



TRAFFIC SAFETY AND SIGNAGE COMMITTEE

Monday, February 1, 2021 – 2:00pm *(Via Zoom)*
Bentonville, AR 72712

MINUTES

Chief Simpson opened the meeting at 2:00 pm. See attached list for attendees.

I. OLD BUSINESS/TABLED ITEMS: None known.

II. NEW BUSINESS:

**A. W.R. Randy Ross – 4302 SW Chasestone Ave., Mgr. Unit 1, Bentonville, AR
Phone: (479) 685-6675 Email: rross92@gmail.com**

Drivers are going too fast in Stonegate Subdivision. There are kids riding their bikes and playing in the street. He requested speed limit signs for Broadstone, Quartz, Chasestone, Chapelstone and Limestone. Three (3) signs were installed at one end of these streets, but the residents of Stonegate Subdivision feel like they should be at both ends of the street. Additionally, they would also like to see yellow painted speed limits on the pavement. The construction on Tater Black and SW 14th have made the problem even worse.

Action: David went out and all the signage is standard. He does not see it as a cut-through subdivision. He proposes that we get some traffic counts on Broadstone and table to next month. The Chief did also. He and Mr. Ross agreed. However, Mr. Ross suggested that Chapelstone would be the street to take counts on. Tony Davis said that they could take counts on both streets.

David Mills made the motion to table this until March, 2021, so that they can get some traffic counts for Chapelstone and Broadstone. Tony Davis gave a second. Motion approved. Mr. Ross said before school and after school are the worst times.

- B. Adam Osweiler – 1580 E. Stearns Street, Fayetteville AR 72703**
Phone: (479) 443-2377 Email: aosweiler@mce.us.com

Per Planning Commission review process, the Engineering, Planning and Fire departments have requested the design of a traffic calming device (raised crosswalk) installed in a residential subdivision off of North Rainbow Farm Road be approved by the TSS Committee.

Action: This is regard to a raised crosswalk. Per Planning, Mr. Osweiler is before the Committee seeing their approval of a raised crosswalk. There was some discussion. Dennis suggested looking at other options. David Mills said that raised crosswalks is not a compliant MUTCD device, and are off the table. Chief Simpson said that they should return to Planning and look at other options, and that if we need to revisit this later, he can notify us. Tabled the matter until March 1, 2021. No formal vote.

- C. Jacob Shy, CEI Engineering - 3108 SW Regency Blvd., Bentonville, AR**
Phone: (479) 273-9472 Email: jshy@ceieng.com

CEI Engineering is requesting relocation of the mid-block crossing for NE “A” Street, located in the Slaughter Pen trail system, as seen in the traffic study report attached.

Action: Trent Woessner appeared. Mr. Shy did not appear in this matter. They are proposing to remove the crossing that is there now.....the one that is closest to the bridge. This will help line things up better.

Cindy Acree made the motion to approve. David Mills gave a 2nd. Motion approved.

- D. Mia Standard, The Peel Compton Foundation (PCF) – 312 N. Main Street, Bentonville, AR –**
Phone: (479) 254-3870
Email: mia.standard@peelcompton.org

Request for additional signage in Coler Mountain Bike Preserve for directions to additional parking areas:

Sign 1: Additional Coler Parking 0.2 mi. (with an arrow pointing west)

Sign 2: Coler Parking (with arrow pointing north toward the lot)

Action: Mia Standard appeared for the Peel Compton Foundation representing Coler Mountain Bike Preserve. There was quite a bit of discussion and was quite involved. Chief Simpson suggested to table this item to the March 2021 meeting. It was acceptable to the Committee. Camille Thompson said that she did not think the logo was going to be doable. We will look at all this and discuss at next meeting.

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

1. Requesting street closures of NE “A” and Main Street between Central Ave. and 2nd Street. NE “A” will be utilized for the Wednesday Farmers Market from 3 pm to 8 pm, and Main Street will be used for the Live at the Five and Dime. These closures mirror the closures obtained in 2019. Closures to begin 4/21 and run through the fall (October). *Map attached.*

Action: Motion to approve that Mr. Heath be able to have his event on Wednesday or Thursday. Mr. Heath said it would be one or the other, not switching back and forth. Second by David Mills. Motion approved.

2. Requesting the attached street closures for our Saturday Farmers Market from Saturday, April 20th through October 30th. Streets would close from 5:30 am to 2:00 pm each Saturday. For 2021, we are requesting an expansion of the FM up NE “A” Street to Legion. We will place signage downtown to redirect traffic. *Map attached.*

Action: David Wright made the motion to approve depending on the approval of this year’s DBI contract, and approval of a couple of businesses. Cindy Acree gave a second. Motion approved.

3. Requesting the attached street closures for the following dates in 2021: 04/02, 05/07, 06/04, 07/02, 08/06, 09/03, and 10/1. We are expanding the First Friday footprint to include NE “A” Street from NE 2nd Street to NE 3rd Street (Lawrence Plaza). Majority of roads will close at 6:00 am, with Legion Lane and a portion of NE 2nd Street to Legion in order to accommodate Arvest Bank and the County Judge’s chamber (Old Post Office). Streets will reopen by 9:00 pm. *Map attached.*

Action: Mr. Heath’s request is what the Committee approved last year before Covid hit, and events were canceled. Mr. Heath has talked with BFF, and has agreed to work with them during their event to accommodate what they need. Dennis requested redoing some of the barricades around some of the businesses. Andrew said he could do that and put up signage so it will not affect access to any businesses.

David Wright made the motion to approve. Cindy Acree gave a second. Motion approved.

F. Layne Hyatt - 215 SW “A” Street, Bentonville, AR
Phone: (479) 271-3395 Email: lhvatt@bentonvillear.com

Memorial Park Glow Run, June 11, 2021, 8:45 pm to 9:30 pm. Bentonville Parks and Recreation is requesting temporary street closures for the Memorial Park Glow Run. *Course map attached.* This is the same course used in past years. Event begins and ends in front of Melvin Ford Aquatic Center.

Action: David Mills made the motion to approve. Tony Davis gave a second. Motion approved.

III. MISCELLANEOUS BUSINESS:

A. Tony brought up the intersection of Featherston and Glen Road, a lady notified Tony and told him that this is like the third time she has had her fence knocked down by drivers going north on Featherston and they are taking her fence out. They think the road continues. After talking with Dennis Birge, what we can do is install up the three (3) posts with red diamonds on the north side of Glen to warn drivers that the road does not continue. He thinks we could also put up a warning sign that there is a T-Intersection ahead also. Cindy Acree made a motion to approve and get it done. David said that he could do everything except the warning sign at this time because there is all the construction going on right now. Dennis Birge gave a second to the motion. Motion approved.

B. Cindy Acree brought up the entrance to the Orchard Subdivision in relationship to the elementary school. There continues to be congestion and mostly parking issues there. Chief Simpson made a comment that they deal with this every year. This year when they got a complaint, they went out there and did not see that much going on for the first couple of days. However, they went ahead and have

assigned a school resource officer to work with them come up with a message, or, a “best practices reminder” to send out to all the parents. Then the officer will monitor that area for a few days and see if that works. If it does not, they will come back with some stronger enforcement. Signage has not worked very well.

David Wright said the parents had taken upon themselves to park inside the subdivision and the kids were walking across the street to get in and out quicker, but that becomes a problem as well. Chief said they would see how the school resource officer does working with the school, and go from there.

Cindy Acree made a motion to adjourn. Tony Davis gave a second to the motion. Motion approved.

Meeting Date: Monday, March 1, 2021 at 2:00 pm

###

TRAFFIC SAFETY & SIGNAGE ATTENDANCE LIST

DATE: Feb. 1, 2021

NAME	PRESENT	ABSENT
Jon Simpson, Chairman	✓	
Lt. Michael Martin - PD/Traffic	✓	
Brent Boydston - Fire	✓	
Camille Thompson – Legal	✓	
Shelli Kerr - Planning	✓	
Cindy Acree City Council Representative	✓	
David Wright - Parks	✓	
Dennis Birge - Transportation	✓	
David Mills – Sign/Signals	✓	
Tony Davis, Streets	✓	
Bev Shepherd, Admin. Assistant	✓	



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: W. R. Randy Ross Home Phone: 479-685-6675

Address: 4302 SW Chasestone Ave., Mgr Unit 1, Bentonville, Ar. Work Phone: _____

E-mail: ross92@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 Shaski 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.bentonville.com

Describe the issue or problem and what you are requesting:

drivers driving too fast in the neighborhood, especially when kids are riding bikes and playing in the street. I requested speed limit signs for Broadstone, Quartz, Chasestone, Chapelstone and Limestone. Three signs were installed at one end of these streets, but we, all the residents in Stonegate Subdivision, feel that we need them at both ends of each street. I would like to see yellow painted speed limits on the pavement in addition to the signs. One day, one these children will be killed by a speeder and it will be too late. Increased traffic because of the construction on Tater Black & SW 14 have made the problem even worse. I myself have almost been run down three times while walking my dogs.

Illustration or Photo (Attach to Application if Necessary)

W. R. Ross 11-28-2020

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.

Michael Martin _____
Neighborhood Resident Signature Date

Michael Martin _____
Neighborhood Resident Signature Date

W. R. Ross _____
Neighborhood Resident Signature Date

4302 SW CHASESTONE AVE
Address

4300 SW CHASESTONE AVE #2
Address

4302 SW CHASESTONE AVE
Address

ANGEL DOMINGUEZ
Neighborhood Resident Signature

Janis Vescevi
Neighborhood Resident Signature

Monica Sam's
Neighborhood Resident Signature

Matthew M
Neighborhood Resident Signature

Chay B. B. B.
Neighborhood Resident Signature

Debra Najare
Neighborhood Resident Signature

Kyrah White
Neighborhood Resident Signature

Kinden Brown
Neighborhood Resident Signature

Brian Johnson
Neighborhood Resident Signature

Debra M. M. M.
Neighborhood Resident Signature

L. H. H.
Neighborhood Resident Signature

James M. M.
Neighborhood Resident Signature

James M. M.
Neighborhood Resident Signature

James M. M.
Neighborhood Resident Signature

Hunter Russell
Neighborhood Resident Signature

James M. M.
Neighborhood Resident Signature

James M. M.
Neighborhood Resident Signature

4303-1 SW CHASESTONE AVE.
Address

4301-1 SW CHASESTONE AVE
Address

1102 S.W. Quartz Rd. #2
Address

1102 S.W. Quartz Rd. #2
Address

4206 SW Chase Stone #2
Address

4206 SW CHASESTONE #1
Address

4204 #1 Chase Stone Ave
Address

4200 SW Chase Stone Ave #1
Address

4106 SW Chase Stone Ave #2
Address

4105 2 CHASESTONE
Address

4107 SW Chase Stone Ave. #1
Address

4107-2 Chase Stone SW #2
Address

4201-1 Chase Stone Ave
Address

4300-3 Chase Stone Ave
Address

4300-2 Chase Stone Ave
Address

4107-2 Chase Stone Ave
Address

4201-2 Chase Stone
Address

Mark Seib
Neighborhood Resident Signature

Gloria J. Stult
Neighborhood Resident Signature

John Stult
Neighborhood Resident Signature

Kelly Johnstone
Neighborhood Resident Signature

Joan Jackson
Neighborhood Resident Signature

Simwasee Haraganhali
Neighborhood Resident Signature

Rama Gopal Krishna
Neighborhood Resident Signature

Neighborhood Resident Signature

Neighborhood Resident Signature

Neighborhood Resident Signature

Neighborhood Resident Signature

Neighborhood Resident Signature

Neighborhood Resident Signature

Neighborhood Resident Signature

Neighborhood Resident Signature

Neighborhood Resident Signature

Neighborhood Resident Signature

1104 SW Quarte unit 1
Address

104 SW Quarte unit 2
Address

1104 SW Quarte unit 2
Address

4107-2 CHAPSTONE
Address

4207-1 CHAPSTONE
Address

4101-1 Chapstone
Address

4101-1 Chapstone
Address

Address

Address

Address

Address

Address

Address

Address

Address

Address

Address



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

Name: Adam Osweiler Home Phone: (870) 718-5852

Address: 1580 E Stearns Street, Fayetteville, AR, 72703 Work Phone: (479) 443-2377

E-mail: aosweiler@mcc.us.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:

Our firm is designing a residential subdivision in Bentonville off of N. Rainbow Farm Road. We have one road internal to the subdivision that is required to have a traffic calming device installed. We currently have a raised crosswalk at the mid-block crossing to act as a traffic calming device. This design was taken from City of Bentonville's Traffic Calming Guidebook. During the Planning Commission review process, the engineering, planning, and fire departments have all requested that this design be reviewed and approved by this committee. I would appreciate the committee reviewing the attached design, and allowing the raised crosswalk. This design should both reduce traffic speeds and allow larger trucks to pass without damaging the truck, as well as increase pedestrian safety.

Illustration or Photo (Attach to Application If Necessary)

See attached for plan, detail, and example of raised crosswalk being proposed.

1/12/2021

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

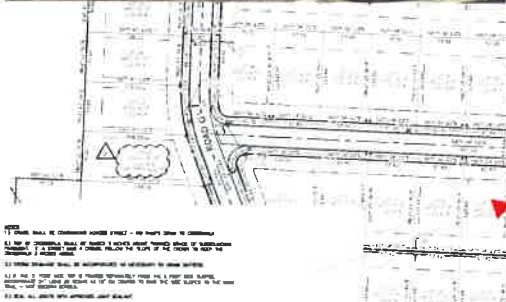
Date

Address

Neighborhood Resident Signature

Date

Address

GENERAL SITE NOTES

100

NAME	DATE
AGE	SEX
UNIT	PROFESSION
U/R 2012	HOW
ADDRESS	TELEPHONE
AD. NUMBER	PR. 2118
C3.00	



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Send form to Beverly Shepherd at bshepherd@bentonville.com
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Name: Jacob Shy Home Phone: _____
Address: 3108 SW Regency Blvd Work Phone: (479) 273-9472
E-mail: jshy@eeieng.com

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

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
@ www.bentonville.com

Describe the issue or problem and what you are requesting:

CEI is requesting relocation of the mid-block crossing for NE A St, located in the slaughter pen trail system, as seen in the traffic study report that is attached. This crossing is intended to be a relocation of the existing crossing that is located approximately 600' to the north. The proposed changes include trail signage and roadway striping at the crossing itself, with advance warning signage located approximately 200' south and north of the proposed crossing on NE A St. The new location is better aligned with the low water bridge over Town Branch Creek, and it will improve connectivity for trail users.

Illustration or Photo (Attach to Application If Necessary)

 2021.01.12
15:16:04-06'00'

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

MID-BLOCK CROSSING TRAFFIC REPORT

NE A Street
Bentonville, Benton County, AR 72712



CEI Project No. 29855.0

Rev-0
December 16, 2020

Distribution
City



Presented By
CEI Engineering Associates, Inc.
3108 SW Regency Parkway, Suite 2
Bentonville, AR 72712
Ph: (479) 273-9472 / Fax: (479) 273-0844



*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

December 16, 2020

Erin Rushing, PLA
Executive Director, NWA Trailblazers
1000 SE 5th St, Ste
Bentonville, AR 72712
Phone: (479) 231-1365

RE: NE A St. Mid-Block Crossing

OVERVIEW

In November of 2020, CEI was asked to provide a graphic plan depicting the layout of the proposed midblock crossing at NE A St. between Slaughter Pen Rd. and Tiger Blvd., approximately 2730' north of the Tiger Blvd. bridge overpass. A hard-surface multi-use trail, The Razorback Greenway Trail (RGT), parallels the west side of NE A St. The soft surface trail system to the west connects to the hard-surface trail via low-water bridge over Town Branch Creek, just north of the wastewater treatment facility. The existing pedestrian crossing directly to the north of this location currently accommodates the movement of cyclists and pedestrians crossing NE A in the east/west direction. This Memorandum has been prepared to assess the Sight Stopping Distance, Line of Sight Elements, and need for access management at the proposed new crossing location. This Memorandum has also been prepared to propose shifting the existing pedestrian crossing to the south approximately 300' to allow better alignment with the pedestrian low water bridge across Town Branch Creek. We believe the existing signage package can be shifted with the proposed crossing, moving everything to the new location.

1 BACKGROUND / EXISTING CONDITIONS

Stopping Sight Distance and Line of Sight Assumptions

CEI used The Green Book 2011 6th Edition to calculate both the Stopping Sight Distance and Line of Sight. CEI used existing geographic information systems data and contour information from Benton County and the City of Bentonville to make assumptions on the speed limit, traffic counts, and roadway slope. CEI made the assumption based on existing information that the roadway slope for the southbound and northbound vehicular travel is 3% uphill and 3% downhill, respectively. The actual southbound and northbound slopes are closer to 1.0% uphill and 1.5% downhill,

respectively. However, CEI has chosen to conservatively use 3% to ensure enough stopping distance. The speed limit is 25 MPH on NE A St.

Traffic Counts: Roadway & Trail

CEI used Average Daily Traffic (ADT) counts recorded at the mid-block crossing location on NE A St., prepared by the City of Bentonville. The results showed daily total traffic volume for 5 days, as well as correlations between traffic volume, speed and direction. According to the Bentonville study, the total volume range in the 5-day count study was 668-1534 vehicles per day, with an overall total of 5695 vehicles. The majority of these vehicles were going between 30-40 mph, faster than the 25 mph speed limit. Of the total vehicles counted, during those 5 days, approximately 51.2% were travelling northbound, and 48.8% southbound. The traffic report is attached as Appendix A to this report.

CEI pulled pedestrian and bike counts from the Walton Family Foundation who conducted a Northwest Arkansas Trail Usage Monitoring Report in 2019, which is attached as Appendix B to this report. The closest monitoring site, Crystal Bridges Trail at Cub Circle, counted an annual volume of approximately 328,909 pedestrians and 140,000 cyclists on the multi-use hard surface trail, which is above the 2019 network-wide average of 66,329 pedestrians and 92,167 cyclists. This is an increase from 2015. The report shows an average increase from 2015 in pedestrian and cyclist activity of 13% and 36%, respectively. Additionally, trail counts from October and November of 2020 were provided from the Northwest Arkansas Trailblazers. The Crystal Bridges counter along the multi-use hard surface trail, located approximately 0.7 miles south of the proposed mid-block crossing, received October and November daily averages of 1038 and 795 users, respectively.

2 CALCULATIONS

Stopping Sight Distance and Line of Sight Calculations

The Green Book provides the following Equation in figure 3-3 for the Effect of Grade on stopping:

$$d_s = \frac{v^2}{30 \left[\left(\frac{a}{32.2} \right) \pm G \right]}$$

- d_s , Stopping Site Distance (ft)
- v , Posted Speed Limit: 25MPH
- G , Southbound Vehicle Grade: +3.0%
Northbound Vehicle Grade: -3.0%
- a , Deceleration: 11.2 ft/s²

The calculation for stopping sight distance, based on the above equation, is shown in the following table:

Design Speed (mph)	U.S. Customary					
	Stopping Sight Distance (ft)					
	Downgrades			Upgrades		
	3 %	6 %	9 %	3 %	6 %	9 %
15	80	82	85	75	74	73
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222
40	315	333	354	289	278	269
45	378	400	427	344	331	320
50	446	474	507	405	388	375
55	520	553	593	469	450	433
60	598	638	686	538	515	495
65	682	728	785	612	584	561
70	771	825	891	690	658	631
75	866	927	1003	772	736	704
80	965	1035	1121	859	817	782

3 ASSESSMENT AND RECOMMENDATION

Stopping Sight Distance and Line of Sight Analysis

Based on the information for the roadway segment in question, the required Stopping sight distance are as follows:

Southbound Vehicle Travel: 147 ft

Northbound Vehicle Travel: 158 ft

Figure 3.1 depicts the required stopping sight distance:

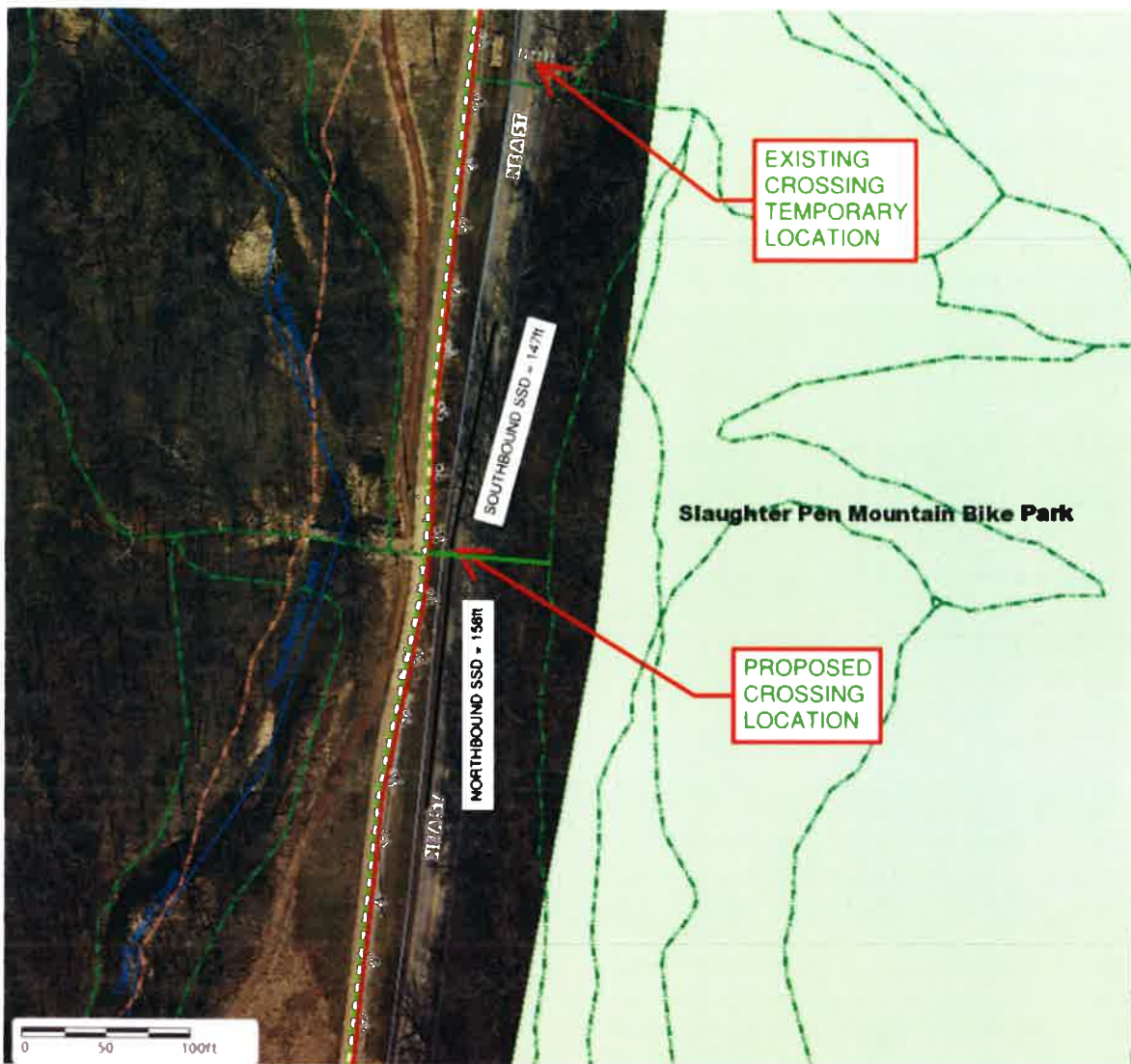


Figure 3.1: Stopping Site Distance Northbound and Southbound

Recommendation

Due to the extended line of site, gentle slopes, and other existing conditions, CEI is recommending trail signage and a roadway warning striping at the crossing location itself, with advance warning signage located approximately 200' south and north of the proposed crossing on NE A St. CEI is also recommending advanced warning striping before the crossing on both sides. This recommendation is based on the recorded traffic counts, standard trail crossing practice guidelines and reference materials, and site-specific conditions. See Figure 3.2 for recommended signage.

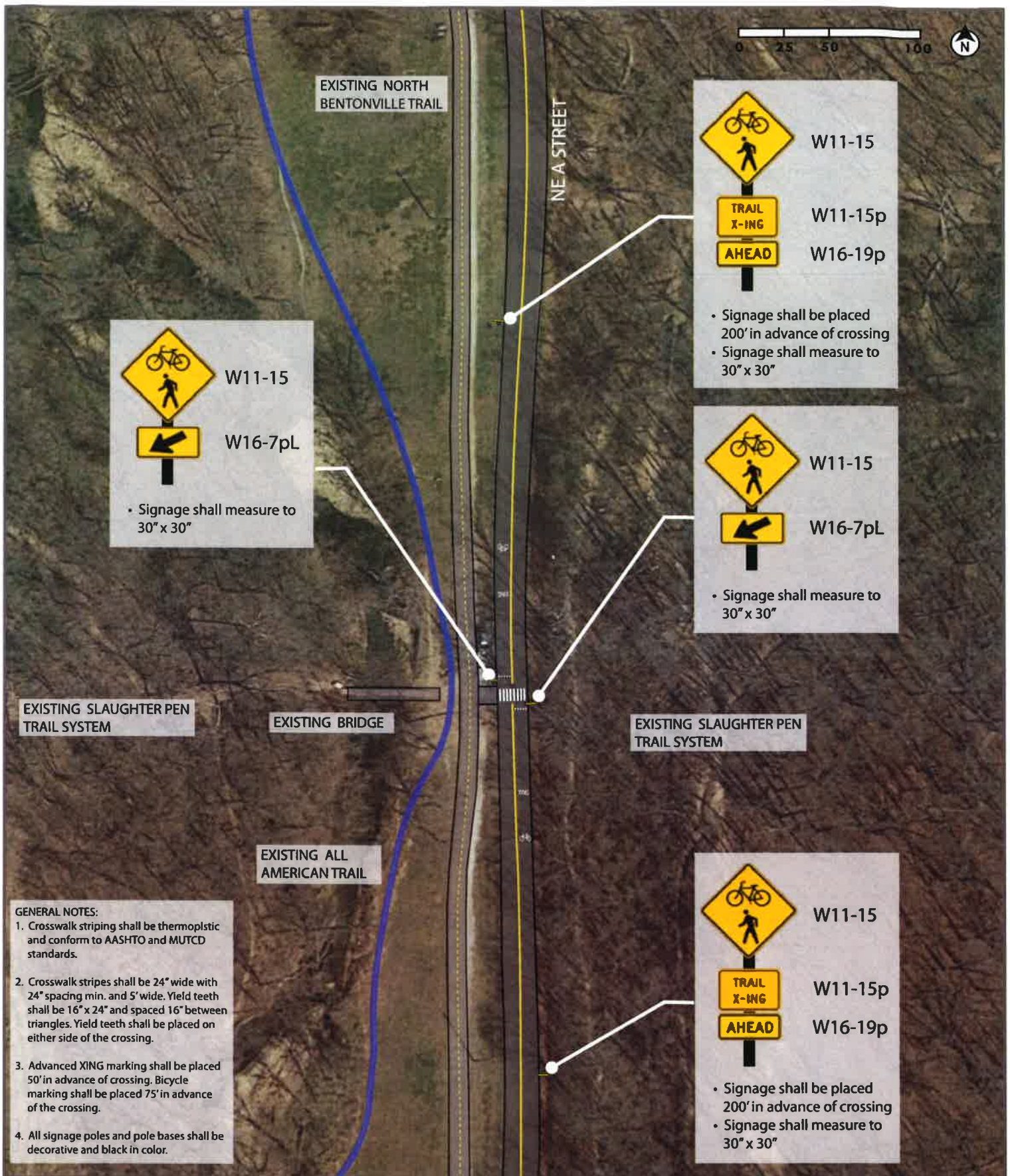


Figure 3.2

NORTHEAST A STREET CROSSING & TRAIL CONNECTION

SITE LAYOUT OF RELOCATED CROSSING AT NE A ST.

APPENDIX A

**TRAFFIC COUNT STUDY PREPARED BY CITY
OF BENTONVILLE**



Start: 2020-10-29

End: 2020-11-06

Times: 0:00-23:59

Volume by Speed

Ne A N of wastewater

Speed Bins: Size 10, Range 1 to 150

Time View: By Date (Total Volumes)

Date	1 to 10	11 to 20	21 to 30	31 to 40	41 to 50	51 to 60	61 to 70	71 to 80	81 to 90	91 to 100	101 to 150	Avg Speed	Total
10-29-20	0	34	251	863	138	7	1	0	0	0	0	34.2	1294
10-30-20	0	14	439	931	141	8	1	0	0	0	0	33.6	1534
10-31-20	0	6	226	579	107	6	0	0	0	0	0	34.2	924
11-01-20	0	3	162	429	70	3	1	0	0	0	0	34.1	668
11-02-20	0	7	265	819	170	9	0	0	0	0	0	34.8	1270
11-03-20	0	0	1	0	0	1	0	0	0	0	0	44.5	2
Total	0	64	1344	3621	626	34	3	0	0	0	0	34.1	5692



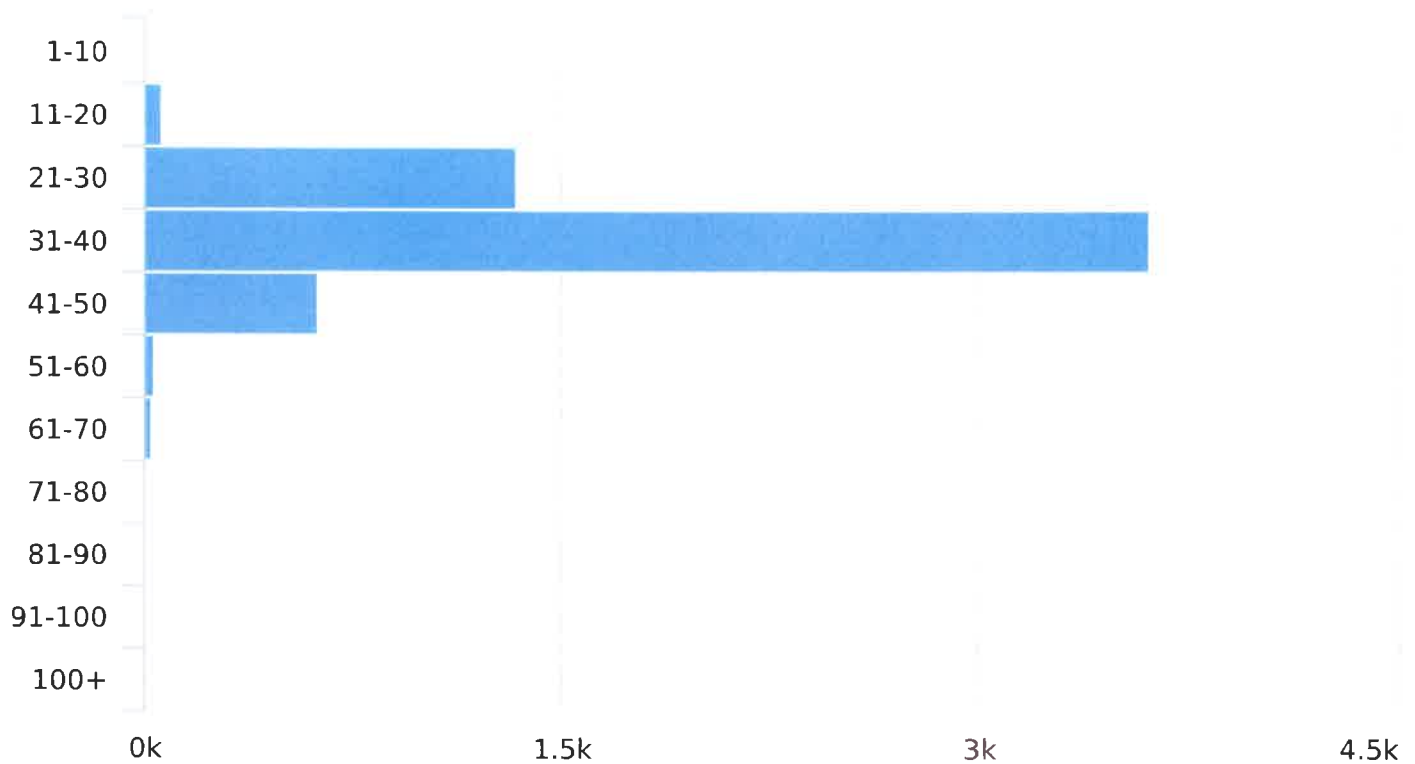
Start: 2020-10-29
End: 2020-11-06
Times: 0:00-23:59

Volume by Speed

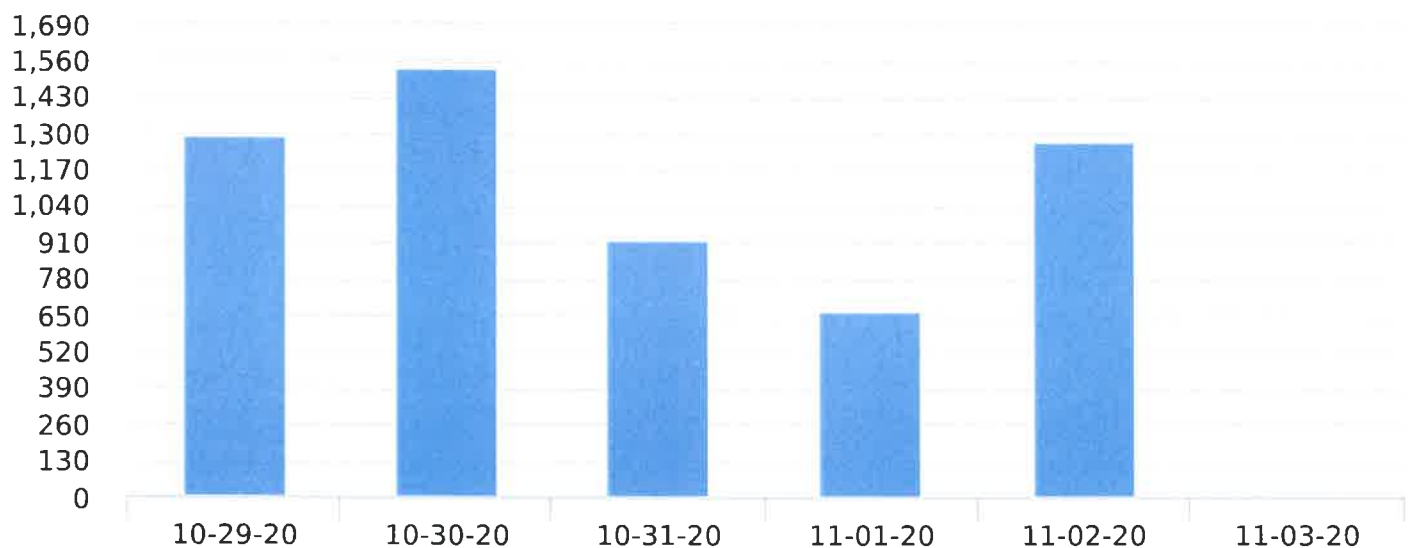
Ne A N of wastewater

Speed Bins: Size 10, Range 1 to 150
Time View: By Date (Total Volumes)

Total Volume by Speed Distribution



Daily Total Volumes





Traffic Volume Report by Direction

Ne A N of wastewater

Start: 2020-10-29

End: 2020-11-06

Times: 0:00-23:59

Length Range: 1-500 ft

Speed Range: 1-150 mph

Lanes Included:

Date	Direction	Volume
2020-10-29	SB	611
2020-10-29	NB	682
2020-10-30	SB	834
2020-10-30	NB	701
2020-10-31	SB	438
2020-10-31	NB	487
2020-11-01	SB	317
2020-11-01	NB	352
2020-11-02	SB	580
2020-11-02	NB	691
2020-11-03	SB	1
2020-11-03	NB	1
Total		5695



Traffic Volume Report by Direction

Ne A N of wastewater

Start: 2020-10-29

End: 2020-11-06

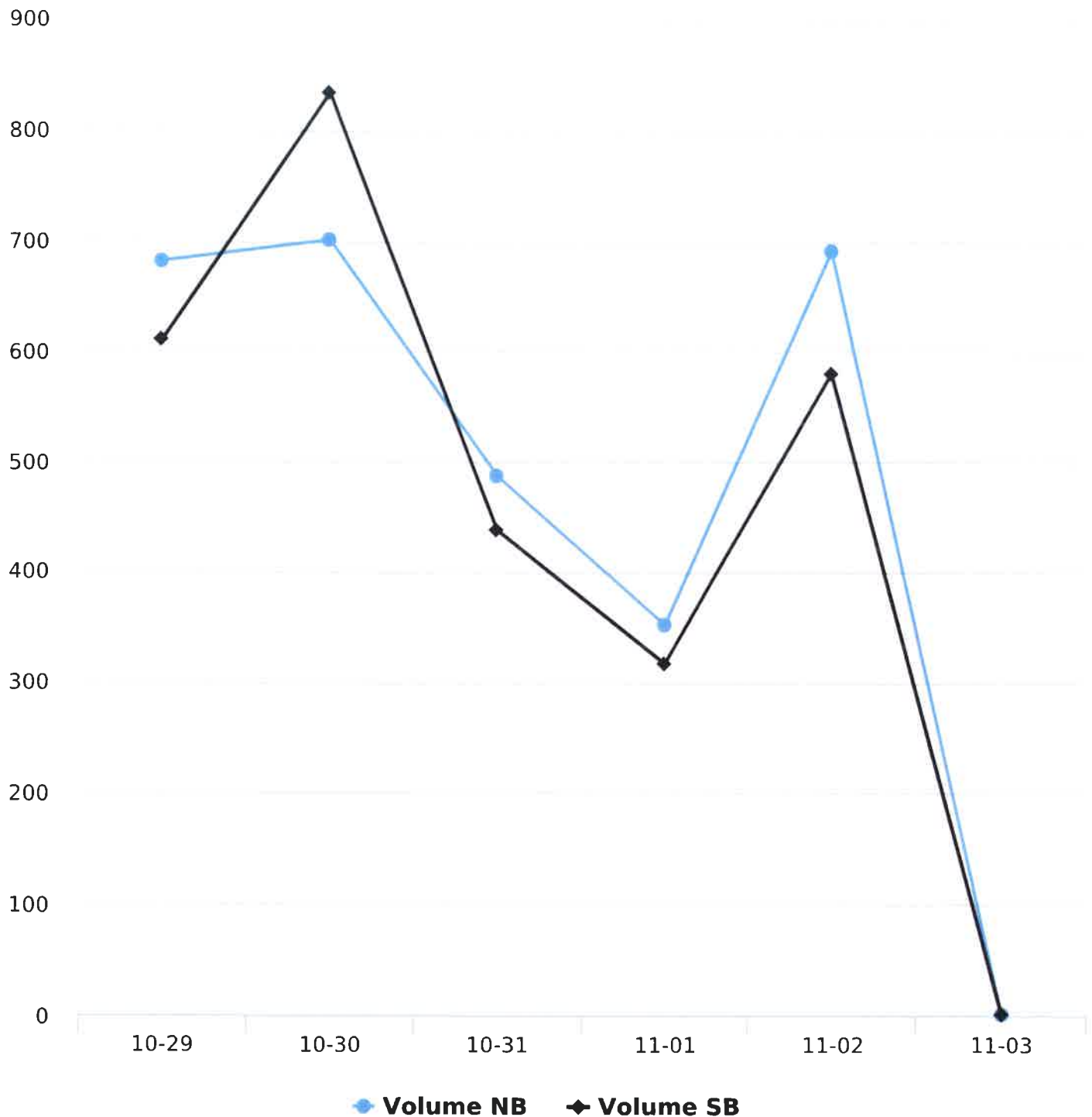
Times: 0:00-23:59

Length Range: 1-500 ft

Speed Range: 1-150 mph

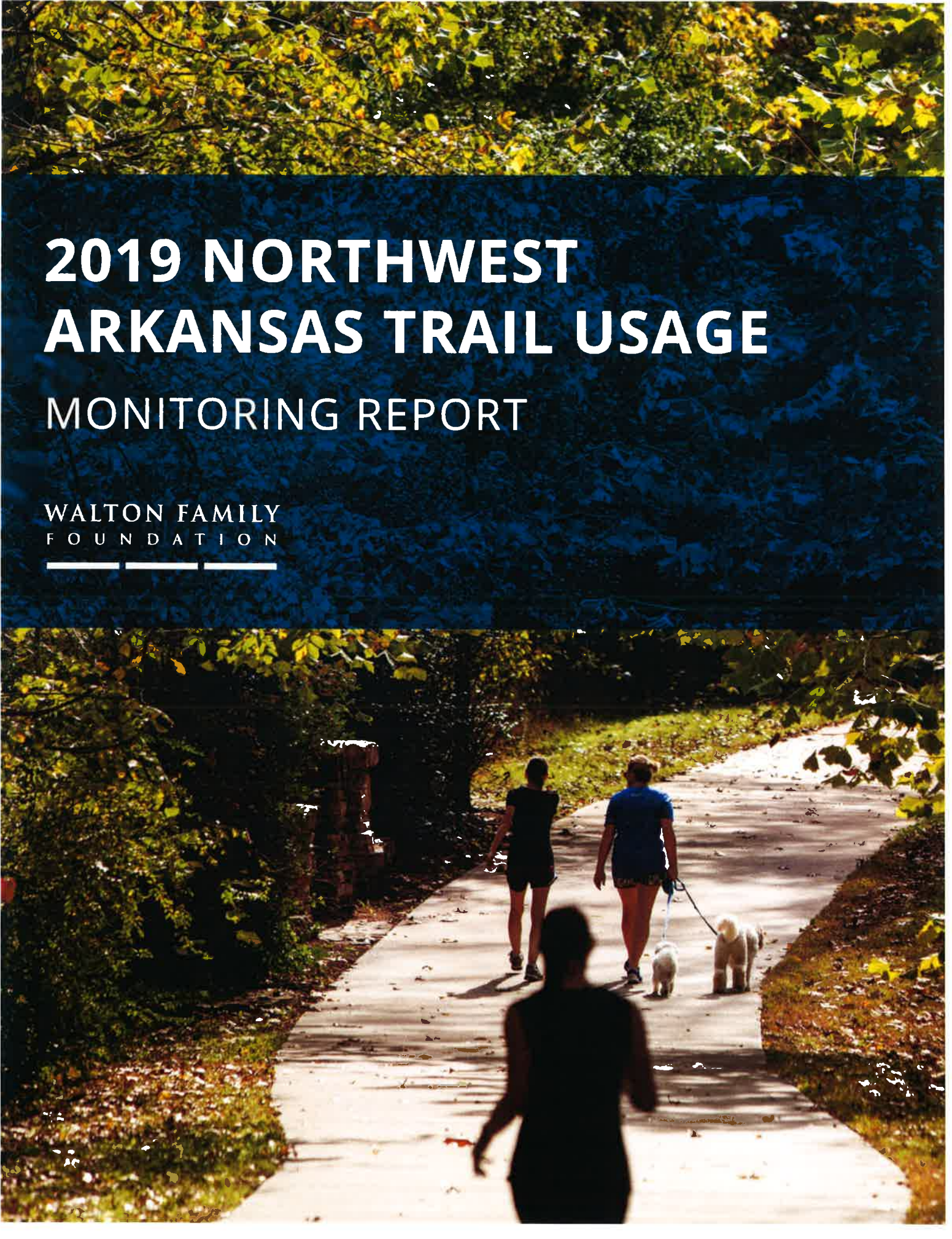
Lanes Included:

Volume by Direction



APPENDIX B

2019 TRAIL USAGE MONITORING REPORT PREPARED BY WALTON FAMILY FOUNDATION



2019 NORTHWEST ARKANSAS TRAIL USAGE MONITORING REPORT

WALTON FAMILY
FOUNDATION

2019 NORTHWEST ARKANSAS TRAIL USAGE MONITORING REPORT

Summary Findings

- Cycling and pedestrian activity has continued to grow since 2017. The 2019 study finds a 10% increase in cycling over the past two years and 36% growth since 2015. The report also finds a 2% increase in pedestrian activity over the past two years and 13% growth since 2015.
- Activity levels on multi-use paths continued to climb, with the average volume across all count sites increasing 8% for cycling and 10% for pedestrians since 2017. While overall activity levels on natural-surface trails were higher in 2019 than in 2015, the average volume of bicycles and pedestrians across all the count sites decreased 8% and 24%, respectively, since 2017. Even so, six of the ten natural-surface trail count sites showed increased activity levels since 2017.
- Cycling activity is still highest on the weekends, but pedestrian activity has shifted to higher numbers early in the week. Peak times on weekends continued to shift earlier from previous years, with the highest activity levels in mid-morning—around 9am for pedestrians and between 10 and 11am for bicycles. On weekdays, activity levels of all types peak at 6 p.m., which is consistent with previous years.
- Activity levels on Northwest Arkansas trails relative to other more densely populated areas remain strong. Northwest Arkansas trails have higher levels of activity than San Diego when considering total population but have lower activity than best-in-class areas like Vancouver, Minneapolis and Portland.

Study Overview

The Walton Family Foundation has supported the development of an expansive trail network in the foundation's home region of Northwest Arkansas. This is a key focus in the Home Region Program's 2020 Strategic Plan and resulted in the addition of 181 miles of natural-surface trails and 35 miles of multi-use paths since 2015, bringing the total miles of trails in the region to 484 by the end of 2019. To understand how many people are using the trails and assess the impact of these investments, the foundation has periodically monitored the levels of cycling and pedestrian activity on the region's trail network. A team of researchers at San Diego State University's Active Transportation Research Center conducted trail use monitoring studies in 2015 and 2017, and this 2019 study is the third in the series.

To measure cycling and pedestrian activity levels, the research team used automatic counting devices placed at various sites along the trail network. Each location included a combination of pneumatic tubes laid across the trail and pyro boxes affixed to trees or poles alongside the trail. Together, these devices are able to distinguish cyclists from pedestrians, which direction they are traveling, and collect data on a 24-hour, continuous basis. Data for this study were collected between May and July of 2019.

User counts were captured at a total of 54 locations that were evenly distributed geographically across the network and comprised a representative sample of locations in terms of population, employment density and income levels of residents in the immediate surrounding area. This included 39 sites on multi-use paths, 10 on natural-surface trails, three on sidewalks, and two on protected bike lanes. For each site, the research team calculated the average weekday and weekend/holiday volumes and then used those averages to estimate the annual volume at each site and for the entire network.

Key Findings

In 2019, the network saw an average annual volume of 92,167 cyclists and 66,329 pedestrians per site. That equates to an average of 203 cyclists and 175 pedestrians per day on weekdays and 376 cyclists and 203 pedestrians per day on weekends.

The average annual volume per site has grown considerably since the 2015 baseline study, with cycling activity up 36% and pedestrian activity up 13%. The majority of these gains, however, occurred between 2015 and 2017, when cycling increased 24% and pedestrian use increased 10%, with smaller increases occurring between 2017 and 2019, when cycling increased 10% and pedestrian use was up just 2%.

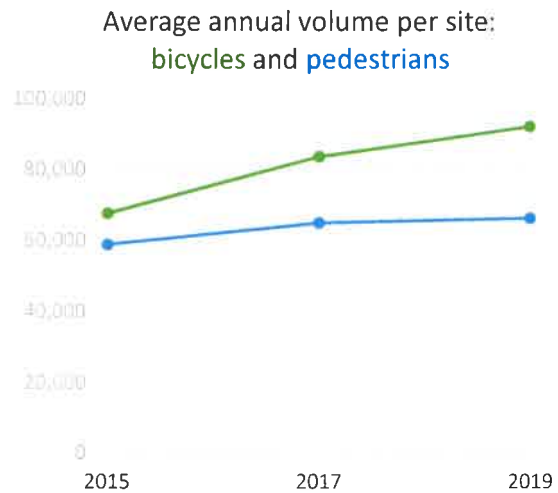


Figure 1: Cycling and pedestrian activity network-wide

How does trail use differ by trail type?

As in previous years, the volume of activity was much higher on multi-use paths than natural-surface trails in 2019. Sites on multi-use paths saw average annual volumes of 117,302 cyclists and 86,503 pedestrians, while those on natural-surface trails averaged 9,314 cyclists and 12,756 pedestrians.

The level of activity on multi-use paths has continued to grow since the 2015 baseline, with a 38% increase in cycling and 19% increase in pedestrian activity. While the growth in cycling was smaller from 2017 to 2019 (8%) than 2015 to 2017 (29%), the increase in pedestrian activity was more evenly split, with 9% from 2015 to 2017 and 10% from 2017 to 2019.

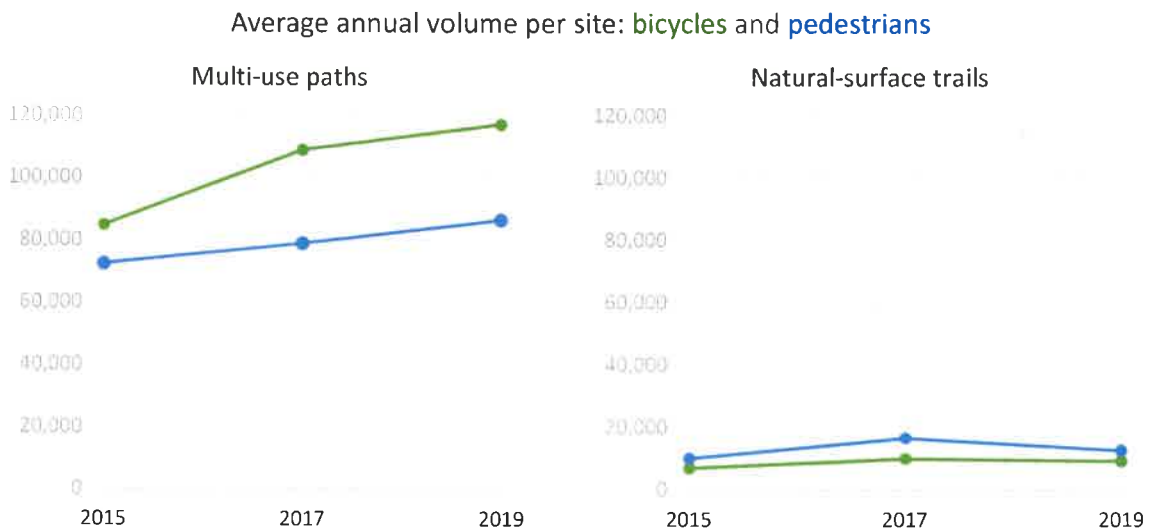


Figure 2: Cycling and pedestrian activity on multi-use paths and natural-surface trails

Activity levels on natural-surface trails, however, have followed a different pattern. After seeing similar growth rates as multi-use paths from 2015 to 2017 (a 33% increase in cycling and 26% increase in pedestrian activity), the average annual volume per site went back down in 2019; cycling fell 8%, and pedestrian use dropped 24%.

Since the sample of natural-surface trails was considerably smaller than that for multi-surface trails, much of the variation in use comes down to a handful of specific sites. Two of the ten sites on natural surface trails saw declines in both cycling and pedestrian activity: the trail at Park Springs Park in Bentonville and the Lake Atalanta trails at Lakeview Dr in Rogers. The Slaughter Pen Trail in Bentonville saw the number of cyclists fall by almost half but still saw an increase in the number of pedestrians. Conversely, the trailheads off Blowing Springs Rd (north trails) in Bella Vista and Mt. Kessler Trail in Fayetteville saw considerable increases in cycling but sizeable decreases in pedestrians.

Some of the decreases in use could be attributed to the increase in natural-surface trail options. Between 2017 and 2019, 93 miles of natural-surface trails were added within the region (a 41% increase). As trail mileage has significantly expanded in such a short time, it's likely that their use has become more dispersed, which may have caused the activity levels on existing trails to increase less or even decline, even as the overall volume of users has increased.

How does trail use vary over the course of the week and day?

As one might expect, cycling activity was highest on weekends, with an average daily volume of 327 cyclists on Saturdays and 347 on Sundays, while average weekday volumes consistently hovered closer to 200. Pedestrian activity in 2019 was highest on Mondays, with an average daily volume of 206 per site, mostly declined through the rest of the week, and then ticked back up near 200 on Saturday and Sunday. This is fairly different from the pattern seen in 2017, where the weekends saw highest levels of pedestrian activity.

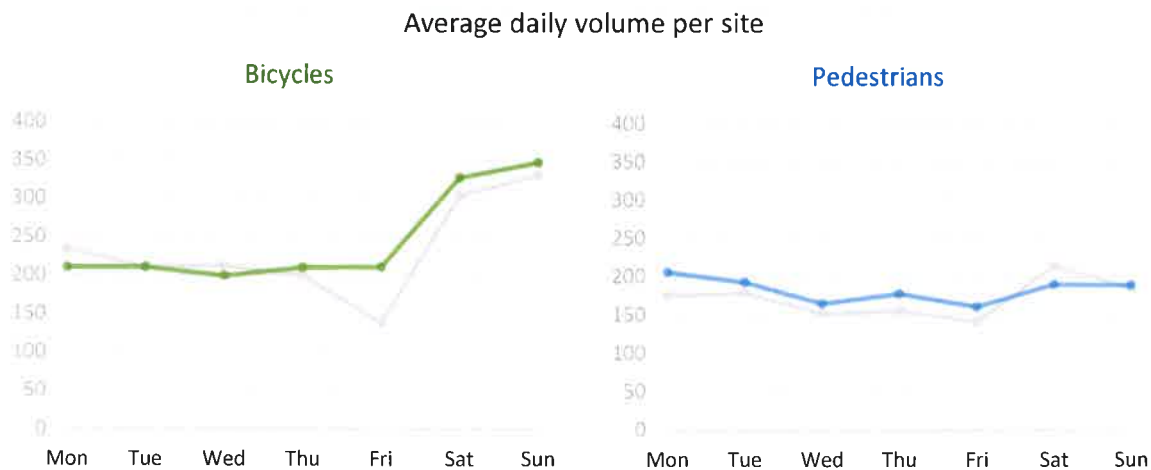


Figure 3: Cycling and pedestrian activity by day of the week

On weekends, cycling activity climbs quickly throughout the morning, peaking between 10 and 11 a.m. and gradually comes down throughout the afternoon and evening. On weekdays, however, cycling activity increases steadily throughout the morning, lulls in the afternoon, and then climbs steeply over

the course of the evening commute (peaking at 6pm), and falls sharply by 8pm. The same general pattern has stayed largely intact over the three report cycles. However, the peak weekend time has shifted earlier over the years from mid-afternoon in 2015 to mid-morning in 2019.

Average hourly bicycle volume per site: **2019**, 2017, 2015

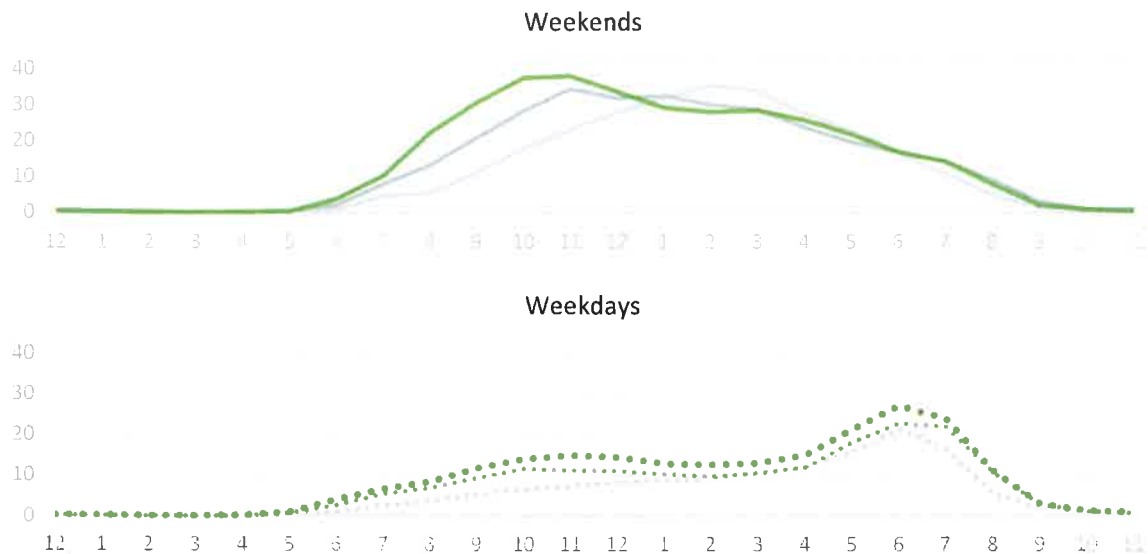


Figure 4: Cycling activity by hour of the day

Pedestrian activity levels exhibit similar patterns as those of cyclists but peak slightly earlier on weekends (9am) and show a sharper and earlier increase in the morning on weekdays, while still peaking at 6pm. As with cycling, the peak weekend time for pedestrians has shifted earlier in the day.

Average hourly pedestrian volume per site: **2019**, 2017, 2015

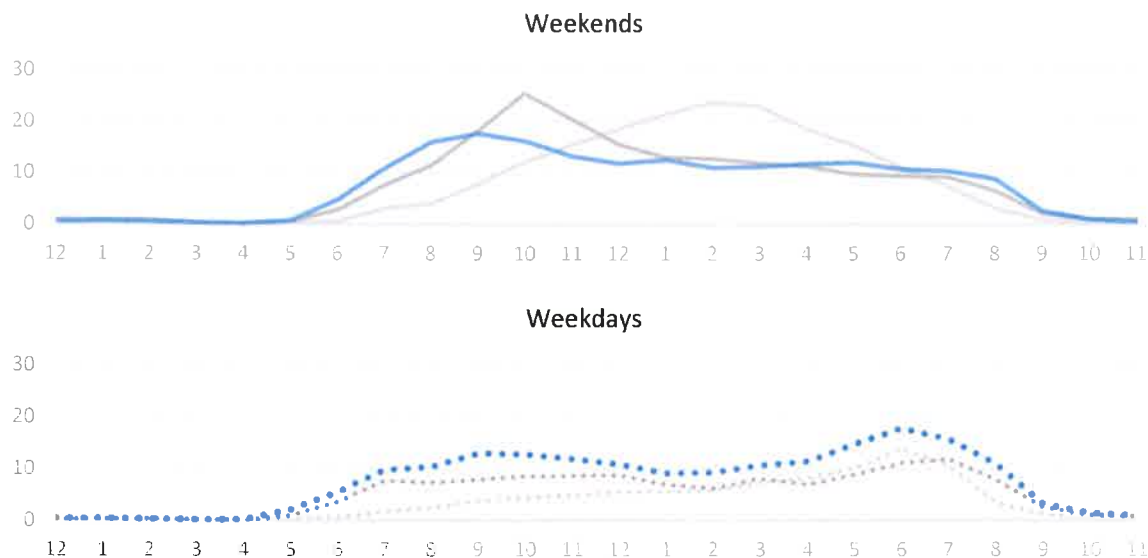


Figure 5: Pedestrian activity by hour of the day

Which specific trail sites saw the most use?

The multi-use path site with the highest annual cycling volume in 2019 was the North Bentonville Trail near Northwest A Street in Bentonville, with an estimated 205,006 cyclists, followed by the Frisco Trail at Maple St in Fayetteville, with 190,701. Several points along the Scull Creek Trail in Fayetteville also had high usage: at N Quality Ln (189,480), N Furtrall Dr (185,455), and W North St (183,640) as well as the Lake Fayetteville Trail at N Crossover Rd in Fayetteville (180,752).

Annual cycling volume on multi-use path sites: 2019, 2017

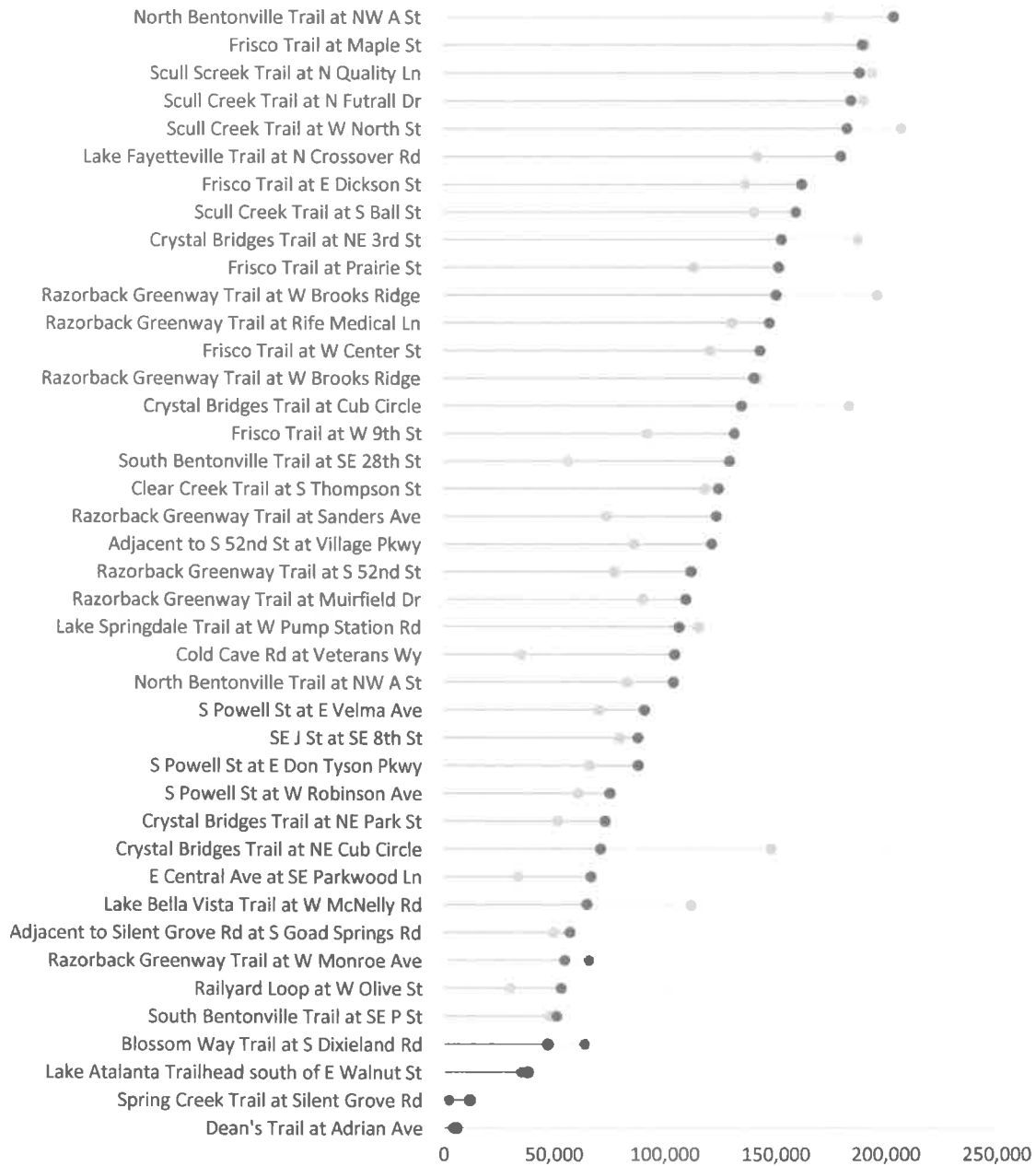


Figure 6: Cycling activity on multi-use paths by count site

Although most sites on multi-use paths saw increases in cycling activity since 2017, a handful experienced notable decreases, including three of the four sites on the Crystal Bridges Trail.

In terms of pedestrian use, the multi-use path sites with the highest annual volume by far were along the Crystal Bridges Trail in Bentonville: at Cub Circle (328,909), NE 3rd St (328,014), and NE Cub Circle (283,642). The Crystal Bridges Trail at Cub Circle and NE Cub Circle also saw tremendous growth in

Annual pedestrian volume on multi-use path sites: 2019, 2017

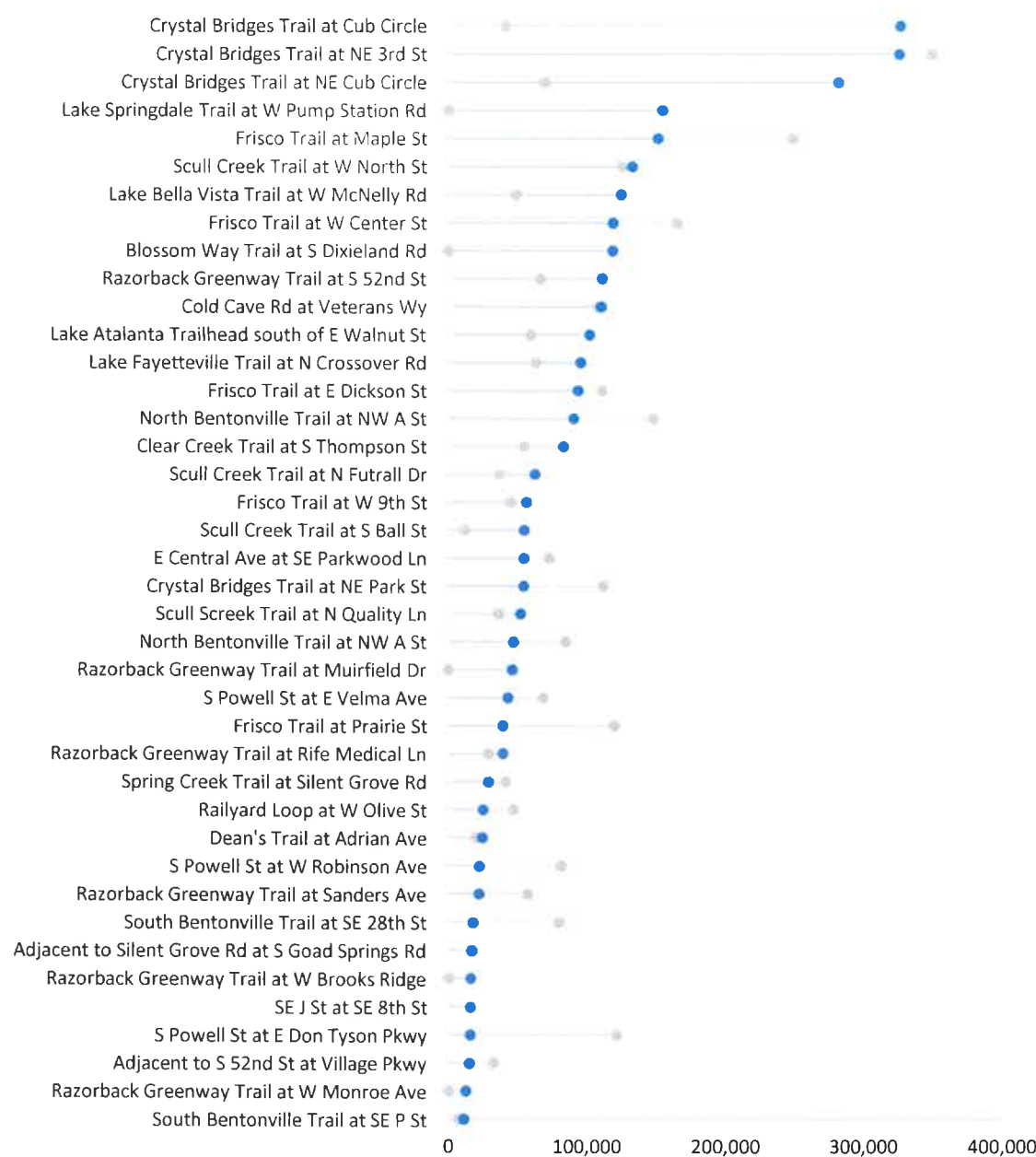


Figure 7: Pedestrian activity on multi-use paths by count site

pedestrian activity since 2017. The site at NE 3rd St, however, saw slightly lower pedestrian numbers compared to 2017. Several sites on the Frisco Trail also saw declines in pedestrian activity.

The natural-surface trail site with the highest annual cycling volume in 2019 was the Seed Tick Shuffle Trail in Bentonville with an estimated 27,936, followed by the trailhead at NE A St and Tiger Blvd in Bentonville with 14,645 and the trailhead off Blowing Springs Rd (south trails) in Bella Vista with 12,714. The majority of count sites saw growth in cycling volume since 2017 or very slight declines. The two exceptions were the Slaughter Pen Trail, which fell by about 40%, and the trail at Park Springs Park, which saw the most dramatic change of all the natural surface trail sites, falling from the highest cycling numbers in 2017 to the second lowest in 2019.

Annual cycling volume on natural-surface trail sites: 2019, 2017

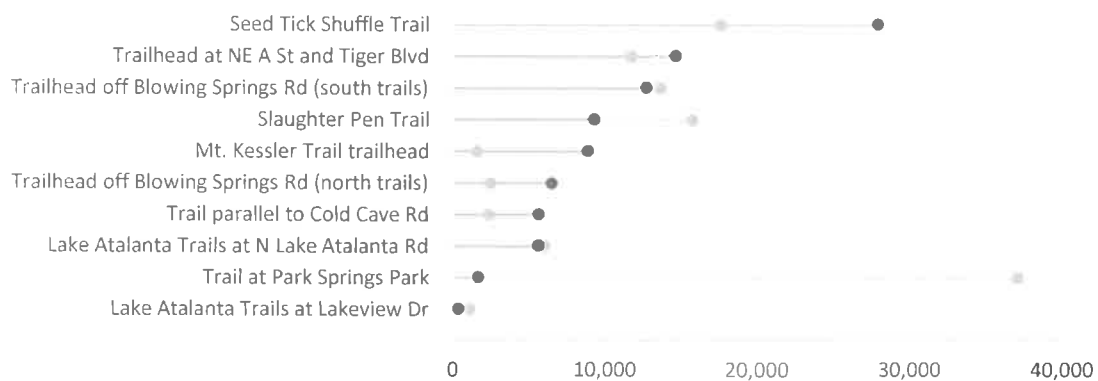


Figure 8: Cycling activity on natural-surface trails by count site

The natural surface trail sites with the highest annual pedestrian volume were the trailhead off Blowing Springs Rd (south trails) in Bella Vista with an estimated annual volume of 28,093, the Mt Kessler Trail trailhead in Fayetteville with 23,817, and the trailhead at NE A St and Tiger Blvd in Bentonville with 20,430. The trailhead for the south trails off Blowing Springs Rd saw the number of pedestrians almost double since 2017, the trailhead for the north trails fell by nearly two-thirds.

Annual pedestrian volume on natural-surface trail sites: 2019, 2017

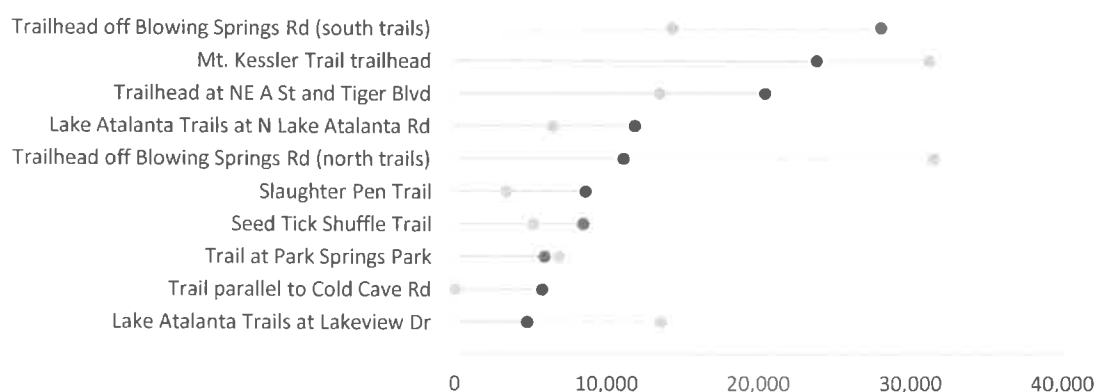


Figure 9: Pedestrian activity on natural-surface trails by count site

How does trail use in Northwest Arkansas compare to other regions?

When compared to other regions with prominent trail systems, the volume of cycling activity on Northwest Arkansas trails is well below that of best-in-class cycling cities like Vancouver, Minneapolis, and Portland, even when adjusting for the total population of the region. However, Northwest Arkansas trails have a slightly higher volume of cyclists than San Diego County and even more so when considering the total population size.

Region	Daily Cyclists per 1,000	Daily Cyclists*	Population
Vancouver	29.6	20,000	676,700
Minneapolis	24.8	10,540	425,403
Portland	21	13,703	653,115
San Francisco	8.9	7,881	883,305
Northwest Arkansas	4.29	2,482	518,328
San Diego County	0.65	2,164	3,343,364

*Combined count from top three sites with the highest average daily volume

Similarly, pedestrian activity on Northwest Arkansas trails is far below that of San Francisco, Portland, Minneapolis, and Vancouver, even when adjusting for the total population of the region. Although Northwest Arkansas trails have a lower volume of pedestrians than San Diego County, they have a higher number of pedestrians per 1,000 in total population.

Region	Daily Pedestrians per 1,000	Daily Pedestrians*	Population
San Francisco	404.76	357,526	883,305
Portland	79.38	51,845	653,115
Minneapolis	78.3	33,310	425,403
Vancouver	31.91	21,959	676,700
Northwest Arkansas	5.46	2,831	518,328
San Diego County	2.64	8,810	3,343,364

*Combined count from top three sites with the highest average daily volume

Conclusion

This third report in the trail usage monitoring series has shown that overall activity levels on Northwest Arkansas trails have been strong and continued to grow as the network has grown. The analysis also reveals that activity levels vary considerably by the type of trail and location of the count site. For instance, the sites with the highest activity levels are directly on the Razorback Greenway (and in densely populated areas), while sites with the lowest use are furthest away from the central greenway corridor. In addition, trail sites that at or near popular destinations like a lake or museum tended to have the highest pedestrian activity, suggesting that destinations are an important driver of trail use, both for recreation and transportation purposes.

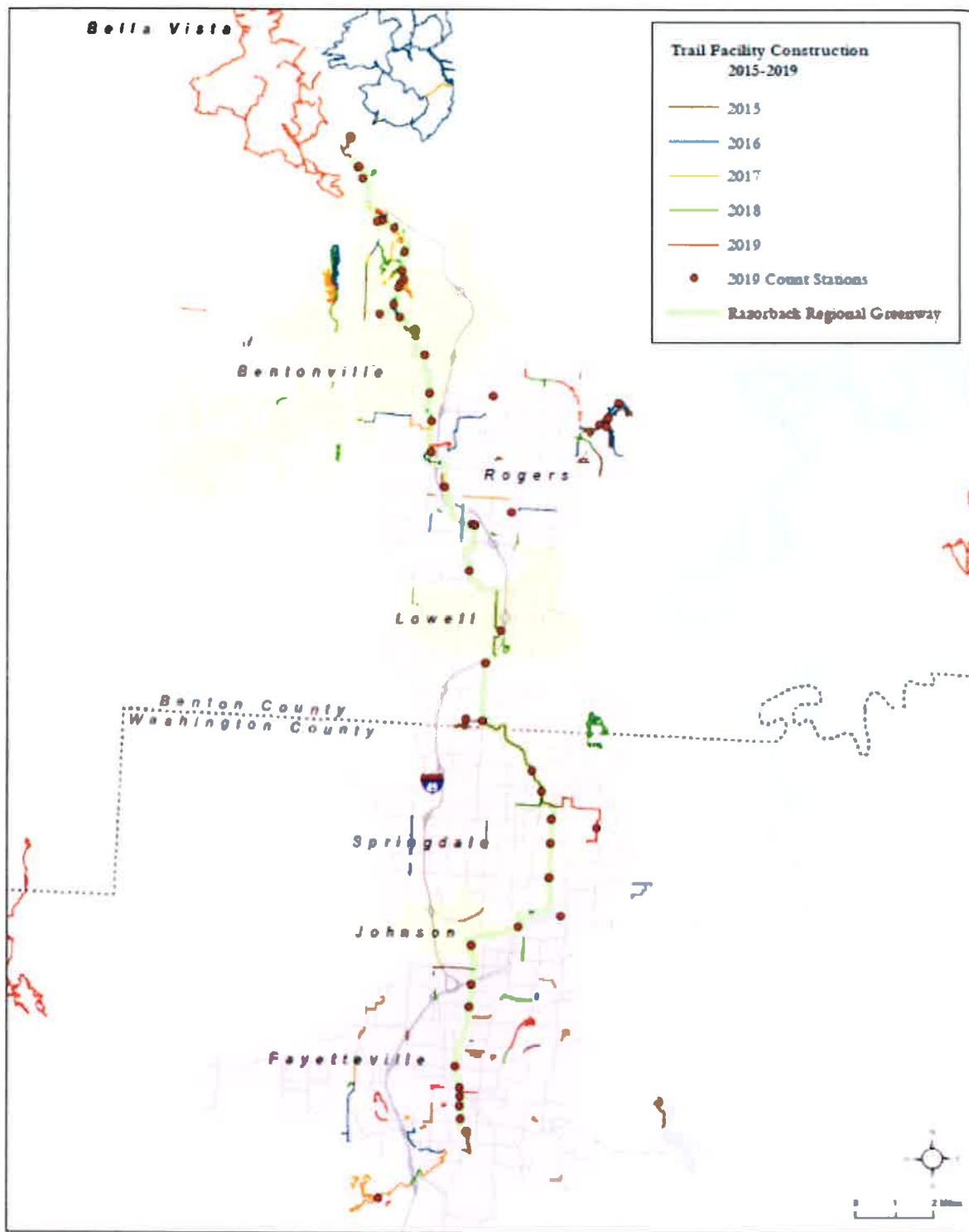


Figure 10: Locations of 2019 count sites



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: Mia Standard for The Peel Compton Foundation (PCF) Home Phone: (479) 871-2339

Address: 312 N Main Street, Bentonville, AR 72712 Work Phone: (479) 254-3870

E-mail: mia.standard@peelcompton.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:

PCF operates Coler Mountain Bike Preserve, the demand for Coler parking spaces exceeds what is currently available. Coler Grove parking lot at 2500 Grove Ln off NW 3rd Street is underutilized, less known, and less visible from the road. The Coler South Gate parking lot at 304 NW 3rd Street is overflowing and often has cars parked along the fire lane. We're requesting 2 signs to help direct overflow to the lesser known Grove lot only 0.2 miles west on NW 3rd St. Sign 1 - Additional Coler parking 0.2 mi. with arrow point west, Sign 2 - Coler parking with arrow pointing north toward the lot. We'd like the official Coler logo used.

Illustration or Photo (Attach to Application if Necessary)

Mia Standard 1-14-21

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

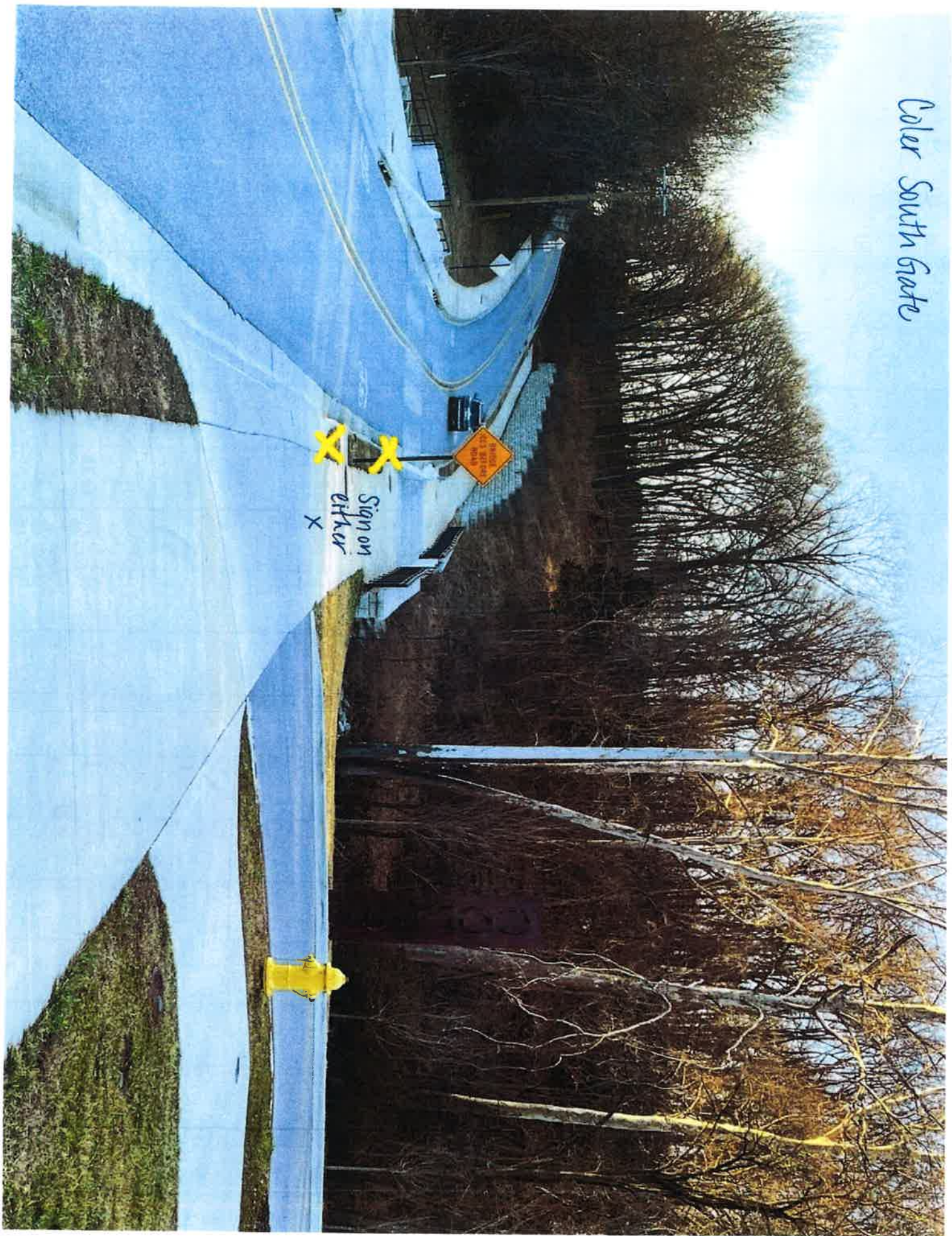
Date

Address

Coler Grove



Color South Gate





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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, Executive Director Home Phone: (717) 824-2281

Address: 102 E. Central Avenue, Bentonville, AR 72712 Work Phone:

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:

DBI is requesting the closures of NE A Street and Main Street between Central Avenue and 2nd Street. NE A will be utilized for the Wednesday Farmers Market from 3:00pm-8:00pm, and Main Street will be used for the Live at the 5 and Dime. These closures mirror the closures obtained in 2019. Closures to being 4/21 and run through the Fall (October).

Illustration or Photo (Attach to Application If Necessary)

01/19/21

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

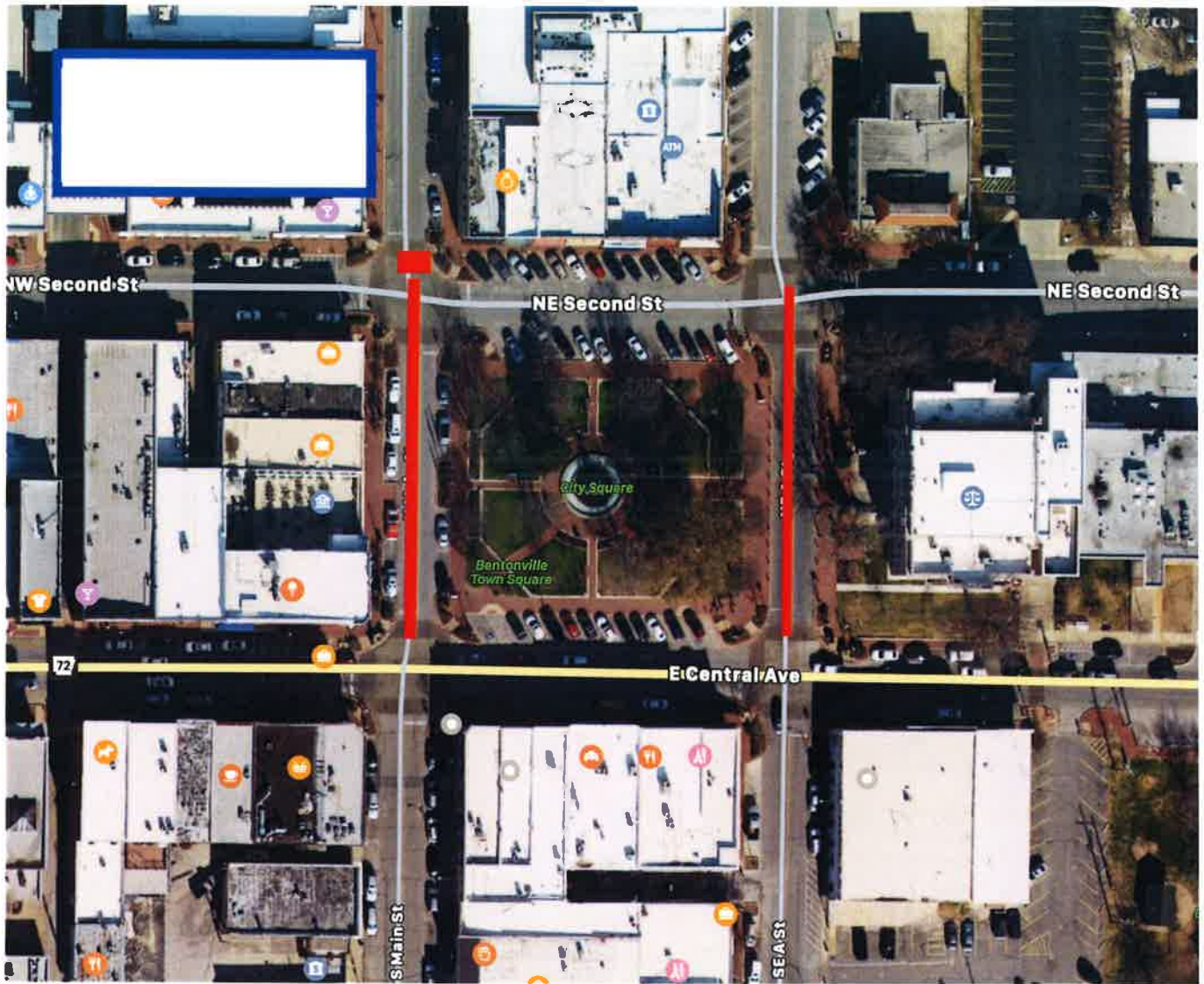
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Address

Neighborhood Resident Signature

Date

Address





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

Name: Andrew Heath, Executive Director, DBI Home Phone: (717) 824-2281

Address: 102 E. Central Avenue, Bentonville, AR 72712 Work Phone:

E-mail: andrew@downtownbentonville.org

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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:

We are requesting the attached street closures for our Saturday Farmers Markets from Saturday, April 20th from October 30th. Roads would be closed from 5:30am to 2:00pm each Saturday. For 2021, we are requesting an expansion of the FM up NE A Street to Legion. We will place signage downtown to redirect traffic.

Illustration or Photo (Attach to Application If Necessary)

01/19/2021

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

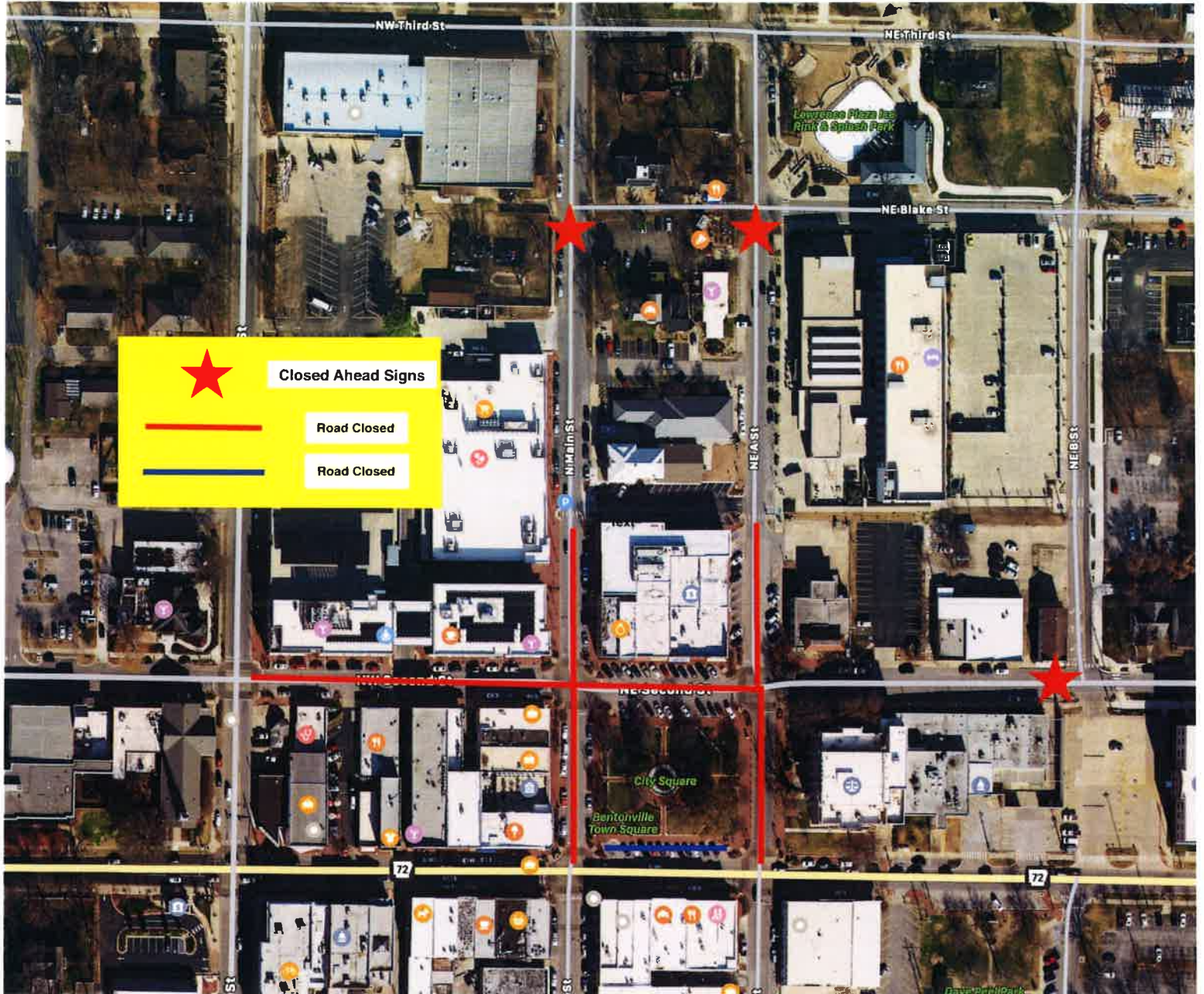
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Name: Andrew Heath, Executive Director, DBI Home Phone: (717) 824-2281

Address: 102 E. Central Avenue, Bentonville, AR 72712 Work Phone:

E-mail: andrew@downtownbentonville.org

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- Signage or traffic calming (Must have 3 signatures)
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- 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
@ www.bentonville.com

Describe the issue or problem and what you are requesting:

We are requesting the attached street closures for the following dates: 4/2, 5/7, 6/4, 7/2, 8/6, 9/3, 10/1. We are expanding the First Friday footprint to include NE A Street from NE 2nd Street to NE 3rd Street (Lawrence Plaza). Majority of roads will be closed at 6:00am, with Legion Lane and a portion of NE 2nd Street to Legion in order to accommodate Arvest Bank and the County Judge's Chamber (Old Post Office). Roads will reopen at by 9:00pm

Illustration or Photo (Attach to Application if Necessary)

 01/19/2021

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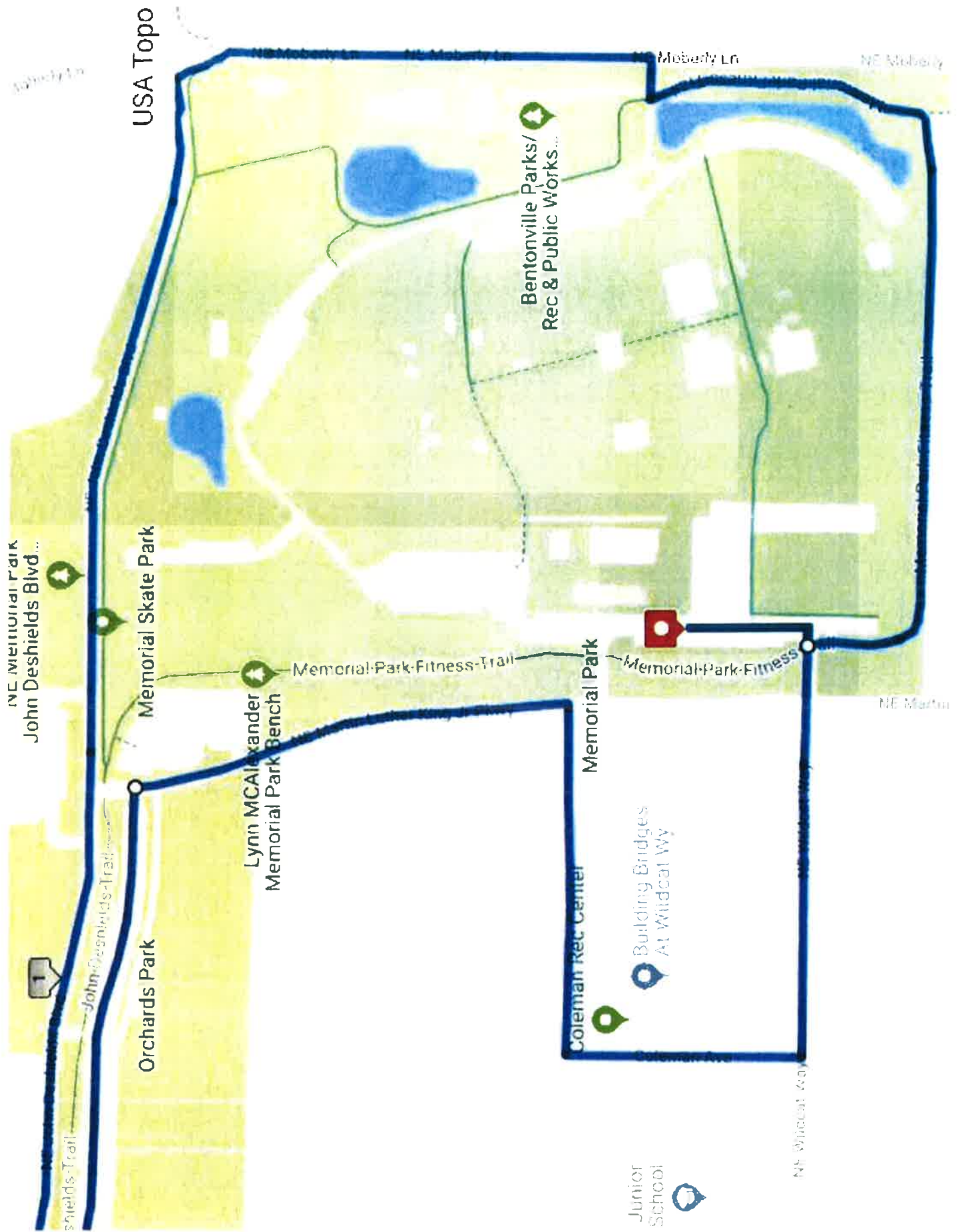
Send form to Beverly Shepherd at bshepherd@bentonvillear.com
For any other information contact, Beverly at 479-271-3131

Name: <u>Layne Hyatt</u>	Home Phone: _____
Address: <u>215 SW A St.</u>	Work Phone: <u>(479)271-3395</u>
E-mail: <u>lhyatt@bentonvillear.com</u>	
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 Shasid 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:
Memorial Park Glow Run- June 11th-8:45pm-9:30pm. Bentonville Parks & Recreation is requesting temporary street closures for the Memorial Park Glow Run. Course is attached. This is the same course we have used in past years. Event begins and ends in front of Melvin Ford Aquatic Center.

Illustration or Photo (Attach to Application if Necessary)

 Applicant Signature	<u>1/20/21</u> 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	





MISC. A.