



CITY OF
FAYETTEVILLE
ARKANSAS

*City Hall Room 101
Fayetteville, AR 72701*

Transportation Committee Agenda

**(Immediately Following City Council Agenda Session)
City Hall Room 101 / Virtual Meeting Via Zoom
Tuesday, August 26, 2025
5:30 PM**

Members

***Council Member Robert "Bob" Stafford
Council Member Sarah Moore
Council Member Sarah Bunch
Council Member Min. Monique Jones***

City Staff

***Public Works Director / City Engineer Chris Brown
Assistant Public Works / Transportation Services Director Terry Gulley***

Zoom Information

Webinar ID: https://fayetteville-ar.zoom.us/webinar/register/WN_z2-gkTITQyCV3o9EgqIUfA
Registration Link:

Call to Order

Roll Call

New Business

Hwy 112 Median Opening Request

Hwy 112 (Garland Ave) – Request to Modify Raised Median

Reports and Presentations

Summary Plans for SS4A Education and Awareness

Informational Items

Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE



Meeting of August 26, 2025

To: Transportation Committee
Thru: Molly Rawn, Mayor
Keith Macedo, Chief of Staff
Chris Brown, Public Works Director
From: Paul Libertini, Staff Engineer
Subject: **Hwy 112 (Garland Ave) – Request to Modify Raised Median**

Recommendation:

Staff requests that the Transportation Committee select one of the options presented today as a solution to an appeal from a resident of Bradford Place to modify a raised median on Hwy 112.

Background:

The City has agreement in place with the Arkansas Department of Transportation (ARDOT) to design and construct Garland Avenue from Janice Ave to Drake Street, approximately 1.0 miles. ARDOT is paying 100% of the design, land acquisition and construction with the stipulation that the City will take over the ownership and maintenance of Garland Avenue. The construction plans are ready to bid once some right-of-way issues are resolved.

On May 9, 2019, the Transportation Committee approved a recommendation to City Council to hire Burns & McDonnell Engineering Company for professional services to design this highway project. A static, web-based public information meeting was made available to the public by the City from March 9, 2022 until April 6, 2022 on the City's [Speak Up Fayetteville](#) website. Informational letters were sent to property owners containing a link to [Speak Up Fayetteville](#) & a QR code. The letter for Bradford Place was mailed to Harris-McHaney Property Management, 809 S 52nd St, Rogers, Arkansas.

This highway has been designed as a 4-lane divided roadway with raised grass medians for safety. Median openings have been provided at all public streets. The current design provides "bulb-outs" for legal U-turns for adjacent residents. It should also be noted that this typical section is in compliance with the future widening of Hwy 112 from Fayetteville to Bentonville (approx. 20 miles) which includes raised medians and roundabouts as safety features (see exhibits).

The utilization of raised medians as a safety feature is supported by 2 facts sheets, one from ARDOT and one from FHWA, which state that we can expect to see a reduction in crashes in the range of 46% to 71% (Statewide results), and a reduction in fatal & serious injuries by 82% per a case study of Hwy 412 in Siloam Springs.

The Average Daily Traffic from the ARDOT website is listed as 18,000 vehicles in 2024. Bradford Place contains 44 residential units that generate approximately 292 trips per weekday (6.63 trips per unit), and 27 trips during the a.m. and p.m. peak hours (0.61 trips per unit) based on published trip generation studies by ITE (Institute of Transportation Engineers). There are no published trip generation rates for Airbnb properties, however it was suggested that the trip generation rates would be higher.

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

Discussion:

Staff offers the responses below to the email request from Brandon Anthes (Bradford Place) to remove the raised median:

- The City GIS map shows 44 addresses, not 39 as stated
- It appears that the studies mentioned were referring to an undivided highway vs a divided highway with a center turn lane
- It is agreed that a center turn lane is safer than an undivided highway, but that is not the case here. Raised medians control turning movements much better than a two-way left turn lane resulting in increased safety.
- It is more expensive to construct a paved center turn lane than to construct a raised grassed median
- It appears that it would be possible for Bradford Place to make a driveway connection to Elm Street, thereby having full access to a median opening

The following 4 options are offered for discussion:

1. Do Nothing, leave the raised median as designed
2. Extend the raised median or install traffic devices to deter vehicles from making illegal & potentially dangerous crossings
3. Shorten the raised median to allow vehicles to make a southbound left turn across Hwy 112
4. Remove the raised median and replace with a two-way left turn lane (not recommended)

Budget/Staff Impact:

No Impact

Attachments: NWA Regional Hwy 112 Conceptual Drawing (approx. 20 miles), NWA Regional Hwy 112 Typical Section, Bradford Place - GIS Aerial Exhibit, Hwy 112/Garland Ave Conceptual Drawing, ARDOT Raised Median Fact Sheet, FHWA Median Safety Fact Sheet, Email Request from Brandon Anthes of Bradford Place

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Job 040752
Howard Nickell Rd. - Greathouse Springs Rd.

Job 040758
Greathouse Springs Rd. - Don Tyson Pkwy. Extension

Job 040860
Don Tyson Pkwy. Extension - Hwy. 412



PRELIMINARY
Subject To Revision



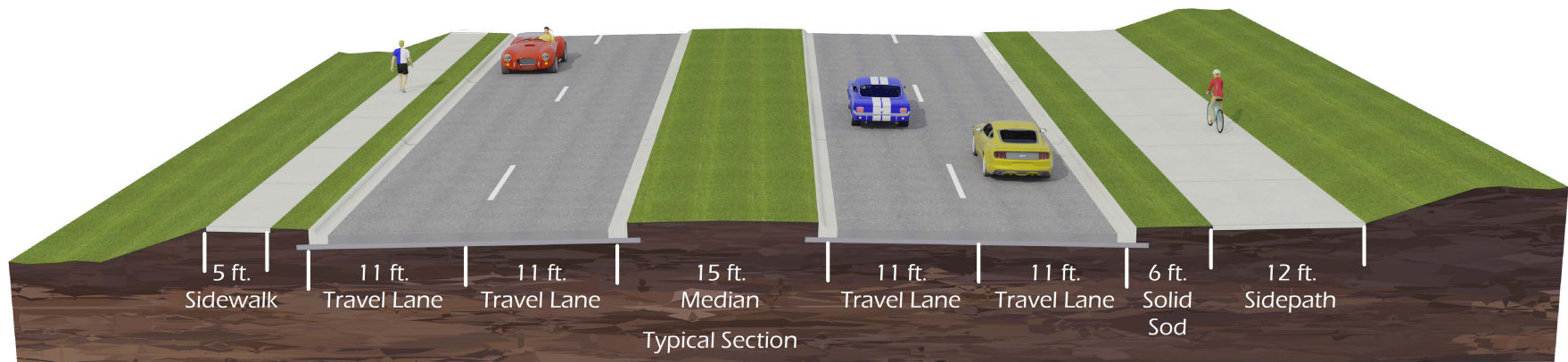
N

Proposed Road

0 1,000 2,000 Feet

Photography Date: 2021

ARDOT - Environmental GIS - Reed
Map: August 31, 2021; Meeting: September 9, 2021
Public Involvement Meeting VPI Exhibit



ARDOT - Environmental GIS - Dudley - August 30, 2021



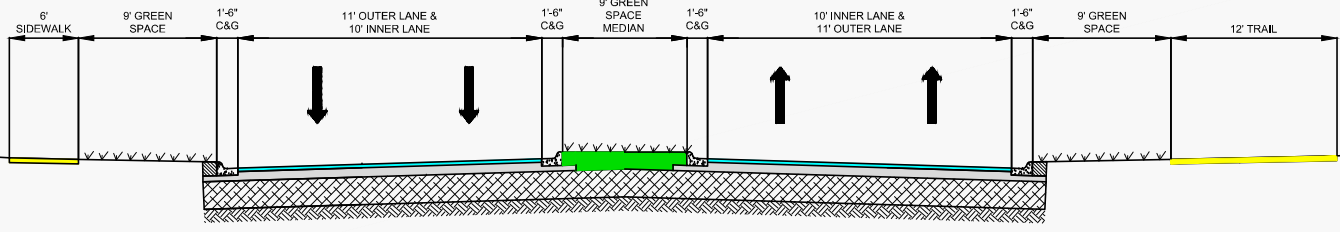
Parcel Label

Exhibit

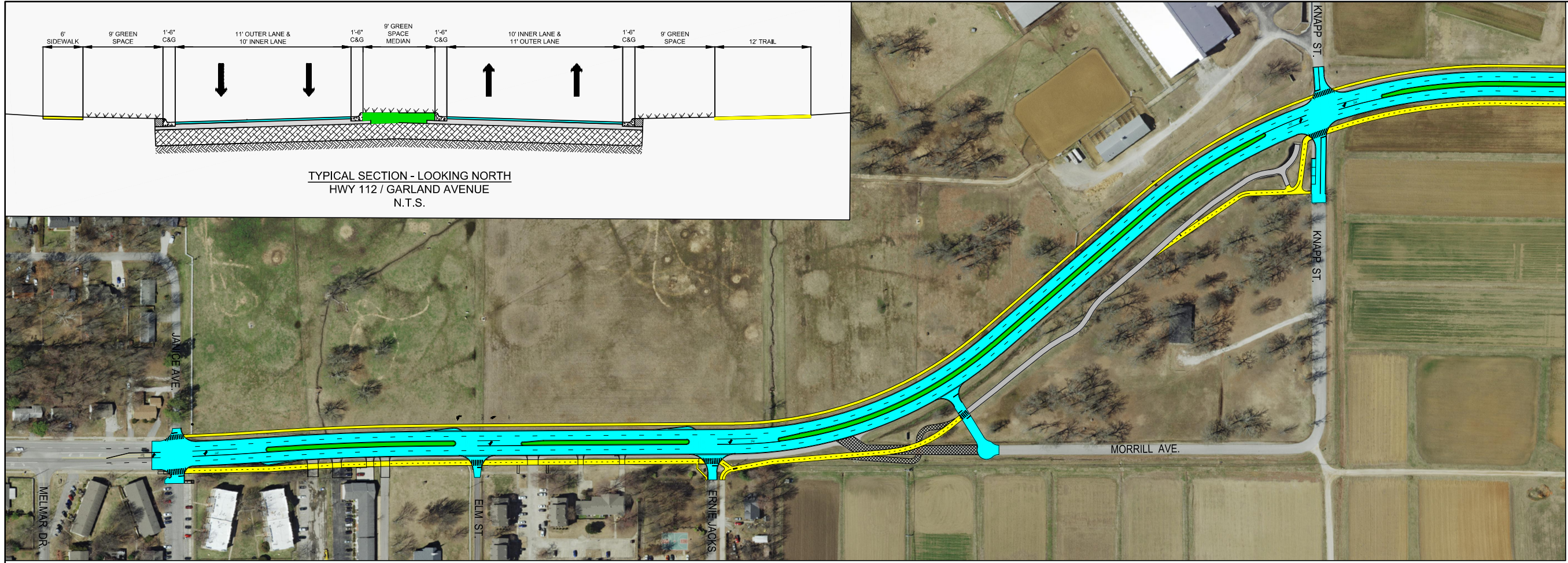
Fayetteville, AR

The data contained herein was compiled from various sources for the sole use and benefit of the City of Fayetteville Geographic Information System and the public agencies it serves. Any use of the data by anyone other than the City of Fayetteville is at the sole risk of the user; and by acceptance of this data, the user does hereby agree to indemnify the City of Fayetteville and hold the City of Fayetteville harmless from and without liability for any claims, actions, cost for damages of any nature, including the city's cost of defense, asserted by user or by another arising from the use of this data. The City of Fayetteville makes no express or implied warranties with reference to the data. No word, phrase, or clause found herein shall be construed to waive that tort immunity set forth under Arkansas law.

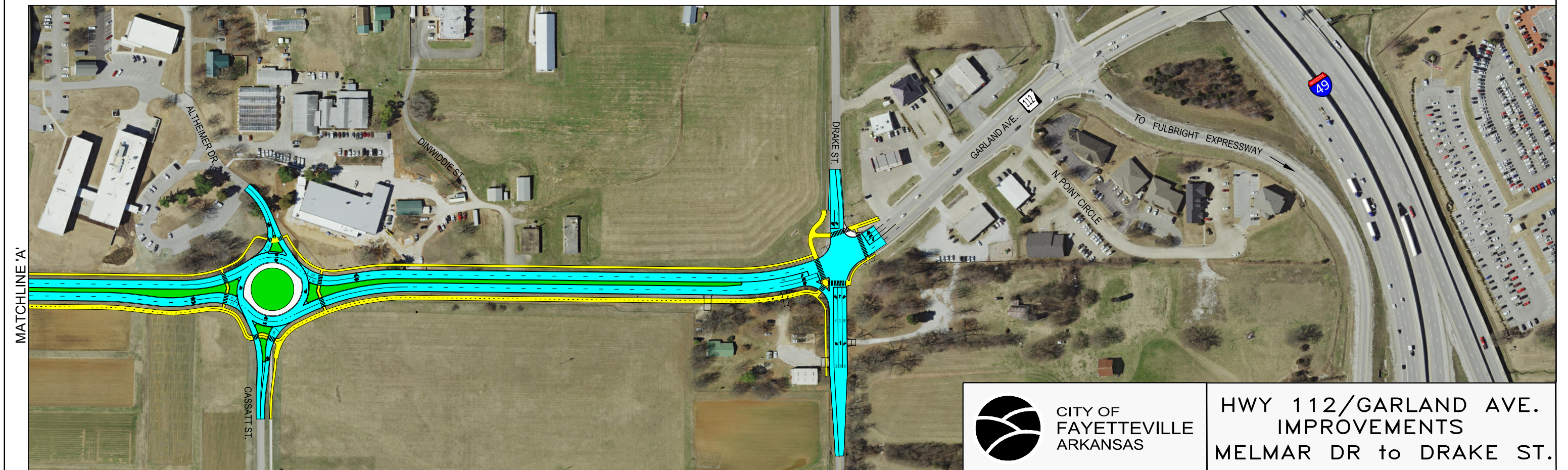
Created: 8/14/2025
 Credits: 2025 Imagery | EagleView Technologies | Surdex Corporation, City of Fayetteville, AR
 Map Author:



TYPICAL SECTION - LOOKING NORTH
 HWY 112 / GARLAND AVENUE
 N.T.S.



MATCHLINE 'A'



HWY 112/GARLAND AVE.
 IMPROVEMENTS
 MELMAR DR to DRAKE ST.

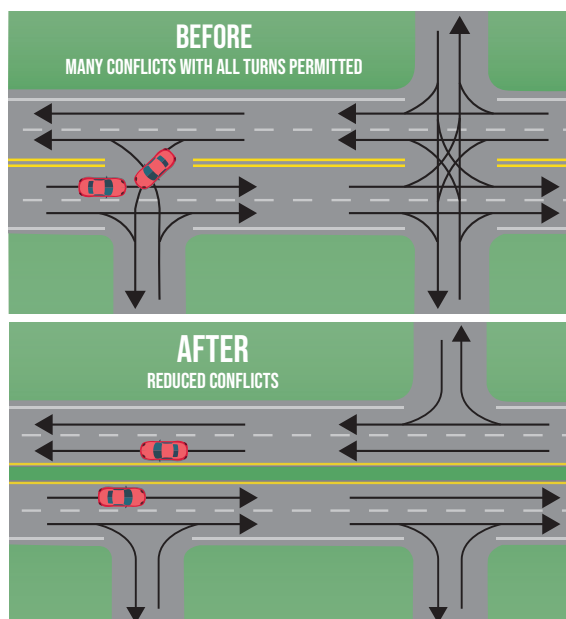
RAISED MEDIANS

WHAT IS A RAISED MEDIAN?

A raised median is a physical barrier that separates opposing directions of traffic, thus reducing the chance of a vehicle crossing into oncoming traffic. In urban areas, medians are often relatively narrow to limit property impacts.

IMPROVED SAFETY

By creating a barrier between opposing traffic, raised medians prevent most head-on collisions, which can often be severe or fatal. Additionally, raised medians allow left-turns to be consolidated into a handful of well-designed median break locations. These median breaks can also be designed to allow U-turns (see back). Raised medians allow traffic to flow in a more orderly manner, reduce the number of conflict points, and greatly reduce crash severity and frequency.



According to research from the Transportation Research Board, installing a raised median on an undivided highway resulted in a median accident rate reduction of nearly 35 percent. Raised medians are particularly beneficial when traffic volumes exceed 24,000 vehicles per day.

REDUCED DELAYS

By reducing conflict points and improving traffic flow, a roadway is able to carry more traffic. As a result, delays due to traffic congestion also decrease. Raised medians have been determined to reduce motorist delays up to 30 percent.

Diagram: From Gluck, J., H. S. Levinson, and V. Stover. NCHRP Report 420: Impacts if Access Management 501-569-2201 Techniques, TRB, National Research Council, Washington, D.C., 1999, Figure 30, p. 72. Copyright, National Academy of Sciences. Reproduced with permission of the Transportation Research Board.

ARKANSAS HAS
54
MILES OF
URBAN HIGHWAYS
WITH A
RAISED MEDIAN

INSTALLING A
RAISED MEDIAN
REDUCE CRASHES
BY UP TO
71%
ON AN UNDIVIDED ROADWAY SEGMENT

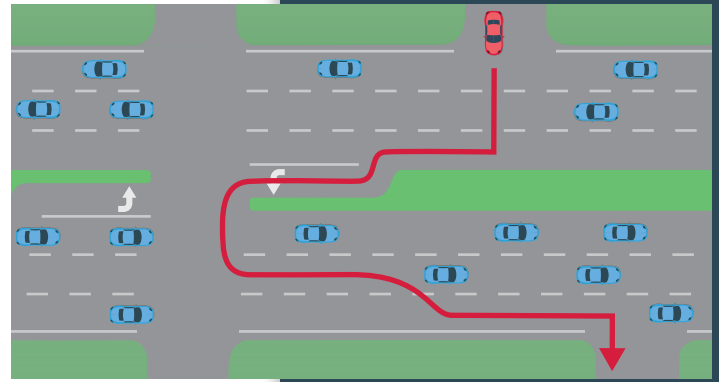


Planning Division
501-569-2201

U-TURNS TO REACH DESTINATION

Raised medians can be designed to allow U-turns to occur at periodic median breaks. U-turns reduce the number of conflict points along a corridor and have been proven to improve safety. Research has shown U-turns can reduce crash rates by 20 percent by removing direct left-turns from driveways. Often, a right turn from an unsignalized driveway followed by a U-turn is easier for drivers. This is because they only have to yield to one direction of traffic at a time rather than crossing two directions of traffic.

Case studies in Texas and Iowa suggest 95 percent of business owners reported no change or an increase in retail sales after the construction of a raised median. Property values studied along the corridor were also reported as either unchanged or increased.¹

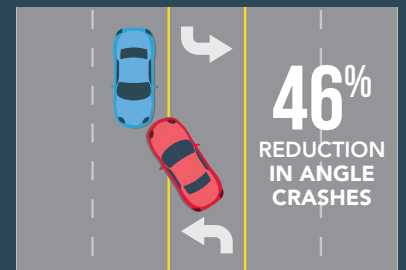


HIGHWAY 412 SILOAM SPRINGS CASE STUDY

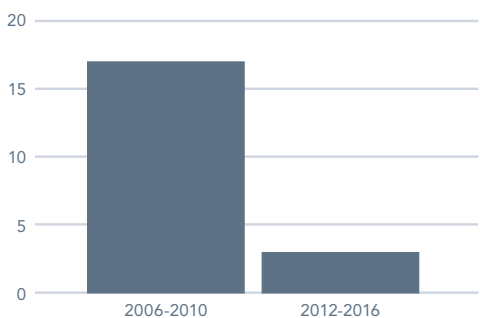
Prior to 2013, Highway 412 in west Siloam Springs was a four-lane highway with a center turn lane. The highway regularly experienced significant congestion and safety issues. Between 2006 and 2010, 415 crashes occurred on a 1.6-mile segment of Highway 412 in west Siloam Springs. Of those crashes, 17 were classified as a fatal or suspected serious injury, equating to a crash rate nearly three times higher than similar roadways across the state.

To improve the roadway's safety and reduce congestion, in 2012, ARDOT widened this segment of Highway 412 to six lanes and replaced the center turn lane with a raised median. As a result, over the next five years, the total number of crashes was reduced by 20 percent, and the number of fatal and serious injuries was reduced by more than 80 percent.

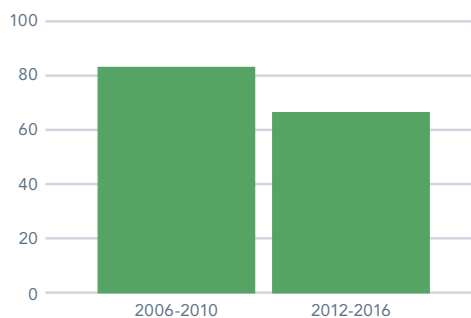
HIGHWAY 412 CASE STUDY



FATAL OR SUSPECTED SERIOUS INJURY CRASHES



TOTAL CRASHES PER YEAR



↓82%
REDUCTION IN ALL
FATAL AND SUSPECTED
SERIOUS INJURY CRASHES

Photo: Highway 60 in Conway, Arkansas, Google Maps

¹ Access Management Application Guidelines, Companion Volume to the Access Management Manual, Second Edition, Transportation Research Board, 2016



Safety Benefits:

Median with
Marked Crosswalk

46%

reduction in
pedestrian crashes.²

Pedestrian Refuge
Island

56%

reduction in
pedestrian crashes.²

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-08/techSheetPedRefugeIsland2018.pdf>.

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

A **median** is the area between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users.

A **pedestrian refuge island** (or crossing area) is a median with a refuge area that is intended to help protect pedestrians who are crossing a road.

Pedestrian crashes account for approximately 17 percent of all traffic fatalities annually, and 74 percent of these occur at non-intersection locations.¹ For pedestrians to safely cross a roadway, they must estimate vehicle speeds, determine acceptable gaps in traffic based on their walking speed, and predict vehicle paths. Installing a median or pedestrian refuge island can help improve safety by allowing pedestrians to cross one direction of traffic at a time.

Transportation agencies should consider medians or pedestrian refuge islands in curbed sections of urban and suburban multilane

roadways, particularly in areas with a significant mix of pedestrian and vehicle traffic, traffic volumes over 9,000 vehicles per day, and travel speeds 35 mph or greater. Medians/refuge islands should be at least 4-ft wide, but preferably 8 ft for pedestrian comfort. Some example locations that may benefit from medians or pedestrian refuge islands include:

- Mid-block crossings.
- Approaches to multilane intersections.
- Areas near transit stops or other pedestrian-focused sites.



Example of a road with a median and pedestrian refuge islands. Source: City of Charlotte, NC



Median and pedestrian refuge island near a roundabout. Source: www.pedbikeimages.org / Dan Burden

¹ National Center for Statistics and Analysis. (2020, March). Pedestrians: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 850). National Highway Traffic Safety Administration
² (CMF ID: 175) Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, September 2008, Table 11.

Mr. Brown,

On behalf of the **39 homeowners of Bradford Place Condominiums**, we respectfully object to the proposed raised median at our entrance and urge the City to **install a continuous center turn lane** instead.

A raised median would block direct access, forcing residents, visitors, delivery trucks, school buses, and—most critically—emergency responders to overshoot our drive and perform U-turns onto Elm Street. This detour adds daily inconvenience, concentrates turning conflicts at a single location, and lengthens response times when seconds matter.

Multiple studies confirm that center turn lanes are safer than raised medians on residential arterials like ours. A peer-reviewed Tennessee crash study found fewer total crashes on high-driveway, medium-to-low-volume roads with a center turn lane. The Minnesota DOT “road-diet” evaluation recorded a 37 percent crash reduction after converting four-lane undivided roads (fewer than 17,500 vpd) to three lanes with a center turn lane. Iowa’s *Access-Management Handbook* states that center turn lanes “function well” on arterials carrying 10,000–28,000 AADT with numerous driveways—precisely the conditions on this stretch of Garland. Conversely, the Oregon DOT safety guide warns that raised medians often increase U-turn frequency and introduce new conflict points.

Installing a center turn lane would:

- Preserve direct, predictable driveway access.
- Remove turning vehicles from through lanes, smoothing traffic and reducing rear-end crashes.
- Enable fire, EMS, and police to reach us without detours.
- Cost less to build and maintain than a landscaped median.

Given the research, operational realities, and safety of all corridor users, we respectfully request the City choose a **continuous center turn lane across the Bradford Place frontage**.

Thank you for your consideration.

Sincerely,
Bradford Place Homeowners’ Association

References:

Federal Highway Administration. Safety Evaluation of Center Two-Way Left-Turn Lanes on Two-Lane Roads (FHWA-HRT-08-042). <https://www.fhwa.dot.gov/publications/research/safety/08042/>

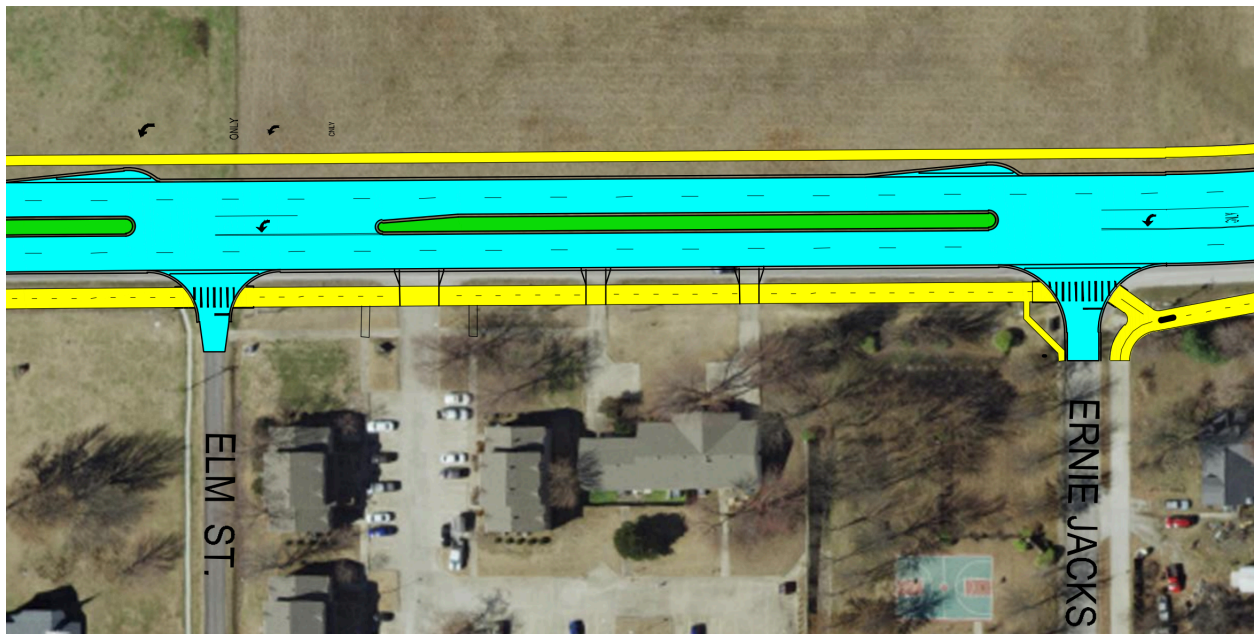
“Accidents on Suburban Highways—Tennessee’s Experience.” Journal of Transportation Engineering. <https://ascelibrary.org/doi/10.1061/%28ASCE%290733-947X%281995%29121%3A3%28255%29>

Minnesota Local Road Research Board. Safety and Operational Characteristics of Two-Way Left-Turn Lanes. <https://www.lrrb.org/pdf/200625.pdf>

Iowa Department of Transportation. Access Management Manual (Section on TWLTL performance). <https://iowadot.gov/traffic/pdfs/MM1359-Access-Management-Manual.pdf>

Oregon Department of Transportation. Crash Reduction Factor Manual—Countermeasure H64: Convert TWLTL to Raised Median. <https://www.oregon.gov/odot/Engineering/ARTS/CRF-Manual.pdf>

City’s Proposed Plan:



Bradford Place Homeowners’ Association’s Proposal:

