



TRAFFIC SAFETY AND SIGNAGE COMMITTEE

Monday, October 5, 2020 – 2:00pm *(Via Zoom)*
Community Development Building
Planning Commission Room
305 SW “A” Street
Bentonville, AR 72712

AGENDA

I. OLD BUSINESS/TABLED ITEMS:

- A. Jan Carr, 1108 NE Thorn Hill Road – Phone: (918) 607-5106**
Email: Jan.Carr.13@gmail.com

Tabled from previous meetings: Regarding concerns with roundabout on NE “J” Street in front of Legacy Village Independent Care and the Amazeum entrance to Crystal Bridges. Revisit design and funding options.

- B. Nick and Kelcey Scheidler, 910 Clark Circle, Bentonville, AR - Phone: 479-439-8001**
Email: KelceyScheidler@gmail.com

Tabled from September 14, 2020 meeting: Requesting that the speed limit is lowered to 35 mph on Greenhouse Road for the safety of the community traveling this area. There have been many accidents on this road.

- C. Nate Bachelor – CEI Engineering, 3108 SW Regency Pkwy. – Phone: (479) 273-9472**
Email: nbachelor@ceieng.com

Tabled from September 14, 2020 meeting: Requests regarding the Peloton Office Building.
[Drawings and maps attached.](#)

- #1 – Temporary mid-block crosswalk on NW 3rd Street to the temporary Nazarene Church playground (not to exceed 18 months).
- #4 – Temporary designation of NW 3rd Street between NW A and NW Main to be one-way eastbound to allow for drop-off and pick-up of approximately 145 children for the daycare operation of Nazarene Church (not to exceed 18 months). Note that city wayfinding signage would need to be blocked off temporarily to allow for the one-way condition.
- #5 – Permanent mid-block crossing on NW A Street with pedestrian crossing signs between Peloton garage and office.
- #6 – Permanent arterial crossing on NW A Street between Peloton garage and office.

II. NEW BUSINESS ITEMS:

A. **Hari Jayachandran – 4706 SW Birmingham St., Bentonville, AR 72713**
Phone: (949) 371-7407 Email: hariiv@yahoo.co.uk

Requesting stop sign at SW Hampton Avenue at intersection of SW Birmingham St. and SW Hampton Avenue. People are speeding through SW Hampton.

B. **Anne Whalen – 403 SW “D” Street, Bentonville, AR – Phone: (479) 721-6595**
Email: anne.whalen1981@gmail.com

Requesting 4-Way Stop at SW 4th and “D” Street. *Map attached.*

C. **Layne Hyatt/Josh Stacey – 215 SW “A” St., Bentonville, AR – Phone: 479-271-3395**
Email: lhayatt@bentonvillear.com jstacey@bentonvillear.com

Requesting street closures for the 2021 Run Bentonville Half Marathon on April 10, 2021.
Documents and maps attached.

D. **Andrew Heath, Downtown Bentonville, Inc. – 102 E. Central Ave, Bentonville, AR**
Phone: (717) 824-2281 Email: Andrew@downtownbentonville.org

Request #1 - Requesting temporary street closures around the Bentonville Square for Trick or Treat event the evening of October 31, 2020. Closures will mirror the Bentonville Farmers Market closures from 4 pm to 9 pm. *Map attached.*

Request #2 - Requesting temporary street closures around the Bentonville Square for a Winter Market on Saturday, November 28, 2020, from 5 am to 10 pm. These closures will mirror the Bentonville Farmers Market closures. *Map attached.*

E. **Mike Spivey – Runway Group –**
Phone: (479) 250-8427 Email: mspivey@runwaynwa.com

Requesting street closures for a Halloween Event: **Black Apple Glow Ride – October 30, 2020, 3 pm to 9 pm.** Also requesting two police officers at the intersection of Tiger Blvd and NW “A” Street and at the intersection of Cub Circle and Tiger Blvd. Lt. Martin has spoken to him about this.

Next Proposed Meeting Date: Monday, November 2, 2020 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: Jan Carr Home Phone: 918-607-5106

Address: 1103 NE Thren Hill Rd Work Phone: _____

E-mail: Jan.Carr.13@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 Michael Martin phone: (479) 271-5967
email: michael.martin@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:

* See Attached Page

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

1/31/20

1/31/20

1/31/20

1/31/20

1801 Chapel Hill Dr

1303 NE Legacy Parkway

1305 NE Legacy Parkway

The Issue or problem:

We are concerned about the roundabout on J street directly in front of Legacy Village Independent Care and the Amazeum/entrance to Cyrstal Bridges. The concern is the inability for people to SAFELY cross the street. First off, this roundabout is central to Bentonville’s main attractions that appeal to all ages. Second, it is next to Memorial Park. Third, it is directly in front of a Legacy Senior Care village where people live without supervision. Fourth, it is down the road from the Alice Walton Children’s center. Fifth, that roundabout will become exponentially busier when the massive apartment complex opens just yards away.

All that being said, there is yet another significant problem. I stood at the crosswalks and tested this myself and was shocked. **When a pedestrian is crossing the street and their back is to oncoming righthand traffic, those cars rarely stop. It is difficult for drivers to see these pedestrians until it is too late too stop.** Moreover, the concept behind a roundabout is to allow for a continuous flow of traffic. Cars are to yield but, the goal is NOT to stop.

It is very disheartening to think that many of the people from Legacy Village that might walk to visit Crystal Bridges are unsafe. Perhaps a family member might want to push a wheelchair or a stroller across to the park and realize they must play the odds. As I stood on the crosswalk, however, I think people of all ages are playing a game of chance when crossing. People that cross have to be aware of not only the traffic in front of them but traffic coming from all directions. It is a game of chance.

Bentonville is an amazing town. I am proud of Bentonville’s push to make the streets bike friendly. I am a cyclist. This crosswalk is neither walker nor bike friendly. We NEED pedestrian operated flashing lights that signal traffic to STOP and tell walkers to GO. Why do we have to wait for an accident? I have watched near misses on that roundabout and talked to many runners and bikers that avoid that crossing. Unfortunately, our walkers at Legacy and surrounding areas do not have another safe crossing alternative within a reasonable distance. Even if they walked all the way up to Tiger and then back on the other side of J, the sidewalk ends.

Please consider the safety of our citizens and take in to account the unique location to the major sites, childcare facility, park, apartments, and senior care.

Jan Carr



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

Name: Nick and Kelcey Scheidler Home Phone: 317-833-8469

Address: 910 Clark Circle Bentonville, AR 72713 Work Phone: 317-439-8001

E-mail: KelceyScheidler@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 Michael Martin phone: (479) 271-5967
email: michael.martin@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:

The Greenhouse Road speed limit is dangerous and inappropriate at 45mph. The speed limit should be reduced to 35mph to protect the safety of our community traveling on this busy road. After consulting with numerous residents in the neighborhoods on Greenhouse Road, many people support a call to action from the City of Bentonville as we have seen too many accidents involving injury recently. It is paramount that we take action to do the right thing by lowering the speed limit to 35mph on Greenhouse Road to protect the lives of our families in our community by preventing further accidents and injuries.

(Illustration or Photo (Attach to Application If Necessary))

Nick Scheidler 8-25-2020

Kelcey Scheidler 8-25-20

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.

Margaret Sanga 8-23-20

Neighborhood Resident Signature

Date

920 Clark Circle, Bentonville AR 72713

Address

Deanna 8-24-20

Neighborhood Resident Signature

Date

901 Clark Circle, Bentonville AR 72713

Address

Jonathan T. H. H. H. 8-24-20

Neighborhood Resident Signature

Date

930 Clark Circle, Bentonville, Ar

Address

72713



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Send form to Beverly Shepherd at bshepherd@bentonvillear.com

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

Name: Nate Bachelor - CEI Engineering Home Phone: _____

Address: 3108 SW Regency Pkwy Work Phone: (479) 273-9472

E-mail: nbachelor@ceieng.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) 271-5983

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:

1. Temporary mid-block crosswalk on NW 3rd Street to the temporary Nazarene Church playground (not to exceed 18 months).
2. Permanent reservation for one on-street parking space for ADA parking on NW 3rd Street for Nazarene Church.
3. Permanent removal of 3 on-street parking spaces on NW 3rd Street for designated loading zone for Nazarene Church.
4. Temporary designation of NW 3rd Street between NW A and NW Main to be one-way eastbound to allow for drop-off and pick up of approximately 145 children for the daycare operation of Nazarene Church (not to exceed 18 months). Note that city wayfinding signage would need to be blocked off temporarily to allow for the one-way condition.
5. Permanent mid-block crossing on NW A Street with pedestrian crossing signs between Peloton garage and office.
6. Permanent aerial crossing on NW A Street between Peloton garage and office.
7. Temporary closure of the public alley north of the Peloton office building during construction.

Illustration or Photo (Attach to Application if Necessary)

see attached exhibits for depiction of the above requested items.

Nate Bachelor

09/02/2020

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

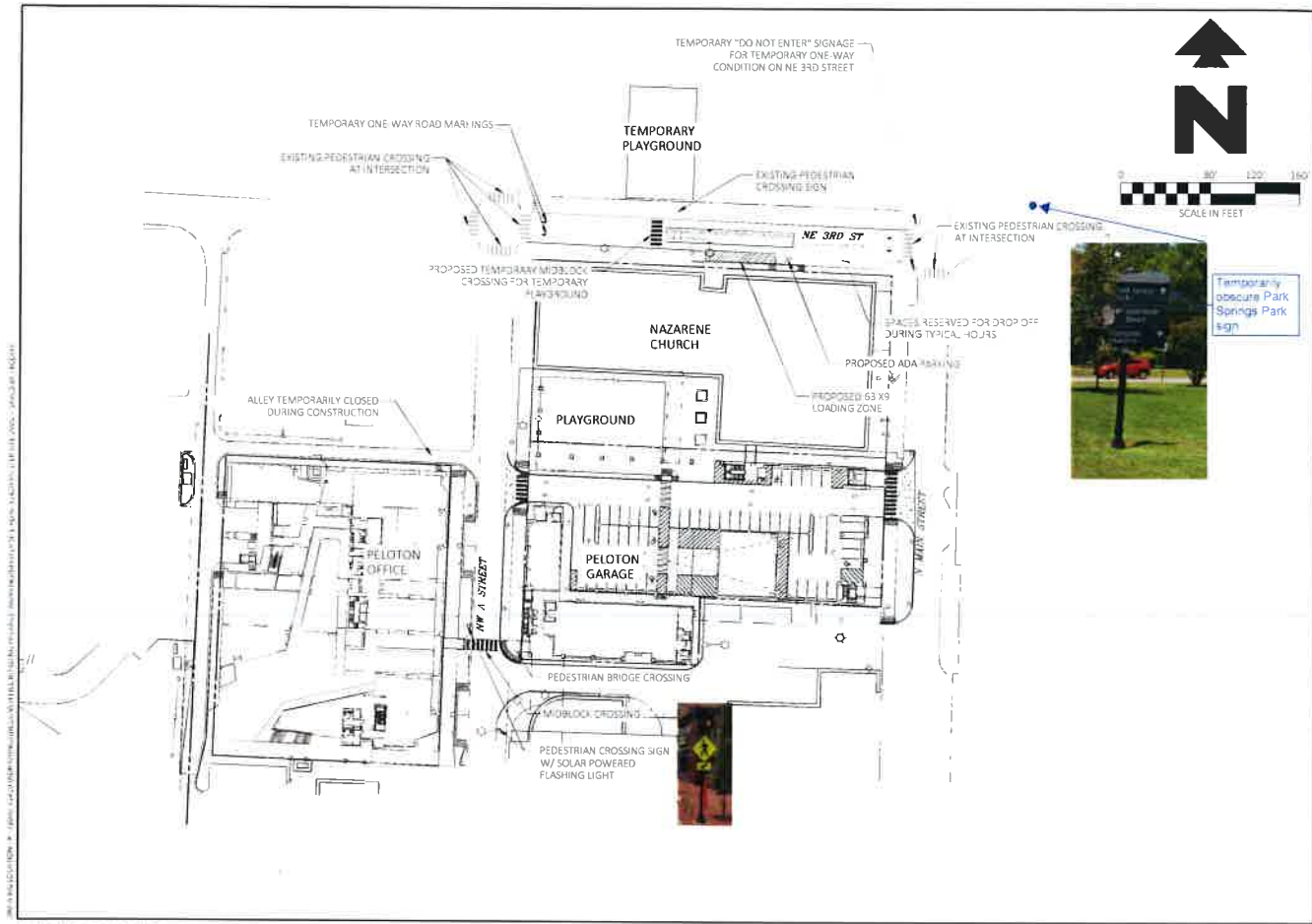
POLK
STANLEY
WILCOX



1 SECTION THRU PEDESTRIAN BRIDGE

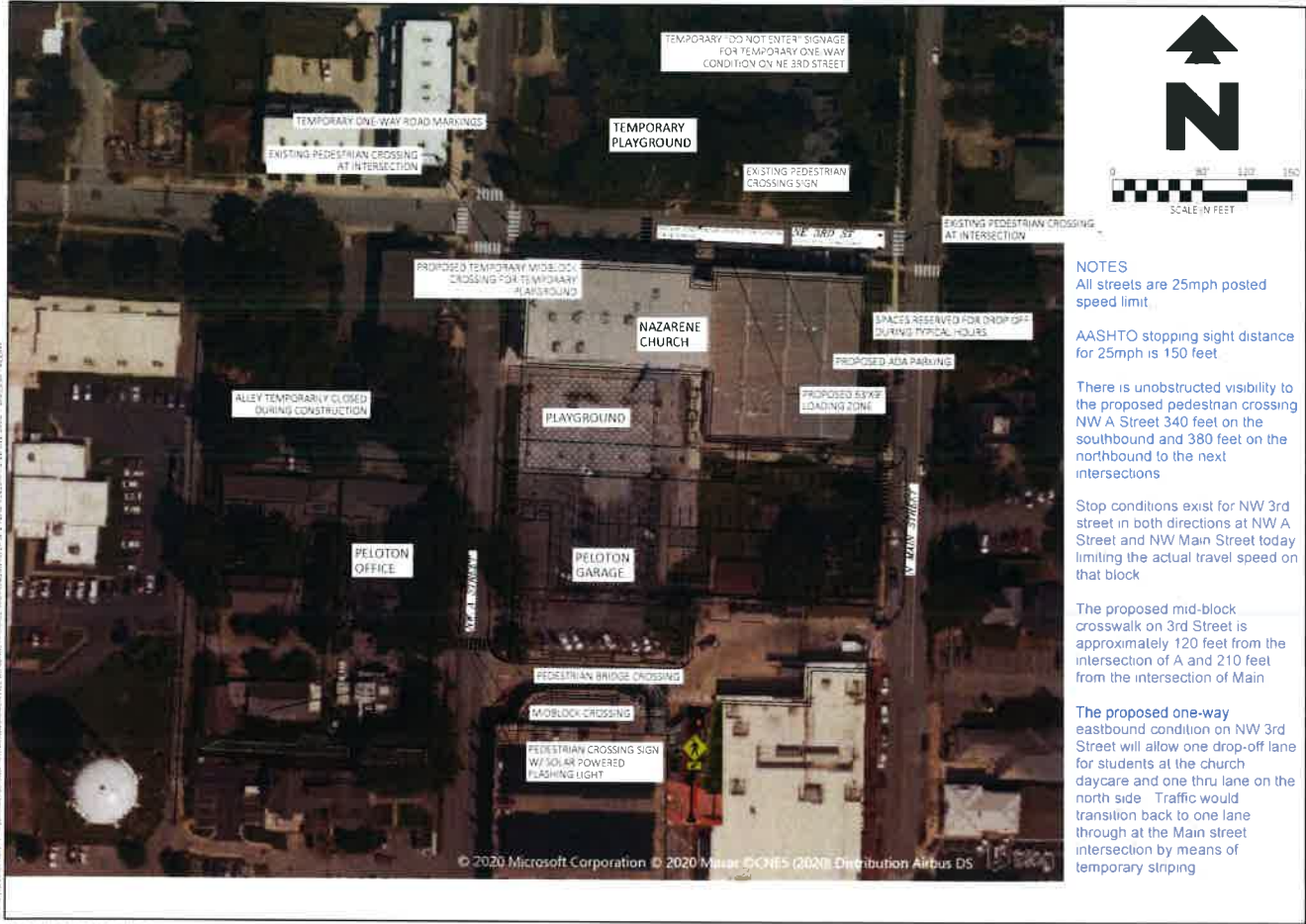
MATERIALS SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE. THIS EXHIBIT IS INTENDED ONLY FOR GRAPHIC DEPICTION OF THE PROPOSED AERIAL CROSSWALK AND MINIMUM CLEAR HEIGHTS OF 15' TO THE ROADWAY.

ZA.401



CED PROJECT NUMBER 11430
DATE 8/19/2019

PELOTON EXHIBIT
WILEY HILL



NOTES
All streets are 25mph posted speed limit.

AASHTO stopping sight distance for 25mph is 150 feet.

There is unobstructed visibility to the proposed pedestrian crossing NW A Street 340 feet on the southbound and 380 feet on the northbound to the next intersections.

Stop conditions exist for NW 3rd street in both directions at NW A Street and NW Main Street today limiting the actual travel speed on that block.

The proposed mid-block crosswalk on 3rd Street is approximately 120 feet from the intersection of A and 210 feet from the intersection of Main.

The proposed one-way eastbound condition on NW 3rd Street will allow one drop-off lane for students at the church daycare and one thru lane on the north side. Traffic would transition back to one lane through at the Main street intersection by means of temporary striping.

PROJECT NUMBER	21430
DATE	APR 2024

PELOTON EXHIBIT
SHEET 1



Civil Engineering, Landscape Architecture,
Survey, Planning & Program Management

3108 SW Regency Parkway
Bentonville, AR 72712
Office 479.273.9472
Toll-free 1.800.433.4173
ceieng.com

September 30th, 2020

City of Bentonville
Planning Department
305 SW A St.
Bentonville, AR 72712

PROJECT #: LSD20-0034
PROJECT NAME: Peloton Parking Garage
CEI Project # 31410
SUBJECT: NW A St. Mid-Block Crossing

Dear City Staff,

As a part of the Peloton parking Garage and Peloton office building developments, there is a mid-block crossing proposed on NW A Street between NW 3rd and NW 2nd streets. The mid-block crossing at the planned location is appropriate and is consistent with mid-block crosswalks as referenced in the *Manual on Uniform Traffic Control Devices (MUTCD)*. There are certain criteria called out in *Section 3B-18 Crosswalk Markings* of the MUTCD and the location on NW A St. meets the criteria. This MUTCD section states:

New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either:

- A. The roadway has four or more lanes of travel without raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or*
- B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.*

These exclusions do not apply to the planned mid-block crossing on NW A Street, which has a speed limit of 25 mph and only two travel lanes. As NW A Street is designated as a collector street, per the *City of Bentonville Master Street Plan*, the expected average daily traffic (ADT) is 4,000 to 6,000 vehicles per day; well below the ADT's mentioned above. Furthermore, *AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities* references California Department of Transportation (CALTRANS) as a key DOT resource for a design guide involving pedestrians. In CALTRANS page V-9 (attached), mid-block crosswalks are justified if: "...protected intersection crossings are more than 540 feet apart, adequate sight distance is available, and pedestrian and traffic volumes justify them." On page V-11 (attached) it provides recommendations for crossings at uncontrolled intersections. The approximate distance between the proposed crosswalk and existing crosswalks are 350 feet and 380 feet for NW 2nd and NW 3rd streets respectively for a total between existing crosswalks of 730 feet, which meets the above criteria.

Although an approximate figure is not yet known, the future pedestrian crossing volumes at this crosswalk location are expected to increase significantly once the Peloton parking garage and the Peloton office building are complete. This increase in foot-traffic is expected between the two considering the garage has 507 proposed parking spaces and the office building will provide office, restaurant, and retail spaces. The proposed mid-block crossing on NW A St. would also temporarily serve pedestrians heading to the Bentonville Community Church while the Peloton parking garage is under construction, since their current parking lot and adjacent sidewalk would need to be blocked off for safety.

With an existing speed of 25 mph and with no impediments to sight distance (350 feet on the southbound and 380 feet on the northbound) for motorists approaching the planned mid-block crossing, we recommend the appropriate signing for this crosswalk should include a W11-2 Pedestrian Warning sign with W16-7P Arrow sign. To provide a higher level of safety for pedestrians at this crosswalk, solar powered, pedestrian activated rapidly flashing beacons should be installed on these signs per city standard details and specification.

Based on the above information from AASHTO/CALTRANS and MUTCD guidelines we feel that the crossing locations, markings, and signage are adequate for these proposed mid-block crossings and ask for city approval.

Respectfully submitted,
CEI Engineering Associates, Inc.


Nate Bachelor
Project Manager

PEDESTRIANS: CROSSINGS: MID-BLOCK CROSSWALKS

GRAPHIC 	DESCRIPTION Crosswalk markings may be established between intersections (mid-block) in accordance with CVC 21106(a). Mid-block pedestrian crossings are generally unexpected by the motorist and should be discouraged unless, in the opinion of the engineer, there is strong justification in favor of such installation. Particular attention should be given to roadways with two or more traffic lanes in one direction as a pedestrian may be hidden from view by a vehicle yielding the right-of-way to a pedestrian. According to <i>Alternative Treatments for At-Grade Pedestrian Crossings</i> (ITE, 2001), mid-block locations may be warranted if: - Protected intersections crossings are more than 180 meters apart, 100 meters in high pedestrian volume locations. - Adequate sight distance is available. - The combination of traffic and pedestrian volumes justifies the installation. Although simply installing marked crosswalks by themselves cannot solve pedestrian crossing problems, the safety needs of pedestrians must not be ignored. More substantial engineering and roadway treatments need to be considered, as well as enforcement and education programs and possibly new legislation to provide safer and easier crossings for pedestrians at problem locations.
SOURCES Institute for Transportation Engineers (2001) <i>Alternative Treatments for At-Grade Pedestrian Crossings</i> Main Streets: Flexibility in Design and Operation (January 2005).	

PEDESTRIANS: CROSSINGS: UNCONTROLLED CROSSWALK SITING GUIDELINES

DESCRIPTION

Recommendations for installing marked crosswalks and other needed pedestrian improvements at uncontrolled intersections*

Roadway Type (Number of Travel Lanes and Median Type)	Vehicle ADT ≤ 9,000			Vehicle ADT >9000 to 12,000			Vehicle ADT >12,000 - 15,000			Vehicle ADT > 15,000		
	Speed Limit**											
	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h
2 Lanes	C	C	P	C	C	P	C	C	N	C	P	N
3 Lanes	C	C	P	C	P	P	P	P	N	P	N	N
Multi-Lane (4 or More Lanes) With Raised Median***	C	C	P	C	P	N	P	P	N	N	N	N
Multi-Lane (4 or More Lanes) Without Raised Median	C	P	N	P	P	N	N	N	N	N	N	N

* These guidelines include intersection and midblock locations with no traffic signals or stop signs on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered a median. Crosswalks should not be installed at locations that could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will not make crossings safer, nor will they necessarily result in more vehicles stopping for pedestrians. Whether or not marked crosswalks are installed, it is important to consider other pedestrian facility enhancements (e.g., raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic-calming measures, curb extensions), as needed, to improve the safety of the crossing. These are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks.

** Where the speed limit exceeds 40 mi/h (64.4 km/h) marked crosswalks alone should not be used at unsignalized locations.

C = Candidate sites for marked crosswalks. Marked crosswalks must be installed carefully and selectively. Before installing new marked crosswalks, an engineering study is needed to determine whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, etc. may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk alone.

P = Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements. These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

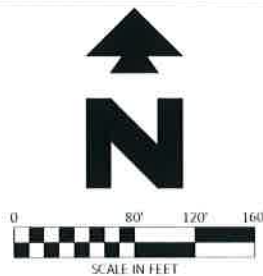
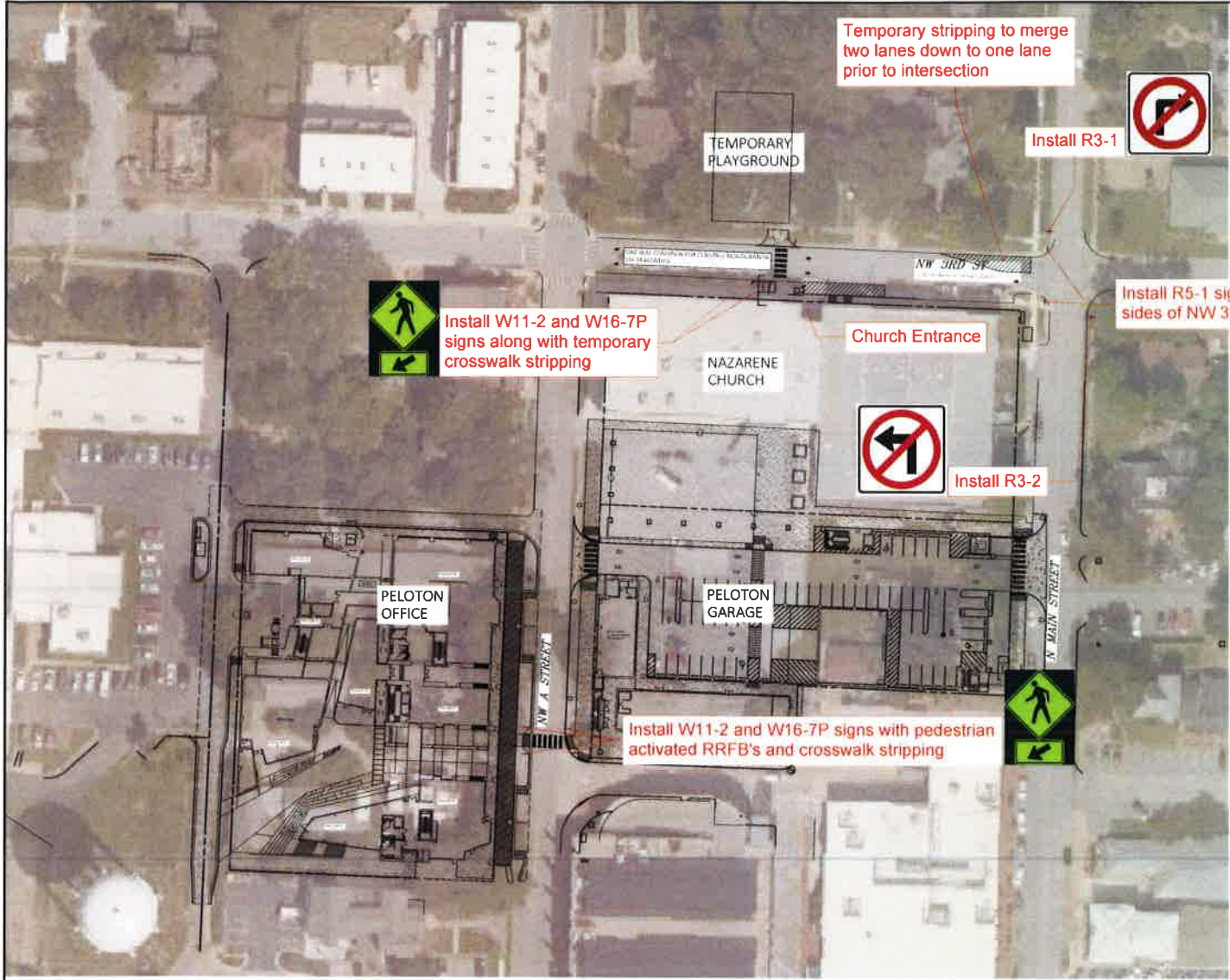
N = Marked crosswalks alone are insufficient, since pedestrian crash risk may be increased due to providing marked crosswalks alone. Consider using other treatments, such as traffic-calming treatments, traffic signals with pedestrian signals where warranted, or other substantial crossing improvement to improve crossing safety for pedestrians.

*** The raised median or crossing island must be at least 4 ft (1.2 m) wide and 6 ft (1.8 m) long to adequately serve as a refuge area for pedestrians in accordance with MUTCD and American Association of State Highway and Transportation Officials (AASHTO) guidelines.

SOURCES

C.V. Zegeer, J. R. Stewart, H. H. Huang, and P. A. Lagerwey. (2002) Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines. Washington D.C.: Federal Highway Administration (FHWA-RD-01-075)
Federal Highway Administration. (2001). Pedestrian Facilities Users Guide: Providing Safety and Mobility. : FHWA-RD-01-102. Washington, D.C.

DRAWING LOCATION: P:\3\20031410\DRAWINGS\DESIGN\OFFICE BUILDING PACKAGE\WORKING MASTER SITE PLAN\31410-MASTER SITE DWG - SAVED BY: KCLARK



CEI PROJECT NUMBER	31410
DATE	9/30/2020
PELTON EXHIBIT	
SHEET TITLE	



Civil Engineering, Landscape Architecture,
Survey, Planning & Program Management

3108 SW Regency Parkway
Bentonville, AR 72712
Office 479-273-9472
Toll-free 1-800-333-4173
ceieng.com

September 30th, 2020

City of Bentonville
Planning Department
305 SW A St.
Bentonville, AR 72712

PROJECT #: LSD20-0034
PROJECT NAME: Peloton Parking Garage
CEI Project # 31410
SUBJECT: NW 3rd St. Mid-Block Crossing

Dear City Staff,

As a part of the Peloton parking Garage development, there is a temporary (not to exceed 18 months) mid-block crossing proposed on NW 3rd Street between NW A and Main streets. The temporary mid-block crossing at the planned location is appropriate and is consistent with mid-block crosswalks as referenced in the *Manual on Uniform Traffic Control Devices (MUTCD)*. There are certain criteria called out in *Section 3B-18 Crosswalk Markings* of the MUTCD and the location on NW 3rd St. meets the criteria. This MUTCD section states:

New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either:

- A. The roadway has four or more lanes of travel without raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or*
- B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.*

These exclusions do not apply to the planned mid-block crossing on NW 3rd Street, which has a speed limit of 25 mph and only two travel lanes. As NW 3rd Street is designated as a local street, per the *City of Bentonville Master Street Plan*, the expected average daily traffic (ADT) is 1,000 to 4,000 vehicles per day; well below the ADT's mentioned above.

AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities references California Department of Transportation (CALTRANS) as a key DOT resource for a design guide involving pedestrians. In CALTRANS page V-9 (attached), mid-block crosswalks are justified if: "...protected intersection crossings are more than 540 feet apart, adequate sight distance is available, and pedestrian and traffic volumes justify them." On page V-11 (attached) it provides recommendations for crossings at uncontrolled intersections. The approximate distance between the crosswalks on NW A St. and N Main St. is 340 feet, which does not meet the 540 feet cited above. However, adequate sight distances are present (135 feet eastbound

and 190 feet westbound), with stop conditions at both intersections. The volume of pedestrian traffic is expected to include 145 children who attend the In His Image Learning Center daycare operated by Bentonville Church of the Nazarene who will be crossing NW 3rd Street throughout the day to a temporary playground that has been approved on the north side of NW 3rd. This increase in crossing foot-traffic, particularly of children, warrants the temporary mid-block crossing at this location.

With a stop condition at either end, and an existing speed of 25 mph with no impediments to sight distance for motorists approaching the temporary mid-block crossing, we recommend the appropriate signing for this crosswalk should include a W11-2 Pedestrian Warning sign with W16-7P Arrow sign. To provide a higher level of safety for pedestrians at this crosswalk, a church employee will serve as a crossing guard while the children are using this crosswalk.

Additionally, a temporary one-way eastbound condition is proposed on NW 3rd Street from NW A Street to N Main Street for a period not to exceed 18 months, same as the temporary crossing. This temporary one-way condition would allow a drop-off lane and a bypass lane for the peak dropoff hours when the children are being dropped off and picked up. This drop-off lane will allow stacking for 8 to 14 vehicles before impeding traffic on NW A street at that intersection. Additionally, a 45' long loading zone has been approved on the north side of the church and 4 additional parking spaces exist there to help facilitate loading and unloading of pedestrians. Upon completion of the drop-off or pick up, traffic would merge back into one lane before the intersection with N Main St. For traffic control during this temporary one-way condition we recommend a combination of temporary signage and stripping. Facing westbound a R5-1 Do Not Enter sign will be at the intersection of Main Street. No right and No Left turn signs would also be placed for southbound and northbound traffic on Main respectively. At the intersections of N Main Street and NW A Street R6-2 One Way signs would signalize the change in condition. These signs and stripping will be removed at the end of construction for Peloton parking garage and NW 3rd Street will return to its existing two-way configuration with all temporary striping removed.

Based on the information provided above, we ask for city approval of the temporary one-way circulation of traffic on NW 3rd Street for a period not to exceed 18 months until the permanent playground area south of the church can be activated. Separately, we request the temporary crosswalk on NW 3rd Street be allowed for a period not to exceed 18 months based on the nature of the crossing, infrequent but large volume of pedestrian traffic, and MUTCD signage guidelines proposed above.

Respectfully submitted,
CEI Engineering Associates, Inc.



Nate Bachelor
Project Manager

PEDESTRIANS: CROSSINGS: MID-BLOCK CROSSWALKS

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	Speed Limit**											
	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h	≤ 30 mi/h	35 mi/h	40 mi/h
2 Lanes	C	C	P	C	C	P	C	C	N	C	P	N
3 Lanes	C	C	P	C	P	P	P	P	N	P	N	N
Multi-Lane (4 or More Lanes) With Raised Median***	C	C	P	C	P	N	P	P	N	N	N	N
Multi-Lane (4 or More Lanes) Without Raised Median	C	P	N	P	P	N	N	N	N	N	N	N

* These guidelines include intersection and midblock locations with no traffic signals or stop signs on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered a median. Crosswalks should not be installed at locations that could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will not make crossings safer, nor will they necessarily result in more vehicles stopping for pedestrians. Whether or not marked crosswalks are installed, it is important to consider other pedestrian facility enhancements (e.g., raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic-calming measures, curb extensions), as needed, to improve the safety of the crossing. There are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks.

** Where the speed limit exceeds 40 mi/h (64.4 km/h) marked crosswalks alone should not be used at unsignalized locations.

C = Candidate sites for marked crosswalks. Marked crosswalks must be installed carefully and selectively. Before installing new marked crosswalks, an engineering study is needed to determine whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, etc. may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk alone.

P = Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements. These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

N = Marked crosswalks alone are insufficient, since pedestrian crash risk may be increased due to providing marked crosswalks alone. Consider using other treatments, such as traffic-calming treatments, traffic signals with pedestrian signals where warranted, or other substantial crossing improvement to improve crossing safety for pedestrians.

*** The raised median or crossing island must be at least 4 ft (1.2 m) wide and 6 ft (1.8 m) long to adequately serve as a refuge area for pedestrians in accordance with MUTCD and American Association of State Highway and Transportation Officials (AASHTO) guidelines.

SOURCES
C.V. Zegeer, J. R. Stewart, H. H. Huang, and P. A. Lagerwey. (2002) Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines. Washington D.C.: Federal Highway Administration (FHWA-RD-01-075)
Federal Highway Administration. (2001). Pedestrian Facilities Users Guide: Providing Safety and Mobility. : FHWA-RD-01-102. Washington, D.C.



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: Hari Jayachandran Home Phone: (949) 371-7407

Address: 4706 SW Birmingham St, Bentonville, AR 72713 Work Phone: _____

E-mail: hariiy@yahoo.co.uk

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 Michael Martin phone: (479) 271-5967
email: michael.martin@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:

The intersection of SW Birmingham St and SW Hampton Ave has got stop sign only on SW Birmingham St road. Since SW Hampton Ave is open for traffic and there is no stop sign, it would be advisable to put stop sign on that road too, since vehicles are speeding through SW Hampton Ave.

Illustration or Photo (Attach to Application If Necessary)

Applicant Signature

Date

09/28/2020

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

9/28/2020

Address

4704 SW Birmingham St

Neighborhood Resident Signature

Date

9/28/2020

Address

4708 SW Birmingham St

Neighborhood Resident Signature

Date

9/28/2020

Address

4707 SW Birmingham St



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

Name: Anne Whalen Home Phone: (479) 721-6595

Address: 403 SW D St Work Phone: _____

E-mail: anne.whelen1981@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 Michael Martin phone: (479) 271-5967

email: michael.martin@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:

Within the last 3 weeks there have been 2 wrecks at the intersection of SW D and SW 4th Street. SW 4th has no stop signs between SW F and SW A. Also this intersection is one block from a sharp blind curve between SW E and SW D. This specific intersection (4th and D) is school bus stop for elementary children and many people tend to speed on this street at all times throughout the day, including the bus pick up/drop off. Surrounding neighbors are requesting it to be made into a 4 way stop to help slow down the traffic on 4th street.

Illustration or Photo (Attach to Application if Necessary)

Anne Whalen 9-16-2020

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.

Jenita Vinsore 9-16-20

Neighborhood Resident Signature

Date

402 SW D St

Address

Christina Knapp 9-16-20

Neighborhood Resident Signature

Date

342 SW D St

Address

Ray Davis 9/14/20

Neighborhood Resident Signature

Date

436 SW D St

Address





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

Name: Layne Hyatt/Josh Stacey Home Phone: _____

Address: 215 SW A ST, Bentonville, AR 72712 Work Phone: 4792713395

E-mail: lhyatt@bentonvillear.com/jstacey@bent

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:
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LT Michael Martin phone: (479) 271-5967
email: michael.martin@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:
Bentonville Parks & Recreation is requesting street closures for the 2021 Run Bentonville Half Marathon on April 10, 2021. Parks & Recreation has visited with Lt. Martin & Chief Boydston regarding this request.
Attached:
Street Closure Request/Timeline
Half Marathon Course Map with Timeline
2021 Half Marathon Finish Line Chute Layout
2021 Half Marathon Start Line Corral Layout

Illustration or Photo (Attach to Application If Necessary)

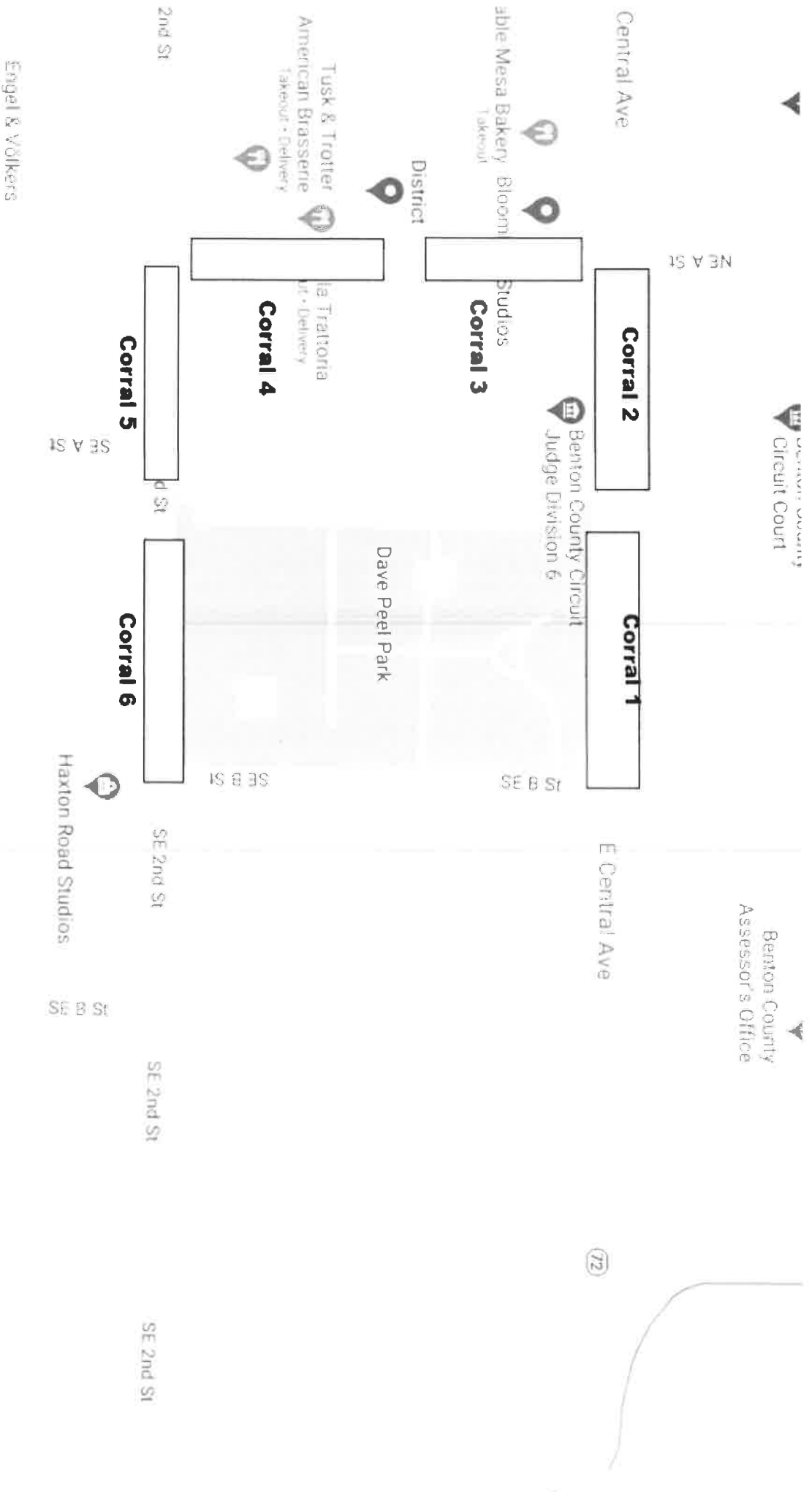
L Hyatt 9/22
Applicant Signature Date Chair Signature Date

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



2021 Bentonville Half Marathon

Road Closures

Bentonville Parks and Recreation is requesting permission to close the following roads starting at 7:00 pm on Friday, April 9, 2021 and Saturday, April 10, 2021 for the Bentonville Half Marathon on Saturday, April 10, 2021. Temporary signs stating all vehicles must be removed by midnight will be set out for those parking spaces on Friday, April 9th at 5:00 am.

Square Set Up/Finish Line Celebration

Close NE A Street from SE 2nd St to NE 3rd

Close SE 2nd St from S Main St. to E B St.

Close SE B St from Central to SE 2nd ST.

Close Main from Central to NE 3rd

Close Legion

Close 2nd Street at NW A to Benton County Assessor's Office (Closed the through traffic)

Close Main Street from Central to NE 3rd

Square would reopen at **1:30pm**

Course (Please refer to attached map)

Close Central a SW A Street to NE J Street (**5:30am-9:40am**)

Close NE J Street to Tiger Blvd (**6:30am-10:00am**)

Block eastern lane of J St. to allow south bound traffic on the west lane to access Crystal Bridges Museum, Amazeum, etc.

Close Tiger Blvd to McCollum Rd (**6:40am-10:30am**)

Close NE Garden Trail from McCollum Dr to Darian Dr. through Moberly Ln to SE 8th St. (**6:45am-10:50am**)

Close SE 8th St. from NE J St. (**6:50am-11:10am**)

Close SE 8th St from NE J St to SE C St. (**6:55am-11:30 am**)

Close SW 5th St/SW B St. (**7:00am-11:50am**)

Close SW F St from SW 5th ST to NW 15th St. (**7:05am-12:10am**)

Walton- Block/close one lane of traffic on N Walton/71B from NW 15th ST to Bark Park Entrance **(7:10am-12:30PM)**

Please note: Based on construction changes for the Walmart campus, this route may change, in which case, BPR would present any proposed changes to the route to the committee.

Based on current Arkansas Department of Health Requirements, we would limit each start line corral to 50 people per corral. We would have 6 total corrals. A new “start” will take place every 5 minutes beginning at 6:30am through 9:00am. This would limit the event to 1850 total participants. This plan may also change based on the current Arkansas Department of Health directives and guidelines.

Closing Tiger Blvd.

Parks and Recreation Staff will close Tiger Blvd from J Street to McCollum by putting up road closed signs at Tiger/ J and Tiger/McCollum. These road signs and barrels will be put in place at approximately 7:00 am.

Closing McCollum

Parks and Recreation Staff will use orange barrels to block the south bound lane on McCollum from Tiger to Garden Trail. Parks proposes to place officers on each end of blocked lane to direct traffic from 7am – approximately 7:45 am. Barrels will be placed at a minimum of 40 feet apart, according to MUTCD standards. In addition, cones will be placed between the barrels and tape will be strung from each barrel to create a barrier between runners and moving vehicles. Closing stretches approximately 2,950 feet. There will be a minimum of 75 barrels and 37 cones on this road. In addition, one digital messaging board will be placed telling patrons of traffic delay on Saturday morning.

Closing Walton – 1 north bound lane from 320 feet north of 14th to Bark Park area

Parks and Recreation is requesting permission to block one north bound lane on Walton from Tiger to the Petite Bistro Entrance near the dog park. Runners will emerge from 14th Street and travel in the most right hand

lane, traveling north until they reach the entrance to the Petite Bistro parking lot. At that time, they move from Walton to the trail and follow trail back to Downtown. Parks proposes to place barrels every 40 feet apart along N Walton, according to MUTCD standards. In addition, cones will be placed between the barrels and tape will be strung from each barrel to create a barrier between runners and moving vehicles. Closing stretches approximately 5,800 feet. There will be a minimum of 145 barrels and 73 cones on this road. Parks and Recreation will provide barrels for all of these road closures costing app. \$10,000. In addition, one digital messaging board will be placed telling patrons of traffic delay on Saturday morning. Parks and Recreation will also have NW 20th Street, Bella Vista Way, and Oakwood Avenue blocked off where they intersect with Walton. There will be staff at these three streets redirecting traffic.

Closing Cub

Parks and Recreation Staff will put up road closed signs at NE A and NE Tiger at Cub Circle. These road signs and barrels will be put in place at approximately 7:45am.

Safety Precautions

- Message display boards will be placed 2 days in advance warning traffic of the temporary lane closure
- Road closed signs with adult supervision redirecting traffic at: NW 20th, Bella Vista Way, and Oakwood as well as on Central from MLK to SE F St.
- Medical personal located on Oakwood
- Paid personnel to open and close Walton and Central as soon as possible

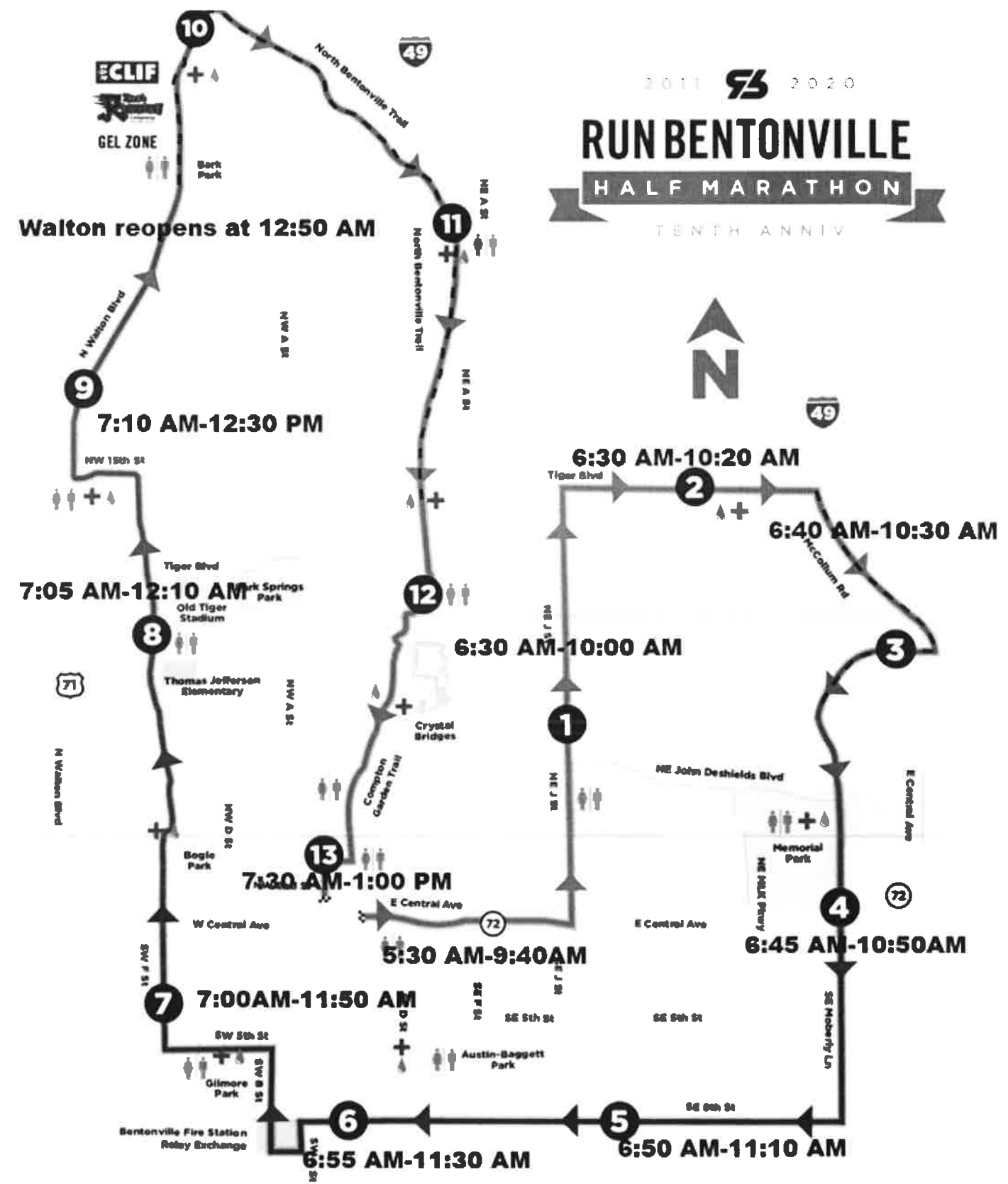


2011 **FB** 2020

RUN BENTONVILLE

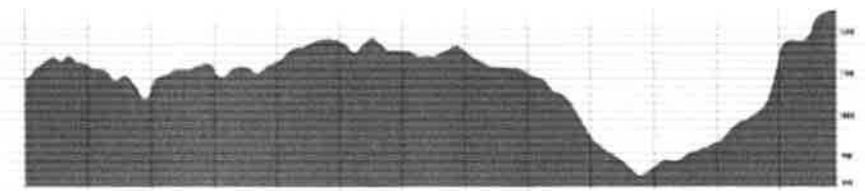
HALF MARATHON

TENTH ANNIV



HALF MARATHON RACE ELEVATION

- START/FINISH LINE
- RACE DIRECTION
- MILE MARKER
- AID STATION
- HYDRATION STATION
- RESTROOMS
- CLIF BAR GEL ZONE
- PARKS





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

Name: Andrew Heath, Downtown Bentonville Inc. Home Phone: _____

Address: 102 E. Central Avenue, Bentonville, AR 72712 Work Phone: (717) 824-2281

E-mail: Andrew@downtownbentonville.org

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 Michael Martin phone: (479) 271-5967
 email: michael.martin@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:

Downtown Bentonville Inc. is requesting temporary street closures around the Bentonville Square for a Trick-or-Treat event the evening of 10/31/2020. These closures will mirror the Bentonville Farmers Market closures from 4pm to 9pm.

Illustration or Photo (Attach to Application If Necessary)

09/24/2020

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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Name: Andrew Heath, Downtown Bentonville Inc. Home Phone: _____

Address: 102 E. Central Avenue, Bentonville, AR 72712 Work Phone: (717) 824-2281

E-mail: Andrew@downtownbentonville.org

Reason for application to agenda:

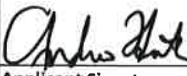
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☒ Temporary Street Closure (Include Map showing the location of the closure, all signage and any applicable info.)
Other _____

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LT Michael Martin phone: (479) 271-5967
 email: michael.martin@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:

Downtown Bentonville Inc. is requesting temporary street closures around the Bentonville Square for a Winter Market on Saturday, November 28th from 5am to 10pm. These closures will mirror the Bentonville Farmers Market closures.

Illustration or Photo (Attach to Application If Necessary)

 09/24/2020
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: Mike Spivey Home Phone: (479) 250-8427

Address: 310 SE A Street Work Phone: (479) 250-8427

E-mail: mspivey@runwaynwa.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 Michael Martin phone: (479) 271-5967
email: michael.martin@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:

I would like to request closing Cub Circle between Tiger Blvd and NE A Street on Friday October 30 from 4:30p-9:00p. This would make our event safer for families who will bike or walk to the event sites.

Illustration or Photo (Attach to Application if Necessary)

See attached

Mike Spivey 10/2/2020
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

