



AGENDA

City Council Transportation Committee
October 27, 2015
5:15 pm or Immediately after City Council Agenda Session
City Hall Room 326

Members: Matthew Petty, Chairman; Adella Gray; Justin Tennant; Alan Long
City Staff: Chris Brown, City Engineer

1. **Old Business-None**

2. **New Business**

A. COLLEGE AVENUE SIDEWALKS: Staff presentation of summary of public meeting comments for College Avenue Sidewalk project. Summary of comments attached.

B. MAPLE AND LAFAYETTE HISTORIC BRIDGES. Review of bids for rehabilitation of Maple and Lafayette Street Bridges.

3. **Reports**

A. Archibald Yell Blvd Road Diet Update

B. Transportation Master Plan Update

C. General Update of the Transportation Bond Program.

4. **Announcements**

Next meeting November 24th, 2015 after City Council Agenda Session.

TO: City of Fayetteville Transportation Committee

THRU: Mayor Jordan
Don Marr, Chief of Staff
Jeremy Pate, Development Services Director
Terry Gulley, Transportation Services Director

FROM: Chris Brown, City Engineer

DATE: October 22, 2015

SUBJECT: College Avenue – Maple St. to North St.

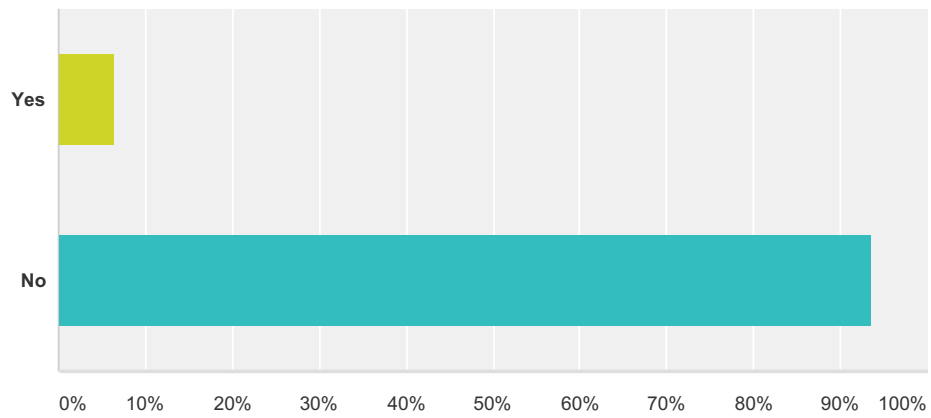
On August 11, 2015, the City held a public meeting at City Hall to present conceptual plans for sidewalk improvements to College Avenue between Maple Street and North Street. At the meeting, the conceptual plans were available for the public to view and city staff were on hand to answer questions and explain the project. Sixty-five (65) people signed in for the meeting. A survey was handed out and was also available for a 2-week period on the city's website. We had 250 surveys completed for this project. Approximately 9% of those surveyed live in the downtown area, 33% live in Washington-Willow neighborhood, 10% live in Wilson Park area, 3% in the VA Hill area and the remainder in other parts of the city. Comments and responses were mostly positive for the project concept. The majority of the comments were regarding safety for both pedestrians and motorists, increased tree canopy, reduction of driveways and the need for beautification of this stretch of roadway. Many of these items are addressed in our project design. There was also a very positive response (over 87%) to the concept of a pedestrian crossing in the Trenton/Rebecca area.

City staff met with the AHTD district engineers following the public meeting to discuss this project. Different options including a pedestrian hybrid beacon, signalization of the Rebecca/College intersection and a tunnel are being considered for the pedestrian crossing in the Trenton/Rebecca area. A full signal is the preferred option; an analysis is in progress to determine if a signal meets the AHTD requirements for a signal.

The Engineering Division has prepared construction plans for the sidewalk improvements on the east side; the plans have been submitted to the highway department for review and permitting. We will be working with the utility companies to place much of the existing overhead utilities underground. Our land agents are currently preparing easement documents and letters to be sent to each of the property owners affected by the construction on the east side. The project is scheduled to be ready for construction by Transportation Division crews in early 2016. Design for the sidewalk on the west side will begin this winter and will be ready for construction in early 2017.

Q1 Did you attend the public meeting on August 11, 2015 in City Hall?

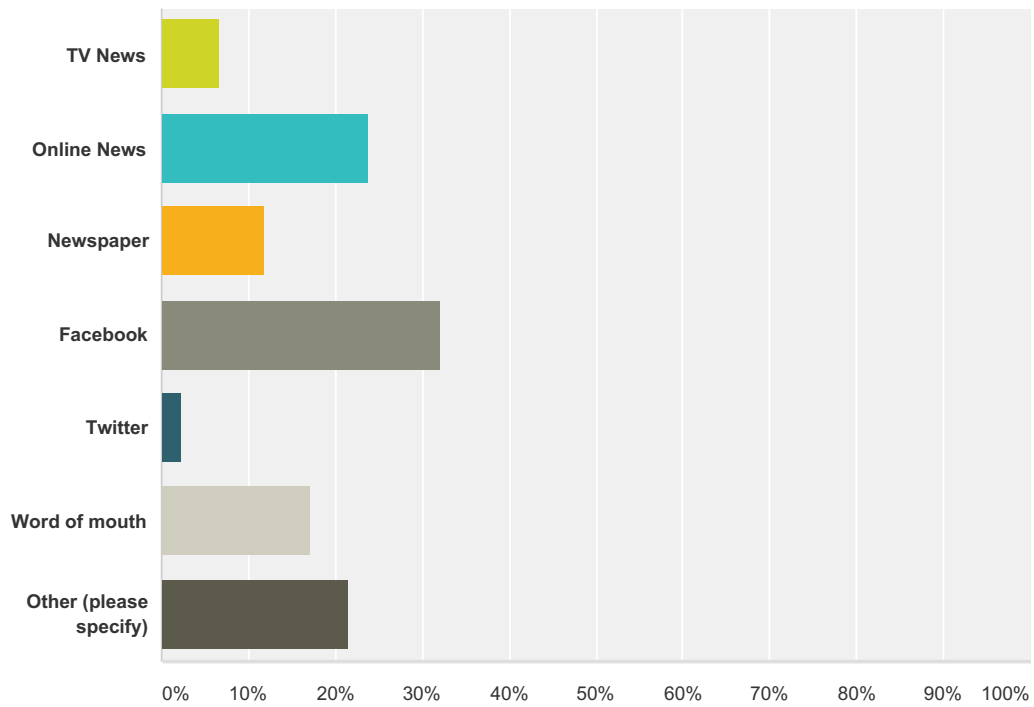
Answered: 249 Skipped: 1



Answer Choices	Responses
Yes	6.43% 16
No	93.57% 233
Total	249

Q2 How did you hear about the public meeting?

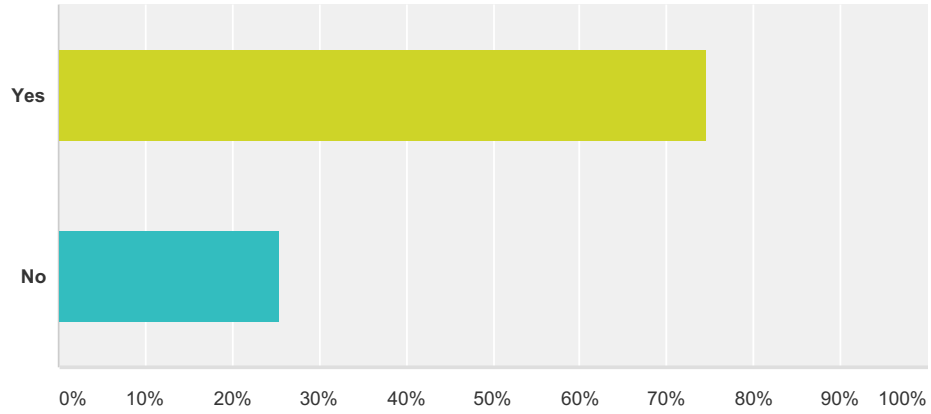
Answered: 227 Skipped: 23



Answer Choices	Responses
TV News	6.61% 15
Online News	23.79% 54
Newspaper	11.89% 27
Facebook	32.16% 73
Twitter	2.20% 5
Word of mouth	17.18% 39
Other (please specify)	21.59% 49
Total Respondents: 227	

Q3 Have you viewed the plans for the sidewalk construction of the College Avenue Enhancements?

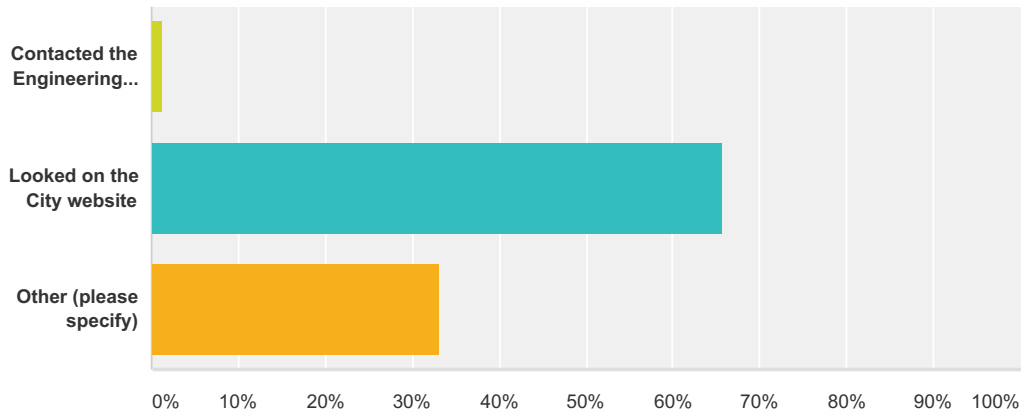
Answered: 247 Skipped: 3



Answer Choices	Responses
Yes	74.49% 184
No	25.51% 63
Total	247

Q4 If yes, how did you view the plans?

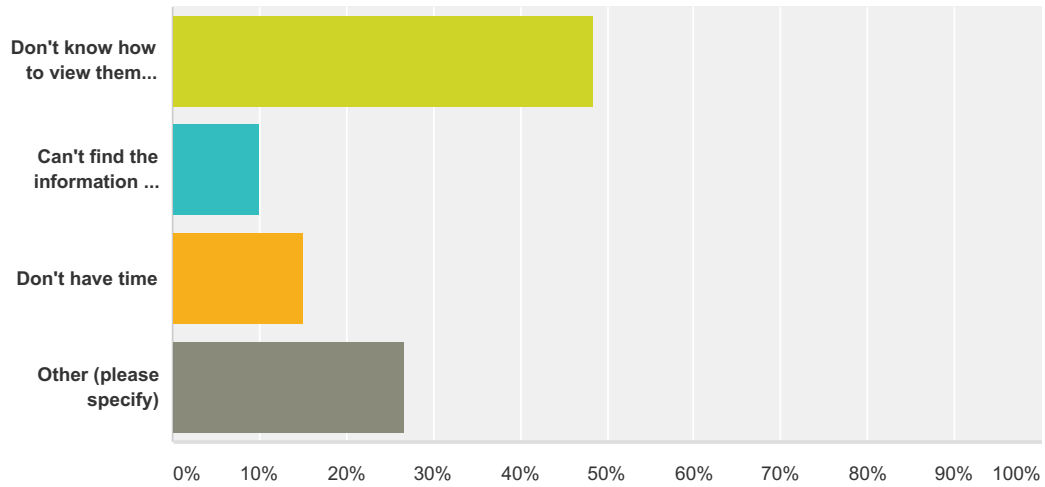
Answered: 172 Skipped: 78



Answer Choices	Responses
Contacted the Engineering Office	1.16% 2
Looked on the City website	65.70% 113
Other (please specify)	33.14% 57
Total	172

Q5 If no, why not?

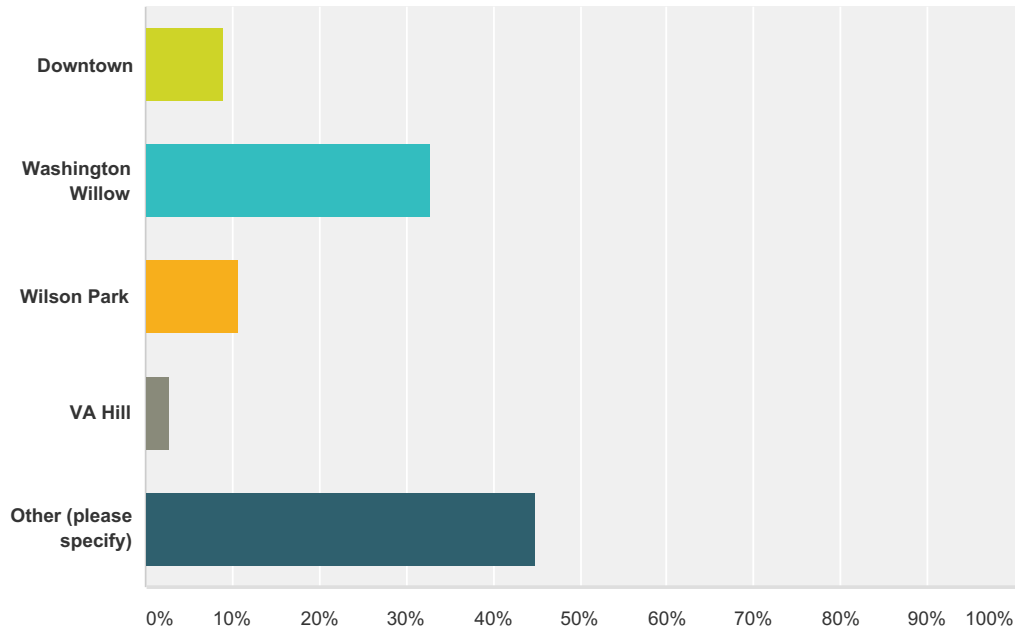
Answered: 60 Skipped: 190



Answer Choices	Responses
Don't know how to view them or who to call.	48.33% 29
Can't find the information on the City website	10.00% 6
Don't have time	15.00% 9
Other (please specify)	26.67% 16
Total	60

Q6 What neighborhood do you live in?

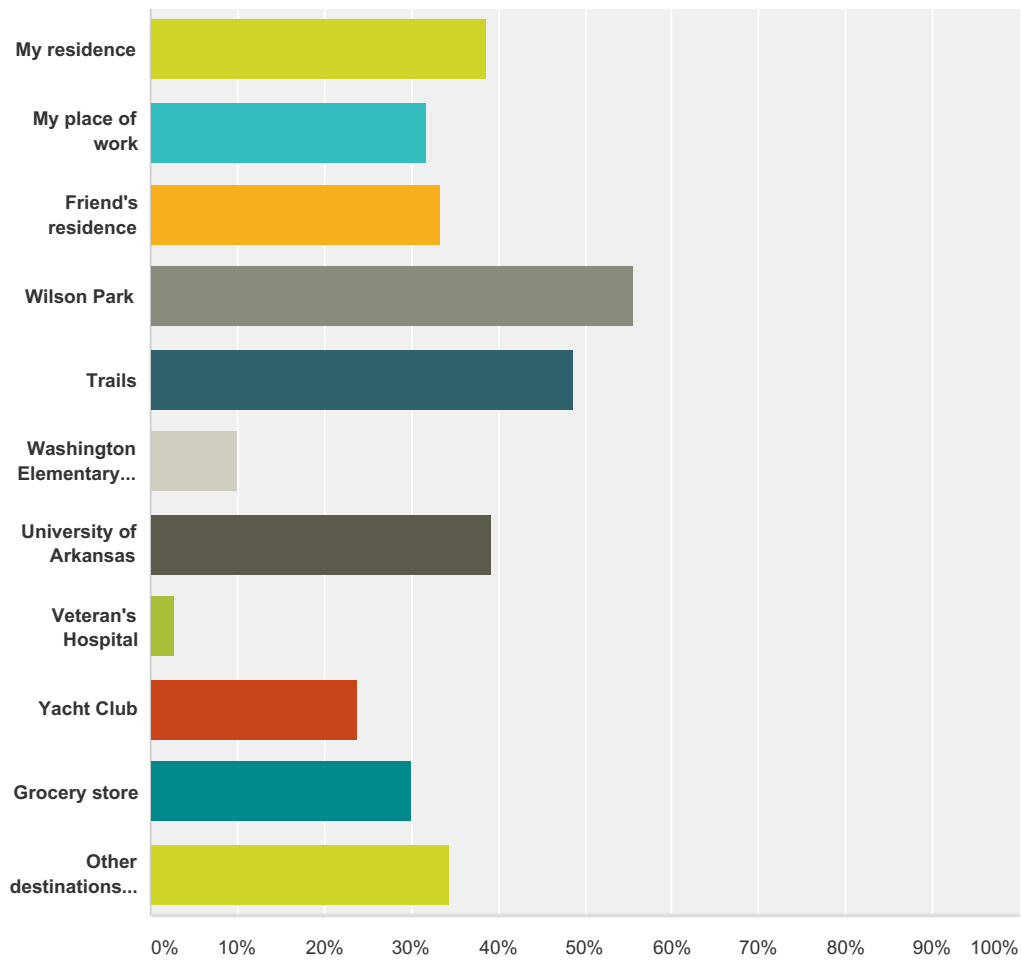
Answered: 189 Skipped: 61



Answer Choices	Responses
Downtown	8.99% 17
Washington Willow	32.80% 62
Wilson Park	10.58% 20
VA Hill	2.65% 5
Other (please specify)	44.97% 85
Total	189

Q7 When crossing College Avenue, what is your destination? (Choose all that apply.)

Answered: 189 Skipped: 61

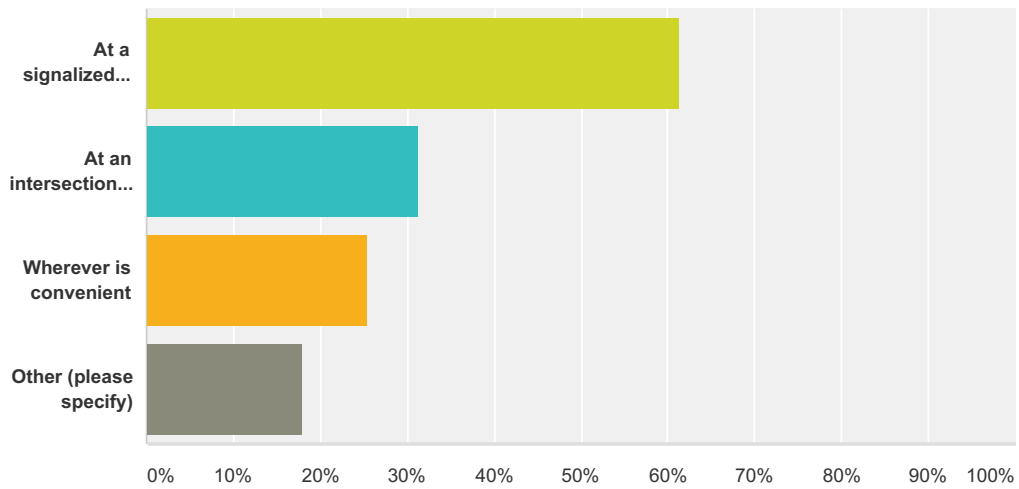


Answer Choices	Responses
My residence	38.62% 73
My place of work	31.75% 60
Friend's residence	33.33% 63
Wilson Park	55.56% 105
Trails	48.68% 92
Washington Elementary School	10.05% 19
University of Arkansas	39.15% 74
Veteran's Hospital	2.65% 5
Yacht Club	23.81% 45
Grocery store	30.16% 57

Other destinations (please list below)	34.39%	65
Total Respondents: 189		

Q8 When walking or biking, how do you cross College Avenue?

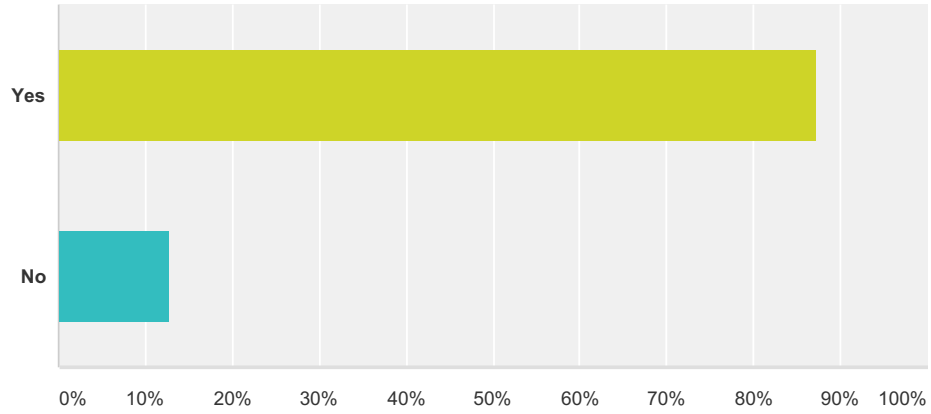
Answered: 189 Skipped: 61



Answer Choices	Responses
At a signalized crosswalk	61.38% 116
At an intersection (without a crosswalk)	31.22% 59
Wherever is convenient	25.40% 48
Other (please specify)	17.99% 34
Total Respondents: 189	

Q9 Are you in favor of the installation of a pedestrian crossing of College Avenue in the vicinity of Trenton and Rebecca?

Answered: 189 Skipped: 61



Answer Choices	Responses
Yes	87.30% 165
No	12.70% 24
Total	189

College Avenue Enhancement Project Sidewalks (Maple Street to North Street)

Please provide additional comments regarding this project below.

Answer Options	Response Count
<i>answered question</i>	<i>80</i>
<i>skipped question</i>	<i>170</i>

Response Text

Final recommendation is to minimize the driveways as much as possible, more than what is shown in the current schematic options. Some of the suggested driveways are not necessary but are likely viewed as indispensable given the current state of college. With the additional pedestrian traffic after the redesign of the street the myriad of driveways will be less warranted and seen as nonessential in the future. Combining driveways and providing shared parking solutions will lead to a better long term product.
Safety and convenience, traffic flow, walk ability over aesthetics
I avoid College Ave. as much as possible, because it is highly congested and there are so many accidents because of the awful street to drive access where people have to come to a complete stop to enter a driveway or scrap their cars up.
Do not reduce traffic lanes on College or create obstacles for motorists.
I believe this project has merit but do not agree with the amount of concrete planned. I do not believe the pedestrian traffic will ever use the size of sidewalks planned.
Beautification and pedestrian use are important to me. Slowing traffic might prove to be a challenge in that area.
Any way to stripe a bike lane so they have a dedicated area? that way the kids could use it instead of the street or walking area.
Improve visibility pulling out on College from Prospect (east side).
NA
I think it's a wonderful idea and will promote the beauty and bike friendliness of the city.
Fayetteville should try and influence the DOT on future design around College. This is a good time to do it as precedent is occurring across the country. http://shoutengine.com/StrongTownsPodcast/1000-friends-v-united-states-dot-9957
This section of College Avenue feels particularly unsafe, both for vehicular use and for pedestrian traffic. The sidewalks on the west side are particularly narrow and abut the street; the elevation change means that traffic from both directions naturally pick up speed going into the valley. I admire the city for tackling the problem. There tends to be a natural break in traffic at the Trenton/Rebecca crossing because of the timing of the stop lights at North and Maple streets. Perhaps, a pedestrian light could take advantage of that natural break without diminishing vehicular traffic too much.
We very much need a way to cross college near Rebecca and Trenton. Also, all of College should be two lanes with a third for left turns from North to MLK.
Stop wasting money on sidewalks and fix the roads

thanks for looking at this project- the improvements near IGA made getting around by foot so much better. I'm glad these are going to happen- it really is going to make walking around downtown better.
I'm so excited about the trees. It's just miserable to stand there without protection and hold your breath for a break in the traffic. I've always felt it's one of the meanest spots in the city. For all manner of traffic. Think about the car accidents at Maple. People coming from the north in particular need to be slowed earlier. For the safety of all.
I like the idea. I'm glad that I live in a community that puts their best foot forward when it comes to the safety and ease of their residents.
I am in favor of increased tree canopy
Making a right turn on to Maple Street from the southbound lane is rather difficult, especially for long vehicles. It would be nice if this problem could be addressed.
College needs an upgrade. This town deserves it. It is a main arterial street in this town and we can't ignore it. I do mean it, some of these business owners make the road look like trash. The lights and trees will only help so much; they need to do their part.
The street lamps previously installed along College have been hit by cars numerous times and had to be replaced. Please rethink this idea.
Stop cutting corners to avoid inconveniencing motor traffic. Pedestrians should be rewarded for walking in sunny, muggy, 95 degree weather, or rain, snow, and bitter cold.
Fayetteville is bigger than just the Washington/willow area...the rest of us deserve some improvements also
Change zoning to form-based code all along College
Please look at my comments in question 10 above.
If you have any questions please call me (Thomas Brown) at (479)387-8557.
The most important aspect for me, as someone who bicycles through the area frequently, is the Rebecca/Trenton crossing being built. The current conditions do not feel very safe. An underpass would be ideal here, but I understand there's limitations.
it would b enice if there were sidewalks all the way to evelyn hills shopping center.
Thank you for undertaking it. I certainly hope improvements will eventually be able to continue north to Evelyn Hills.
Stupid. See above.
I'm sure careful consideration will be given to the placement for the crossing around Trenton/Rebecca. I think it's needed. It seems that the crossing may be safest near Trenton and the Yacht Club. There is already so much for drivers to watch for when pulling out on to College around Rebecca/Baba Boudans and the fast moving southbound traffic coming over the hill from the intersection at North. One more block near the Yacht Club may be safer due to fewer cars trying to cross and pull out onto College.
Fantastic project. Thank you to City Planners for pursuing this.
Need to be respectful of businesses adjoining this area.
this is fabulous-great idea and I would love to see it all happen, including the pedestrian crossing
It will be an amazing improvement
Again, this is a dangerous stretch of road for both pedestrians and residents who must make left-hand turns to get home. I am all for beautification, but I would love to see safety for walkers AND drivers taken into consideration.

It's time to improve midtown. It's the land that time forgot and being so heavily traveled, it's a shame that it's in such bad shape. Midtown is a real diamond in the rough and I believe that there's some good things that could happen there. It's time for Midtown to rise from the ashes.
More trees! Is there any room for a turn lane between North and Dickson?
The plan looks good! I can't wait for it to be implemented.
See previous comments from #10.
Please ensure that light pollution is considered when selecting street lights.
I'm excited about the improvements!
I would love to see the entire College Ave redesigned for pedestrian access all the way to the Flyover
So happy to see these improvements. Thank you!
You might consider a college avenue improvement district and assess property owners for improvements from north street to Milsap
why is this project even necessary? \$2 mm accomplishes what?
Long overdue! Folks on the south side of the square are still waiting for the city's help with redesigning Archibald Yell too! We have the additional problem of a really steep mountain adding to the problem.
None
Please try to go all the way to Evelyn Hills. A light at or near Rebecca would really help us get across college safely.
Please plant bigger trees .. Add art or murals to retaining walls
This part of 71B needs turning lanes
Can you work with businesses along the project to remove asphalt that is no longer useable (due to the narrowed access points) and generally clean up their frontages?
Overall pleased with the suggested improvements and think it will ease transportation from my home to all the various places I visit across College.
When heading south on College Avenue, the red light at College and Maple doesn't have a protected left-turn signal. I have a very hard time getting home from work on a daily basis. A lot of the time, I turn left onto North Street and cut through the parking lot to Baxter Street to get to my house. The speed limit needs to be decreased. My preference would be for College Avenue to be two lanes with a turn lane.
the corner of maple and college has horrible gutters for rain and runs down college making it risky for drivers. make sure gutters will be able to handle a lot of rain water.
Also, why not make a nice family park where the empty lot of the old washington regional (corner of college and baxter ln) ? Or something more appealing to the eye. it's on a great location that overseas the city but it's a dedicated RV parking now? useless and a HUGE eyesore. this park would beautify the city and give locals and tourists a place to visit during the changing seasons. I would gladly pay a tax for this.
The concept plat does not show a greenspace between the back of curb and sidewalk. The grass buffer would be preferable even though there are probably right of way constraints.
I'm glad we're doing something about this dangerous and unpleasant stretch of road!
Please don't put trees in road, would rather have a turn lane... So many wrecks there from stopped cars trying to turn
I think sidewalks are a resourceful use of funds.
Long overdue.
Good luck
Please work to insure that safety and visibility are prioritized in this project. Sight lines in some areas around town make navigation more dangerous than it should be.
I am so happy that we are cleaning up College Ave, it has been a long time coming.

I am STRONGLY in favor of some kind of pedestrian crossing, whether a tunnel or an on-demand traffic stop like the one on the trail at North St.. Large numbers of people, including children, cross College Ave at Trenton/Rebecca to go to Wilson Park and the trails. It is a difficult and highly unsafe crossing, particularly as cars tend to speed up on the downhill.

Can't wait for it to begin! Thank you City of Fayetteville.

There were rumors of a bridge or tunnel crossing at Rebecca/Trenton. Considering the traffic volume on a state highway, I think this is the best long term approach to addressing pedestrian trail inter-connectivity. Specifically a creek side tunnel.

I hope this project ties-in with improvements already made to College Avenue going south from Maple Street.

Prefer an underground crossing of College @ Trenton.

We need traffic speed controls (speed tables) on the avenues in the historic district to prevent speeding cross traffic that that will result from this project.

see #10, also, way finding to connect to trail at Wilson park from crosswalk

It will be outrageous if the state of Arkansas does not allow the signalized pedestrian crosswalk.

Seriously. This has been talked about for the last 10 years. It's time to start putting real pen to paper with plans that are feasible. How about "Maple to North Beautification" project? Sidewalks are great but there are so many other issues along college. What happened to the trail going to Evelyn Hills?

I am happy to see this happening.

I would encourage the City to consider less entrances and exits from businesses along College. One entrance is plenty, not an entrance the length of the business. It causes confusion and more places where people stop and/or pull out.

Also, is there a plan to prevent "mechanics" from having a hundred cars piled on their lot for months on end that aren't getting worked on? Maybe put the junk yard outside of town?

I would like to see additional traffic calming measures added to ensure safety for pedestrians and drivers turning onto and off of College Ave, similar perhaps to the crosswalk on west North St. at the trail crossing/railroad tracks. A combination of speed tables and signalized crosswalk works beautifully there.

Signalized crosswalks are an absolute necessity for crossing College Ave.

Also the 'grandfathered' curbside parking spots in front of Sassy's Red House at College/Prospect need to be eliminated due to dangerous blocking of view of on-coming north-bound traffic. This is a very serious public safety hazard.

I think that reducing the number of curb cuts is important. As it is, there are sections of College where cars can pull in almost everywhere. Hazardous for walkers.

A walk bridge or tunnel along college/North and Rebecca/College would be great.

Thrilled it is being addressed....thank you!

This project will be a good project to help the wheelchair bound folks.

We are excited about this project!

Sidewalks are good. Construction is bad. You can't have one without the other, but please be considerate of our neighbors and residents. Get that done as quickly as safety will allow.

College Avenue Enhancement Project Sidewalks (Maple Street to North Street)

What other things would you like for the City to consider with the design of this project?

Answer Options	Response Count
	117
<i>answered question</i>	117
<i>skipped question</i>	133

Response Text

Consistency of trees - that provide shade.
The "mixed bag" that Dan Coody selected looks terrible, need a lot of care, and do not provide shade.
Ensure quality of drainage with gutter - the previous College Ave work had the asphalt going all the way to the curb with little quality control, there is not enough slope to ensure proper drainage.
Traffic along the downhill sections of College between Maple and Prospect has much higher speeds than other locations, likely due to the downhill nature of the road. Recommend reviewing the idea to provide a 10ft wide sidewalk with tree wells rather than something that would feel more like a buffer, like 6-7ft wide sidewalk with 3-4 wide planter strip with trees. Additional consideration is the nature of the retaining walls located along college. Many of the suggested and/or existing walls are likely to be very tall. Setting these walls back from the edge of sidewalk and minimizing the lifts to 36" thereby creating terraces increases the feeling of safety and security of pedestrians. Otherwise, like in some of the current conditions you feel trapped between heavy fast traffic and a large wall.
Street Trees, slowing the median speed along College Ave.
Make is as safe as possible for walkers and cyclist.
PAY ATTENTION TO PEOPLE ON ELECTRIC SCOOTERS SO THERE ARE RAMPS AND SIDEWALK AVAILABILITY FOR ELECTRIC SCOOTER TRAFFIC
Much wider sidewalks, so that it is easy to bicycle on them. The portion that is already redone has many lovely small trees that are obstacles to biking.
Turn lanes!
It's crucial to make College more appealing. Add sidewalks, trees, and encourage businesses to clean up their image. Curb appeal is so important.
Cleaning up the building up and down College.
Slower speed limit for vehicles.
Create path for pedestrians/cyclists without created a barrier for motorists
Over-the-street pedestrian crossing
To decrease the width of the sidewalks. 10' on both sides will be just another sea of concrete.
As for the above -- perhaps a pedestrian bridge would be safer.
coordination of lights and ample time for a pedestrian to GET across. the one at Center and College is an outstanding example of a time that does not all anyone but a runner to get across in time. Forget someone with a stroller or a toddler. Nerve wracking.
Improved visibility when pulling out onto College. Several instances of obstructed views in Fayetteville (landscaping planted by city, etc.)
I might be in favor of or consider plans for a pedestrian bridge, closer to N. Street?
Bike lanes or bike crossings
Continue the project North along College Ave
Widening the roads. Possible median or turn lanes. Fixing the retaining wall at College and North.
Please make sidewalks wide enough that the elderly can pass each other on electric wheelchairs without one of them off the sidewalk!
Crossing to south fl
Slightly raising the CROSSWALK above the road as a traffic calming measure.
ADDITIONAL SIGNAL & CROSSWALK AT PROSPECT which with the hill and LIMITED VISIBILITY is extremely dangerous from both directions.
Without changes to College to calm traffic, a pedestrian crossing might cause more accidents.
https://player.vimeo.com/video/21903160 anes with a turn lane. Same traffic flow, better pedestrian environment.
I think the trees planted along Dickson Street have had a calming effect on traffic and would have a similar effect on College Avenue traffic. I have also debated whether reducing traffic to a single lane with a tree-lined median and safer left-turn lanes would help reduce speeds along that section of College.
A trail type tunnel under College around Trenton and Rebecca. Also, narrow College to be two lanes total (with a third for left turns).
The roads suck in this area and the city keeps improving the sidewalks. I'm starting to wonder if they want us to drive on them.
Please eliminate curb cuts if you can. It is stressfull intersecting cars when I am on foot.

I love the idea of a "hawk?" crossing around Trenton but people are going REALLY fast in both directions toward that creek bed and those heading south experience that curve and all those weird cross streets/curb cuts. If ever there was a case to figure out a way for an under or overpass, that's it. Anything will be better there. ANYTHING. It's a death trap for everyone. Thanks for trying to address it.
I would consider widening College as well as adding the sidewalks with lights and tree wells. College seems so narrow from North to Meadow and it makes for a stressful drive.
I think a bridge or tunnel would serve the community better than a crossing at Trenton. Stopping, what will only be increasing traffic from population growth, will be a terrible frustration.
Smaller trees. The ones planted there now are too big and too many in the area between Dickson and Lafayette. Scale is important along with mature size of tree. I love trees but too many are distracting and close in the space.
cost & aesthetics
I would like the decorative street lights to also light College Ave. Those street lights in the plan do not look to provide much lighting for the street itself.
Something similar to this would be more beneficial: http://ww1.prweb.com/prfiles/2009/03/13/1017574/Visual6RN30AM1.jpg
Turn lane for southbound traffic turning left to historic district
Pedestrian tunnel or walk over
This project will look nice, but the property owners also need to step up and make their store fronts look better. Most in that area do a decent job, but not all.
Are we doing this purely for aesthetic purposes or are we doing it for walkability? This is not really a walkable area in general, as in not many people actually walk along those areas (not like MLK for sure). With that in mind, do you need still need the full proposed width? If that is the only way to accommodate the trees and lights then I suppose the answer is yes. I just don't think that walkability along College should factor into this.
Stop the traffic calming narrowing the road. This is a U.S. Highway and should've traffic efficiently
The effect it has on the businesses. Makes entrance to the businesses difficult. Takes up parking space.
fewer curb cuts, shade for pedestrians, not cars, get rid of obstacles like light poles, planters, and steps that block the sidewalk. Don't make people wait forever in the sun and heat for the crossing signal.
College and Rebecca are on a slope and slight curve when traffic going south are speeding up after North St intersection and would then have to slow down again and traffic would back up to North St probably causing a jam at that intersection plus traffic is going fairly fast --legally or not--on that downhill slope.
north of north street needs improvement much worse. hate to see the city catering to the rich folks at central church and the Baptist church
Green infrastructure, landscaping, trees, slower traffic, space between people and cars, buried power lines, bike lanes
Perhaps a really cool pedestrian bridge at Rebecca. This would allow traffic to continue and access to cross for pedestrians
This section of college isn't near as bad as the section between township and north street. I wish the city would spend effort on making the businesses clean up around their buildings instead of making bigger sidewalks. College avenue (especially township to north st) is ugly. Adding bigger sidewalks won't help that.
We should also start to explore opportunities to enhance Collage Avenue's function as a Principal Arterial while improving its adjacent commercial uses. Currently the large number of commercial curb cuts and intersecting streets negatively impact the ability of Collage Avenue to effectively and safely handle large volumes of vehicular traffic. In addition, the current right-of-way design (crossings and sidewalks) in many areas inadequately support pedestrian activities.
One approach that has great potential in improving the traffic conveyance capability of Collage Avenue is to reduce commercial curb cuts and the number of non-signalized intersecting streets. This urban design concept would require some creativity. For example, rear access to adjacent commercial uses could be provided by:
<ul style="list-style-type: none"> •Improving and utilizing existing parallel streets like North Pollard Avenue. •Establishing and improving parallel right-of-ways like the right-of-way on the west side of Collage Avenue between Davidson Street and Maple Street. •And creating interior circulation lanes within adjacent commercial parking lots like the one on the east side of Collage Avenue
Rezoning the parcels along college to a form-based district (while grandfathering existing structures) would be a plus, as it would likely reduce the number of curb-cuts over time
people. and bikes.
pedestrian tunnel with separate water culvert (2 tunnels?)
i am not in favor of a pedestrian bridge
Slowing traffic, road-diet, go to 2-3 total lanes, with vegetated islands to aid pedestrian crossings, prioritize alternative transportation and public transit
Stop putting in huge sidewalks all over the City that are not really necessary. Seriously, just stop. You've spent so much money putting in sidewalks in areas where people will not use them or use them sparingly. Maybe you could spend the money fixing and widening roads in places where it will make it safer for the thousands of motor vehicles vs a few dozen pedestrians.

Tree Planting. Ground cover landscaping other than maintained turf
Closely consider visibility....plantings and trees are very attractive, but can interfere with observation of vehicles/pedestrians. need good sidewalks on college for at least a half mile north of north Avenue also
A wide sidewalk/trail to connect from Rebecca and Davidson to the new crosswalk across College. Also wide sidewalk/trail on the west side to connect Trenton to the crosswalk.
Please add in a turn lane on College between Maple and North. There are countless accidents there because drivers are going too fast and don't stop in time to avoid rear-ending people who are turning left into their neighborhoods to the east and west of College.
if this is not possible, could you instead make this only a two lane (one lane north, one lane south), enforce much reduced speed limits and put in more stoplights so that people are not able to go 40+ miles per hour on this stretch between stoplights, where there is reduced visibility? Too many accidents - and I can't afford to have another car totaled because someone ran into me while I was trying to get home!
protected bike lanes
A parallel bike trail w/ College. Perhaps a sidewalk on the east side of College and a bike trail on the west side of the street.
I live on E Prospect St, I avoid turning out of my street and instead use Rebecca or Baxter! E Prospect onto College is a blind junction, traffic comes very fast around that blind bend! Something needs to be done!
Please continue to pursue a pedestrian crossing near Rebecca and Trenton. This is something we really need!
1. More frequent traffic lights with pedestrian crossings (perhaps at Trenton/Rebecca AND at West Prospect/Sassy's AND/OR at Cleburne) . . . to extend the slower traffic pace established by the downtown business district between Mountain and Maple Streets. Having slower traffic will encourage more walkability (See City Plan). Having more opportunities to cross at signals will encourage walkability. And, more traffic signals/slower traffic should help the businesses thrive on this stretch by allowing for safer turning. There are way too many accidents related to this high-speed-zone created by the uninterrupted traffic flow between Maple and North Streets. More signaled intersections!! Lets create connectivity not just at ONE point; let's create it at multiple points!
2. Increase the reductions of curb cuts. Look for opportunities to consolidate. Eliminate curb cuts where businesses have rear parking (i.e. from Pollard Street). Fewer instances where pedestrians have to intersect vehicles will improve the walkability and allow for more trees, street lighting--improving the curb-appeal of College Ave. businesses.
I know it is not in this project but please, please do something with the old Mountain Inn. I'm sure the U of A Art Dept or Architecture Dept would help.
I would prefer to see money go toward bike lane improvement and upkeep. For this project, limit traffic congestion due to poorly timed lights
Bike lanes to make it safer for cyclists and trashcans/recycle bins to prevent excess litter.
More landscaping, curb appeal, make the pedestrian experience as pleasant as possible
Increased visibility at intersection of prospect and college with regard to sassys parking.
Underground power lines, trees, walkability to all shops and other destinations on the stretch specified, murals I retaining walls, vintage style street lights
scrapping it and using the money for better projects
The trees planted a few years ago on the previous college improvement project seem silly changing types constantly, every 3 or 4 trees. Nice cities have entire blocks of one single type of tree! The way the UA planted an entire 1/2 mile of sycamores along garland is beautiful! Please don't continue this spotty method. I have never seen a nice urban area use this spotty method. Let's join the crowd of successful tree cities. A street is not a ramble- park where spotty types works.
No comment
The sidewalk should be improved all the way to Evelyn Hills shopping center so we could walk or bike to shop there.
Love the idea of more trees..
Removing some of Sassy's hillside to make it safer for those pulling into 71 from prospect are safer
TURNING LANES!!!
Please use the same tree species for long stretches of the road. The mix of species on previous city projects doesn't create a coherent streetscape. And please pick a species that can be easily pruned. The city doesn't properly maintain (i.e. prune) any of the trees they've planted along streets anywhere.
10ft sidewalks seem excessive. Isn't 6 ft plenty?
Use savings to build desperately needed sideway/pedestrian bridge along Wedington Dr. across I-49!
Burying power lines definitely a priority.
The plan does not address the most serious engineering and safety issue facing the corridor: unprotected left turns. Reducing curb cuts and and supplying a cross walk are important, but preventing or limiting left turns between Maple and North will actually reduce traffic accidents making it safer for pedestrians and drivers alike. -22 year Wilson Park resident.
Rebuilding the huge wall on the west side of 71 and 100% utility burial.

<p>The EXTREMELY high incidence of rear-end collisions on this section of College Avenue. I was a passenger of a vehicle which was rear-ended there. My neighbor was also rear-ended there. When driving south on College during high traffic times, it's extremely difficult AND dangerous to turn left onto Rebecca Street. That's the most direct route for me to get home from work each day.</p>
<p>make sure manholes are located away from middle of lanes or make them flush with roads so that they don't make drivers swerve away from them and cause accidents</p>
<p>If the City of Fayetteville truly wants to be a green city, then the traffic signals need to be timed/synchronized or communicate with each other so traffic on the main road doesn't have to waste fuel by having to stop and go at each signalized intersection to let one car through on the side street.</p>
<p>PLEASE make burying the ugly power lines your first priority! Right now, College Ave. looks like Calcutta, India.</p>
<p>Four-lane roads with no turning lanes are THE MOST DANGEROUS kind of road for pedestrians. Two lanes plus a turning lane might feel more crowded at some times of day, but would allow for a more "complete street". Right now, I would NEVER consider riding my bike down college avenue, which is a shame, since I would like to be able to ride to ONF, the Yacht Club, schools, etc.</p>
<p>I think the bond money should be spent on roads, not sidewalks, a turn lane like northern and southern 71 would be better tax payer usage</p>
<p>I encourage the placement of sidewalks. They are useful and courteous to those whole use them.</p>
<p>Possible traffic light at Rebecca and college Ave. dangerous area to make a left turn into WashingtonWillow Neighborhood.</p>
<p>Public water fountains</p>
<p>As someone who was recently in a bad car accident at the top of the hill on College, near Sassy's, I would love for the city to look at how we can minimize the crossing of cars into oncoming traffic. I was hit head on by a car driving south (while I was driving north) because he cross the center line--going too fast down that hill. I've heard many other stories of accidents in that same spot and surely there is something that can be done to limit this.</p>
<p>We really need a turning lane on College. Cars move southbound at a high rate of speed. I have seen many close calls where a car is trying to turn then a car behind them switched lanes without tapping their brakes and the cars behind them are surprised by the stop in traffic. Slowing the rate of speed or adding a turn lane would make the stretch easier to drive. Additionally a left turn signal at Maple makes sense.</p>
<p>The feel of the town. I understand we want to be modern but we can also have an old town feel with that. I love what Kansas City has been doing, we should look to them.</p>
<p>Tunnel at maple and college that can be utilized by Washington Elementary as well as residents.</p>
<p>traffic calming in the low area between Davidson and Prospect. Cars tend to speed up here, and the visibility isn't great, making it dangerous to make a left turn onto Rebecca going southbound. When I lived on Rebecca street, I would hear drivers jamming on their brakes to avoid a collision several times a day. Accidents are a common occurrence. Traffic calming would also help the small businesses along this stretch.</p>
<p>Speed limits. Traffic moves so fast on College - even through the designated intersections with cross-walks. Maybe it could be similar to the pedestrian crossing on campus with lights, signs, etc.</p>
<p>Living on Rebecca, we see it used by pedestrians a lot, however there are no sidewalks so you see a lot of those pedestrians running for cover into bushes or tall grass (or the creek at Washington!).</p>
<p>Preserving trees where possible. I love the idea of the sidewalks, lights and trees.</p>
<p>Please include replacement decorative traffic light poles, like those installed at Lafayette Street and intersections going south on College Avenue.</p>
<p>traffic calming</p>
<p>Provide commercial development incentives for that would result in redevelopment of delapidated buildings in downtown among college, upgrade business profile to eliminate the car repair businesses and car lots and other less attractive businesses on 71, incentivize development of businesses that will attract more people and foot traffic in areas along 71.</p>
<p>dark sky lamp fixtures (section shows side illumination), respite from continuous wide sidewalk with shade trees and public art and/or sitting area with bench, prefer tunnel to crosswalk but understand cost and infrastructure an issue</p>
<p>Remove telephone lines.</p>
<p>Convert N. College to 3 lanes with the center lane for turning.</p>
<p>On-street bicycle lanes, i.e. "complete streets."</p>
<p>Trees along the road, a bus stop somewhere, and consider rezoning a few of the areas for more retail and business space. Think more long term.</p>
<p>Is an underground crossing possible? I would prefer an underground crossing.</p>
<p>Overhead crosswalk</p>
<p>It would be great to have a tunnel under college so you could get from Wash/Willow area to Wilson Park and the Trails on a bike.</p>
<p>Improve Dickson St. crossing. Eastbound motorists on Dickson St., making right (southbound) turn on College, do not see pedestrians in the crosswalk who have the signal.</p>
<p>Being sure all power lines are buried. Trees throughout the development. A crossing that is under or over the road (not a light) for safety.</p>

Trail system is incomplete w/o a protected crossing at College. Lacking that, you have two divided trail systems, not one.
Trees - wonder if it would possible to incentivize interested property owners to have trees planted off the sidewalk on private property in order to have more space for pedestrians and cyclists.
Ways to slow traffic as it come down the hill from the direction of North St. to Maple. The speed of cars is frightening and discourages walking.
Better crossing on North and College and Maple/College. I would also love to see more development in the old buildings and abandoned units up and down college.
I walk home from the University almost every weeknight and cross at Trenton / Rebecca. One has to be patient and cautious to stay safe. A pedestrian crossing there would help the entire neighborhood with safe access to the park and trails.
This is an ugly stretch of road with several vacant and derelict properties. I would support anything you can do to make it more attractive.
There are some old rock walls that are going to be torn down (I am guessing) and it will be sad to see them go. They have been there a long time.
Bike lanes!!!!!!!!!!!!!!!!!!!!!! Plantings along sidewalk to add beauty. More trees to block road noise.
Do it as quickly as possible.
Like the plan as outlined.
Put a crosswalk at Spring and College!!!



**CITY OF FAYETTEVILLE
TRANSPORTATION BOND PROGRAM
PROGRESS REPORT – October, 2015**

The Transportation Bond Program consists of projects that will be designed, contracted, and administered by City Staff or consultants/contractors working for the City, along with 5 projects that will be designed and administered by the Arkansas State Highway and Transportation Department (AHTD). Eight projects have been completed; all projects in the original program are underway and are in various stages of design or construction. In April 2013, several additional projects were approved by the City Council. A summary of the status of all projects in the program follows below.

Funding for the Bond Program includes \$65.9 million in bonds along with federal aid funding and additional sales tax funding from the City's Capital Improvements fund. To date, bonds have been issued totaling approximately \$57 million. This leaves approximately \$9 million in bonds to be issued; the final installment will be available in November 2015.

1) VAN ASCHE DRIVE (GARLAND AVE. TO GREGG AVE.)

a. Project Summary:

- Widening and alignment of Van Asche Drive from Gregg Avenue to Garland Ave. (Hwy 112)
- Project Construction Budget: \$4.56 million
- Construction contract was awarded to APAC-Central for \$4,587,250.
- Notice to Proceed was issued on March 31, 2014. Completion September, 2015.

b. Recent/upcoming actions

- Construction is complete and the roadway is open for traffic. The ribbon cutting was held on September 23, 2015.
- The contractor is finishing up the punch list items. Staff will be working on close out paperwork and final payment.

2) RUPPLE ROAD (MLK JR. BLVD. TO MT. COMFORT RD.)

Project Summary

- Includes Extension of Ruppel Road as a 4-lane boulevard from south of Owl Creek School to Martin Luther King, Jr. Blvd, widening between Persimmon Rd. and Starry Night View, and new location, bridge, and intersection between Starry Night View and Mount Comfort Road. The project will be completed in three separate segments
- Total project budget: \$13.5 million; includes \$2.5 million in federal-aid funding.
- The City Council re-affirmed the cross section as a 4-lane boulevard on March 18th, 2014. Detailed design efforts began on all three segments shortly thereafter.

a. Martin Luther King, Jr. Blvd-Persimmon St. (Construction scheduled to begin late Summer 2015 & be completed Summer 2016)

- This is a new segment that will extend Ruppel Road to MLK Blvd. Recent and upcoming activities include:
 - Sweetser Construction was awarded the construction contract on August 18, 2015. The contract amount was \$7,307,280.
 - Notice to Proceed for Construction was issued on September 14, 2015.
 - Substantial Completion scheduled for August 14, 2016.

b. Persimmon St.-Starry Night View

- Major elements of this segment include widening with a center median from Persimmon to Wedington, intersection alignment and improvements at Wedington, and completion of the west side of the boulevard section north of Wedington (The segment north of Wedington will be completed if funding allows). Construction from Persimmon to Wedington is scheduled to begin January 2016 and be complete by the end of 2016.
- Recent/Upcoming activities:
 - Engineering staff has prepared final construction plans for the project.
 - Appraisals are complete and offer letters have been sent to the property owners for acquisition of ROW and utility easements.
 - Plans have been submitted to the AHTD for permitting for the work done at Wedington within the highway right of way.

c. Starry Night View-Mount Comfort Rd.

- This is a federal-aid project; federal funds will supply up to 80% of the funding for the segment. This segment includes a new bridge and a realignment of Ruppel so that it connects to the existing signal at Mount Comfort Road and the segment of Ruppel Road north of Mt. Comfort.
 - On February 18th, City Council approved a design contract with Garver, LLC for an amount not-to-exceed \$352,879.
 - Notice to Proceed was issued on April 7, 2014 with a completion time of 16 months.
 - Garver has submitted the preliminary environmental report to AHTD for review.
 - 30% complete plans were received from Garver on August 29th and City review comments were sent back to Garver on October 1st.
 - Design was on hold for several months due to an archaeological site on the project. In April, City staff and Garver met with officials at the State Historic Preservation Office, and developed a plan to move forward with addressing the presence of items of archeological significance contained within the project area.
 - The Memorandum Of Agreement and mitigation plan for the archeological site has been approved by SHPO and signed by the Mayor. This document is presently being routed to AHTD and FHWA for final signatures to fully execute this agreement. The 50% Roadway plans have been submitted to AHTD for review. Garver is drafting an amendment to the design contract to include services from Flat Earth Archeology, LLC for developing and implementing the mitigation plan to properly mitigate the existing archeological artifacts contained within the project site.

3) MAPLE ST. AND LAFAYETTE ST. HISTORIC BRIDGES**a. Project Summary/Status**

- Funding in the amount of \$1 million through the Federal-aid bridge program administered by AHTD has been secured. McClelland Consulting Engineers (MCE) of Fayetteville is the design consultant.

b. Recent Actions:

- On October 6th, the City received two (2) construction bids ranging from a low of \$1,725,071.42 to a high of \$1,812,370.53. Crossland Heavy Contractors, Inc. submitted the low bid which was approximately 25% above the Engineer's Estimate of \$1,379,137.86. The City has received a written recommendation from our consultant engineer, McClelland Consulting Engineers, Inc. to award this contract to Crossland Heavy Contractors, Inc. and staff concurs with this recommendation. The contract time is 180 days (6 months) for substantial completion.

c. Upcoming Activities:

- Construction will begin after approval of bids by the Council and by AHTD/FHWA. Tentatively February/March of 2016.

4) OLD WIRE ROAD (MISSION BLVD. TO CROSSOVER RD.)**Project Summary**

- Includes signalization at Mission and Old Wire, installation of bike lanes, trail and sidewalks and widening at intersections.

a. Old Wire Rd/Mission Intersection

- Construction, to include signalization and intersection reconfiguration, scheduled to begin 1st quarter 2016.
- AHTD has made design changes to reduce impact to property owners on Mission.
- R/W and utility easement acquisition is complete.
- Bid opening for the water and sewer relocations was June 30, 2015.
- On July 21st the City Council awarded the contract to Goodwin & Goodwin, Inc. for \$755,654.50 for the water and sewer relocations.
- Water and sewer relocations are underway and will be completed by the end of 2015.

b. Old Wire Rd (Mission to Ash)

- City staff are working on the design for the segment between the Mission Blvd. intersection and Ash Street. Design is approximately 70% complete.
- Right of way and easement documents have been prepared and acquisition will begin in November 2015.
- Construction to begin in spring of 2016

c. Old Wire Rd (Ash to Stanton)

- Design 2016, Construction late 2016

d. Old Wire Rd (Stanton to Hwy 265 Sidewalk connections)

- Design to begin late 2015, Construction 2016.

5) ZION ROAD PHASE II (VANTAGE DR. TO CROSSOVER RD.)**a. Project Summary/Status**

- Includes addition of curb and gutter, bike lanes, and sidewalks. Also includes widening to three lanes at major intersections.

b. Recent Actions:

- In May 2014, City Council approved a design contract with McClelland Consulting Engineers for an amount not-to-exceed \$371,396.
- Public meeting to review preliminary plans was held December 2nd at Valley Lake Apartments on Zion Road.
- 100% design plans were received from McClelland in July 2015.
- Appraisals are complete and right of way and easement acquisition has begun.

c. Upcoming Activities:

- The project will be bid once the acquisitions are complete. Bidding is expected in December 2015 or January 2016.

6) REGIONAL PARK ACCESS ROAD**a. Project Summary/Status**

- Access to the regional park, along Judge Cummings Road from Cato Springs Road into the park.
- Construction of the park and roadway are underway.

7) COLLEGE AVENUE ENHANCEMENTS (MAPLE ST. TO NORTH ST.)**a. Project Summary/Status**

- Continuation of sidewalk and landscaping enhancements along College Avenue to match recently completed improvements south of Maple St.
- Design Scheduled for 2015; construction 2016.

b. Recent Actions:

- Preliminary survey work and development of base drawings has been completed.
- Detailed survey was completed in June 2015.
- Public meeting was held on August 11, 2015.
- Plans for the east side are complete and have been submitted to AHTD for permitting.

c. Upcoming Activities:

- Easement acquisition will begin the last week of October.
- Construction is scheduled to begin in early 2016 for the east side.
- Design for the west side will begin late 2015 with construction scheduled for 2017.

8) INTERSECTIONS AND PEDESTRIAN CROSSING IMPROVEMENTS**a. Project Summary/Status**

- Projects (to be determined) to improve pedestrian service and safety at intersections.

9) CROSSOVER ROAD (TOWNSHIP TO JOYCE) & GARLAND AVE. (NORTH TO MELMAR) TREE PLANTING**a. Project Summary/Status**

- Tree planting is **COMPLETE**.

10) SAIN STREET EXTENSION (JOYCE TO FLYOVER)**a. Project Summary/Status**

- This project was recently selected for federal STP-A funding. The funding is for planning, design, and environmental review of a connection between Vantage Drive and Sain Street, including a connection to the flyover bridge at 71B and the Fulbright Expressway.

b. Recent Actions:

- Letters of interest from interested design firms were received, and three firms were selected to submit detailed proposals.
- Received comments back from AHTD requiring revisions to the proposed Scope Of Work.
- On July 8th, the revised Scope Of Work (based on AHTD comments) was sent to the 3 (three) short listed firms to develop proposals.
- Proposals were received on Friday, July 31st. A Selection Committee met on August 13th and selected Burns & McDonnell Engineering Company, Inc.
- Staff has received the initial agreement and man-hour proposal from Burns & McDonnell and has met to discuss proposed revisions.

c. Upcoming Activities:

- Staff expects to receive the revised agreement by the end of October and will submit to the city council for approval. If it is acceptable, the agreement will have to be reviewed and approved by AHTD.

The following projects in the Bond Program will be designed, contracted, and administered by AHTD or its consultants/contractors. The schedules for these projects are established by AHTD based on their workloads and available funding.

11) CROSSOVER ROAD (HWY 265) (MISSION BLVD. TO JOYCE BLVD.)

- **CONSTRUCTION COMPLETE** - All work is complete and the project is fully open.
- Final resolution of project costs is still to be completed.
- Tree planting is **COMPLETE**.

12) HWY 16 IMPROVEMENTS (ARMSTRONG AVE. TO STONEBRIDGE RD.)

- Construction is **COMPLETE** and the road is fully open.

13) GARLAND AVENUE (NORTH ST. TO MELMAR DR.)

- **CONSTRUCTION COMPLETE.**
- Tree planting is **COMPLETE**.

14) RAZORBACK ROAD (HWY 112) (MLK JR. BLVD. TO LEROY POND DR.)

- Project Estimate of \$2.6 million.
- Federal-aid will fund \$2.08 million of this amount; the City and UA will share the remainder of the cost.
- Construction is complete.

15) HWY 112 (MAPLE ST) (RAZORBACK RD. TO GARLAND AVE.)

- Project Estimate of \$3.0 million.
- Federal-aid (STP-A) will fund \$2.4 million of this amount; the City and UA will share the remainder of the cost.
- The City will be responsible to relocate our water and sewer facilities. Installation of relocated lines is underway and will be completed by June 2015.
- AHTD received bids in October. The bids were too high and were rejected. The project will be re-bid. The next bid letting is in December.

COMPLETED PROJECTS			
PROJECT NAME	COMPLETION YEAR	ORIGINAL BUDGET	FINAL COST
Wilson Park/Washington Willow Area Traffic Calming	2007	\$384,000	\$205,000
Intersection Improvements at Gregg Ave. and North St.	2008	\$1,082,000	\$690,000
Zion Rd. Phase I (N. College Ave. to Vantage Dr.)	2008	\$2,540,000	\$2,272,000
College Ave. Phase I Enhancements (Rock St. to Maple St.)	2009	\$1,740,000	\$1,841,000
Mt. Comfort Rd. (I-49 to Ruppel Rd.)	2011	\$10,413,000	\$10,220,000
Cato Springs Rd. (U of A Technology Corridor)	2013	\$6,000,000	TBD
FEEDC Roundabout Project	2013	\$2,575,000	\$1,762,000
FEEDC Flyover Project	2014	\$7,800,000	TBD