
ROGERS STREET CLASSIFICATIONS

MASTER STREET PLAN



ADOPTED JULY 2024

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What is the Rogers Master Street Plan (MSP)?

The Rogers Master Street Plan is the City's primary guide for transportation planning. This city-wide policy map depicts the location and classification of existing and future streets and roundabouts. Future versions of the MSP will indicate the location of existing and proposed trails, providing a comprehensive view of Rogers' mobility network. Features on the MSP account for daily movement needs and traffic volumes as well as terrain challenges, floodplain, and other potential constraints for street connections.

How will the MSP be used?

The MSP will be used as a guide for the construction of new streets and improvements to existing streets and intersections. These projects may be completed as bond projects for the City of Rogers but will primarily be required as part of subdivision and site development projects. The MSP is not regulatory in nature but is closely aligned with development regulations and other policy maps to ensure compatibility between future developments, natural features, utility corridors, and other elements of our built environment.

Revisions to the Master Street Plan

The Rogers Master Street Plan will be reviewed by the Rogers Planning Commission annually to ensure the FLUM's efficacy and compliance with Arkansas State Law. Proposed changes to the map will be considered annually or when initiated by the Planning Commission or City Council.

Authority

Arkansas State Law grants municipal planning commissions the permission to create land use, transportation, and community facilities, and other plans significant to health, safety, and welfare ([Ark. Code Ann. § 14-56-414](#)).

All plans, recommended ordinances and regulations may be adopted by following proper notification of the public and required public hearings before the Rogers Planning Commission and the Rogers City Council. Adopted plans, ordinances and regulations for the City of Rogers will be filed in the office of the City Clerk; while plans, ordinances and regulations affecting the extraterritorial jurisdiction (ETJ) will be filed in the office of the Benton County Recorder's Office ([Ark. Code Ann. § 14-56-422](#)).

MASTER STREET PLAN ROAD CLASSIFICATIONS

EXPRESSWAY

- Highest classification of roadway.
- Characterized by high speeds, more traffic lanes, physical barriers between directional travel lanes and limited access points via ramp or at-grade intersections.
- Prioritizes mobility for the highest volume of traffic over the longest distances.
- Does not provide direct access to adjacent land uses.

ARTERIALS

Major arterials

- Prioritizes mobility for a high volume of traffic over long distances with minimal interruption.
- Characterized by moderate to high speeds, more traffic lanes, and fewer access points.
- Can provide access to abutting land uses.

Minor arterials

- Prioritizes mobility for a high volume of traffic over moderate distances with few interruptions.
- Characterized by moderate to high speeds, more traffic lanes, and fewer access points.
- Can provide access to abutting land uses.

COLLECTOR STREETS

- Characterized by moderate speeds as well as a moderate count for traffic volumes, travel lanes and access points.
- Prioritizes connections between arterials and minor streets.
- May also provide access to adjacent land uses.

MINOR STREETS

- Lowest classification of roadway.
- Characterized by lower traffic volumes, moderate to low speeds, fewer traffic lanes, and frequent access points.
- Prioritizes access to neighborhoods, businesses, and other local areas.
- Does not typically provide access for through-traffic or transit.