

EFFECTIVE MOBILITY

Bentonville's rapid rate of growth is resulting in extensive investment of transportation infrastructure. However, even very significant projects represent little more than a short-term fix as increased capacity will soon be absorbed by new growth and long commute patterns for thousands of people working in Bentonville. Some sources estimate that as many as 30,000 new jobs could be added in Bentonville by 2030. If workers filling these jobs continue to travel from several miles away, Bentonville will have to continue providing transportation infrastructure for a population well beyond its residents.

This dynamic has profound impacts on local resources. In 2014, the City of Bentonville had jurisdiction over about 600 lane miles of roadway. Assuming the lifespan of a roadway in Bentonville's climate is 20 years, the City would have to budget for the maintenance of about 30 lane miles per year at the cost of about \$3.5 million. In 2014, the City had budgeted \$350,000, or 10% of that need, for roadway maintenance.

For now, that may satisfy the immediate need since many of the roadways were built more recently than 20 years ago. However, as the initial lifecycle expires, the need for funding for roadway maintenance will become prohibitive to funding other community needs. And this does not account for roads not yet built to serve the City's projected population growth.

This chapter of the Community Plan examines strategies for managing a multi-modal network through three specific lenses:

- Getting around the region, which examines key roadway, rail, freight, transit, and bicycle network improvements that would enhance access to Bentonville from other parts of the Northwest Arkansas Region, United States, and other countries;

- Getting around Bentonville, which examines roadway, transit, bicycle and pedestrian improvements that would ensure Bentonville residents have safe and efficient access to goods and services, education, employment, and cultural amenities; and
- Getting around the neighborhood, which identifies a series of best practices aimed at improving pedestrian and bicycle access for residents of all ages and levels of mobility.

One of the important influences for Bentonville's multi-modal network is the various agencies or forms of local government that have jurisdiction over infrastructure and services. The implementation of each recommendation in this chapter will depend upon close coordination among these stakeholders to address design considerations, balance potentially competing goals and objectives, identify available funding, and establish long-term capital programs that maximize collaboration and minimize total project cost.

- The City of Bentonville maintains local roadways, bridges, sidewalks, and bike routes.
- The Arkansas State Highway and Transportation Department maintains designated at-grade highways, interstates and bridges.
- The Benton County Road Department maintains county highways and bridges.
- Northwest Arkansas Regional Airport Authority supports the long-term vision for the Northwest Arkansas Regional Airport.
- Ozark Regional Transit provides bus transit service throughout the region, including one route currently operating in Bentonville.

ROADWAY MAINTENANCE

