



Active Transportation Advisory Board

Tuesday, October 21, 2025

12:00 Noon

Bentonville Public Library

405 South Main Street

Walmart Foundation Community Room

Agenda

Old Business

1. Approval of August 19, 2025, Meeting Minutes

New Business

1. Current Projects

Other Business

Attachments

ATAB Minutes – August 2025

August Training Slides



Active Transportation Advisory Board

Meeting Minutes

August 2025

Meeting Date: August 19, 2025
Meeting Called to Order: 12:03 p.m.
Meeting Adjourned: 1:03 p.m.
Meeting Location: Bentonville Public Library, Walmart Room
Members: Ashley Calderon, Christina Johnson, Evan Springer, Gayatri Agnew, Jason (JP) McCrory, Jocelyn Lampkin, Luke Powers, Monica Diodati, Shannon Reyenga, Steven George
Members Not Attending: Sadie Koudelka
Attending Staff Members: Dan Weiss, David Wright, Josh Stacey, Tracy Acosta, Tyler Overstreet
Other: JP Shaffer and Nathan Boone - Toole Design
Nathan Izard, Claire Weise, Braedyn McBroom - City of Bentonville Planning Department

Old Business

Approval of July 2025 Meeting Minutes

Motion to Approve: Ashley Calderon
Seconded the Motion: Monica Diodati
Voted in Favor: All
Voted Opposed: None

New Business

Active Transportation Advisory Board Training
JP Shaffer with Toole Design, continued the training presentation, reviewing the slides with the board as part of group training.

Other Business

NWA Complete Streets Design Guide and Local Standards

Bentonville Active Transportation Advisory Board

August 19, 2025
Bentonville, AR



Orientation Overview

- Session 3: Regional and Local Plans and Design Guidance
 - Regional and Local Vision Zero Plans
 - NWA Complete Streets Design Guide
 - City of Bentonville plans and standards
- *And then, it's on to the work of the ATAB!*



NWA Vision Zero

Comprehensive Safety Action Plans

Vision Zero Safety Vocabulary

- ***Crashes*** not accidents
- ***KSI*** – Killed or Serious Injury Crashes
- ***Proven Safety Countermeasure*** - an action designed to reduce KSI crashes
- ***Systemic Safety*** – applying changes to a system based on risk and not just history
- ***High Injury Network (HIN)*** – represent the corridors with the highest number and density of fatal and serious injury crashes
- ***Vulnerable Road User (VRU)*** – unprotected road users who sustain greater risk of injury in crashes (i.e., pedestrians, people bicycling)

The Vision Zero Approach

Traditional Approach

- Traffic deaths are inevitable
- Aims to fix humans
- Expects perfect human behavior
- Prevents collisions
- Exclusively addresses traffic engineering
- Doesn't consider disproportionate impacts

vs.

Vision Zero

- Traffic deaths are preventable
- Changes systems
- Integrates human failure
- Prevents fatal and serious crashes
- Considers the road system as a whole
- Regards road safety as an issue of social equity

The Safe System Approach

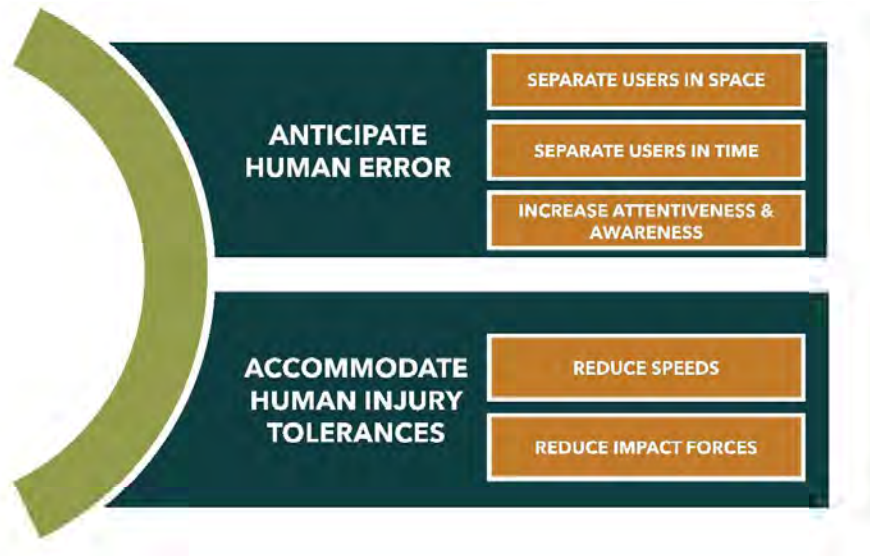
- Aims to eliminate fatalities and serious injuries for all road users by:
 - Accommodating human mistakes
 - Keeping impacts on the human body at tolerable levels
- Bentonville's Vision Zero target year is 2040

15 years
to **ZERO**



NWA Vision Zero Framework

1. Promote a culture that prioritizes people's safety
2. Reduce conflicts between roadway users
3. Establish policies, practices, and programs that focus on safety at all levels
4. Slow vehicle speeds



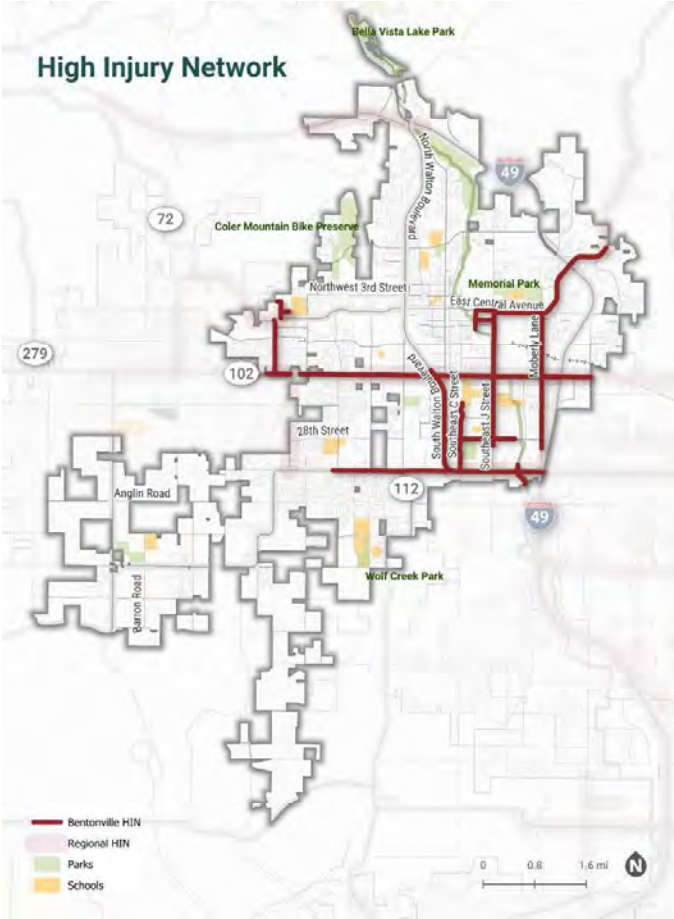
Bentonville HIN and Priority Corridors

Priority Safety Corridors



TOOLE
DESIGN

High Injury Network



Bentonville Safety Action Strategies

Goal	Action Category	Action	Time	Cost
NWA: Culture of Safety	Coordination & Partnerships	Create a process for the city to support community-identified short-term, pilot, or tactical urbanism projects to help make changes that address safety concerns.	Mid	\$
NWA: Culture of Safety	Implementation & Accountability	Publish an annual report that documents the implementation of Vision Zero projects and policies, tracks successes and challenges, and identifies successful practices that can be included in future efforts	Ongoing	\$
NWA: Policies/Programs	Coordination & Partnerships	Adopt a Vision Zero Quick Build Policy in order to streamline and expedite project delivery.	Short	\$
NWA: Policies/Programs	Implementation & Accountability	Conduct before and after safety and usage studies of new roadway improvements and transportation projects to assess effectiveness and refine future applications	S-M	\$ - \$\$
NWA: Policies/Programs	Implementation & Accountability	Establish a road safety audit program and procedures for reviewing fatal and serious injury crash locations with a multidisciplinary crash response team, including planning, transportation, public works, emergency response, police, and other stakeholders, to evaluate and recommending safety improvements	Immed	\$
NWA: Slow Speeds	Speeds & Traffic Calming	Review speed limits on the HIN, evaluate the speed limit change process, and explore arterial roadway corridors for design and signal improvements and speed limit reduction, with a goal of 35 MPH or less	M-L	\$-\$\$
NWA: Slow Speeds	Crossings & Intersections	Develop criteria for removing or redesigning slip lanes and analyze all slip lanes in the city for feasibility of removal or improvement (i.e., lane narrowing and raised pedestrian crossings)	Immed	\$

NWA Regional Complete Streets Design Guide

Completed March 2025

Defining Complete Streets



Understand Existing Standards, Policies, and Best Practices



Develop Street Design Criteria based on Street Type and Context



Produce Processes and Guidance for Implementation and Maintenance



Land Use Context



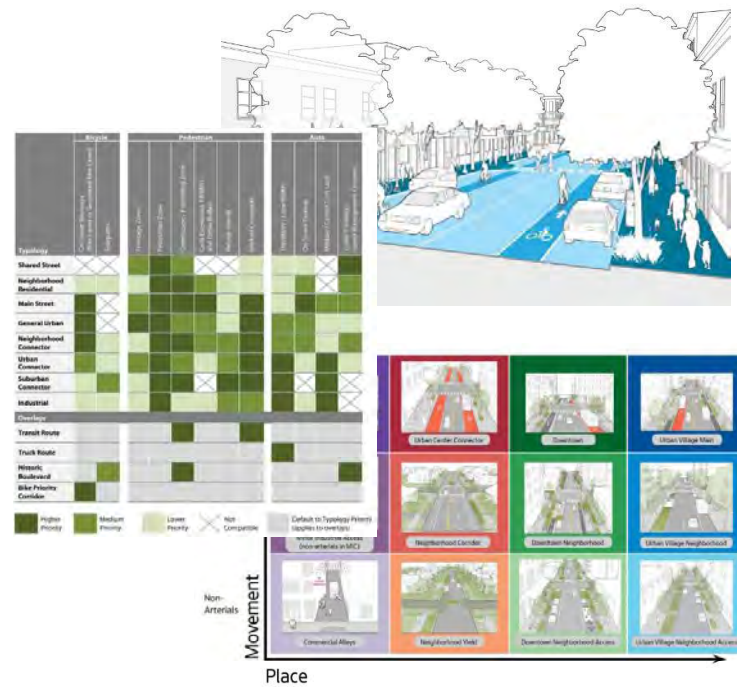
Road Classification



Street Type

Defining Complete Streets

- Street type selection begins with place context and modal priority
- Not traffic volume (ADT), peak hour delays (LOS), etc.
- Flexibility is key
- Street types apply to multiple functional classifications
- Simplicity and clarity is advantageous
- Many ways to approach it



Defining Complete Streets

- Complete Streets = Safety
- Slower vehicle speeds
 - Does NOT equal less efficiency
 - Expand driver field of vision
 - Reduce KSIs
- Designated space for all modes through conflict points
- Allow forgiveness
 - Buffers between modes
- Promote comfort and use for all ages and abilities
 - Improve expected user behavior

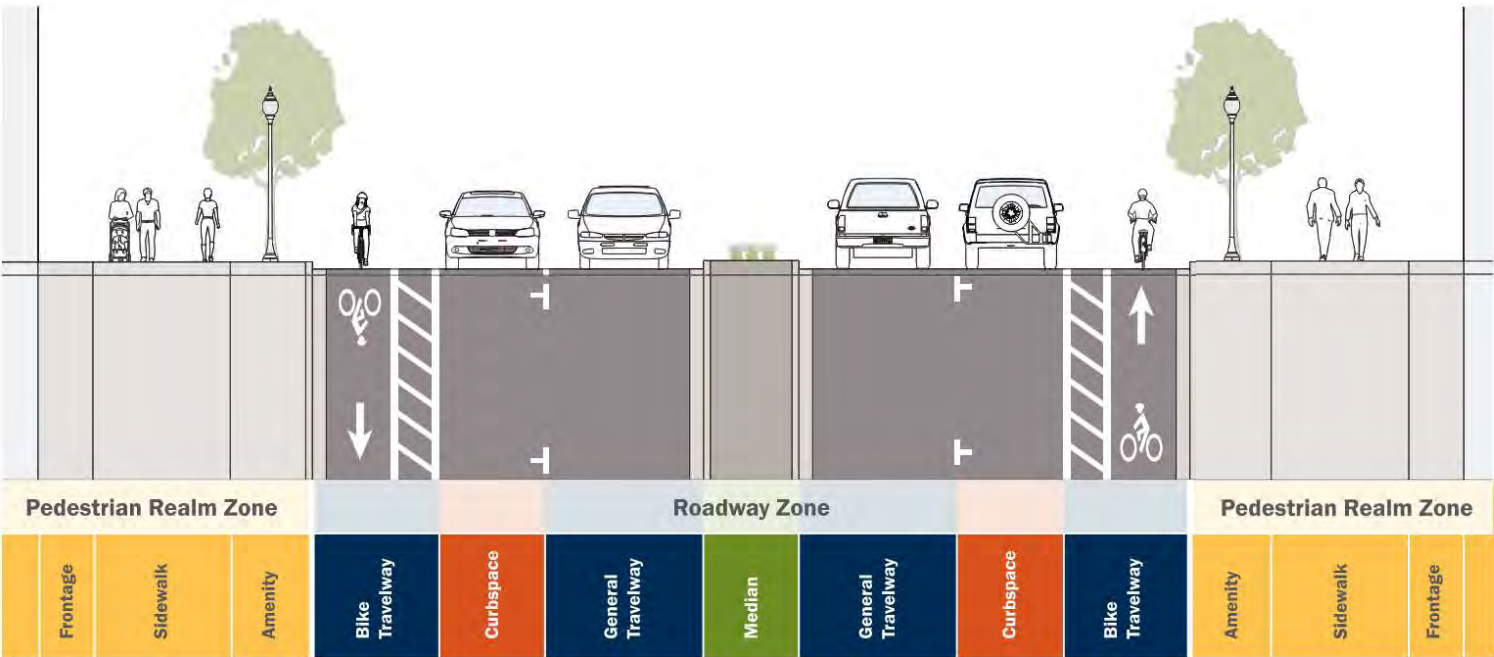


Modal Priority

- Differ for each street based on:
 - Surrounding land use context
 - Travel patterns in the area
 - Role of the street in transportation network
- In ***all situations***, multimodal options should be accommodated to ensure safety and access for all users



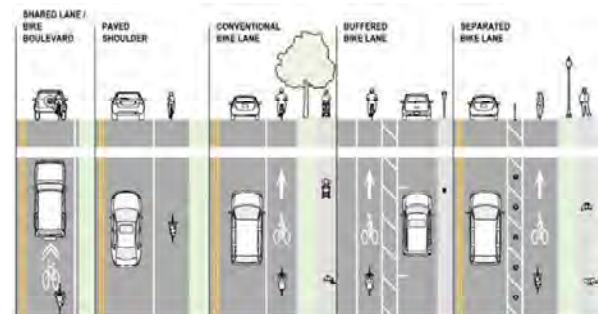
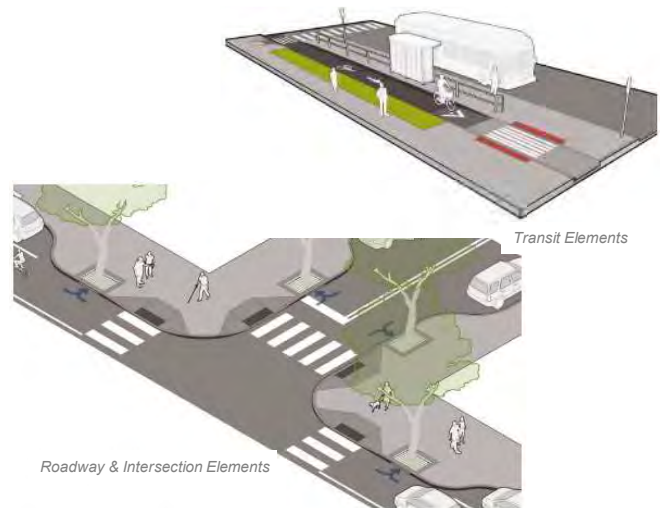
Complete Streets Design Elements



Note the “curbspace” is not always immediately adjacent to the curb and can include elements such as motor vehicle and bicycle parking, parklets, and freight and passenger loading.

Complete Streets Design Elements

- Pedestrian Realm and Curbside Elements
- General Roadway Elements
- Bicycle / Micromobility Elements
- Transit Elements
- Intersection and Crossing Elements
- Landscaping Elements



Bicycle & Micromobility Elements

NWA Regional Street Typology

- City Center Downtown Street
- City Center Main Street
- Mixed-Use Boulevard
- Mixed-Use Local Street
- Industrial Street
- Suburban Thoroughfare Street
- Suburban Boulevard
- Suburban Connector Street
- Neighborhood Connector Street
- Residential Local Street
- Small Town Street
- Residential Rural Road
- Rural Road

City Center Downtown Street

City Center Downtown Streets exhibit the highest level of density among all contexts. Mixed residential, office, and commercial uses are accommodated, sometimes in multistory structures. Primary parking may be housed in multilevel structures attached to or integrated with other structures. Delivery, truck traffic, and trash pickup is accommodated via rear alleyways or less traveled side streets. Building setbacks are smaller than in surrounding urban areas, with street trees, streetside planters, and ornamental lighting residing within the space between the building and curb. Pedestrian and bicycle facilities are generally separated from vehicular traffic.

Example Streets

- W Walnut St, Rogers
- E Emma Ave, Springdale
- Center St, Fayetteville
- NW 2nd St, Bentonville

Target/Design/Posted Speed: 15 MPH



	Sidewalk	Vegetative Buffer	Bike Lane	Inside Buffer	Parking	Travel Lane
Preferred Minimum	12'	8'	6'	3'	8'	11'
Minimum	8'	5'	5'	2'	7'	10'
Maximum	-	-	7'	-	9'	11'

Modal Priority



Recommended modal priorities guide the selection of appropriate design elements to be incorporated into the street design.



Design Element and Street Priorities

Sidewalk and Amenity			
H	Sidewalk	H	Public Art and Pop-up Spaces
H	Pedestrian Lighting	H	Wayfinding
H	Street Furniture	H	Wayfinding
Landscaping and Irrigation			
H	Shade/Street Trees	H	Green Infrastructure
Curbspace			
L	On-Street Parking	H	Parklets
General Roadway			
L	Travel Lanes	H	Hardened Centerlines
H	Access Management	N/A	Two-way Left-turn Lanes
N/A	Driveways	H	Speed Cushions, Humps, & Tables
H	Loading/Unloading Zones	H	Roadway Lighting
H	Textured Pavement Types	H	Chicanes
L	Medians		
Bicycle & Micromobility Travelway			
H	Bicycle & Micromobility Lanes	H	Bicycle & Micromobility Parking
Transit			
H	Transit Lanes	H	Transit Stops
M	Transit Signal Priority	H	Mobility Hubs
Intersection and Crossing			
H	Corner Radii	H	Bikeways at Intersection
H	Curb Extensions	H	Rest of Red
H	Corner Islands	H	Mini Roundabouts
L	Slip Lanes	L	Roundabouts
L	Median Refuge Islands	H	Modify Skewed Intersections
H	Crosswalks	H	Signalized Pedestrian Crossings
H	Raised Crossings		
H	Curb Ramps		
H	Pedestrian Signal Priority		

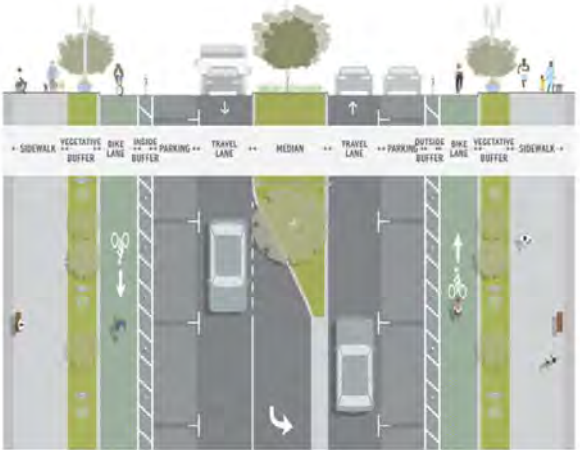
Mixed-Use Boulevard

Mixed-Use Boulevards are generally located along the periphery of central business districts and support a mix of land uses, such as retail, office, residential, restaurants, and entertainment. The buildings are typically smaller in scale than those along a City Center Main Street or City Center Downtown Street, yet support medium to high rates of transit and freight, and have high rates of parking turnover. Street trees

and ornamental lighting adorn the streets to support pedestrian users, particularly in the afternoon and evening, respectively. When a boulevard is determined to be one of transit priority and space allows, parking on one or both sides may be replaced with a transit lane, transit signal priority, and strategic transit stops serving destination nodes.

- Example Streets
- Future N Walton Blvd, Bentonville
 - Van Asche Dr, Fayetteville
 - Future Pinnacle Hills Pkwy, Rogers

Target/Design/Posted Speed: 25 MPH



	Sidewalk	Vegetative Buffer	Bike Lane	Inside Buffer	Parking	Travel Lane	Median/Turn Lane
Preferred Minimum	10'	6'	7'	3'	8'	10'	14'
Minimum	6'	5'	6.5'	2'	8'	10'	10'
Maximum	-	-	9'	-	9'	11'	16'

Modal Priority



Recommended modal priorities guide the selection of appropriate design elements to be incorporated into the street design.



Design Element and Street Priorities

Sidewalk and Amenity			
H	Sidewalk	H	Public Art and Pop-up Spaces
H	Pedestrian Lighting	H	Wayfinding
H	Street Furniture	H	Wayfinding
H	Shade/Street Trees	H	Green Infrastructure
Landscaping and Irrigation			
H	On-Street Parking	H	Parklets
Curbspace			
General Roadway			
M	Travel Lanes	H	Hardened Centerlines
H	Access Management	N/A	Two-way Left-turn Lanes
N/A	Driveways	M	Speed Cushions, Humps, & Tables
L	Loading/Unloading Zones	H	Roadway Lighting
L	Textured Pavement Types	M	Chicanes
H	Medians		
Bicycle & Micromobility Traveaway			
H	Bicycle & Micromobility Lanes	H	Bicycle & Micromobility Parking
Transit			
H	Transit Lanes	H	Transit Stops
H	Transit Signal Priority	H	Mobility Hubs
Intersection and Crossing			
H	Corner Radii	H	Bikeways at Intersection
H	Curb Extensions	H	Rest of Red
H	Corner Islands	H	Mini Roundabouts
L	Slip Lanes	M	Roundabouts
H	Median Refuge Islands	H	Modify Skewed Intersections
H	Crosswalks	H	Signalized Pedestrian Crossings
M	Raised Crossings		
H	Curb Ramps		
H	Pedestrian Signal Priority		

Suburban Thoroughfare Street

Suburban thoroughfares provide through travel and limited land access through areas characterized by a variety of commercial and large-scale institutional land uses and outparcels.

Motor vehicle trips are balanced between drivers traveling between city and regional destinations, who may seek to increase speeds to lower travel times, and users accessing adjacent land uses, which tend to be in single story or low-rise structures with off-street parking. This mix can create conflict between users of

all modes, which should be addressed through access management, siting access points on lower-speed intersecting roads, and requiring connectivity between neighboring sites. Visibility for all users is a priority, and lighting on taller poles with a larger light cone will illuminate the wider roadway while pedestrian lighting provides safety and comfort for people using adjacent sidewalks and paths. Street trees and green infrastructure should be used appropriately to improve safety, functionality, and sustainability of thoroughfares.

Target/Design/Posted Speed: 30 MPH

Example Streets

- N Walton Blvd, Bentonville
- Don Tyson Pkwy, Springdale
- W Walnut St, Rogers
- Crossover Rd, Fayetteville
- Pleasant Grove Rd, Rogers



	Shared Use Path	Vegetative Buffer	Travel Lane	Travel Lane	Median/Turn Lane
Preferred Minimum	14'	6'	11'	11'	12'
Minimum	10'	5'	11'	10'	10'
Maximum	16'	-	12'	12'	16'

Modal Priority



Recommended modal priorities guide the selection of appropriate design elements to be incorporated into the street design.



Design Element and Street Priorities

Sidewalk and Amenity			
H	Sidewalk	L	Public Art and Pop-up Spaces
H	Pedestrian Lighting		
M	Street Furniture	M	Wayfinding
Landscaping and Irrigation			
H	Shade/Street Trees	L	Green Infrastructure
Curbspace			
N/A	On-Street Parking	L	Parklets
General Roadway			
H	Travel Lanes	M	Hardened Centerlines
H	Access Management		
L	Driveways	N/A	Two-way Left-turn Lanes
N/A	Loading/Unloading Zones	N/A	Speed Cushions, Humps, & Tables
N/A	Textured Pavement Types	H	Roadway Lighting
H	Medians	N/A	Chicanes
Bicycle & Micromobility Travelway			
M	Bicycle & Micromobility Lanes	M	Bicycle & Micromobility Parking
Transit			
H	Transit Lanes	M	Transit Stops
H	Transit Signal Priority	L	Mobility Hubs
Intersection and Crossing			
M	Corner Radii	M	Bikeways at Intersection
L	Curb Extensions		
H	Corner Islands	H	Rest of Red
M	Slip Lanes	L	Mini Roundabouts
H	Median Refuge Islands	H	Roundabouts
H	Crosswalks	M	Modify Skewed Intersections
L	Raised Crossings	H	Signalized Pedestrian Crossings
H	Curb Ramps		
H	Pedestrian Signal Priority		

Suburban Boulevard

Suburban boulevards typically connect employment and entertainment centers, civic, commercial, and institutional land uses. While they may provide regional connections, like Suburban Thoroughfares, they are considered bicycle and pedestrian priority areas,

and motorized users are best served using higher mobility streets to lower travel times. Street trees and ornamental lighting adorns the streets.

Example Streets

- Future S Walton Blvd, Bentonville
- Future N College Ave, Fayetteville
- Future W Walnut Street, Rogers

Target/Design/Posted Speed: 25 MPH



	Sidewalk	Bike Lane	Vegetative Buffer	Travel Lane	Median/Turn Lane
Preferred Minimum	8'	7'	6'	10'	16'
Minimum	5'	6.5'	4'	10'	10'
Maximum	-	9'	-	11'	16'

Modal Priority



Recommended modal priorities guide the selection of appropriate design elements to be incorporated into the street design.



Design Element and Street Priorities

Sidewalk and Amenity			
H	Sidewalk	H	Public Art and Pop-up Spaces
H	Pedestrian Lighting	H	Wayfinding
H	Street Furniture	H	
Landscaping and Irrigation			
H	Shade/Street Trees	H	Green Infrastructure
Curbspace			
N/A	On-Street Parking	L	Parklets
General Roadway			
M	Travel Lanes	L	Hardened Centerlines
M	Access Management	L	Two-way Left-turn Lanes
M	Driveways	M	Speed Cushions, Humps, & Tables
N/A	Loading/Unloading Zones	H	Roadway Lighting
L	Textured Pavement Types	N/A	Chicanes
H	Medians		
Bicycle & Micromobility Travelway			
H	Bicycle & Micromobility Lanes	H	Bicycle & Micromobility Parking
Transit			
H	Transit Lanes	H	Transit Stops
H	Transit Signal Priority	H	Mobility Hubs
Intersection and Crossing			
H	Corner Radii	H	Bikeways at Intersection
M	Curb Extensions	H	Rest of Red
H	Corner Islands	M	Mini Roundabouts
L	Slip Lanes	H	Roundabouts
H	Median Refuge Islands	M	Modify Skewed Intersections
H	Crosswalks	H	Signalized Pedestrian Crossings
L	Raised Crossings		
H	Curb Ramps		
H	Pedestrian Signal Priority		

Suburban Connector Street

Suburban connector streets make connections with intermixed land uses varying between commercial and residential, with schools and public activity centers present. Motorized users tend to be local

to the community. Street trees, landscaping, and lighting adorn the streets to support pedestrian users, particularly in the morning and evening.

- Example Streets
- W Emma Ave, Springdale
 - E Zion Rd, Fayetteville
 - S 24th St, Rogers

Target/Design/Posted Speed: 25 MPH



	Sidewalk	Vegetative Buffer	Bike Lane	Inside Buffer	Travel Lane	Median/Turn Lane
Preferred Minimum	8'	6'	7'	6'	10'	10'
Minimum	5'	5'	6.5'	4'	10'	10'
Maximum	-	-	9'	-	12'	16'

Modal Priority



Recommended modal priorities guide the selection of appropriate design elements to be incorporated into the street design.



Design Element and Street Priorities

Sidewalk and Amenity	
H Sidewalk	M Public Art and Pop-up Spaces
H Pedestrian Lighting	M Wayfinding
M Street Furniture	
Landscaping and Irrigation	
H Shade/Street Trees	H Green Infrastructure
Curbspace	
L On-Street Parking	L Parklets
General Roadway	
H Travel Lanes	L Hardened Centerlines
H Access Management	
M Driveways	H Two-way Left-turn Lanes
L Loading/Unloading Zones	H Speed Cushions, Humps, & Tables
L Textured Pavement Types	H Roadway Lighting
M Medians	M Chicanes
Bicycle & Micromobility Travelway	
H Bicycle & Micromobility Lanes	H Bicycle & Micromobility Parking
Transit	
M Transit Lanes	M Transit Stops
M Transit Signal Priority	M Mobility Hubs
Intersection and Crossing	
H Corner Radii	H Bikeways at Intersection
M Curb Extensions	
M Corner Islands	H Rest of Red
L Slip Lanes	H Mini Roundabouts
H Median Refuge Islands	H Roundabouts
H Crosswalks	M Modify Skewed Intersections
H Raised Crossings	H Signalized Pedestrian Crossings
H Curb Ramps	
H Pedestrian Signal Priority	

Neighborhood Connector Street

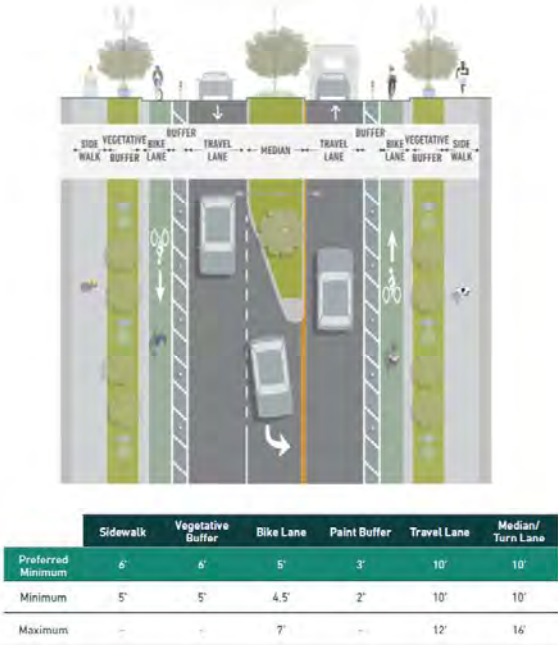
Neighborhood connector streets facilitate connecting trips between residential areas, schools, parks, and small retail nodes. They have longer block lengths and often connect local streets to higher intensity street types such as Suburban Connectors and Thoroughfares.

They are typically on the perimeters of neighborhoods or pass through residential areas. Street trees and lighting adorns the streets to support pedestrian users, particularly in the morning and evening.

Example Streets

- NW A St, Bentonville
- W Garrett Rd, Rogers
- Backus Ave, Springdale
- Parasimmon St, Fayetteville

Target/Design/Posted Speed: 25 MPH



Modal Priority



Recommended modal priorities guide the selection of appropriate design elements to be incorporated into the street design.



Design Element and Street Priorities

Sidewalk and Amenity			
H	Sidewalk	M	Public Art and Pop-up Spaces
H	Pedestrian Lighting	L	Wayfinding
M	Street Furniture		
Landscaping and Irrigation			
H	Shade/Street Trees	H	Green Infrastructure
Curbspace			
M	On-Street Parking	L	Parklets
General Roadway			
M	Travel Lanes	N/A	Hardened Centerlines
L	Access Management	H	Two-way Left-turn Lanes
M	Driveways	H	Speed Cushions, Humps, & Tables
M	Loading/Unloading Zones	M	Roadway Lighting
M	Textured Pavement Types	H	Chicanes
L	Medians		
Bicycle & Micromobility Travelway			
H	Bicycle & Micromobility Lanes	H	Bicycle & Micromobility Parking
Transit			
M	Transit Lanes	H	Transit Stops
M	Transit Signal Priority	H	Mobility Hubs
Intersection and Crossing			
H	Corner Radii	H	Bikeways at Intersection
M	Curb Extensions	H	Rest of Red
N/A	Corner Islands	H	Mini Roundabouts
L	Slip Lanes	L	Roundabouts
H	Median Refuge Islands	H	Modify Skewed Intersections
H	Crosswalks	H	Signalized Pedestrian Crossings
H	Raised Crossings		
H	Curb Ramps		
H	Pedestrian Signal Priority		

Bentonville Development Standards

Existing Code and Plan Bentonville
Draft Bentonville Community Code

Bentonville Community Development Code

- Update to the city's zoning code, subdivision regulations, and design standards for public infrastructure
- Bentonville Planning Department
 - Public Works, Transportation, and Utilities
 - Parks and Recreation
 - Planning Commission
 - Board of Adjustment
 - City Council

Bentonville Community Code – Purpose

- Centers and neighborhoods should be compact, mixed-use, and designed for pedestrians and cyclists as well as automobiles.
- Mixed-use neighborhoods and centers are preferred; districts focused on single uses should be exceptions.
- Neighborhoods should provide diverse housing options at various price points to accommodate different ages and income levels.
- Daily activities should be within walking or biking distance of homes whenever feasible, providing a variety of transportation options.
- Streets should be interconnected to distribute car traffic and shorten travel distances for pedestrians and cyclists.

Bentonville Community Code – Purpose

- Streets should accommodate pedestrians, cyclists, vehicles, trees, and utilities adequately and safely
- Parks and civic spaces of various sizes and functions should be distributed throughout the city and located within walking or biking distance of most homes.
- Buildings and landscaping should frame street edges to enhance pedestrian comfort and encourage slower driving speeds.
- Site and building design should prioritize pedestrian and cyclist safety while adequately accommodating vehicle access.
- Site and building designs should follow Crime Prevention Through Environmental Design (CPTED) principles to enhance public safety.

Bentonville Community Code

■ Design Standards – Purpose and Intent

- Locate buildings, parking, walkways, and open space in ways that match the area's character;
- Design streets that work well for walking, biking, driving, transit, and deliveries, in a balance that fits the area's character;
- Create street networks that spread out traffic and provide good emergency access;
- Organize sites into blocks that follow a pattern similar to Downtown Bentonville and other historic areas, making it easier to walk, bike, or drive short distances to destinations;
- Connect walking, biking, and driving routes throughout the City;
- Design open spaces for everyday use and recreation, planned as part of the overall site layout;
- Locate trees along streets to provide shade and manage stormwater;
- Protect existing trees and add new landscaping and stormwater features to each site;
- Ensure smooth transitions between different zoning districts without needing wide buffers;
- Arrange buildings in ways that support walkability, local businesses, and calm traffic;
- Make parking areas safe, pleasant, and supportive of good street design;
- Encourage lasting, high-quality development that benefits the community and public health; and
- Apply the same rules to both subdivided and non-subdivided sites to ensure a consistent development pattern across the City

Bentonville Community Code

FIGURE 5.1 BLOCK SIZE

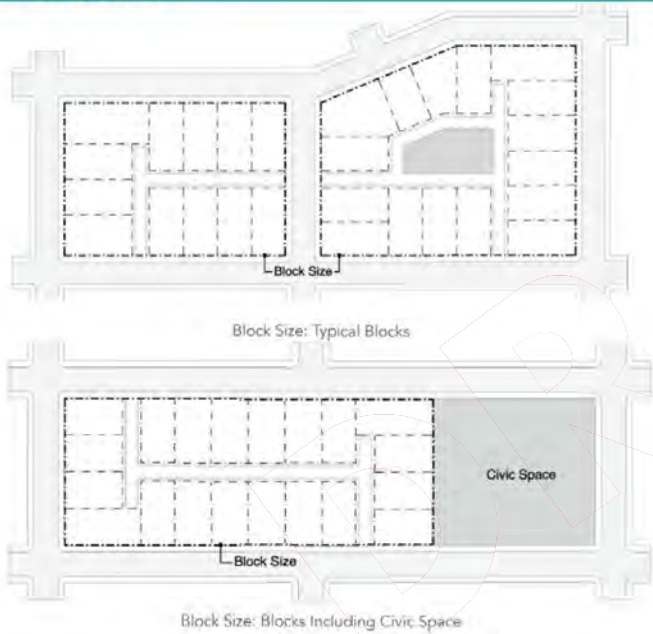
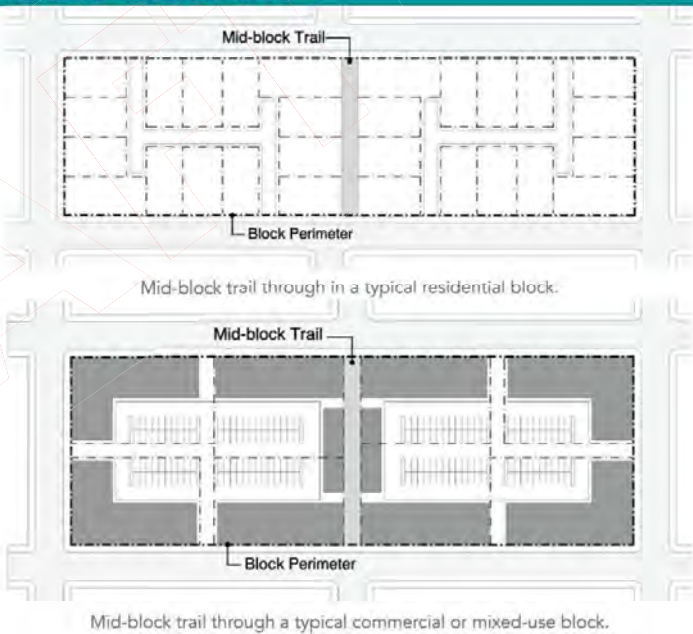
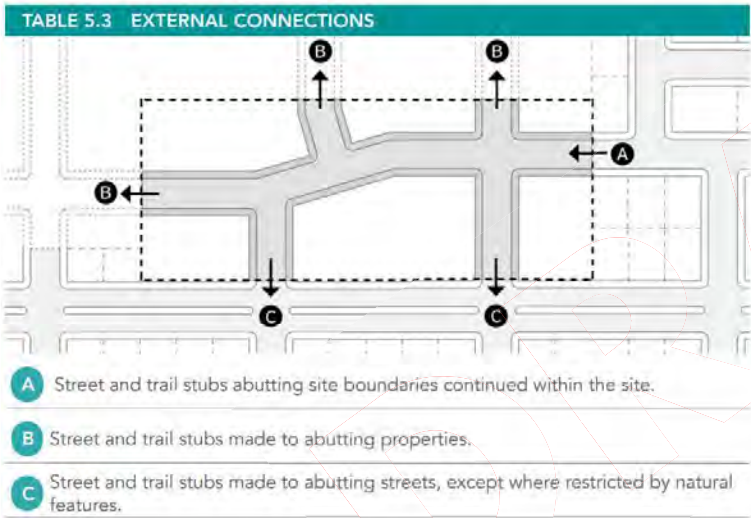


FIGURE 5.2 MID-BLOCK TRAILS



Block size must be no more than 2,000 feet in length, unless an exception applies. A mid-block trail must be added for blocks > 500 feet on any side.

Bentonville Community Code



TOOLE
DESIGN

A trail or pedestrian walkway that continues the sidewalk or trail network beyond the cul-de-sac, connecting to adjacent streets, properties, or trails, wherever feasible.

■ Site Design - Pedestrian Walkways

- Where a site is part of a larger development plan or subdivision, walkways must connect to the broader network of sidewalks and trails.
- Walkways must connect all building entries to sidewalks along streets.
- Walkways must connect all on-site dedicated parking areas with building entries and perimeter sidewalks.
- Walkway must meet ADA accessibility standards and be at least 5 feet wide.

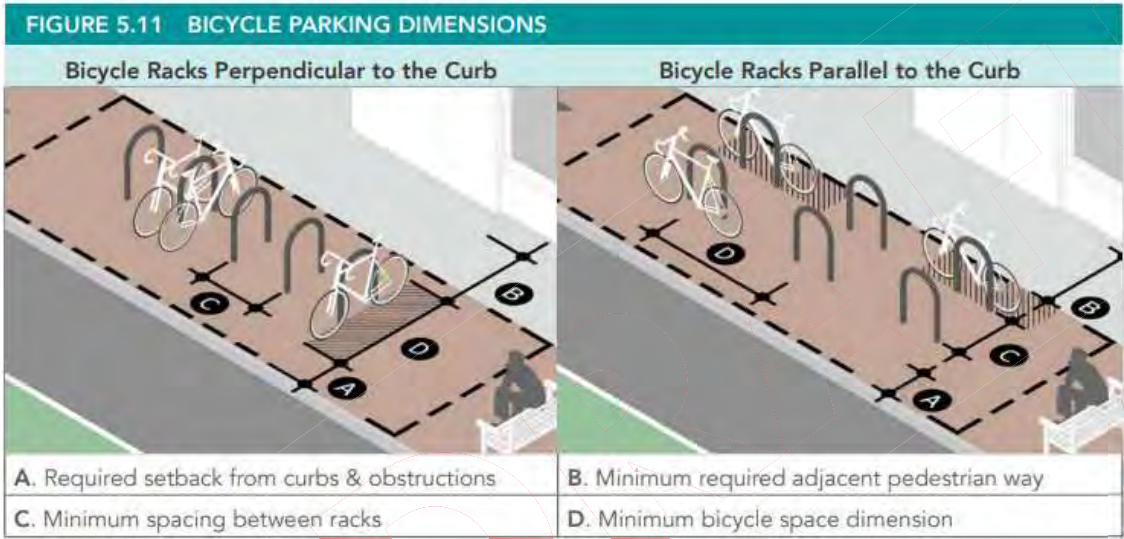
Bentonville Community Code

- Site Design - Pedestrian Walkways
 - Walkways within parking areas are required, following (g) Car Parking and Circulation.

FIGURE 5.22 ILLUSTRATED WALKWAYS AND PLANTING IN PARKING LOTS



- **Site Design - Trails and Bicycle Facilities**
 - If the Bike & Pedestrian Master Plan shows a trail or pathway through the site, it must be provided as specified in the plan.
 - Additional trails and bicycle facilities are optional. If provided, they must follow Sec. 513. Trails and Bicycle Facilities.
 - Trails and bicycle facilities must meet ADA accessibility standards.
- **Required Bicycle Parking**
 - Bicycle parking must be provided following Table 5.12 Required Bicycle Parking and the rules in (2) Bicycle Parking Location.



Minimum Bicycle Space Dimensions



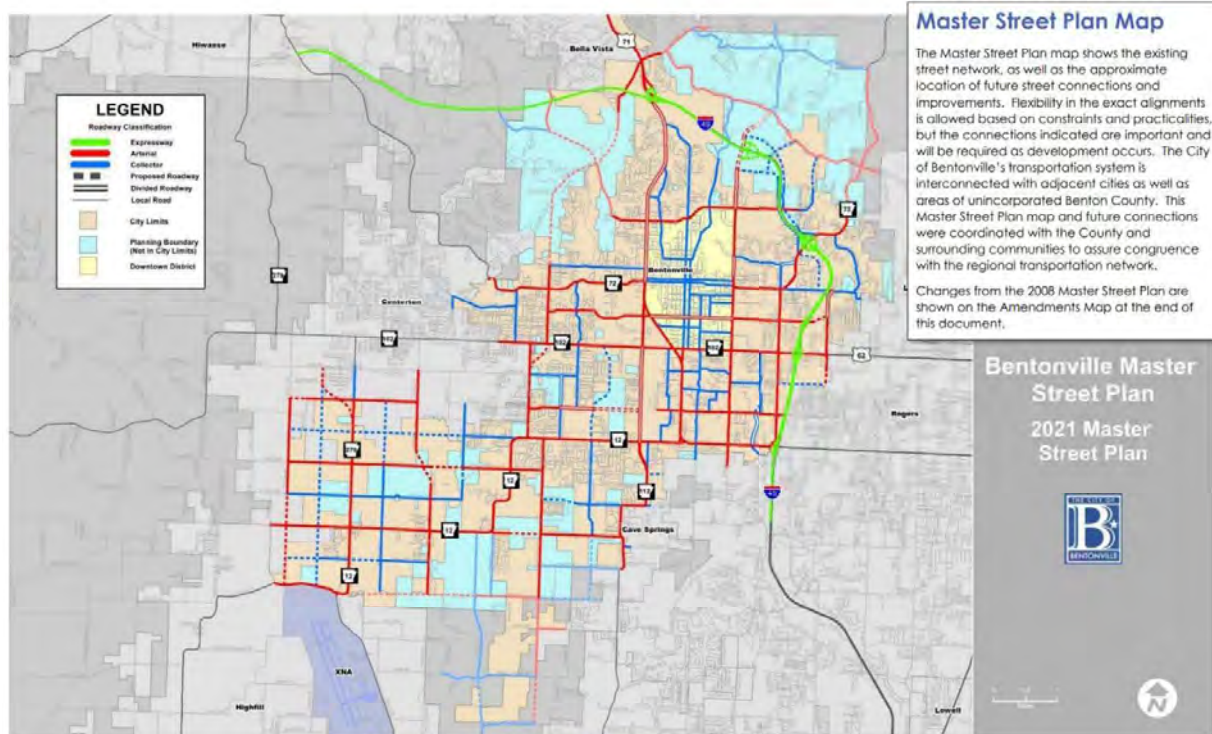
- Trail Design Standards
 - Should follow standards specified in the Trail Master Plan or Connecting Bentonville Plan
 - Otherwise, it should follow the standards shown here and
 - Be placed within a dedicated tract or easement
 - Include a paved shared use path and lighting

TABLE 5.41 TRAIL DESIGN STANDARDS

Design Element	Zone	Requirement
Easement	MH, T2, T3, R1, T4	At least 20 feet wide.
	T5, T6, HC, LI, LFI	At least 30 feet wide.
Shared-use Path	MH, T2, T3, R1, LI, LFI	At least 10 feet wide.
	T4, HC	At least 12 feet wide.
	T5, T6	At least 14 feet wide.
Trees	MH, T2, T3, R1, T4	1 for every 40 feet of trail length, may be clustered.
	T5, T6, HC, LI, LFI	1 for every 50 feet of trail length, may be clustered.
Landscape	MH, T2, T3, R1, T4	At least 4 feet wide on both sides of the trail and no less than 10 feet in total width. Must include ground cover and shrubs.
	T5, T6, HC, LI, LFI	At least 5 feet wide on both sides of the trail and no less than 16 feet in total width. May be up to 60% paved and must include ground cover and shrubs where unpaved.
Seating	MH, T2, T3, R1, LI, LFI	1 bench for every 200 feet of trail length, may be clustered.
	T4, HC	1 bench for every 100 feet of trail length, may be clustered.
	T5, T6	1 bench for every 50 feet of trail length, must be distributed.
Lighting	MH, T2, T3, R1, T4, LI, LFI	At least every 100 feet of trail length. Pole height between 10 and 12 feet.
	T5, T6, HC	At least every 50 feet of trail length, unless provided by adjacent buildings. Pole height between 12 and 14 feet.

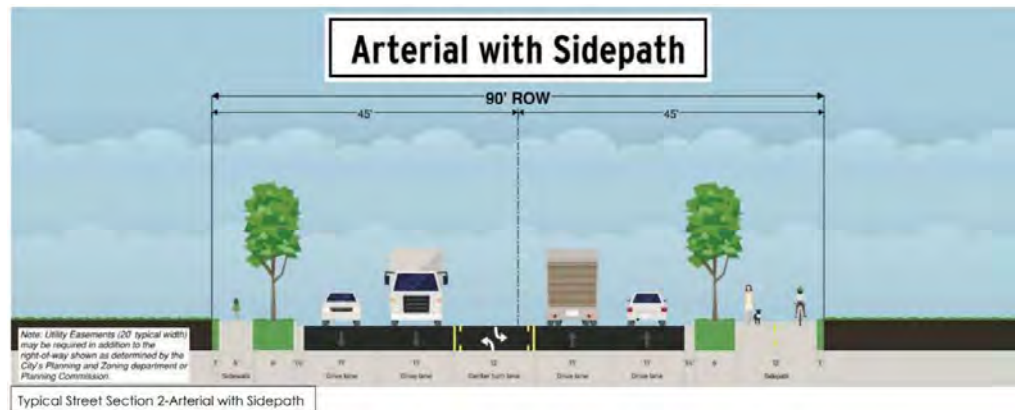
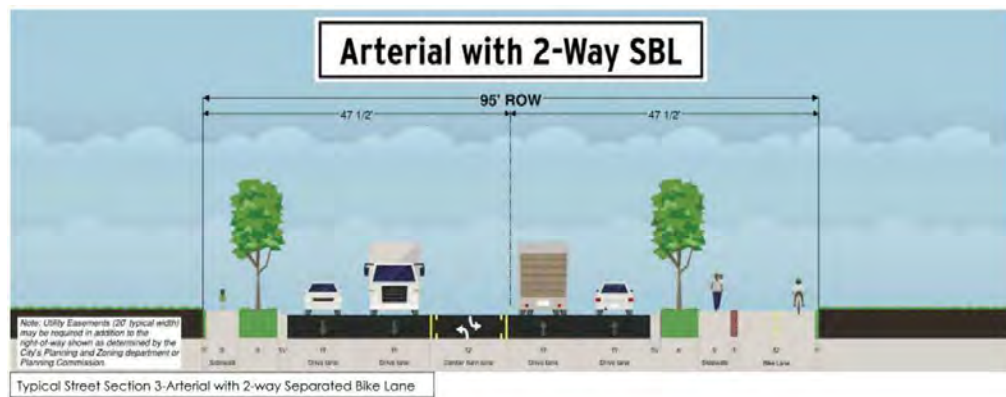
Bentonville Master Street Plan

- Adopted 2021
- Official policy on the future location and function of all roadway systems.
- Includes list of potential transportation projects and a local transit plan.

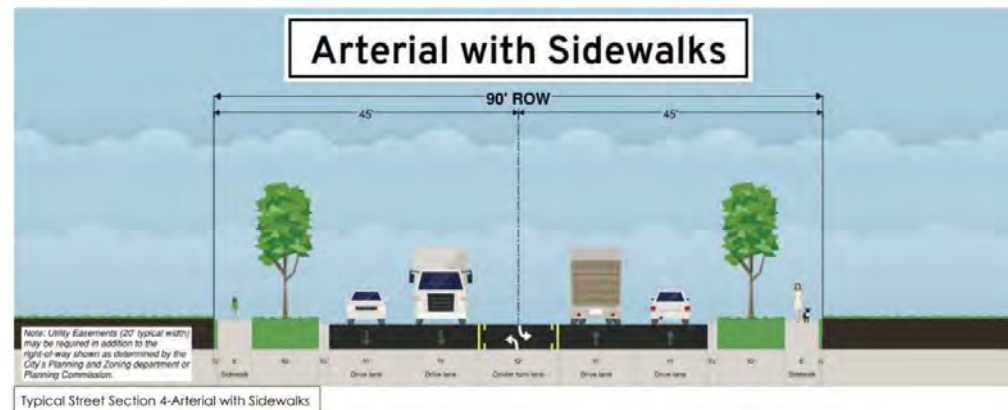
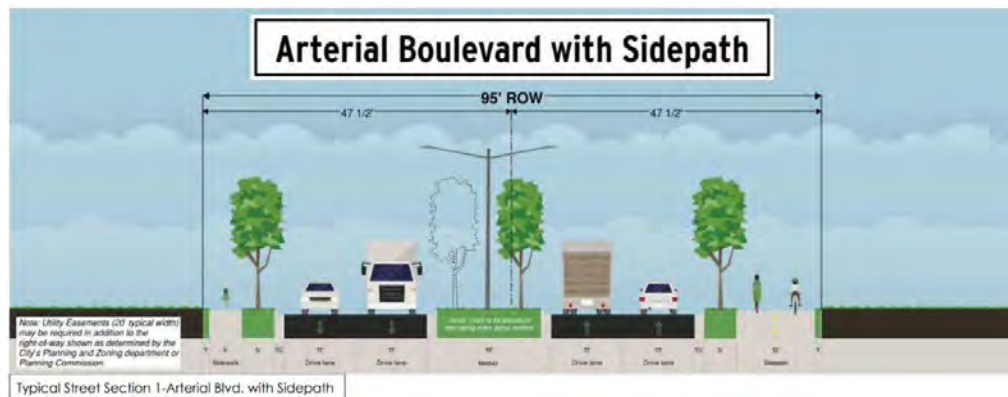


Bentonville Master Street Plan

- Illustrates typical road sections based on functional classification of roadways:
 - Arterial
 - Collector
 - Local
- Sections include options for active transportation facilities
 - Shared-use paths
 - Separated bicycle lanes
 - Minimum sidewalk widths

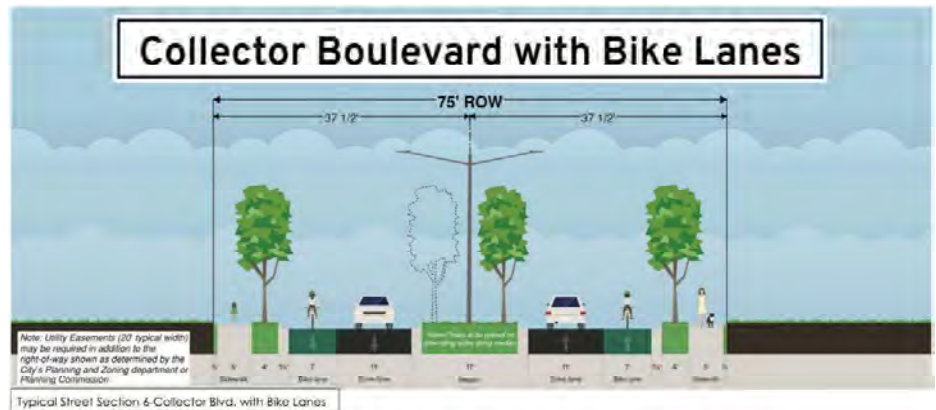
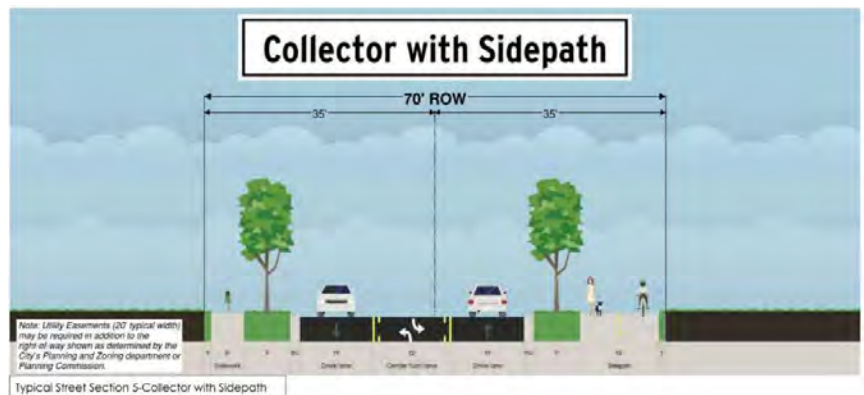


- Arterials are intended to move more travelers longer distances
- Access management can be used to improve flow and reduce conflicts
- Includes boulevard options for arterials and collectors



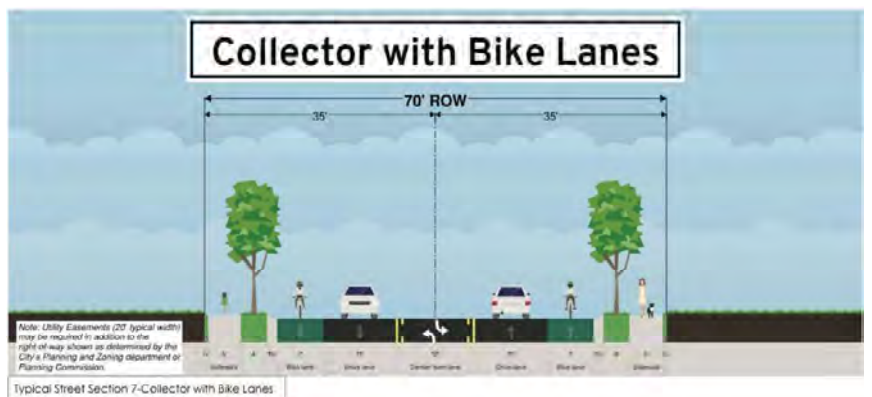
Bentonville Master Street Plan

- Collectors typically link between arterial and local streets
- Provide more access to land use than collectors
- Facilitate district or neighborhood-level mobility



Bentonville Master Street Plan

- The Master Street Plan does include place type considerations for Downtown areas
- Outside of downtown, typical sections don't account for land use, place type, or development character and intensity



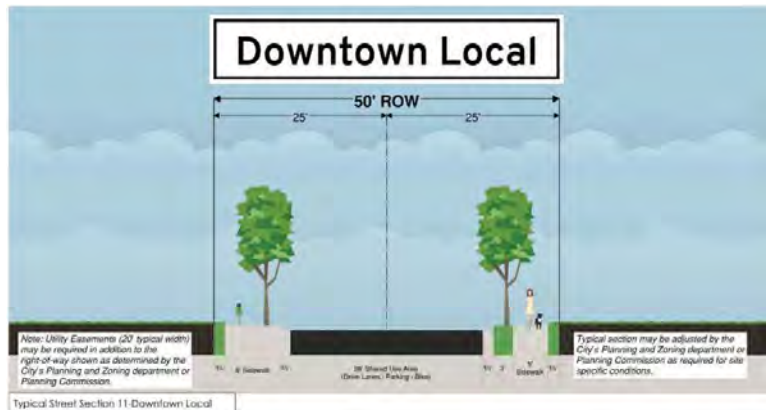
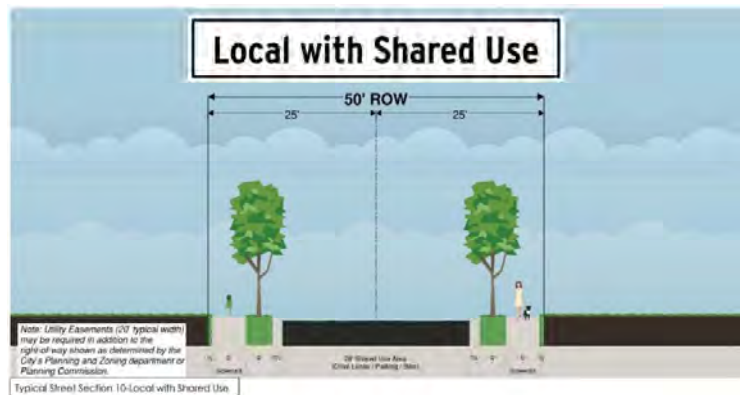
Bentonville Master Street Plan

- Use of on-street parking in the MSP is included with Downtown Collector streets



Bentonville Master Street Plan

- Local streets provide direct access to trip origins and destinations
- May include shared lanes and neighborhood greenways



Bentonville Community Code

- What’s next with Plan Bentonville and the Bentonville Community Code?
 - Street Design
 - Public Street Improvements
 - Utility Location Standards
 - Communications Equipment
- Street design standards and guidelines informed by the NWA Regional Complete Streets Design Guide



Neighborhood Connector Street

Neighborhood connector streets facilitate connecting trips between residential areas, schools, parks, and small retail nodes. They have longer block lengths and often connect local streets to higher intensity street types such as Suburban Connectors and Thoroughfares.

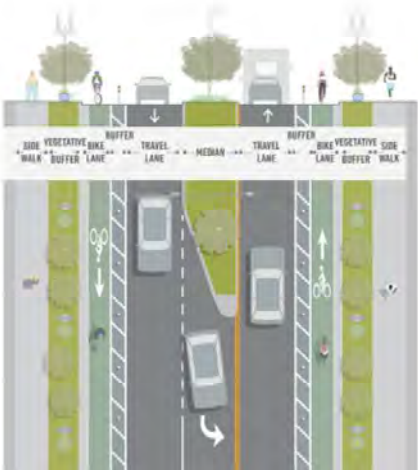
They are typically on the perimeters of neighborhoods or pass through residential areas. Street trees and lighting adorns the streets to support pedestrian users, particularly in the morning and evening.

Example Streets

- NW A St, Bentonville
- W Garrett Rd, Rogers
- Backus Ave, Springdale

- Persimmon St, Fayetteville

Target /Design/Posted Speed: 25 MPH



	Sidewalk	Vegetative Buffer	Bike Lane	Paint Buffer	Travel Lane	Median/Turn Lane
Preferred Minimum	6'	6'	5'	3'	10'	10'
Minimum	5'	5'	4.5'	2'	10'	10'
Maximum	—	—	7'	—	12'	16'

Next month: Time to get to work!

Questions?

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