KEY OUTCOMES

• Multimodal MOBILITY PLAN – incorporate accessibility needs for all types of travelers across the citywide network

• PARKING MANAGEMENT PLAN – strategies to address parking availability as part of an integrated, multimodal network

• Updated STREETS PLAN – listing prioritized improvements, including
  • Green Streets Network
  • Transit-Related Improvements
  • Enhanced Streetscape Design Guidelines
  • Citywide policies to improve transportation
EXISTING CONDITIONS
Getting around: WALKING & BIKING

- 58% of survey respondents identify walkability as a priority (top rated response in Spring 2016 survey)
- Even in Downtown, often long distances between crossing opportunities
- In 2015, nearly 25% of traffic collisions took place within 15-min walk of school, library, or recreational center
- ~25% of Fayetteville workers travel <3 miles, but just ~8% of workers walk or bike to work
- bike facilities are the most desirable transportation feature in neighborhood commercial areas (according to Spring 2016 survey)
Getting around: LOCAL/REGIONAL TRANSIT

- 50% of transit stops are within a few blocks of the Razorback Greenway, offering opportunities to connect to transit.

- 25% of jobs are within a 5 minute walk to transit, yet 1% of workers commute by transit.
Getting around: DRIVING & PARKING

Parking in/around the Entertainment District:
- 9,000 total spaces available (public & private)
- More than **300 publicly owned** spaces unused
- **-350 publicly available** but privately owned spaces unused
- **1,400 empty** spaces currently **restricted**
- permit/payment system is confusing

- Peak-period congestion is focused on specific corridors and intersections
- Most traffic flows north-south; existing east-west connections are capable of absorbing demand
- East-west connections can be difficult or circuitous
OUTREACH SUMMARY
1st Workshop: Values
Spring 2016
INTERACTIVE MAP

We need your help! Where would you improve transportation in Fayetteville?
Click ADD POINT to add to the map.

850 separate comments received, July 2016
2nd Workshop: Improvement Priorities
Fall 2016
FAVORED STRATEGIES

- Improve low-stress neighborhood bike routes connecting to trail system with signage and traffic calming (55%)
- Fill in sidewalks where discontinuous or nonexistent (including locations that would require trade-offs with parking lanes or private property) (51%)
- Add protected bike lanes along key corridors (49%)
- Improve walking environment and information to parking within a 5-minute walk (42%)
- Improve walking environment to remote parking (42%)
- Improve connections to transit via multiple modes (39%)
- Add real-time information, shelters, and benches at transit stops partnering with developers and existing business owners (38%)
- Identify, replace or repair deteriorated sidewalks in high pedestrian traffic locations (38%)
- Add bike racks in downtown, along neighborhood commercial corridors, and key points of interest (37%)
- Widen existing sidewalks and install crosswalks to build continuous, safe networks (37%)
CURRENT EFFORT: REFINE & PRIORITIZE CONCEPTS
Potential Fayetteville Street Typology

- Reflects current and ongoing planning efforts
  - Builds on previous Fayetteville Master Street Plan
  - Land Use planning updates*
- Focus on functionality within roadway (curb-to-curb)
- Examines individual streets in context of the downtown
  - Trade offs and priorities
- Includes existing conditions analyses with consideration for growth
  - Considers transit needs, vehicle volumes, bike networks, etc.
  - Acknowledges existing demand (Commute Flows)
  - Accommodates future growth areas/land use developments
- Incorporates flexibility
  - Clearly defines both preferred elements and minimum dimensions
  - Reduces need for ongoing negotiations for each new development
Existing Plan Analysis Example: Arterials v Shared Roadway

Recommended minimum bike lane width on Arterials/Collectors:
- <30 mph: 5’
- 30-40 mph: 6’
- >40 mph: 8’

Shared roadways recommended on roads where AADT <4,000-6,000 vpd, with maximum speeds of 25 mph.
Opportunities: Outsized Streets?
Potential Fayetteville Street Typology
TYPOLOGY—Regional High Activity
Examples: Wedington, College

Regional High Activity Link

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Pedestrian</th>
<th>Sidewalk</th>
<th>Flex Lane</th>
<th>General Purpose Lane</th>
<th>Flex Lane</th>
<th>General Purpose Lane</th>
<th>Flex Lane</th>
<th>Sidewalk</th>
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</thead>
<tbody>
<tr>
<td>Required</td>
<td>4’+</td>
<td>10’+</td>
<td>6’+</td>
<td>8’</td>
<td>3’6”</td>
<td>10’</td>
<td>10’</td>
<td>6’+</td>
</tr>
<tr>
<td></td>
<td>11’</td>
<td>10’</td>
<td>7’-8’</td>
<td>10’</td>
<td>3’6”</td>
<td>11’</td>
<td>10’</td>
<td>6’+</td>
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<td>10’</td>
<td>3’6”</td>
<td>10’</td>
<td>10’</td>
<td>6’+</td>
</tr>
</tbody>
</table>

TOTAL WIDTH

120’
56’
Corridor Analysis
Examining future connections

Scenario 3 - Arterial Loop
Road Segment Loses Traffic
1 4,795
Road Segment Gains Traffic
1 5,627
- Arterial Loop
- Residential Land Use

Data Sources: Fayetteville GIS, ITD 2014
Examining future connections

Scenario 10 - Persimmon/Cleveland Connection + Speed Increase

Road Segment Loses Traffic
1
Road Segment Gains Traffic
1
New Road Connection: Persimmon/Cleveland
Residential Land Use
# POTENTIAL ROADWAY CONNECTIONS

<table>
<thead>
<tr>
<th>Description</th>
<th>% Citywide VMT change (largely negligible)</th>
<th>% Commute trips saving travel time</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOWNSHIP ST: Extension to Garland Ave</td>
<td>-</td>
<td>0.2%</td>
</tr>
<tr>
<td>GARRETT ST: Extension to Gregg Ave</td>
<td>-</td>
<td>0.2%</td>
</tr>
<tr>
<td>ARTERIAL LOOP: Completion of Arterial Loop</td>
<td>+</td>
<td>40.7%</td>
</tr>
<tr>
<td>DRAKE ST: Extension to College Ave</td>
<td></td>
<td>0.2%</td>
</tr>
<tr>
<td>SHILOH DR: Connection between Wedington and Mount Comfort Rd.</td>
<td>-</td>
<td>0.1%</td>
</tr>
<tr>
<td>ROCKWOOD TRAIL: Connection to Crossover Road</td>
<td>-</td>
<td>0.4%</td>
</tr>
<tr>
<td>ROLLING HILLS DR: Extension to Crossover Rd</td>
<td></td>
<td>2.2%</td>
</tr>
<tr>
<td>PERSIMMON ST: Connection to Cleveland St</td>
<td>-</td>
<td>2.2%</td>
</tr>
</tbody>
</table>

*Benefit only if roadway also widened*
Corridor Analysis

Priority Corridors - Mode Focus
- Bike
- Transit
- Pedestrian
- Pedestrian/Parking Access
1. Hwy 62 - MLK Jr. Blvd
2. Hwy 71 - College Ave
3. Hwy 71B - College Ave
4. North St
5. Dickson St
6. Hwy 16 - Wedington Dr
7. Gregg Ave

Data Sources: Fayetteville GIS
**Goals**

- Create more comfortable pedestrian space, crossings
- Manage traffic flow & access
- Manage parking availability & access points
***DICKSON – Urban Center***

**Circulation**

- Circulation Signage
- Parking Access Signage

*Change exit only to entrance
Allow LT into lot*

*Make this primary exit
EB traffic that wants to go north turns L here*

*WB to West Lot
Sign access to West Lot from School
No LT from Dickson*
DICKSON - Traffic Analysis

- By 2037 traffic growth would create conflict between EB movements & rail crossing on Dickson at peak PM.
- No left-turn allowed from Dickson Ave to West Ave reduces queue lengths WB and EB on Dickson, with no conflict at the rail crossing.
North St Context
North St – Neighborhood Link

East North St at College Ave

<table>
<thead>
<tr>
<th>Frontage Zone</th>
<th>Pedestrian Zone</th>
<th>Greenspace/ Furnishing Zone</th>
<th>General Purpose Lane</th>
<th>General Purpose Lane</th>
<th>Buffer</th>
<th>Bike Lane</th>
<th>Greenspace/ Furnishing Zone</th>
<th>Pedestrian Zone</th>
<th>Frontage Zone</th>
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</thead>
<tbody>
<tr>
<td>0’</td>
<td>3’</td>
<td>0.5’</td>
<td>10’</td>
<td>10’</td>
<td>3’</td>
<td>5’</td>
<td>0.5’</td>
<td>3’</td>
<td>0’</td>
</tr>
</tbody>
</table>
North St - Neighborhood Link

East North St at College Ave

- Sidewalk
- General Purpose Lane
- General Purpose Lane
- Sidewalk

<table>
<thead>
<tr>
<th>Frontage Zone</th>
<th>Pedestrian Zone</th>
<th>Greenspace/Furnishing Zone</th>
<th>General Purpose Lane</th>
<th>General Purpose Lane</th>
<th>Greenspace/Furnishing Zone</th>
<th>Shared-Use Path</th>
<th>Frontage Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>4'</td>
<td>10'</td>
<td>6'</td>
<td>10'</td>
<td>10'</td>
<td>6'</td>
<td>8'</td>
<td>4'</td>
</tr>
</tbody>
</table>

DRAFT RECOMMENDATIONS
MLK Blvd Context

- 25,000 – 30,000 veh/day
  - pk hr: 2,500 v/h (2,000 v/hr w Loop)

- Phase 1: near-term
  - Access Management Plan
    (consolidate curb cuts)
  - Convert TWLTL to median

- Phase 2: after loop completed
  - 5→3 conversion (bike lane, wide sidewalk)
Phase 1: Access Mgmt

- Close drive access
- Right-in/Right-out only
- New drive access
- New signal
- Mid-block crossing
- Safer, more consistent walk access
MLK Blvd - Phase 2
ARCHIBALD YELL: Context

- 17,000-19,000 veh/day
  - 600-900 veh/peak hour (@Rock, @School)
  - 200 veh/peak hr (S College)
- 400+ potential pedestrian trips/day
  - Long stretch between xng opportunities
- Concept:
  - Add signals to better manage traffic
  - Provide safer crossing opportunities
  - New routing pattern (2 options)
  - Road diet north of MLK Jr Blvd
ARCHIBALD YELL: New Signals, Crossings

New signals
New crossings
ARCHIBALD YELL – Routing Option 1

No lefts to Rock

Safer, easier NB access at new signal

Potential shared street opportunities
ARCHIBALD YELL – Routing Option 2

- No lefts to College
- Pocket park opportunity
- Safer, easier NB access at new signal
ARCHIBALD YELL – Road Diet

Archibald Yell

<table>
<thead>
<tr>
<th>4’</th>
<th>10’</th>
<th>6’</th>
<th>11’</th>
<th>11’</th>
<th>11’</th>
<th>6’</th>
<th>15’</th>
<th>4’</th>
</tr>
</thead>
</table>

Frontage Zone | Pedestrian Zone | GreenSpace/Furnishing Zone | General Purpose Lane | Left Turn Lane | General Purpose Lane | GreenSpace/Furnishing Zone | Shared-Use Path | Frontage Zone
Wedington Context
Wedington – Access Mgmt

- 25,000 - 30,000 veh/day
  - pk hr: 2,600 v/h
- Phase 1: near term
  - Access Management Plan (consolidate curb cuts)
  - Convert TWLTL to median

- Close drive access
- Right-in/Right-out only
- New drive access

New Signal
Mid-block crossing

Map of Wedington showing potential access management areas and new signal mid-block crossing.
COLLEGE AVE N - Near Term Option: Reallocate Space
COLLEGE AVE N –
Near Term Option: New Left Turn Jughandle
COLLEGE AVE N -
Mid Term Option: Boulevard
COLLEGE AVE N – Potential Long Term Grid

- Access mgmt along Joyce
- New connection to Steele/ mall area
- New connection to College/ mall area
- New connection to Van Asche
- New at-grade 4-way intersection
- New connection across expressway
Crossing Opportunities

• Marked crosswalks needed in multiple locations

• Even in downtown, long distances between crossing opportunities
Focus on sites – school access

- nearly 25% of traffic collisions took place within 15-min walk of school, library, or recreational center (2015)
- identify key locations citywide
- combine GIS analysis, school dist. boundary, unbuilt ROW
Filling Gaps – focus on sites

- Make new walk/bike connections
- Focus on neighborhood resources
Key Walk/Bike Recommendations

- Consider **automatic walk phase in urban centers**, along high-activity corridors
- **Close gaps**: Just 1.24 miles of new sidewalk could complete paths that serve hundreds of commute trips
- Consider **mid-block crossings** to manage traffic flow better, provide more crossing opportunities
- Make **more, safer connections** to trail network, transit hubs, key destinations
- Refine bike facilities with street typologies, traffic conditions → **more protected bike lanes in key corridors**
FEEDBACK OPPORTUNITIES

Tuesday, May 30 (City Hall):
• Council Agenda Session, 5-6pm
• Transportation Committee, 6-7pm
  (or immediately following Council meeting)

Wednesday, May 31 (Public Library):
• Open House 10:30a – 2:30p
• Presentations @ 11:00am & 1:30pm

Thursday, June 1
  Farmers Market:
  • Pop-Up: 9:00am – 12:00n

  Public Library:
  • Open House 1:30p – 7:00p
  • Presentations @ 2:00p & 5:00p
NEXT STEPS

• Continue outreach
• Stakeholder input
• Summarize input & feedback
• Refine Master Plan document
• Coordinate related activities
  • Land use plan updates
  • Development/permitting
  • Green infrastructure/low impact devt
  • And more...
Thank You