

Williams, Kit

From: Long Ward 4 <longward4@gmail.com>
Sent: Tuesday, March 25, 2014 12:12 PM
To: Williams, Kit
Subject: Fwd: I-540 Interchange Comments

Kit, can we fashion these comments into a positive resolution to send to the Arkansas highway department?

Alan T Long
City of Fayetteville, AR
City Council, Alderman- Ward 4
ward4_pos2@fayetteville-ar.gov

Begin forwarded message:

From: "Pate, Jeremy" <jpate@fayetteville-ar.gov>
Date: March 25, 2014 at 11:58:20 AM CDT
To: Alan Long <longward4@gmail.com>
Cc: "Marr, Don" <dmarr@fayetteville-ar.gov>, "Brown, Chris" <cbrown@fayetteville-ar.gov>
Subject: I-540 Interchange Comments

Alan,

Below are some of the comments that we have or will articulate to the AHTD related to the interchange improvements with Wedington and MLK, Jr Blvd. These are not intended to be all-inclusive, as we are still working through the drawing review, but they should provide a good sense of the major items that we want the Department to consider as they continue working on design drawings.

- Provision of bicycle and pedestrian access across I-540 is a major goal. The lack of adequate bicycle and pedestrian connections currently is a significant safety issue, and has been a source of numerous public comments. Due to the volume of traffic and increased number of lanes proposed, the City recommends that a 16' shared use trail be constructed on one side of the roadway at both interchanges, to separate bicycle/pedestrian movements from vehicular movements. It is intended that this 12-16' wide shared use trail be constructed within the same right-of-way as is currently proposed, and the proposed bicycle lanes and sidewalks be removed, with adequate crossings installed to provide for safe movements.
- The City is supportive of access management in this area to reduce turning conflicts and crashes. However, the limitation on access should be balanced with providing existing and future businesses with adequate provisions for the public to enter and exit their property. This may require more local cross-access connections to make the traffic movement flow efficiently.

Hwy 16/112S (Wedington) Interchange Comments

- The City understands the value of access management, but is also concerned with adequate access to both commercial establishments and residents.
- Consider a median break at Hwy 16 and Tahoe Circle. The City recognizes the need for a traffic signal at the offset intersection of Tahoe Place & Marvin Avenue with a pedestrian phase to safely accommodate citizens wanting to cross this busy arterial. This was a clear desire of citizens from a public input process recently conducted by the City of Fayetteville for Wedington Drive.
- The City would like the Department to consider converting Shiloh Drive to a two-way street from Wedington Drive to Persimmon Street, to assist with traffic movement that will be greatly affected by the median.

- The City prefers a multi-use trail on the north side of the Wedington, which should be physically separated from vehicle traffic to safely cross I-540, rather than separate bike lanes within the traffic. The 16' wide path should extend to both ends of the project, separated from the road by a parapet wall across the bridge, with a 12' wide path on the roadway portions. Wedington Drive houses a great number of students and others that travel to the University across I-540.
- Transit routing should be considered and the Department should engage Ozark Regional Transit and Razorback Transit for their input.

Hwy 62 (MLK Jr. Blvd) Interchange Comments

- The City is concerned with the flyover option's impact to adjacent businesses and properties. The solid retaining wall access ramp rising above the existing properties onto the flyover bridge will block all access and visibility for these properties. If the flyover option is the chosen option, the following should be considered:
 - Increasing the steepness of the ramp to reduce its length along Hwy 62.
 - Provide for better access to Wal-Mart, to avoid creating a congestion problem at Hwy 16/One Mile Road intersection. The City would like further discussions before moving forward with cutting off the main access driveway to the Wal-Mart Supercenter. If this is not resolved with a signalized intersection and appropriate turn lanes, certainly improvements to the Finger Road access should be implemented and more detailed analysis of the One-Mile Road should be further undertaken.
 - Mitigate some of the loss of highway access from existing businesses and residents by adding cross connections between businesses, to reduce the need for vehicles to travel long distances in many cases that appear to be minor compared to the risk of additional right of way damages. Minor cross-connections will also reduce the number of u-turns, providing for better operations at the Highway intersections.
- Loop ramp option – consider adjusting the loop design speed and/or additional acquisition to eliminate the need to move the main lanes on I-540
- The City prefers a multiuse trail on the north side of the Hwy 16 if the flyover option is chosen or on the south side if the loop option is chosen, which should be physically separated from vehicle traffic (e.g. concrete parapet) to safely cross I-540, rather than bike lanes. The 16' wide path should extend to both ends of the project, separated from the road by a parapet wall across the bridge, with a 12' wide path on the roadway portions.
- Transit routing should be considered and the Department should engage Ozark Regional Transit and Razorback Transit for their input.

Please let me know if you have any questions.

Jeremy C. Pate
 Development Services Director
 City of Fayetteville, Arkansas

Please save my new email address: jpate@fayetteville-ar.gov