Mix of Commercial and Residential Land Use; 3: Pure Residential| Source: Metroplan

3. **Residential:**

   Residential land use in Haskell is intended primarily for single-family housing, maintaining the community's small-town character and family-friendly environment. This category supports a range of housing types to meet diverse needs, including site-built homes and manufactured homes that meet local quality and design standards. Development within residential areas should promote safe, attractive neighborhoods with compatible building forms, connected streets, and access to parks, schools, and community amenities.

4. **Commercial:**
   Commercial Land Use Type provides a needed access to retail and other commercial services in the newly annexed area of the city. Commercial areas should be walkable and context specific according to the need of the shops and citizens alike. It may have designs that are more convenient for motorists, but should still safely accommodate pedestrians and should not overlook them.



Figure 14: Examples of Commercial Land Use Type 1: Office Spaces 2: Walkable Commercial; 3: Traditional Commercial | Source: Metroplan

Master Street Plan

The Master Street Plan included on the Comprehensive Plan Map (pg. 12) shows proposed future roadway connections that may be needed as growth continues. It also shows proposed trails which could connect future and current parks and public spaces, which would add to the standard of living of Haskell citizens. Roads are classified based on expected roadway capacity, intensity of use, the character of trips using the facility, and the adjacent neighborhood's character. Diagrams below show recommended cross sections for new corridors and future improvements. All cross sections stress the importance of providing complete streets with facilities for motorists and pedestrians alike. Some roads are also meant to aid in the transportation of cyclists.

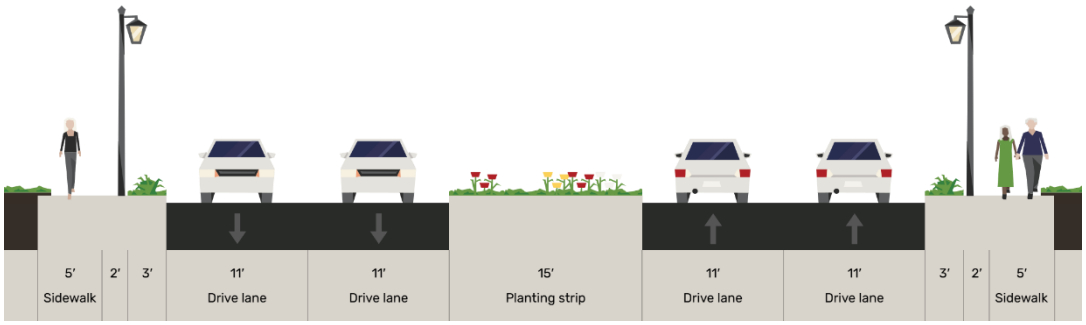
Street Typology:

Principal Arterial (US Hwy 67)

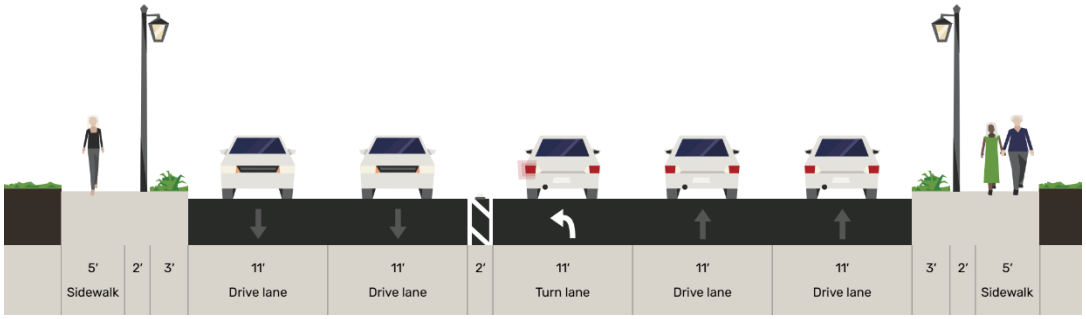
ROW: 90-100 ft

Principal Arterials offers a high degree of mobility for road users. Principal Arterials generally have the highest traffic volumes and allow for higher speeds that serve local as well as longer distance inter-city trips. US Highway 67 is Haskell's only roadway classified as a principal arterial. It provides the primary access route to and from Haskell for commuters and visitors and its efficient functioning is crucial to Haskell's long-term success. US Highway 67 serves as an alternative route to I-30 during traffic events. These events can result in high volumes of freight traffic passing through Haskell. Because of its crucial role in the transportation system, it is essential that future land development consider impacts to Highway 67. Highway 67's current 2-lane cross section's functioning will deteriorate significantly with new development which results in increased turning movements between Highway 229 and the I-30 Interchange. Preferred cross sections have been included for Highway 67, however any improvements to Highway 67 will be coordinated and planned by ARDOT. Streetlights are preferred as a part of the streetscape. Pedestrian facilities (side walks, side paths) are preferred on both sides of the road and are recommended on at least one side of the street. To increase bike and pedestrian connectivity of the city with the South West Trail, it is recommended to have a regular (14') side path in its right of way.

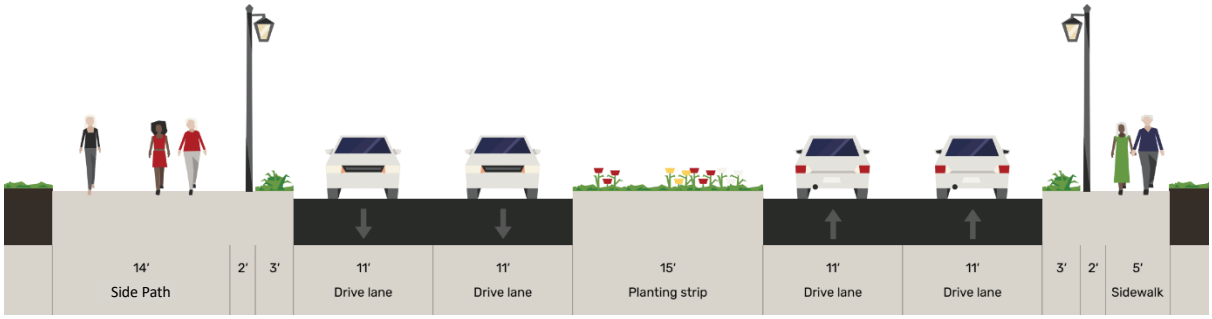
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Type 1: Preferred Cross Section



Type 2: Cross Section with Turn Lane

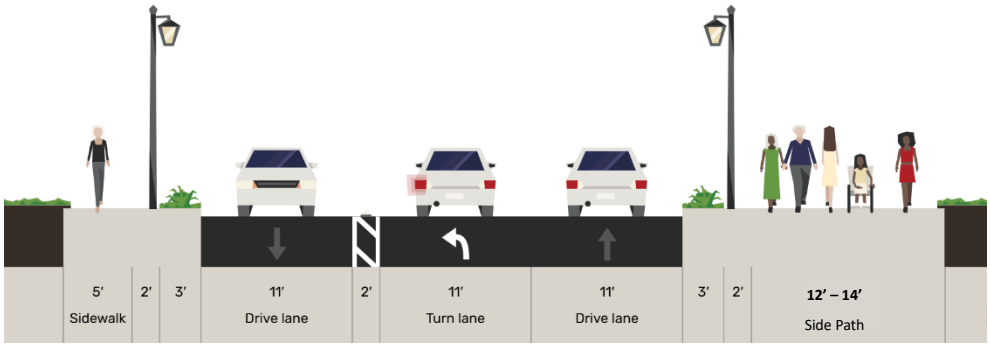


Type 3: Principal Arterial from Trace Cr to Pawnee Dr

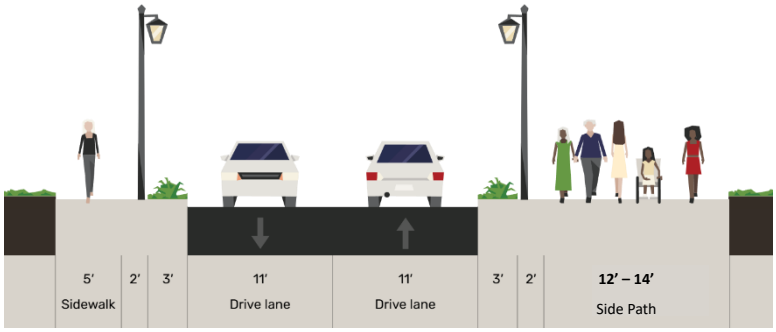
Minor Arterial (Hwy 229)

ROW: 80 ft

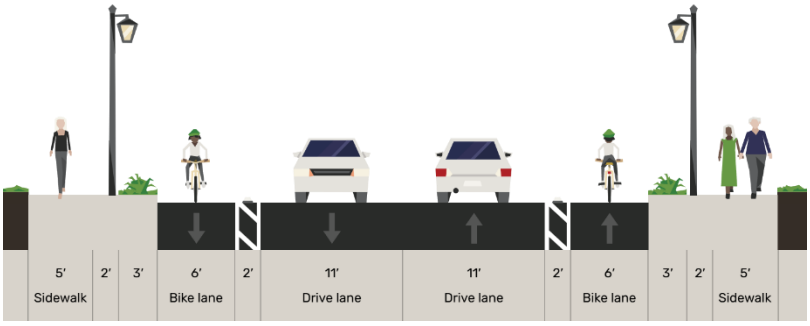
Minor Arterials primarily serve moderate length trips and provide access to the higher volume Principal Arterial network. Highway 229 is Haskell's only roadway classified as a minor arterial. Highway 229 is Haskell's second highest volume roadway and is the primary north-south connection through Haskell, linking Haskell's neighborhoods and many of its most visited destinations. Highway 229 is currently 2 travel lanes with limited turn lanes; this can cause regular traffic backups during times of peak turning movements. Additional turning lanes and future traffic control at Grand Ave will ensure Highway 229 has adequate capacity to serve Haskell's projected traffic volumes over the plan period. The Haskell Comprehensive plan envisions bicycle facilities along Highway 229 from Trace Creek to Highway 67. As envisioned, this route will consist primarily of a side path but will transition to a section of on-street bike lanes through the TC-MX zoned area. Pedestrian facilities (sidewalk, side path) are preferred on both sides of the road is required on at least one side of the road. Future improvements to Highway 229 will be coordinated and planned by ARDOT



Type 1: At Intersection with a Turn Lane



Type 2: Regular Cross Section

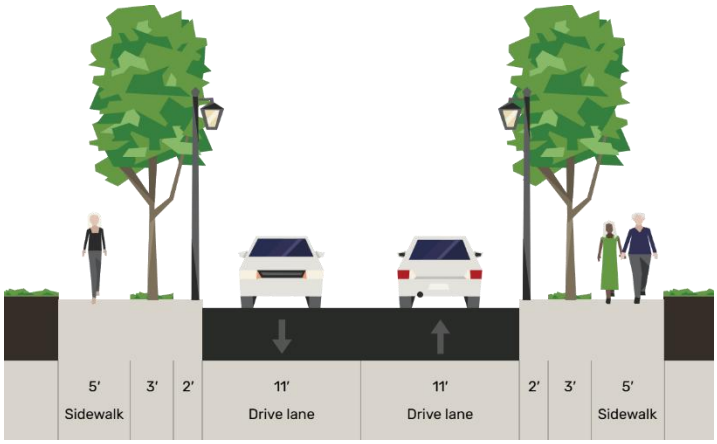


Type 3: Cross Section in TC-MX-Zone

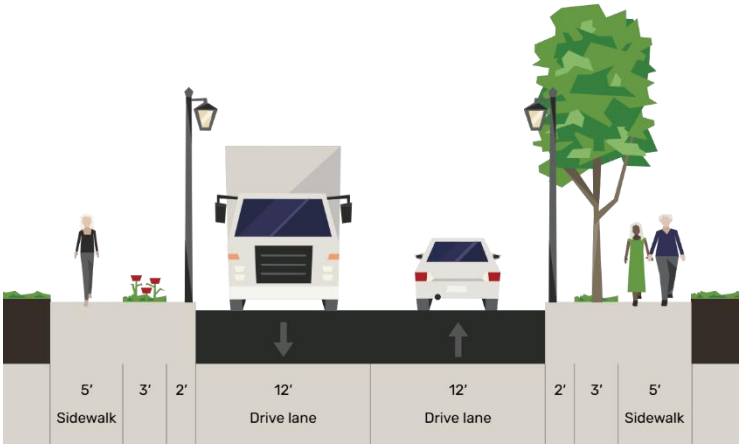
Major Collector

ROW: 60 ft

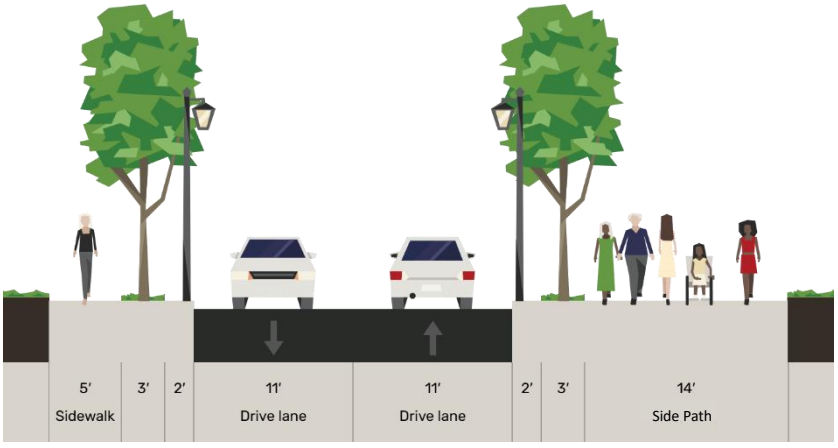
Collector roadways connect local traffic with the arterial roadway network and provide easy access to adjoining land. It is recommended that they should be lined with native street trees and street lights everywhere except near industrial areas. Sidewalks are preferred on both sides of the road and are required on at least one side. 12' drive lanes are recommended near industrial areas. The current sidewalk should be improved to a 14' side path between Kennedy Haskell St - Grand Ave to connect with the bike network that connect to the South West Trail.



Type 1: Regular Cross Section



Type 2: Along Industrial Use



Type 3: With Side Path From Kennedy Haskell St – Grand Ave.

Local Streets

ROW: 35-50 ft

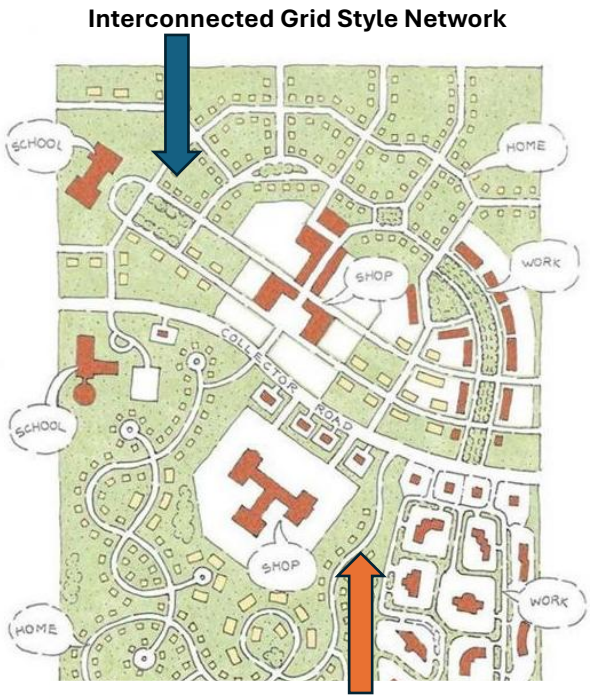
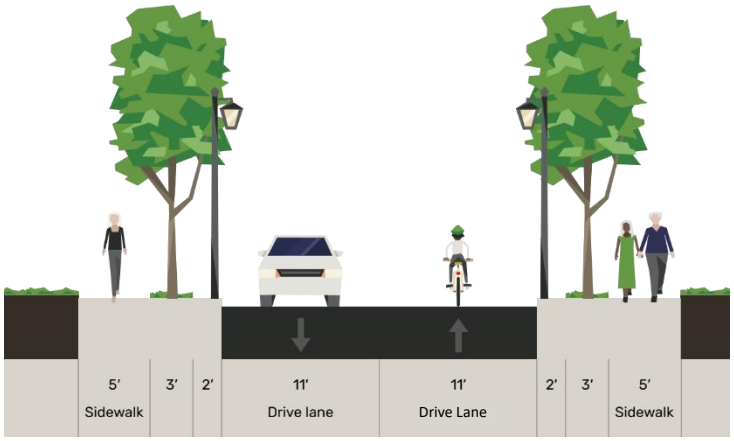


Figure14: Suburban Sprawl vs TND | Source: City of Groveland, FL

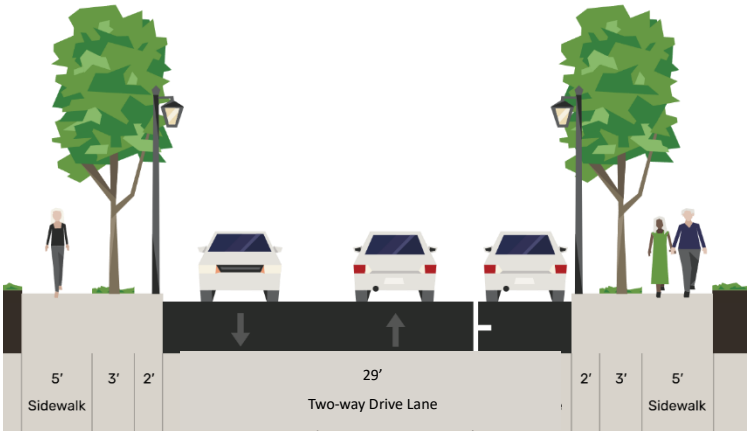
These streets create the basic form of Haskell. They must be considered foremost in development plans for neighborhoods and in town centers of the city. These streets should function as a network to provide order and legibility.

An interconnected, grid-style street network creates a more efficient, walkable, and resilient community. Unlike sprawling road layouts with limited connections, grid systems distribute traffic evenly, reduce congestion, and provide multiple routes for vehicles, pedestrians, and cyclists. They also improve emergency response times and make public utilities and infrastructure easier to maintain. By prioritizing a connected street grid, Haskell can support smarter growth, enhance accessibility across neighborhoods, and foster a stronger sense of community cohesion.

The graphic highlights the contrast between the two street layouts. In a suburban sprawl pattern, businesses are separated from one another and rely on individual driveways connected directly to arterial streets. This design forces vehicles to enter and exit each business separately, creating unnecessary turning movements and adding to overall congestion. As a result, the arterial street becomes cluttered with local traffic, undermining its primary purpose of facilitating the smooth flow of traffic through the city.



Type 1: Regular Cross Section



Type 2: On-Street Parking on One Side

Local roads form some of the most important road networks of the city. It is recommended that the 11 ft travel lanes share vehicles and bicycles. Sidewalks are preferred on both sides of the road and are required on at least one side. They should be line with street trees and appropriate streetlights. On-street parking is recommended along denser land use areas.

Goals, Objectives & Actions

Goal 1: Preserve Haskell's Small-Town Character and Community Spirit
Objectives:
1. Strengthen the sense of community through parks.
2. Strengthen the sense of community by organizing local events.
3. Maintain a family-friendly environment while welcoming new residents.
4. Encourage design and development that reflects Haskell's small-town charm.
Actions:
• Develop and maintain a community park network for local gatherings and events.
• Host annual festivals like Fall Fests and Parades to foster civic pride.
• Introduce design guidelines for new development that emphasize scale, materials, and pedestrian comfort.
• Support local businesses that reinforce Haskell's identity and serve community needs.
• Encourage volunteerism and neighborhood associations to strengthen community bonds.

Goal 2: Improve Transportation Connectivity and Safety
Objectives:
1. Reduce congestion on Highway 229 and improve traffic flow during school hours.
2. Expand multimodal options including sidewalks, bike paths, and trails.
3. Enhance accessibility for emergency and service vehicles.
Actions:
• Implement a traffic management plan for school peak hours.
• Study roundabout or signal at Hwy 229 and Grand.
• Construct parallel north-south routes to reduce dependency on Highway 229.
• Develop a citywide sidewalk and bike plan connecting neighborhoods, schools, and parks.
• Partner with ArDOT to widen Highway 67 and improve drainage and lighting.
• Add reflectors, turn lanes, and wayfinding signs for better road safety.
• Make a street grid pattern for new developments.
• Encourage subdivision development with multiple entrances/connections to the road grid.
• Pursue funding for greenway development to connect the South West trail with the city center.

Goal 3: Promote Appropriate Use
Objectives:
1. Support mixed-use and flexible residential developments in Gateway and in TC-MX zoned areas.
2. Protect established residential neighborhoods from incompatible uses.
3. Integrate green and open spaces into all new development.
Actions:
• Update the zoning map to include flexible residential and mixed-use districts.
• Require developers to contribute to road, drainage, and green infrastructure improvements.
• Encourage infill development near existing infrastructure before expanding outward.
• Develop landscaping and stormwater design standards to protect natural systems.
• Create buffer zones between residential and industrial areas.
• Consider reducing the minimum lot sizes to reduce cost of services and increase revenue generated.

Goal 4: Enhance Quality of Life through Recreation and Public Services
Objectives:
1. Expand recreational opportunities and access to fitness and park facilities.
2. Improve citywide sanitation and animal control services.
3. Increase public safety infrastructure like streetlights and cameras.
Actions:
• Build a new kids' park and compact community fitness center.
• Look for opportunities to protect natural spaces for passive uses, eg. Walking trail, pocket parks, etc.
• Establish a city-managed sanitation and trash pickup service.
• Partner with local shelters and animal services for stray dog management.
• Install streetlights, security cameras, and reflectors in public spaces.
• Develop a maintenance schedule for drainage and culverts along key corridors.

Goal 5: Build Resilient Infrastructure and Environmental Stewardship
Objectives:
1. Improve stormwater management and drainage systems.
2. Develop alternate routes for mobility and emergency response.
3. Promote green infrastructure and flood mitigation projects.
Actions:
• Install stormwater sewer lines along Dodson Creek and Highway 229.
• Add culverts and reflectors to flood-prone areas for better water flow and visibility.
• Encourage multiple entrances to new subdivisions.
• Encourage developer participation in funding drainage and resilience projects.
• Explore natural flood control measures like retention ponds and vegetated swales.
• Create a resilience plan outlining emergency routes and response strategies.

Goal 6: Develop a Commercial Base for Haskell
Objectives:
1. Make land development easier
2. Lower barriers to small business creation
3. Attract and retain key job sectors
Actions:
• Streamline the permitting process.
• Ensure consistency in the enforcement of development regulations.
• Review city polices that may limit opportunities for economic development.
• Make commercial spaces walkable along with easy to reach through automobiles.
• Improve transportation options to jobs for low- and middle-income households.

