



TRAFFIC SAFETY AND SIGNAGE COMMITTEE

Monday, June 3, 2019 – 2:00pm
Community Development Building
Planning Commission Room
305 SW “A” Street
Bentonville, AR 72712

AGENDA

I. OLD BUSINESS/TABLED ITEMS:

- A. **Janis and Eric Sommer, 338 NW 5th, Bentonville – Phone: (512)636-0223**
Email: janisksommer@gmail.com

Requesting a 4-way stop at the intersection of NW 5th and NW “C” Street to help with speeding.

Tabled from May meeting. Tony Davis with Street Department to provide speed and traffic counts of this area. The Police Department was to provide additional enforcement.

- B. **Anna Iordanova, 41 SW Hollowbrook Street, Bentonville – Phone: (479) 586-5904**
Email: a0iordanova@gmail.com

Applicant sites consistent speeding and running stop signs in her neighborhood. Requesting 15 mph speed limit signs in neighborhood. Also, add stop sign at Devonbrooke and Hollowbrook, and a stop sign at Summerbrook and Fir. Add 25 mph signs around the Community Center.

Tabled from May meeting. David Wright requested that Tony Davis get traffic counts for this area.

- C. **James Shea, 705 SW Brighton Dr., Bentonville – Phone: (484) 653-8529**
Email: jcshea72@gmail.com

Requesting No Parking signs at the entrance area to SW Sims Drive. Since the opening

of the trailhead, people park in front of and at the entrance of the neighborhood. This has caused several near misses/accidents.

Tabled from May meeting.

D. Kimberly Smith, 805 E. Central Ave., Bentonville, Phone: (479) 633-2200
Email: mrskrs29@gmail.com

Majority of traffic on East Central from J Street to the Square greatly exceeds 25 mph except during 4 pm – 6 pm on weekdays. We are requesting Rectangular Rapid Flash Beacon at the crosswalk at F Street and East Central, a temporary portable speed trailer, and increased police speed enforcement.

Tabled from May meeting. Tony Davis to provide traffic counts and speeds. David Mills will look at additional signage needs. Police will increase patrol in the area.

II. NEW BUSINESS ITEMS:

A. CEI Engineering Associates, Inc./John Easterling – 3108 SW Regency Parkway, Suite 2, Bentonville – Phone: (479) 273-9472 – jeasterling@ceieng.com

Requesting approval for construction of a raised mid-block crossing on MLK between SE 5th Street and SE 8th Street, per the attached Pedestrian Study by Walter P. Moore. The crossing will provide pedestrian access between the proposed Walmart Layout Center and the future campus to the west.

III. OTHER BUSINESS:

A. Shelli Kerr, Planning Department, Bentonville, AR, Phone: 271-6822
Email: skerr@bentonvillear.com

Mayor's Great Neighborhood's Program – Block parties, and possible criteria to meet in order for a neighborhood to request a street closure. See attached email.

Next Meeting: Monday, July 1, 2019, at 2:00 pm



Traffic and Signage Committee Neighborhood Traffic Management Request Form

The Committee Meets the First Monday of Every Month at 2 p.m. (Unless a Holiday)
at the Community Development Building, 305 SW A St. In the Planning Com. Chambers

Send form to Beverly Shepherd at bshepherd@bentonvillear.com
For any other information contact, Beverly at 479-271-3131

Name: Janis and Eric Sommer Home Phone: (512) 636-0223

Address: 338 NW 5th St Work Phone: _____

E-mail: janisksommer@gmail.com

Reason for application to agenda:

- ☒ Signage or traffic calming (Must have 3 signatures)
- ☐ Temporary Street Closure (Include Map showing the location of the closure, all signage and any applicable info.)
- ☐ Other

For Temporary Street Closures for Special Events: (prior to application)

Contact:

CPT Ray Shastid phone: (479) 271-3180
LT Randy Wood phone: (479) 271-5883
email: randy.wood@bentonville.arkansas.gov

Please see RUN RULES located on the Transportation Page

www.bentonvillear.com

Describe the issue or problem and what you are requesting:

We would like the intersection of NW 5th and NW C Streets to be a 4 way stop to help with the speed of vehicles on NW 5th Street. The intersection is at the crest of a hill which may contribute to vehicles coming into town since they are gaining speed to come up the hill. The outbound vehicles are also accelerating to leave town from the last stop at NW A Street. This intersection is a busy one for both pedestrians and bicycles, particularly on school days since the elementary is in view and students are crossing. The crosswalk is not easily recognized given it's position at the top of the hill as well. We appreciate your consideration.

Illustration or Photo (Attach to Application if Necessary)

Janis Sommer 4/2/19
Eric Sommer 4/2/2019

Applicant Signature

Date

Chair Signature

Date

NOTE: If you are requesting street signage or other measures used to slow or reduce traffic on a neighborhood street, three (3) additional signatures are needed to submit the application.

Mr. B. Shastid 4/2/19

Neighborhood Resident Signature

Date

501 NW C St Bentonville AR 72712

Address

Ray Shastid 4/2/19

Neighborhood Resident Signature

Date

410 NW 6th St Bentonville AR

Address

Eric Sommer 4/2/19

Neighborhood Resident Signature

Date

306 NW 5th St Bentonville AR

Address



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Name: Anna JORDANOVA Home Phone: 479-586-5904
Address: 4100 SW Hollowbrook St. Work Phone: _____
Email: ajordano@gmail.com

Request for application to agenda:
Traffic signage or traffic calming (Must have 3 signatures)
Temporary Street Closure (Include Map showing the
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Other: _____

For Temporary Street Closures for Special Events: (prior to application)

Contact:

CPT Ray Shestid phone: (479) 271-3180
LT Randy Wood phone: (479) 271-5983
email: randy.wood@bentonville.arkansas.gov

Please see **RUN RULES** located on the Transportation Page
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Describe the issue or problem and what you are requesting:

Consistent speeding through the neighborhood and running
red stop signs with children present. 15 mph signs
neighborhood + stop sign added at Devonbrooke & Hollowbrook
Add stop sign at Summerbrook and Fir.
Add 25 mph signs around community center

Signature or Photo (Attach to Application if Necessary)

Signature

Date

Chair Signature

Date

If you are requesting street signage or other measures used to slow or reduce traffic on a neighborhood street, three (3) additional
signatures are needed to submit the application.

J.M. H. 3-29-19
Good Resident Signature Date

[Signature] 4-4-2019
Good Resident Signature Date

[Signature] 4/12/19
Good Resident Signature Date

4007 SW Hollowbrook St
Address

4202 SW Summerbrook St
Address

4105 SW Summerbrook
Address



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For any other information contact, Beverly at 479-271-3131

Name: <u>James C. Shea</u>	Home Phone: <u>484-653-8529</u>
Address: <u>705 SW Brighton Dr, Bentonville AR</u>	Work Phone: <u>72712</u>
E-mail: <u>JCShea72@gmail.com</u>	

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	email: randy.wood@bentonville.arkansas.gov

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Describe the issue or problem and what you are requesting:

The trailhead on the corner of SW 305 Drive has been attracting people to utilize it. There isn't parking available which is causing people to park in front of and at the entrance of the Neighborhood. There have been several near misses "accidents" since the opening of the trail head as the result we are requesting that the City of Bentonville install no parking signs as a preventative safety precaution.

Illustration or Photo (Attach to Application if Necessary)

Applicant Signature

Date

Chair Signature

Date

NOTE: If you are requesting street signage or other measures used to slow or reduce traffic on a neighborhood street, three (3) additional signatures are needed to submit the application.

Neighborhood Resident Signature

Date

Address

Neighborhood Resident Signature

Date

Address

Neighborhood Resident Signature

Date

Address



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For any other information contact, Beverly at 479-271-3131

Name: Kimberly Smith Home Phone: (479) 633-2200

Address: 805 E Central Ave, Bentonville, AR. 72712 Work Phone: _____

E-mail: mrskrs29@gmail.com

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Illustration or Photo (Attach to Application if Necessary)

Applicant Signature

Date

Chair Signature

Date

NOTE: If you are requesting street signage or other measures used to slow or reduce traffic on a neighborhood street, three (3) additional signatures are needed to submit the application.

Neighborhood Resident Signature

Date

Address

Neighborhood Resident Signature

Date

Address

Neighborhood Resident Signature

Date

Address

Kimberly Smith 5/1/19

Bethan Brooks 5/1/10

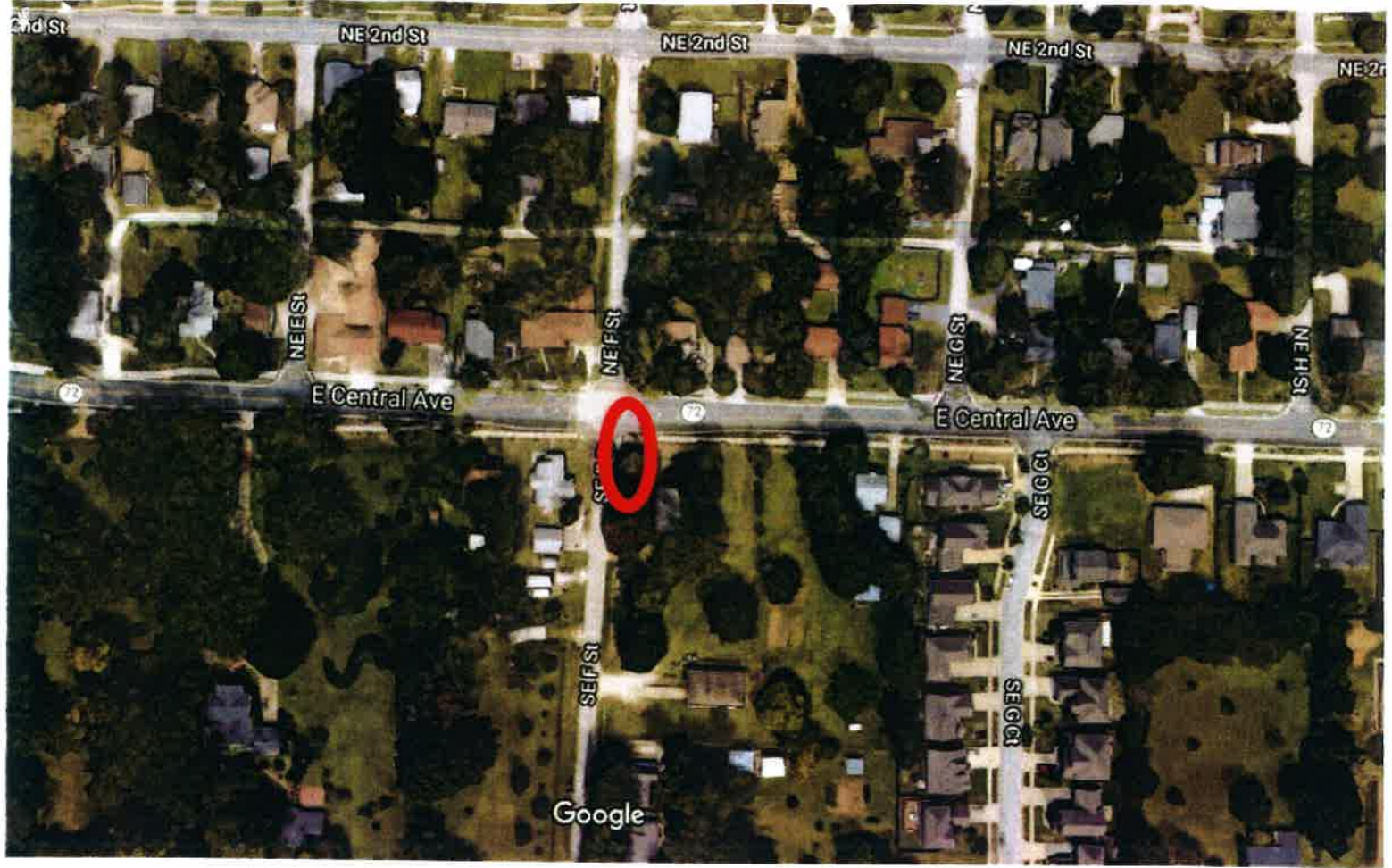
Tracy G. Galt 5/1/10

Ray 5/1/10

807 E Central Ave

103 SE H st.

805 E. CENTRAL AVE





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Send form to Beverly Shepherd at bshepherd@bentonvillear.com
For any other information contact, Beverly at 479-271-3131

Name: CEI Engineering Associates, Inc. John Easterling Home Phone: (479) 321-8070

Address: 3108 SW Regency Parkway, Suite 2 Work Phone: (479) 273-9472

E-mail: jeasterling@ceieng.com

Reason for application to agenda:

- ☒ Signage or traffic calming (Must have 3 signatures)
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- ☐ Other

For Temporary Street Closures for Special Events: (prior to application)

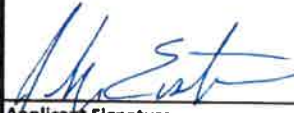
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LT Randy Wood phone: (479) 271-5983
email: randy.wood@bentonville.arkansas.gov
Please see **RUN RULES** located on the Transportation Page
@ www.bentonvillear.com

Describe the issue or problem and what you are requesting:

Per the attached Pedestrian Study by Walter P Moore, we are asking for consideration, and approval, for construction, a raised mid-block crossing, per the recommendations as described in the study, crossing MLK, between SE 5th and 8th Street. This crossing will provide pedestrian access between the proposed Walmart Layout Center and the future campus to the west.

Illustration or Photo (Attach to Application if Necessary)

 5.24.19
Applicant Signature Date

Chair Signature Date

NOTE: If you are requesting street signage or other measures used to slow or reduce traffic on a neighborhood street, three (3) additional signatures are needed to submit the application.

Neighborhood Resident Signature Date

Address

Neighborhood Resident Signature Date

Address

Neighborhood Resident Signature Date

Address

WALTER P MOORE

MEMORANDUM

DATE: April 26, 2019

TO: City of Bentonville, Arkansas

FROM: Kurt Rotering – Walter P Moore

RE: Midblock Pedestrian Crossing Study – MLK Parkway

As part of the proposed Walmart campus, a mid-block pedestrian crossing is proposed across Martin Luther King, Jr. Parkway (MLK) between 5th Street and 8th Street. This crossing will provide pedestrian access between the Layout Building east of MLK and the main campus west of MLK. The following study details if a marked mid-block crosswalk is appropriate.

PLANNED DEVELOPMENT

SITE DEVELOPMENT

The proposed Walmart campus will be located south of Central Avenue, north of Highway 102, east of J Street, and west of MLK. It will consist of numerous offices, parking garages, and other support facilities. The new Walmart campus will be home to a significantly larger number of employees than the existing facilities. The proposed campus is anticipated to open in 2024. In addition to the main campus a new Layout Building will be constructed east of MLK between 5th Street and 8th Street. Throughout the day, numerous employees will travel between the main campus and the Layout Building.

ROADWAY NETWORK

In addition to the existing roadway network, widening and extensions of existing streets will be completed with the campus construction.

MLK is planned to be a 4-lane roadway from Central Avenue south to 14th Street. For most of its length it will have a median or two-way left turn lane (TWLTL) separating the directions of traffic. Between 8th Street and 5th Street it will have a raised median. MLK will provide distribution north and south throughout campus. The speed limit on MLK is expected to be 35 mph.

MID-BLOCK CROSSING ANALYSIS

Mid-block crossings are often placed where there is heavy pedestrian traffic near major destinations. While there are no specific warrants for a midblock crossing, the Manual on Uniform Traffic Control Devices (MUTCD), Highway Capacity Manual, Federal Highway Administration (FHWA), and National Association of City Transportation Officials (NACTO) all provide guidance on the installation of mid-block crossings and associated treatments.

MID-BLOCK CROSSING SHOULD BE MARKED WHERE ALL OF THE FOLLOWING OCCUR:

- Sufficient demand exists:
 - Near existing or proposed pedestrian generators
 - Existing or proposed pedestrian volumes greater than or equal to 20 per hour
 - Pedestrian crash history over several years
 - Location of nearest crosswalk is greater than 300 feet away
- Sufficient sight distance (greater than eight times the posted speed limit, **Table 1**).
- Safety considerations that do not preclude a crosswalk.

Table 1: Sight Distance

Posted Speed (mph)	Distance (ft)
20	160
25	200
30	240
35	280
40	320
45	360

MID-BLOCK CROSSWALKS ARE TYPICALLY NOT RECOMMENDED TO BE MARKED WHEN:

- On roads with four or more lanes with 12,000 Average Daily Traffic (ADT) without a median.
- On roads with four or more lanes with 15,000 ADT with a median, AND
- Posted speed limits are higher than 40 mph.

Figures 1 and **Table 2** depict the process to determine if a mid-block crossing is appropriate and what should be installed with a mid-block crossing.

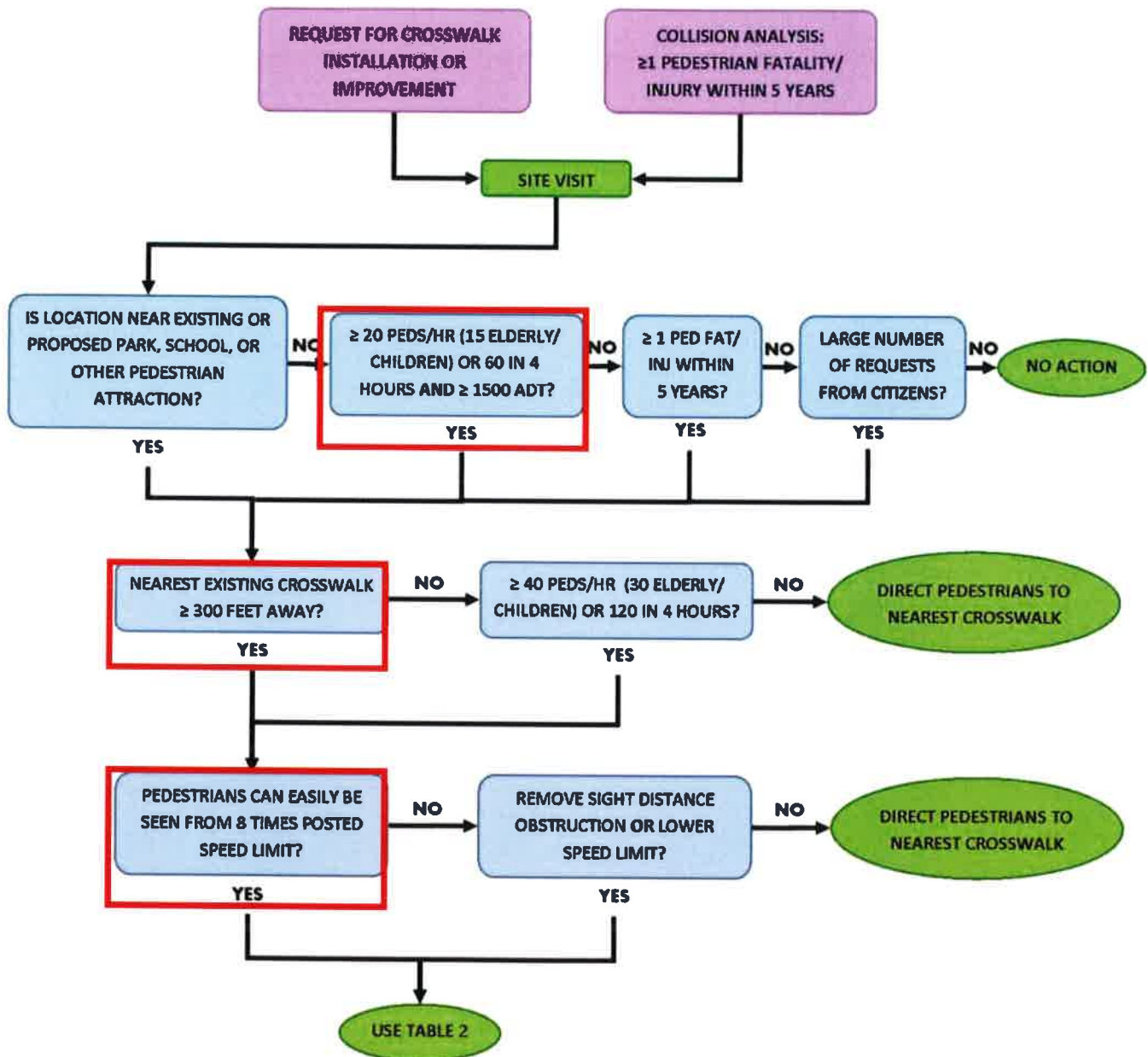


Figure 1: Steps to Pedestrian Crossing Location and Application

ROADWAY CONFIGURATION	# of lanes crossed to reach a refuge	ROADWAY ADT AND POSTED SPEED															
		1,500-9,000 vpd				9,000-12,000 vpd				12,000-15,000 vpd				> 15,000 vpd			
		≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph
2 Lanes (one way street)	2	A	B	C	D	A	B	C	D	B	B	C	D	B	C	C	D
2 Lanes (two way street with no median)	2	A	B	C	D	A	B	C	D	B	B	C	D	B	C	C	D
3 Lanes w/ Raised Median	1 or 2	A	B	C	D	A	C	C	D	B	C	C	D	C	C	C	D
3 Lanes w/ Striped Median	3	A*	C	C	D	C	C	C	D	C	C	C	D	C	C	C	D
4 Lanes (two way street with no median)	4	A*	C	C	D	B*	C	C	D	B*	C	C	D	C	C	C	D
5 Lanes w/ Raised Median	2 or 3	A*	B	C	D	B*	C	C	D	B*	C	C	D	C	C	C	D
5 Lanes w/ Striped Median	5	C	C	C	D	C	C	C	D	C	C	C	D	C	C	C	D

NOTES

1. Raised Medians are assumed to have a cut-through that performs as a refuge for pedestrians.
2. Painted medians are not refuges for a pedestrian. A 4 foot wide raised median next to a left turn lane can only be considered a refuge if the left turn volume is less than 20 vph.
3. If parking is permitted along any roadway, consider installing bulb-outs at the crossing.

TREATMENT DESCRIPTIONS

A *Install marked crosswalk with W11-2 and W16-7P signs*

Specific Guidance: Install marked crosswalk with standard W11-2 and W16-7P signs mounted on the side of the roadway and additional W11-2 advanced pedestrian warning signs; use S1-1 signs for School Crossing locations.

* If an engineering study determines that obtaining a sufficient stopping sight distance based on the posted speed is impossible, consider using treatment C.

B *Install marked crosswalk with W11-2 and W16-7P signs and R1-6 in-street sign*

Specific Guidance: Install marked crosswalk with standard W11-2 and W16-7P signs mounted on the side of the roadway and additional W11-2 advanced pedestrian warning signs; where geometrically appropriate install R1-6 on a flexible in-roadway bollard. Use S1-1 signs for School Crossing locations.

* If an engineering study determines that obtaining a sufficient stopping sight distance based on the posted speed is impossible, consider using treatment C.

C *Install marked crosswalk with signs and pedestrian activated Rectangular Rapid Flash Beacons (RRFBs)*

Specific Guidance: Install marked crosswalk with standard W11-2 and W16-7P signs mounted on the side of the roadway WITH pedestrian activated RRFBs and additional W11-2 advanced pedestrian warning signs; use S1-1 signs for School Crossing location.

D *Do not install marked crosswalk at uncontrolled crossing. Determine if the speed limit can be effectively reduced to 40 mph AND a raised refuge median can be installed. If so utilize Scenerio C criteria above. If this is not possible, consider HAWK signal or check signal warrants.*

Specific Guidance: Consider HAWK signal or pedestrian traffic signal. One will need to consider nearby signals, crossings, and other engineering factors.

SHADED *A pedestrian refuge Island is recommended for consideration. Existing geometrics and project scope need to be considered*

Specific Guidance: Consider installing a curbed median or island with pedestrian refuge. Recommended median/island width is ≥ 8 feet, minimum is 4 feet. Additional signage per the MUTCD will be needed to advise drivers of the median or island.

SITE ANALYSIS

The proposed mid-block crossing location on MLK has the following characteristics:

- Projected ADT: 13,000 to 15,000
- Projected pedestrians: 200 to 300 pedestrians between 8AM and 5PM = 25 per hour
- Posted speed: 35 MPH
- Five lanes with raised median
- Nearest crosswalks: 600 feet away at 5th Street and 8th Street

Comparing the criteria for a mid-block crossing and the characteristics of the proposed MLK, a marked crossing is appropriate. Volumes are near the upper desired limit, but the posted speed limit at 35 MPH is appropriate. With the volume of projected pedestrians and the distance to the nearest crosswalks, pedestrians would most likely walk across the street mid-block unprotected. Most pedestrian crossings will occur outside of the AM and PM peak hours. The appropriate treatment for this type of roadway is to install pedestrian activated rectangular rapid flashing beacons (RRFB). A median with a refuge island of eight feet or greater is also recommended.

CONCLUSION

As part of the proposed Walmart campus, a mid-block pedestrian crossing is proposed across Martin Luther King, Jr. Parkway (MLK) between 5th Street and 8th Street. This crossing will provide pedestrian access between the Layout Building east of MLK and the main campus west of MLK. After reviewing the accepted criteria, a mid-block crossing is recommended with the following treatments:

- Two-stage crossing with refuge island of eight feet wide or greater
- Two sets of pedestrian activated RRFBs, one set for crossing each direction of traffic
- Appropriate lighting
- Proper sight-distance. No obstructions from landscaping
- Marked crosswalk with standard markings



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WALMART HOME
OFFICE CAMPUS-
LAYOUT CENTER
PACKAGE



swa

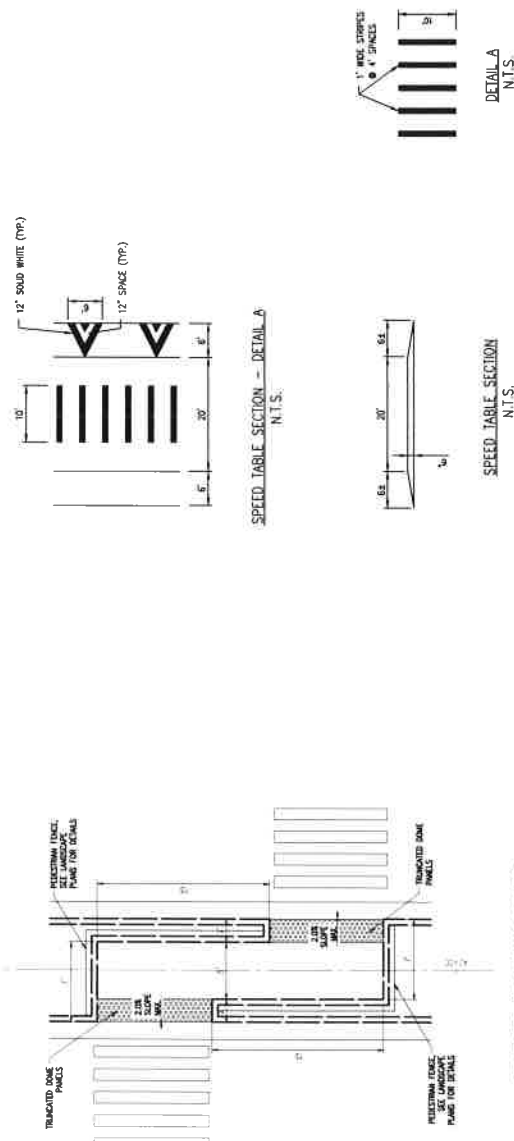
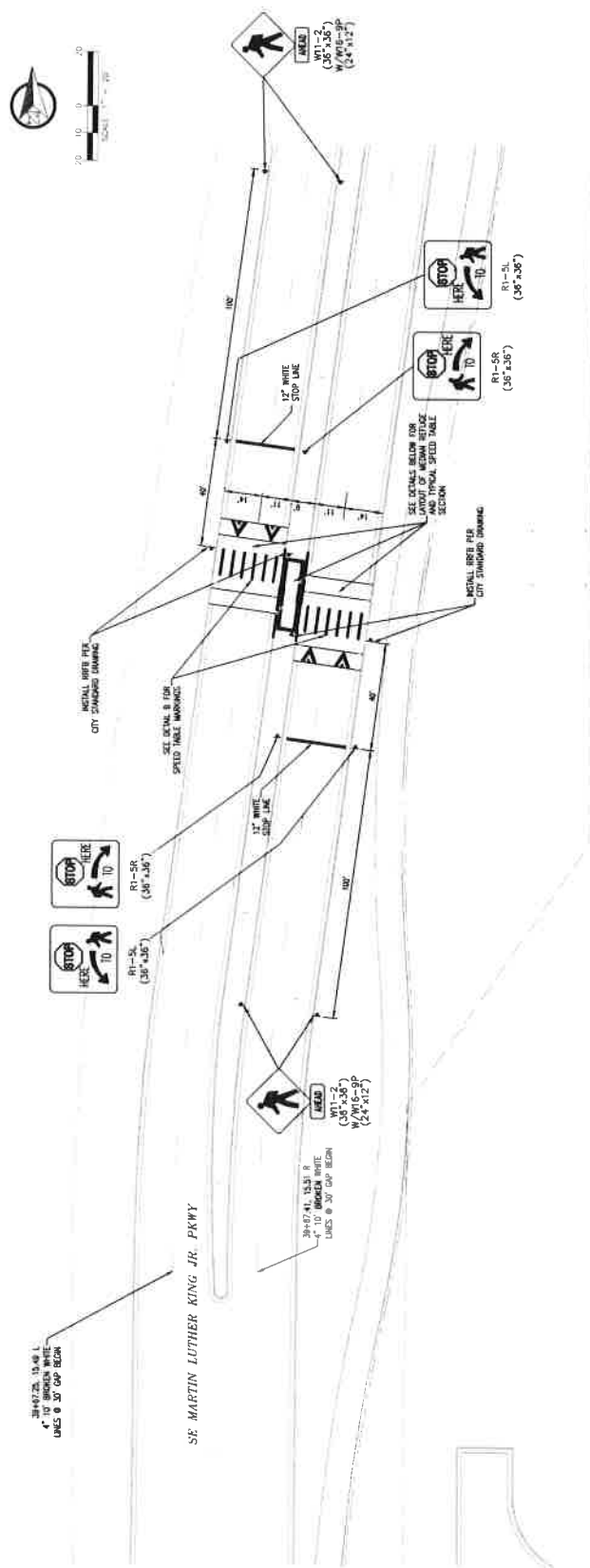
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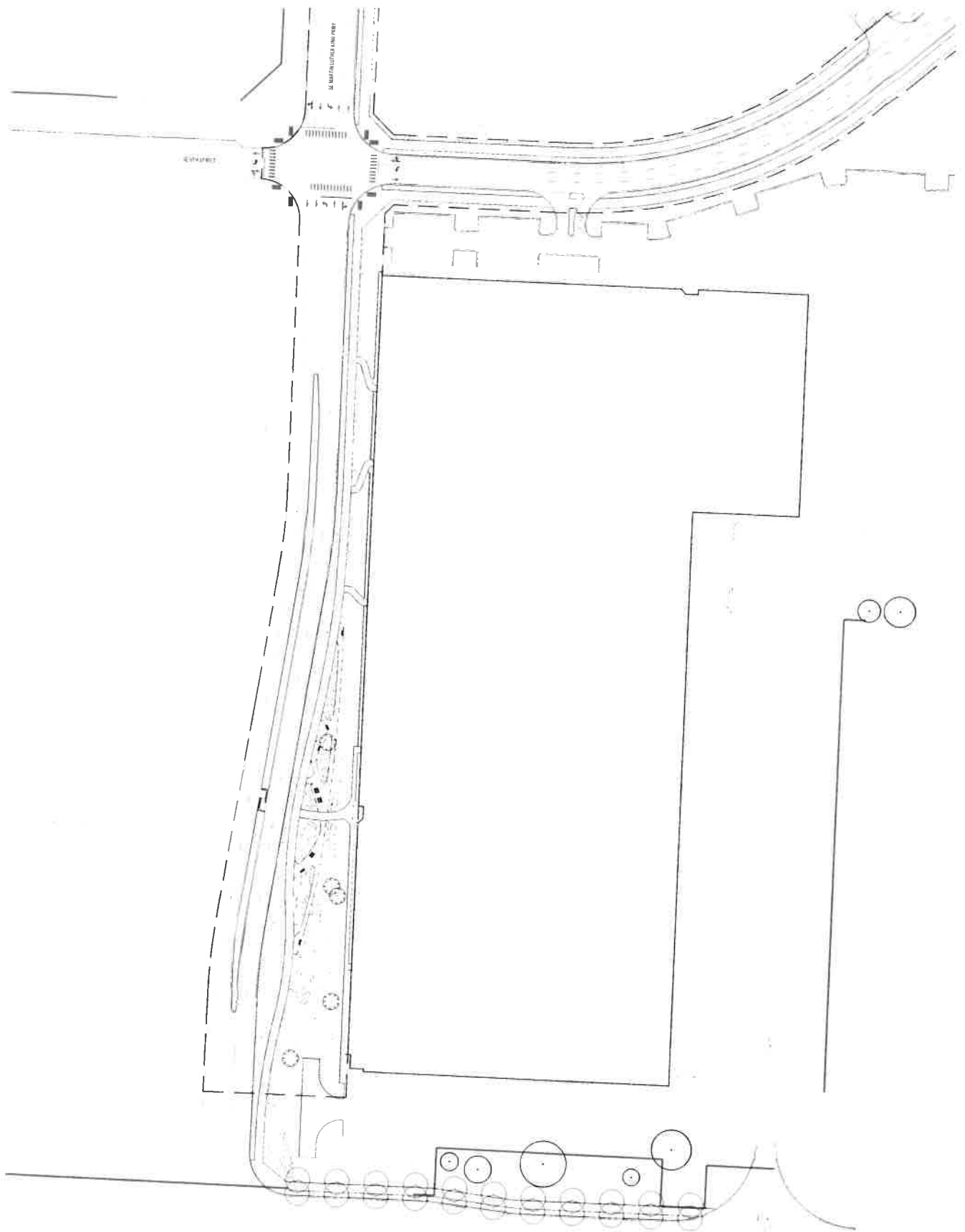
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**Know what's below.
Call before you dig.**



STAGGERED PEDESTRIAN CROSSING



LAYOUT CENTER & MLK STREETSCAPE

5/10/19



swa

From: Jon Simpson
Sent: Wednesday, May 15, 2019 1:01 PM
To: Shelli Kerr
Cc: Beverly Shepherd; Alison Worley
Subject: Re: Traffic Safety discussion item

I think other business is fine...

Jon Simpson
Chief of Police
Bentonville Police Department

On May 15, 2019, at 12:54 PM, Shelli Kerr <skerr@bentonvillear.com> wrote:

Chief and Beverly,

We've been working on the mayor's Great Neighborhood's program. One of the elements of the program is block parties. These may be just in a neighborhood park on someone's driveway, but we may have some neighborhoods that want to block a street section for their event. I wanted to talk to the Traffic Safety and Signage committee about this option to see what criteria would need to be met in order for a neighborhood to request a street closure. I'm under the impression it's not generally supported, but maybe if there are some parameters to keep them safe and accessible for emergency vehicles, that we could provide those to the neighborhoods on the front end.

So, my question really is how best to bring this up to the committee? Is this something that I should discuss in other business or would you like it as an agenda item?

Thanks for your guidance.

<image002.jpg>

Shelli Kerr, AICP | Comprehensive Planning Manager | City of Bentonville, Arkansas
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www.bentonvillear.com/298/Comprehensive-Planning