CITY OF
FAYETTEVILLE
ARKANSAS

113 W Mountain Street
Fayetteville, AR 72701

Transportation Committee Agenda

(Immediately Following City Council Agenda Session)
City Hall Room 101 / Virtual Meeting Via Zoom
Tuesday, January 27, 2026
5:30 PM

Members
Council Member Sarah Moore, Chair
Council Member Robert "Bob" Stafford
Council Member Sarah Bunch
Council Member Min. Monique Jones

City Staff
Public Works Director Chris Brown
Assistant Public Works / Transportation Services Director Terry Gulley
City Engineer Justin Bland

Zoom Information

Webinar ID: 816 8953 5124
Registration Link: Zoom Link

A. Call to Order

A.1. Election of a Chairperson

Election of a chair person by the Committee as required by City Code.

B. Roll Call

C. New Business

C.1. S. School Ave. - Conceptual Design Review

Review of recomendations for S. School Ave. corridor

C.2. Review of Transportation Division Workplans

Review of proposed sidewalk and paving plans for 2026 and 2027.

C.3. 5-year Trail Construction Plan

Staff requests review of the 5-year trail construction plan. On December 10th, 2025 the Active Transportation Advisory Committee recommended approval of the 5-year trail construction plan after two months of review.5-year trail construction plan map

C.4. Review of Revisions to City Code Chapter 33

Review of proposed ordinance revisions to change the review/approval process for Transportation Division Workplans

C.5. Traffic Calming Policy Revisions

Review updates to the City's Traffic Calming policy for referral to full City Council approval

D. Reports and Presentations

E. Informational Items

E.1. Transportation Bond Program

F. Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE

CITY OF FAYETTEVILLE ARKANSAS

Transportation Committee Memo
2026-192

Meeting of January 27, 2026

To: Transportation Committee

Thru: Chris Brown, Public Works Director

From: Justin Bland, City Engineer

Subject: **S. School Ave. - Conceptual Design Review**

Recommendation:
Engineering Staff recommends full implementation of the proposed streetscape section for S. School Ave. This includes on-street parking, street trees, new buffered sidewalks, and other improvements.

Background:
The proposed improvements to this corridor result from several years of public feedback and master planning. This includes the 71B Corridor Study, completed in 2019, and the adoption of City Plan 2040, both of which included substantial public input. These efforts led ArDOT to officially remove the majority of the 71B Corridor from the state highway system in 2020. In 2024, the 71B Corridor was rezoned to the new Urban Corridor zoning district. In addition, a $25 million Safe Streets for All (SS4A) grant was awarded for five projects, including the S. School Ave. corridor between 15th St. and MLK Blvd. This grant includes funding for the design and construction of safety improvements for each corridor. The city selected ISG, Inc. as the civil engineering consultant for the work.

Discussion:
After performing a corridor survey, traffic study, and safety review, the consultant prepared a proposed streetscape section and scroll plot of the corridor for review. This design addresses many current safety concerns, including poor sidewalks, a lack of crosswalks, and excessive driveway density. The proposed design will greatly enhance pedestrian safety by providing proper buffered sidewalks and two new Rectangular Rapid Flashing Beacon (RRFB) protected crosswalks. It will also enhance vehicular safety by reducing the number of lanes drivers must cross during turning movements. On-street parking will provide a traffic-calming effect while serving future developments. A roundabout was considered at the MLK Blvd. intersection and received public feedback. However, due to mixed public sentiment, the significant encroachment required onto private property, and the substantial additional cost, staff is recommending installing an improved traffic signal instead of the roundabout.

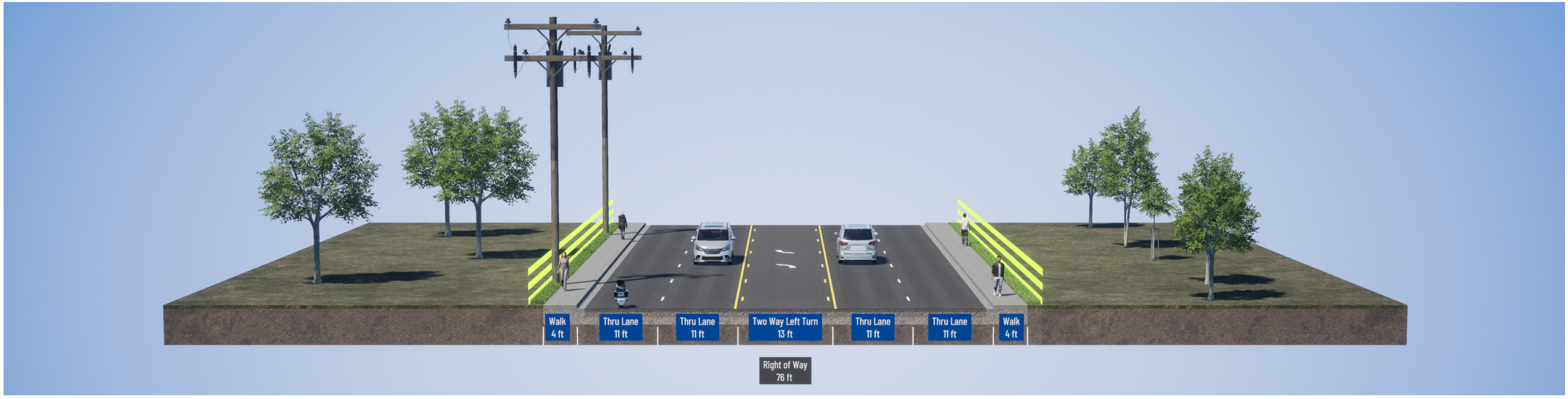
Budget/Staff Impact:
None at this time.

Attachments: S. School Ave. - Cross Section Options, S. School Ave. - Scroll Plot, S. School Ave. - Public Survey Information

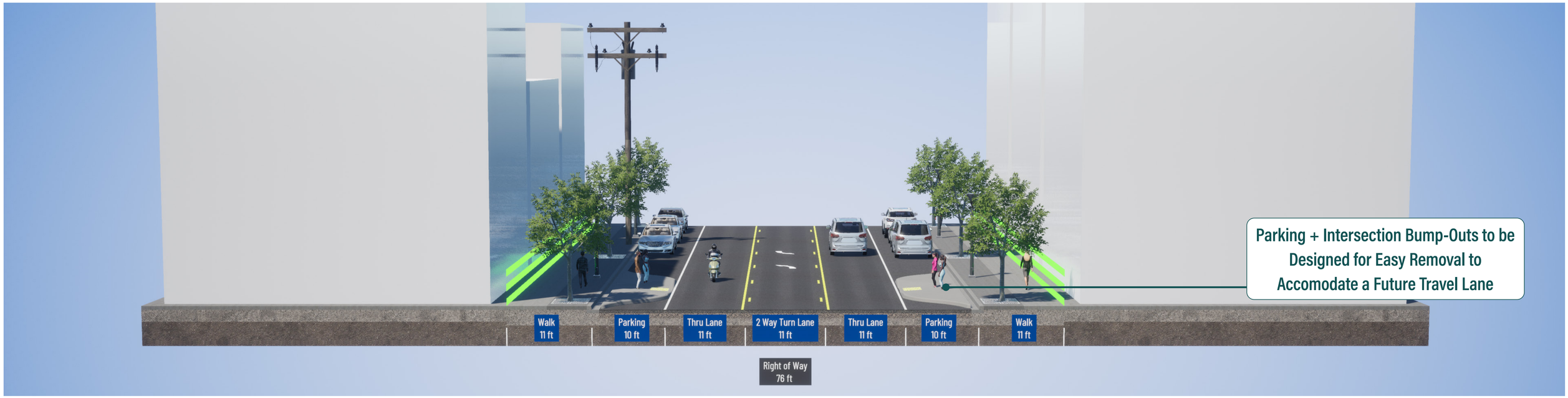
STREETSCAPE SECTIONS

TYPICAL 75' RIGHT OF WAY

EXISTING SECTION



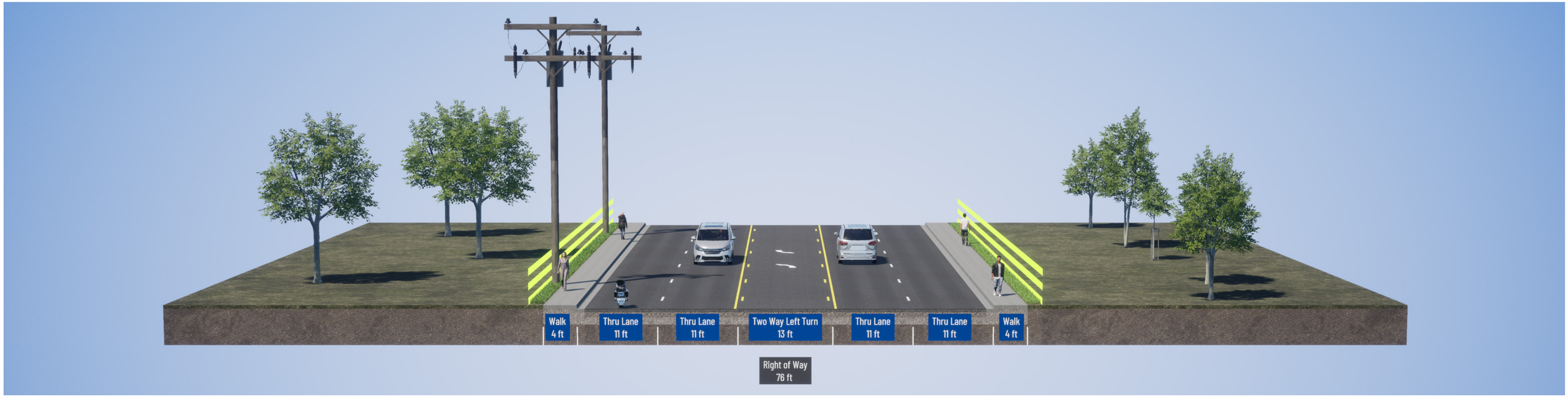
PROPOSED SECTION



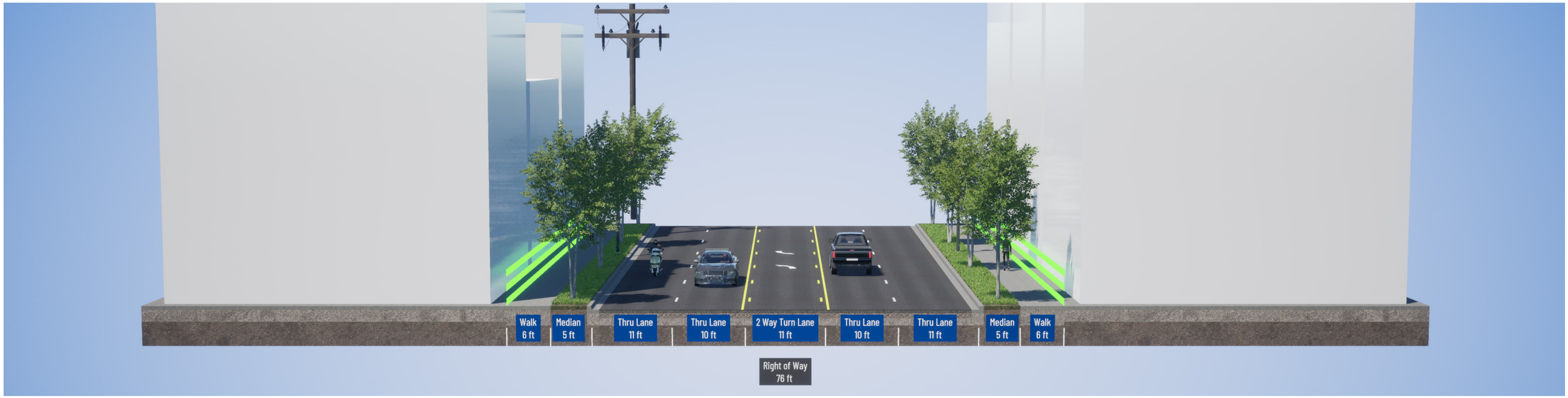
STREETSCAPE SECTIONS

TYPICAL 75' RIGHT OF WAY

EXISTING SECTION



ALTERNATE SECTION



STREETSCAPE LAYOUT

PLAN VIEW

TRAFFIC IMPACT STUDY

South School Avenue

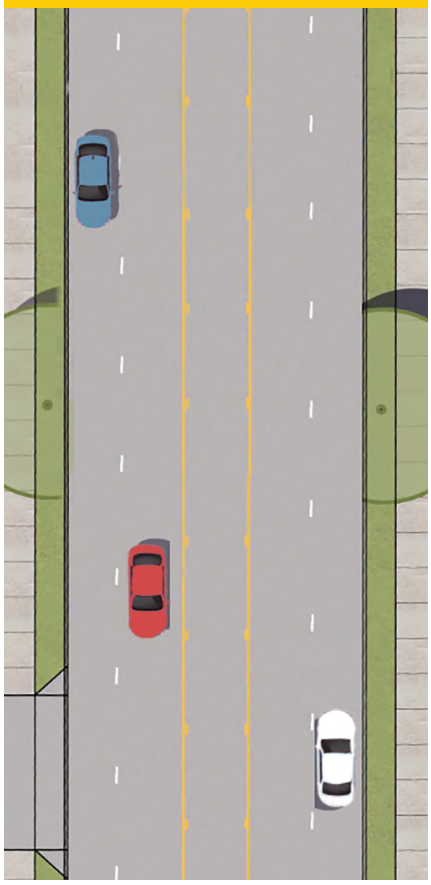
A traffic study along South School Avenue was conducted, finding that during peak hours the road currently sees **up to 1,250 vehicles per hour**. This data helps us understand existing traffic patterns and plan improvements that maintain safety and efficiency.

The proposed designs consider reducing the roadway from five lanes to three lanes. While it may seem counterintuitive, the road will continue to handle the same traffic volumes safely and efficiently. Here's why:

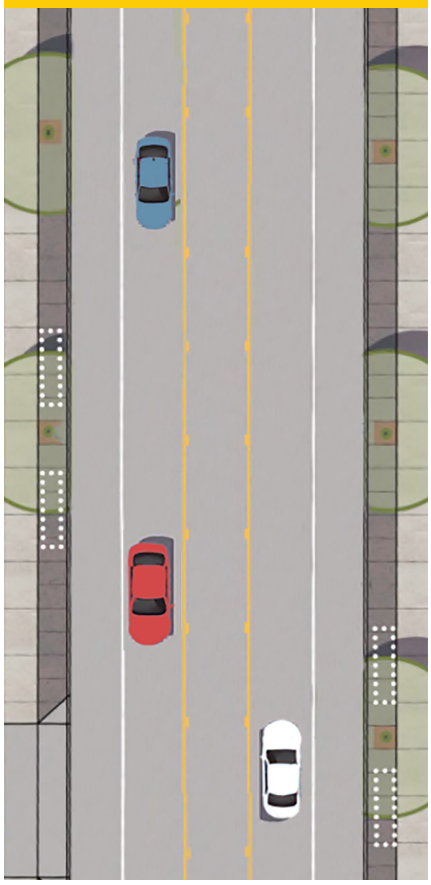
- Each travel lane can handle up to 1,800 vehicles per hour in an urban environment
- With South School Avenue carrying up to 750 vehicles per hour per direction, the roadway has plenty of capacity
- Reduced right-angle crashes are anticipated because side street motorists cross three (3) lanes instead of five (5)

Existing P.M. Peak Hour Traffic

Five Lane Roadway



Three Lane Roadway



Benefits

- Improved street design balances traffic flow with comfort, safety, and accessibility for all users
- Enhanced walkability and convenient parking create a more welcoming corridor
- There are fewer lanes for motorists and pedestrians to cross
- Traffic calming and more consistent speeds result in fewer crashes

Even with fewer lanes, South School Avenue will move traffic efficiently and safely, helping everyone get where they need to go.

ROUNDABOUTS

A Safer, Smarter Way To Travel

Why Roundabouts?

Roundabouts are circular intersections where drivers yield to traffic already inside the circle. This simple design keeps vehicles moving while reducing conflict points found at traditional intersections.

Safety First

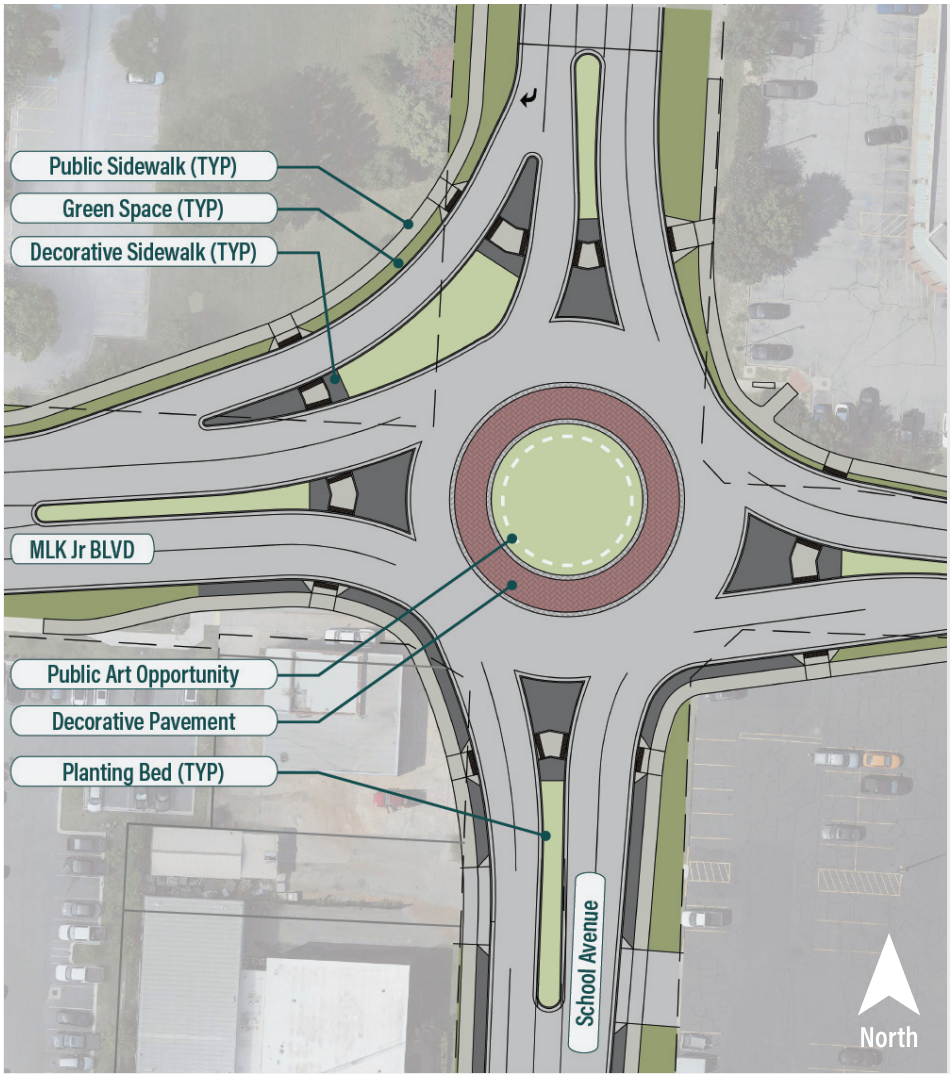
Roundabouts significantly reduce severe crashes by:

- Lowering operating speeds, which reduces crash severity
- Eliminating high-speed right-angle and head-on collisions
- Creating shorter, safer crossings that let pedestrians and bicyclists cross one direction at a time

Keep Traffic Moving

Roundabouts improve traffic flow by:

- Keeping traffic moving at low speeds instead of stopping
- Allowing drivers to enter as soon as there is a safe gap
- Decreasing backups and delays throughout the day, which reduces idling, cuts emissions, and improves fuel efficiency
- Balancing heavier flows across entrances to improve overall intersection efficiency



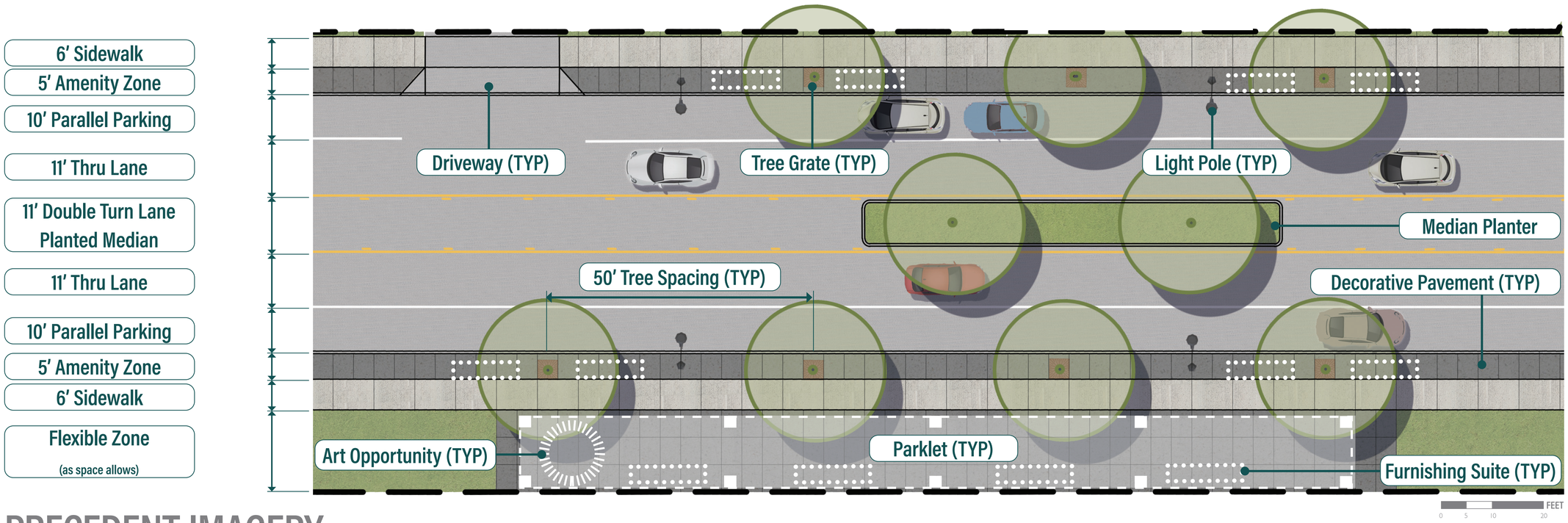
A Better Experience For Everyone

Roundabouts support:

- Drivers with slower, more predictable movements
- Calming effects on surrounding streets
- Bicyclists who can ride with traffic or use crosswalks
- Large vehicles and emergency responders with designs that give them space to navigate safely
- Aesthetic and urban-design opportunities in splitter and central islands

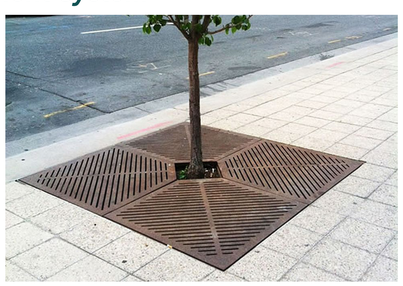
STREETSCAPE LAYOUT

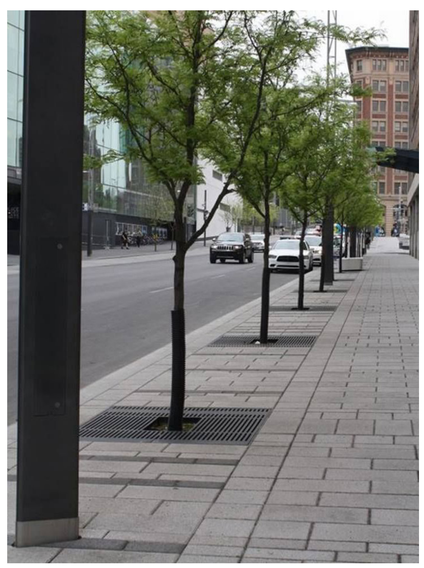
CONCEPT A



PRECEDENT IMAGERY

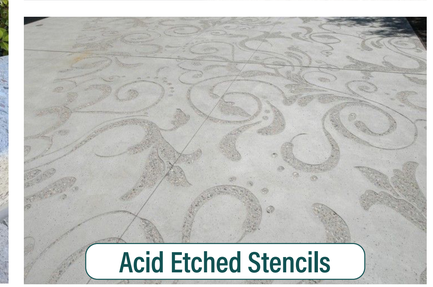
Tree Grates w/ Suspended Pavement System





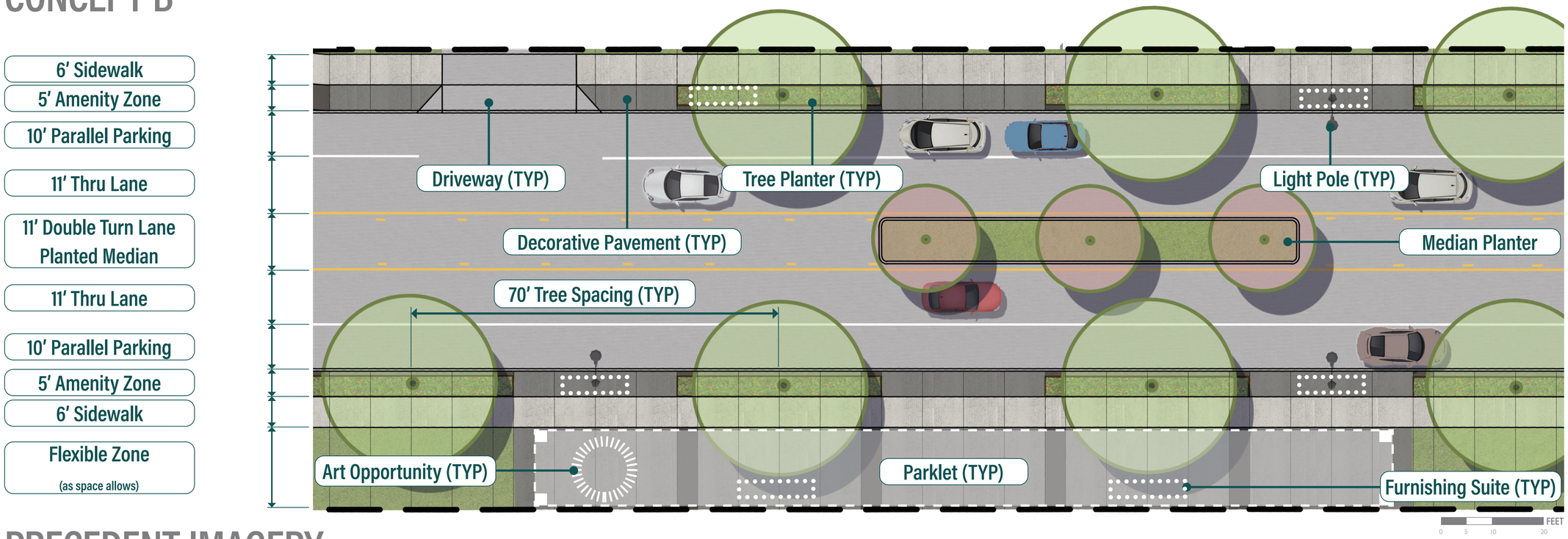
Note:
Suspended Pavement Systems Provide Adequate Soil Volume for Health of Trees

Decorative Pavement - Sandblasted or Acid Etched Concrete



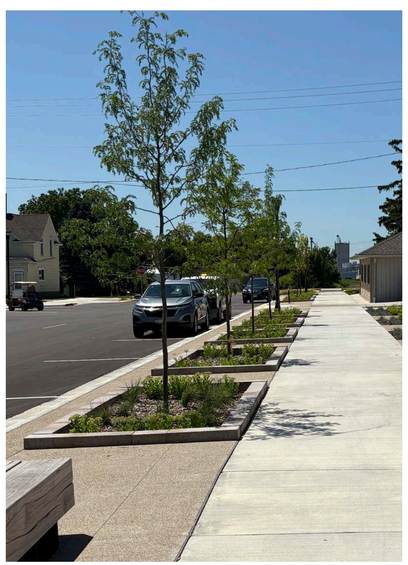
STREETSCAPE LAYOUT

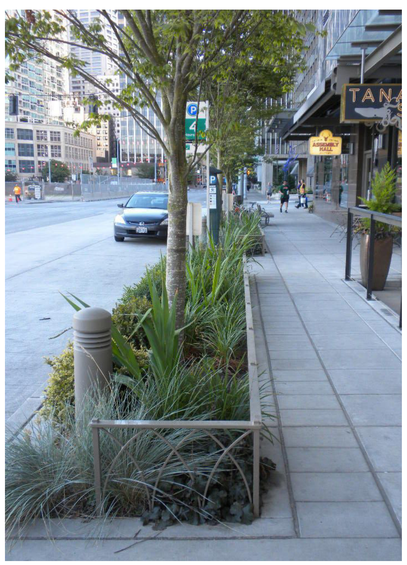
CONCEPT B



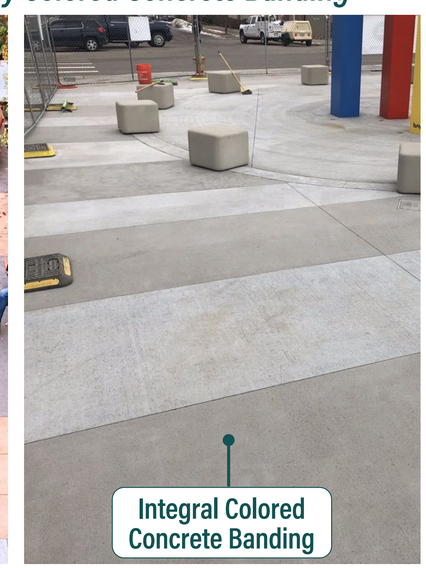
PRECEDENT IMAGERY

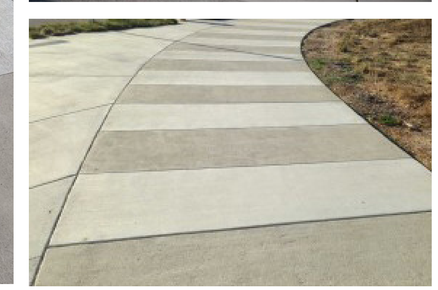
Built-In Planters





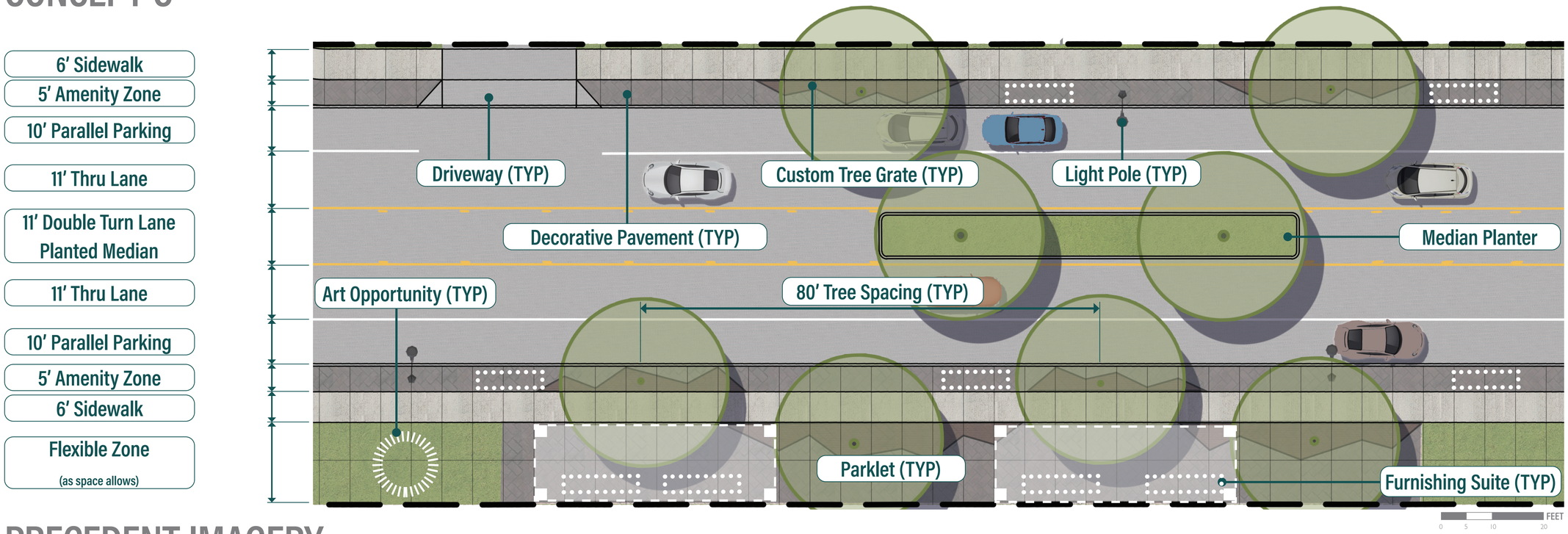
Decorative Pavement - Integrally Colored Concrete Banding





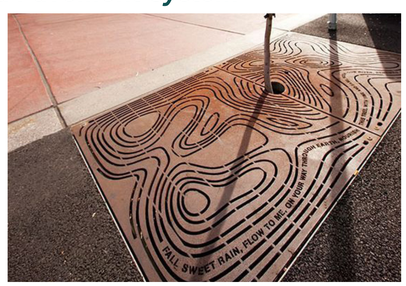
STREETSCAPE LAYOUT

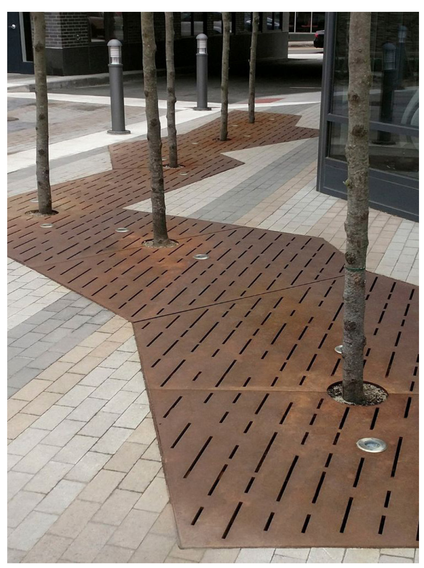
CONCEPT C



PRECEDENT IMAGERY

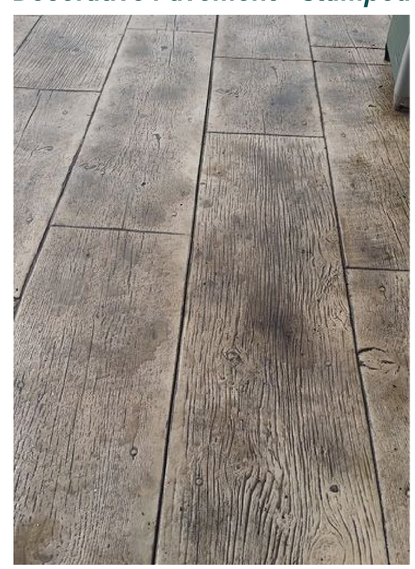
Custom Tree Grate w/ Suspended Pavement System

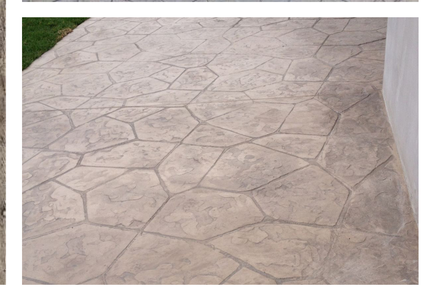


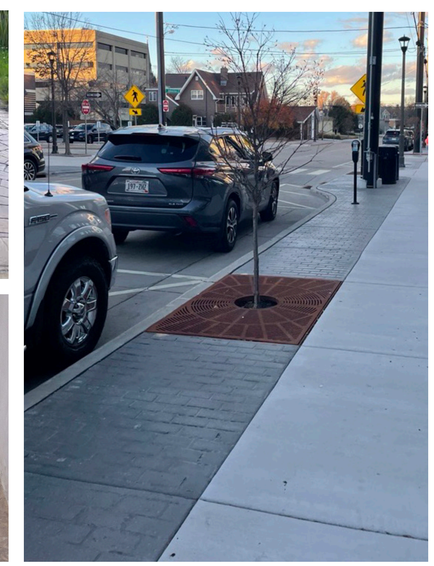


Note:
Suspended Pavement Systems Provide Adequate Soil Volume for Health of Trees

Decorative Pavement - Stamped Integrally Colored Concrete

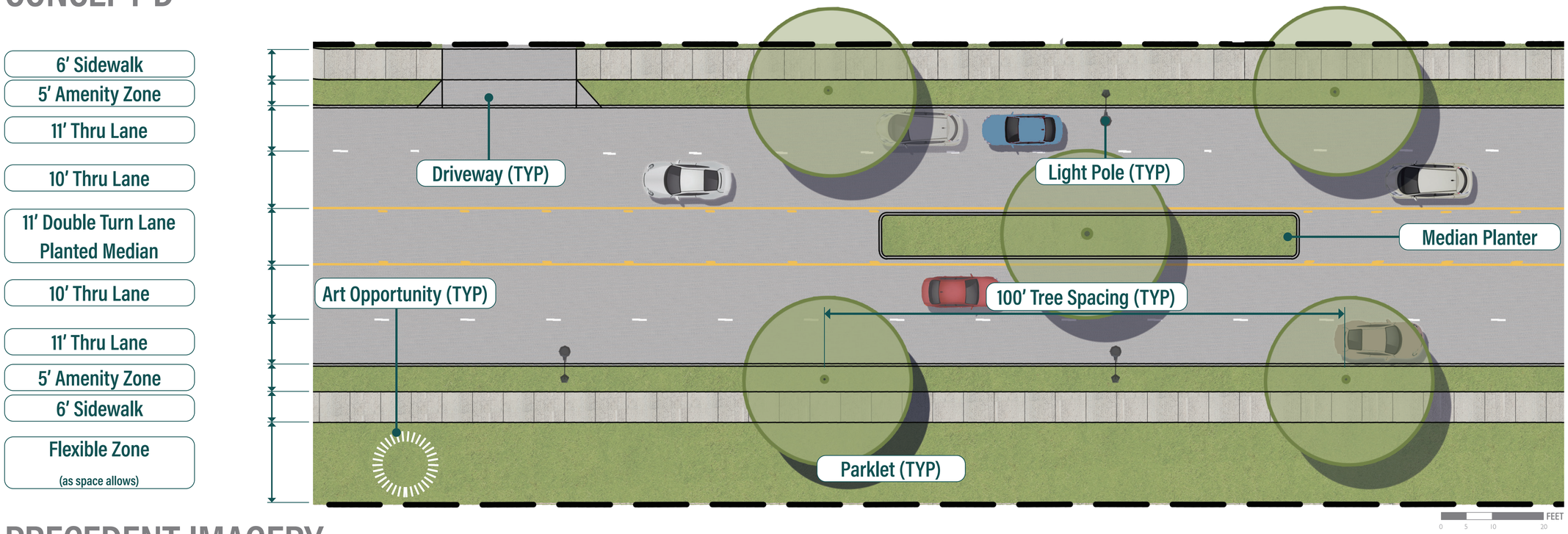






STREETSCAPE LAYOUT

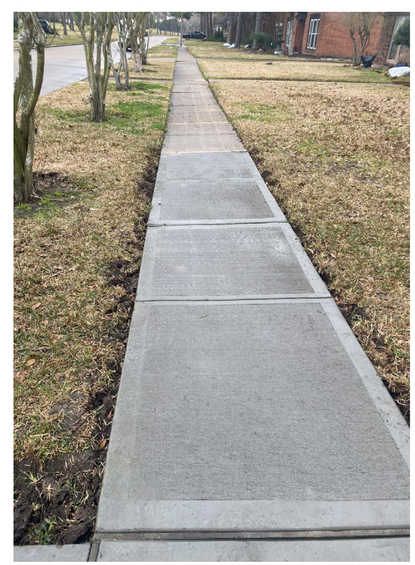
CONCEPT D



PRECEDENT IMAGERY

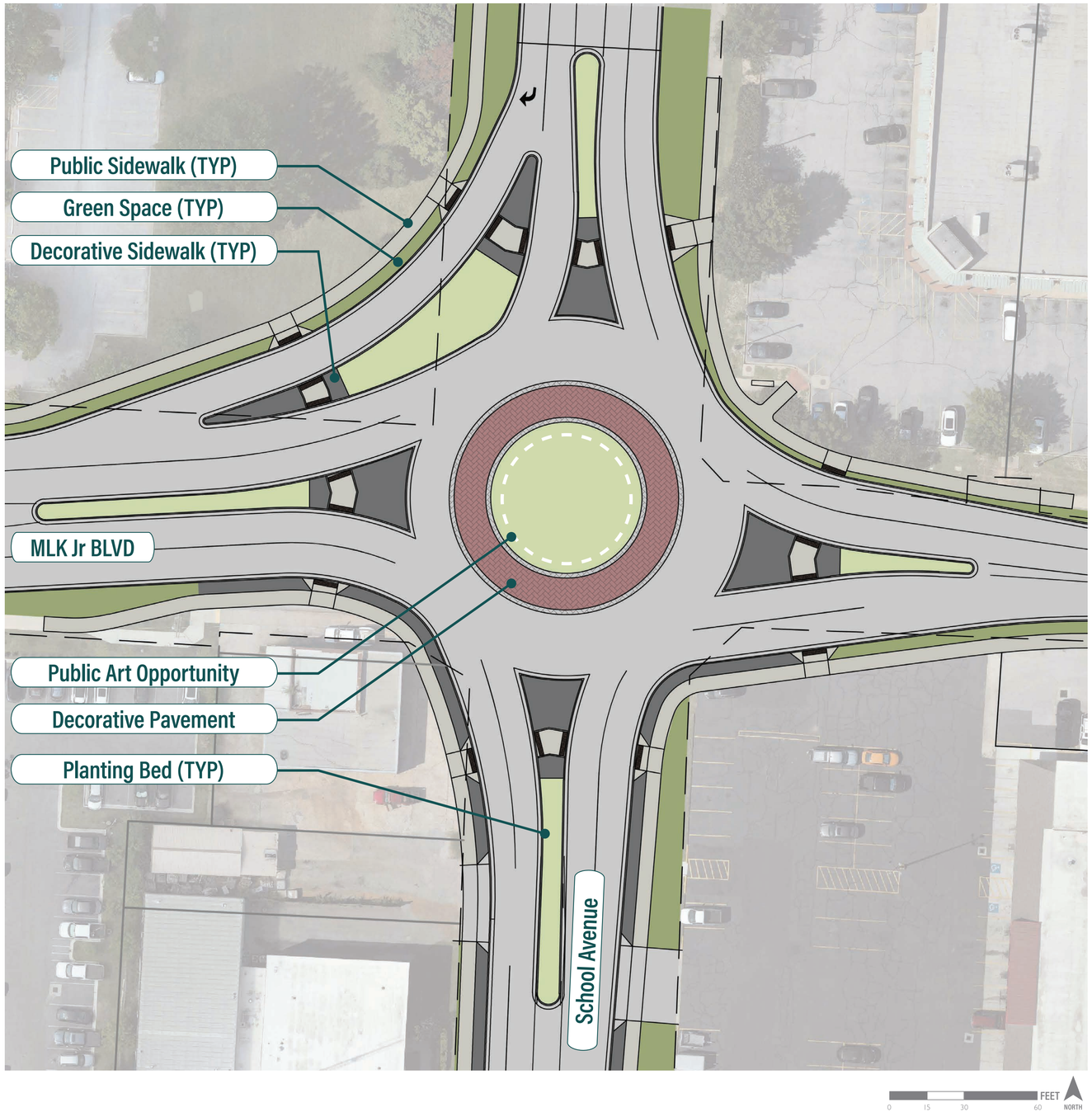
Mowed Turf Grass

Standard Concrete



STREETSCAPE LAYOUT

ROUNDABOUT CONCEPT + PRECEDENT IMAGERY



Existing Roundabout at Northhills Blvd

Incorporate Local Stone

Public Art Opportunity

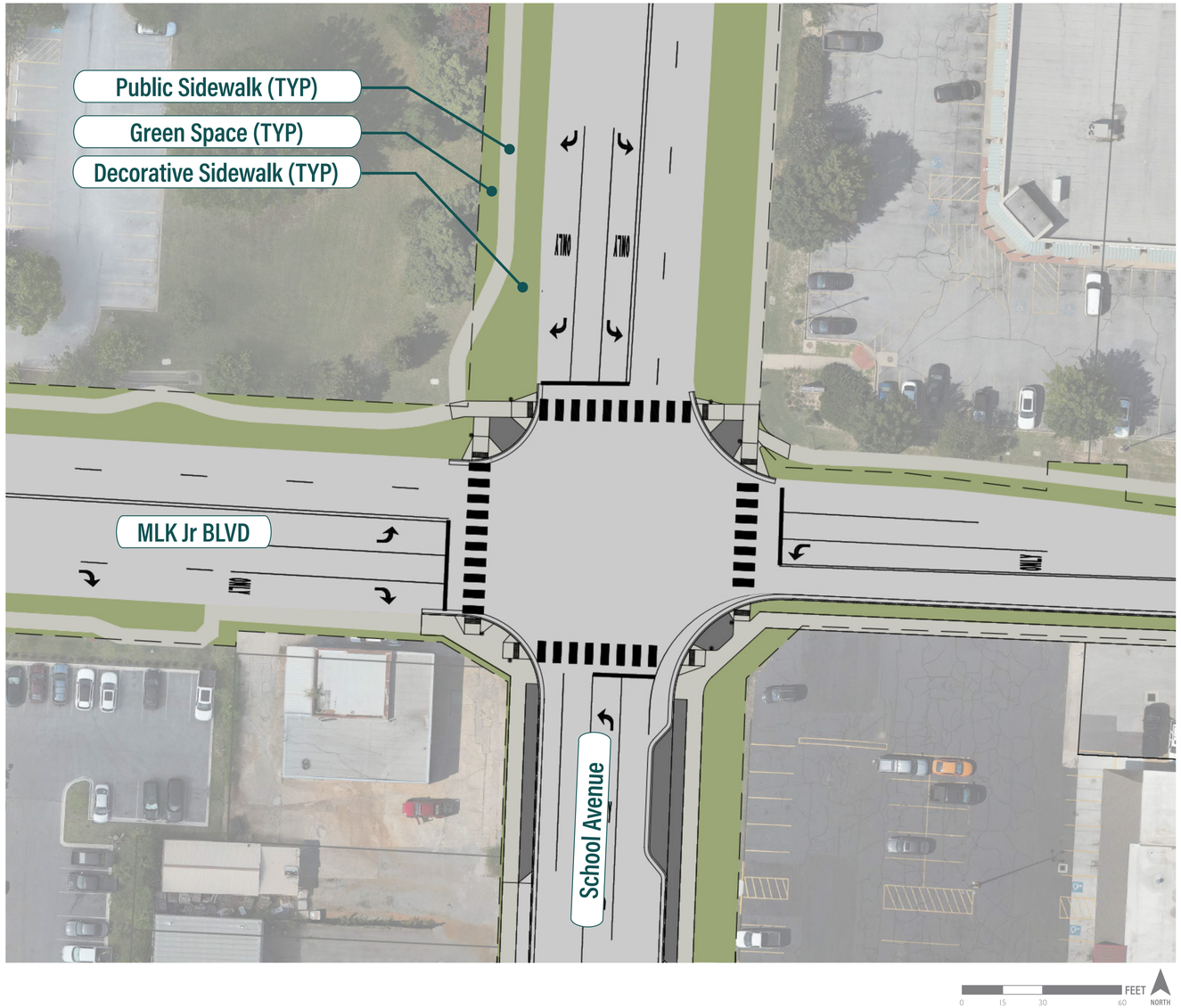
Signage Opportunity

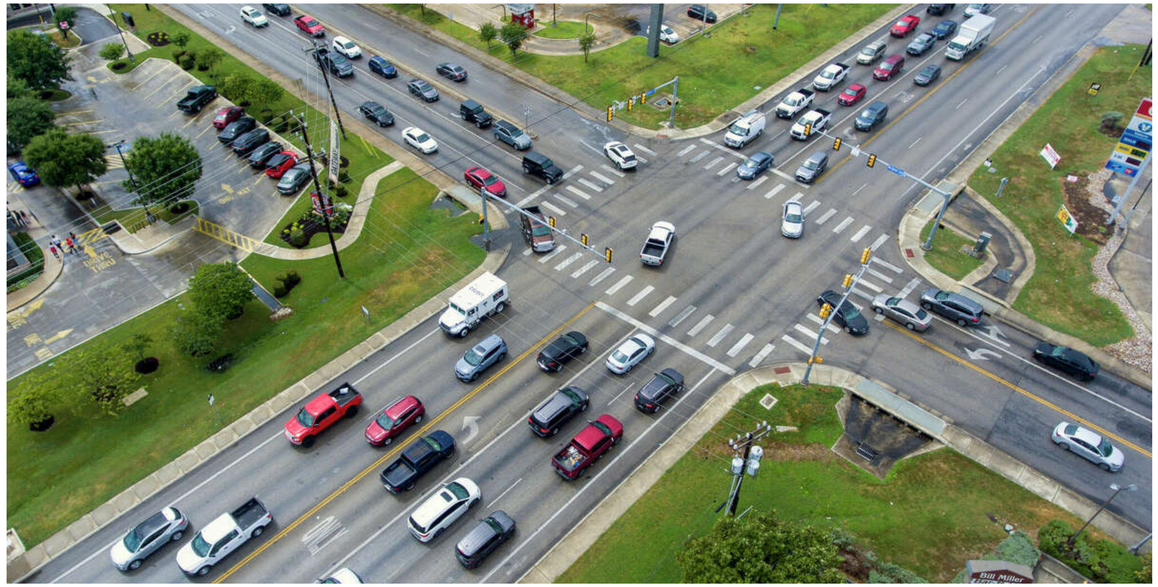
Native Plantings

Pavement Chevrons Direct Traffic

STREETSCAPE LAYOUT

INTERSECTION CONCEPT + PRECEDENT IMAGERY

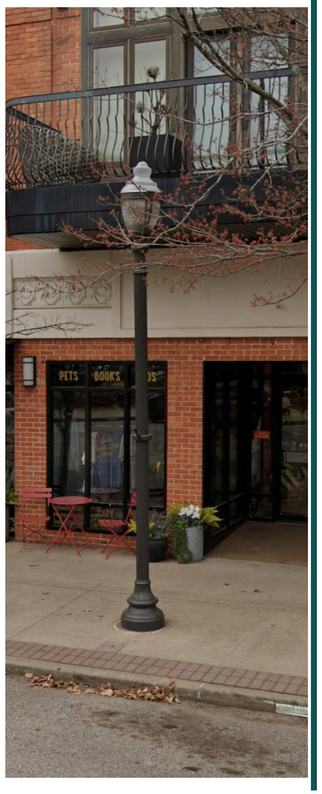




STREETSCAPE AMENITIES

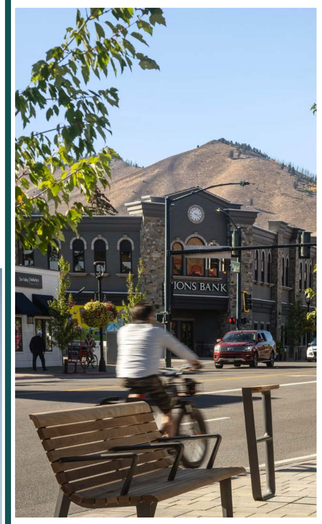
FURNISHINGS SUITE

Option 1: Existing City Standard Amenities



Option 2: Metal Amenities By Anova Furnishings

Option 3: Wood + Metal Amenities By Landscape Forms

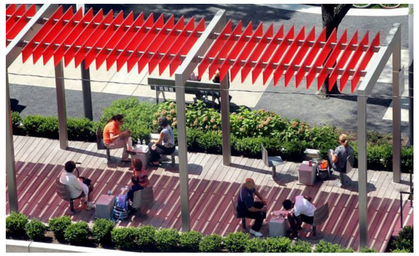


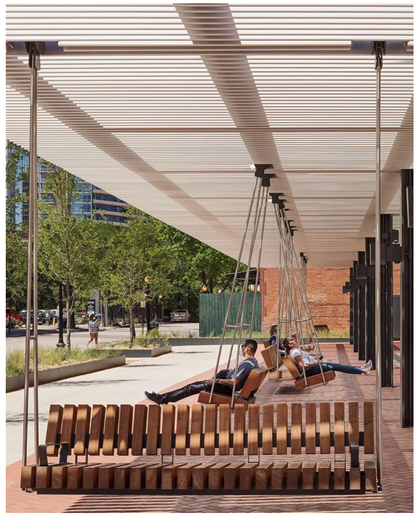
Option 4: Bright Colored Metal Amenities By Vestre

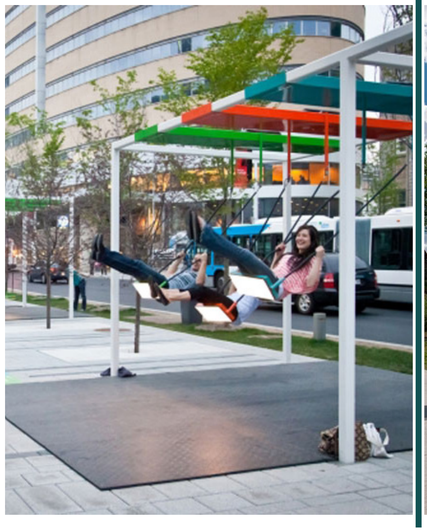
STREETSCAPE AMENITIES

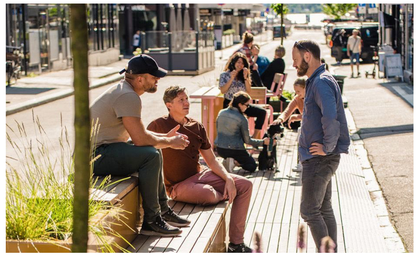
FURNISHINGS SUITE

Parklets

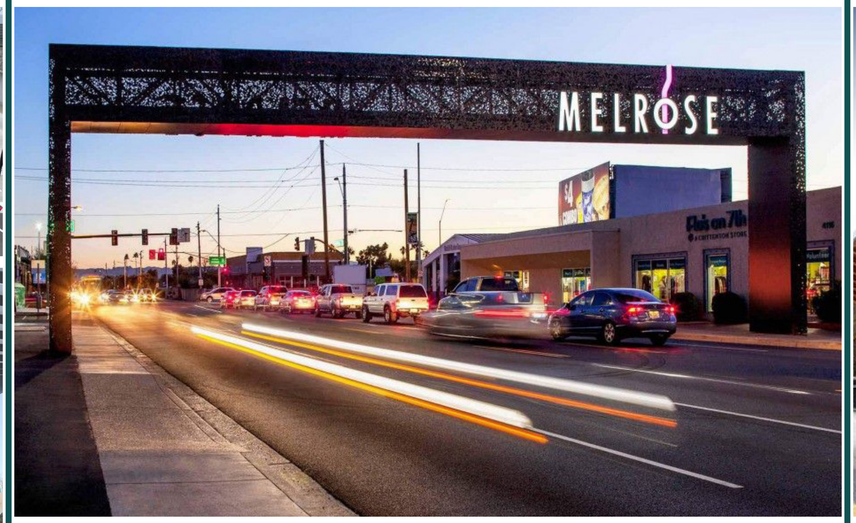




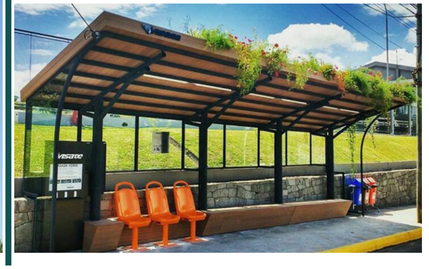




Razorback Greenway Gateway Feature



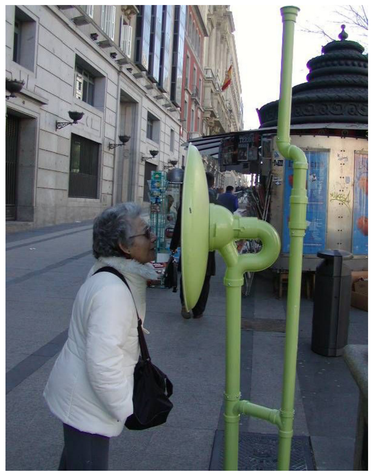
Bus Shelters



STREETSCAPE AMENITIES

PUBLIC ART OPTIONS

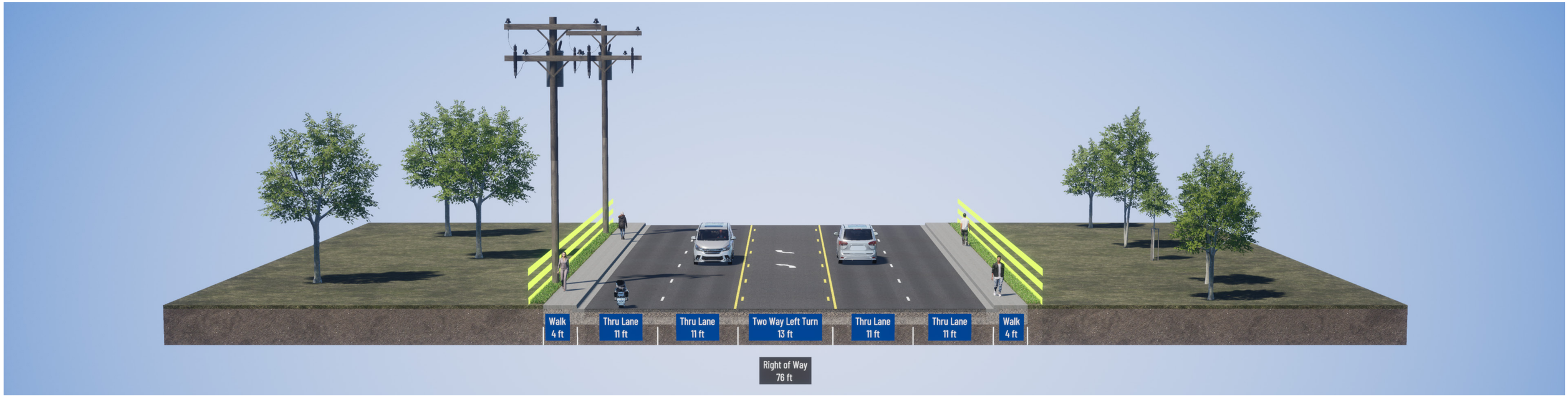
Street Activation



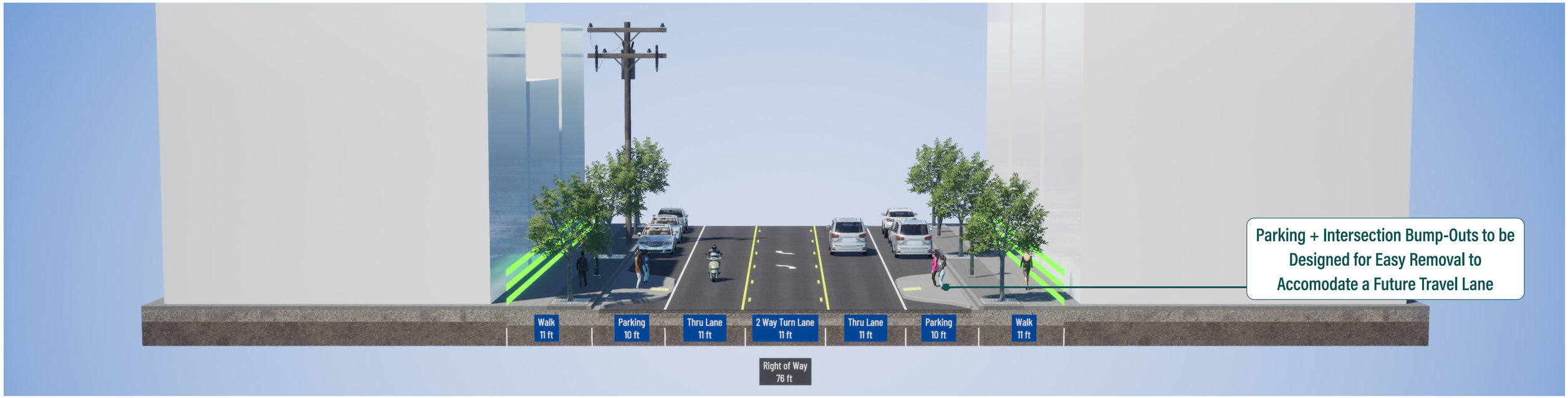
STREETSCAPE SECTIONS

TYPICAL 75' RIGHT OF WAY

EXISTING SECTION



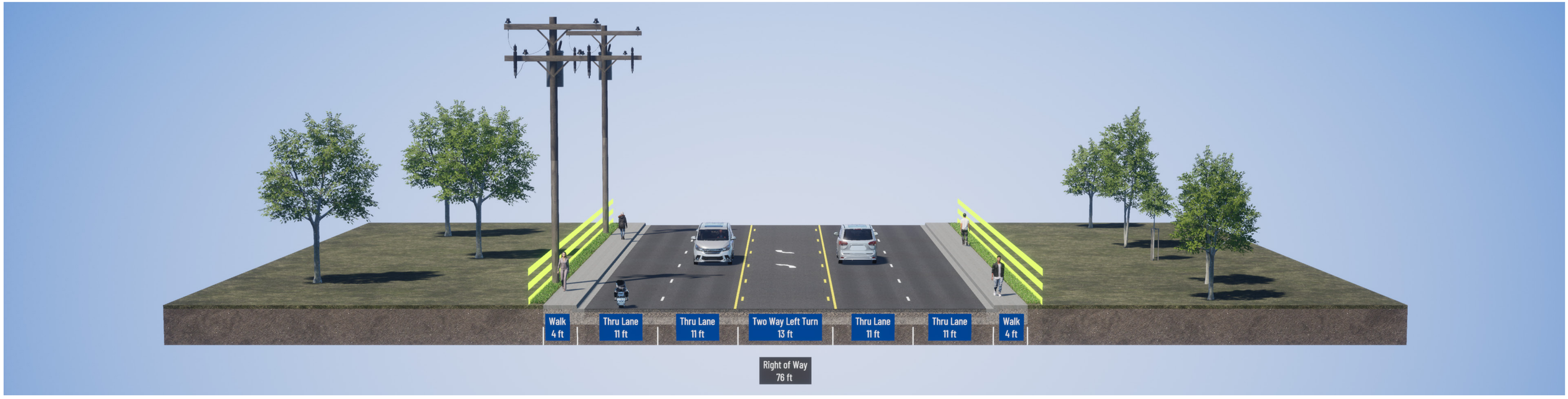
PROPOSED SECTION



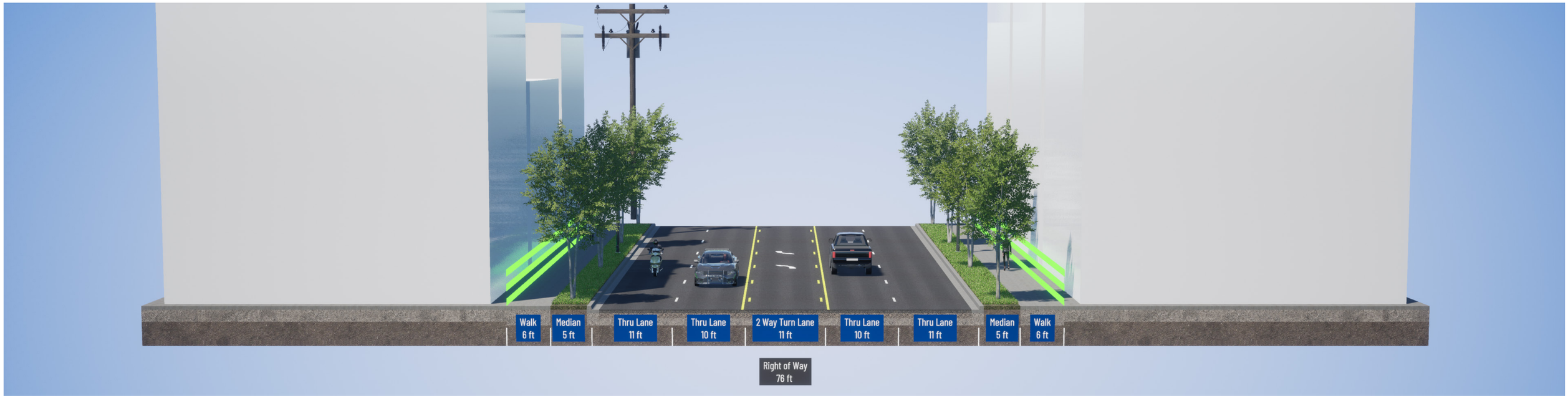
STREETSCAPE SECTIONS

TYPICAL 75' RIGHT OF WAY

EXISTING SECTION



ALTERNATE SECTION



CITY OF FAYETTEVILLE ARKANSAS

Transportation Committee Memo

2026-180

Meeting of January 27, 2026

To: Transportation Committee

Thru:

From: Chris Brown, Public Works Director

Subject: **Transportation Division Sidewalk and Paving Workplans**

Recommendation:
Staff recommends approval of the 2026/2027 sidewalk and paving work plans.

Background:
The Transportation Division is tasked with maintaining and improving the city street and sidewalk network. A combination of in-house crews and equipment and contracted services is employed to complete yearly work plans within the framework of the division's budget.

Discussion:
Concrete Construction Program
The proposed workplan includes design projects, new construction, and major maintenance activities on sidewalks along with miscellaneous curb replacements. Projects designed in 2025 are scheduled for construction in 2025 and 2026 design projects will be constructed in 2027. The plan also includes secondary projects that may be added if design, right of way, or other delays to the primary projects are experienced. A total of 190 working days are estimated to complete the work in 2026.

Paving and Overlay Program
The City's paving plan is developed using the **Pavement Condition Index (PCI)**, a nationally recognized system that rates street conditions on a scale from **0 to 100**. Higher scores indicate better pavement condition. City streets were last evaluated in 2024 to identify pavement distress such as cracking, potholes, and surface wear. These observations are converted into PCI scores, providing an objective and consistent way to compare street conditions citywide.

PCI scores are then used to determine the **most appropriate treatment** for each street—ranging from preventive maintenance on higher-condition streets to full reconstruction on streets in poor condition. This approach ensures the City applies the right fix at the right time.

Projects are prioritized using PCI data along with other considerations such as traffic volumes, coordination with utility work, damage and premature wear on streets occurring after the 2024 inventory, and available funding.

The attached plan is sorted by ward for ease of reference.

Budget/Staff Impact:

The materials budget for the paving plan averages a little under $1.2 million per year for the 2026/2027 budget years. It should be noted that the overall network condition will deteriorate at this budget, and that an additional $1 million per year is needed to maintain the current condition. It is recommended that the upcoming bond, if approved by voters, allocate up to $1 million per year for 5 years to paving operations.

Attachments: 2026-2027 Sidewalk Work Plan-Revised 11-19-2025, _2026 & 2027 combined _by ward

2026-2027 CONCRETE CONSTRUCTION WORK PLAN

(196 WORKING DAYS)

2026 Sidewalk Design Projects

Project Street	From	To	Placement	Type	Length Feet	Width Feet	Ward	Construction Time (Days)
Nettleship St.	Eastern Ave.	Graham Ave.	South Side	New	320	6	1	TBD
Oakland Ave.	Cleveland St.	Douglas St.	East Side	Rep./ New	290	6	2	TBD

2026 Primary Sidewalk Construction Projects

Project Street	From	To	Placement	Type	Length Feet	Width Feet	Ward	Construction Time (Days)
Cleveland St.	Leverett Ave.	Willis Ave.	North Side	New	806	6	2	88
15th St.	College Ave.	Kelly Lynn Driveway	South Side	New	501	5	1	24
							SUBTOTAL	112

2026 Sidewalk Maintenance from Service Requests

Address	Ward	Description	Construction Time (Days)
4380 W. Pecan St.	1	Replace sidewalk 25 ft.	2
2133 S. Clover Dr.	1	Replace sidewalk 25 ft.	2
520 N. Washington Ave.	2	Replace sidewalk 75 ft.	4
311 W. Ila St.	2	Replace sidewalk 45 ft.	4
413 W. Center St.	2	Replace sidewalk 12 ft.	2
303 E. Sutton St.	2	Replace sidewalk 60 ft. & Replace curb 15 ft.	3
526 E. Lafayette St.	2	Replace sidewalk 40 ft.	3
251 E. Sycamore St.	2	Replace sidewalk 15 ft.	2
327 N. Willow Ave.	2	Install 4 ADA ramps	4
127 W. Mountain St.	2	Replace sidewalk 50 ft.	3
1018 N. Canterbury Rd.	3	Replace sidewalk 32 ft.	2
461 E. Fairway Ln.	3	Replace sidewalk 50 ft.	3
2507 N. Jimmie Ave.	3	Replace sidewalk 150 ft.	3
2531 N. Jimmie Ave.	3	Replace sidewalk 149 ft.	3
2515 E. Lancer St.	3	Replace sidewalk 25 ft.	2
E. Arapaho Dr.	3	Replace sidewalk 50 ft.	3
4677 W. Franciscan Trl.	4	Replace sidewalk 40 ft.	4
3103 N. Verona Ln.	4	Replace sidewalk 24 ft.	3
W. Ika Ln.	4	Replace sidewalk 40 ft.	3
2979 W. Ika Ln.	4	Replace sidewalk 42 ft.	3
3103 Verona Ln.	4	Replace sidewalk 25 ft.	3
E. Albright Rd.	4	Replace sidewalk 15 ft.	3
		SUBTOTAL	64

2026 Misc. Maintenance from Service Requests

Address	Ward	Description	Construction Time (Days)
841 W. Lorena Ln.	1	Replace curb 45 ft.	3
1815 W. Arrowhead St.	1	Replace curb 40 ft.	3
275 S. Duncan Ave.	2	Replace curb 6 ft.	2
1039 E. Bonnie Ln.	3	Replace curb 250 ft.	5
2838 W. Vanike Dr.	4	Replace curb 2 ft.	1
		SUBTOTAL	14
		TOTAL *(Days)*	190

2027 Sidewalk Design Projects

Project Street	From	To	Placement	Type	Length Feet	Width Feet	Ward	Construction Time (Days)
Lindell Ave.	Hughs St.	Eagle St.	East Side	New	185	5	2	TBD
Leverett Ave.	Sycamore St.	Poplar St.	West Side	Rep.	1,325	6	2	TBD

2027 Primary Sidewalk Construction Projects

Project Street	From	To	Placement	Type	Length Feet	Width Feet	Ward	Construction Time (Days)
Nettleship St.	Eastern Ave.	Graham Ave.	South Side	New	320	6	1	TBD
Oakland Ave.	Cleveland St.	Douglas St.	East Side	Rep./ New	290	6	2	TBD

2026-2027 Secondary Sidewalk Construction Projects

Project Street	From	To	Placement	Type	Length Feet	Width Feet	Ward	Construction Time (Days)
Center St.	West Ave.	Razorback Greenway	South Side	New	288	8	2	24
Stearns St.	Joyce Ave.	Vantage Dr.	North Side	New	276	6	3	TBD
Hackberry Dr.	Amber Dr.	Overcrest St.	North Side	New	202	6	3	TBD

WARD 1													
Project ID	On Street	From Street	To Street	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Current Segment PCI (CPCI)	Project Length (ft)	Project Current PCI	Rehab Activity	Average Unit Rate ($/yd2)	Segment Total Cost ($)	Whole Project Cost ($)
15441	S COBALT AVE	NORTH END	E PEACEFUL DR	20	109	254	80.8	852	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$4,636.00	$47,360.00
15441	S COBALT AVE	E PEACEFUL DR	E ROYAL DR	27	298	939	71.9	852	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$17,137.00	$47,360.00
15441	S COBALT AVE	E ROYAL DR	ALLEY 2443	27	119	376	72.8	852	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$6,862.00	$47,360.00
15441	S COBALT AVE	ALLEY 2443	E HISTORY ST	27	157	495	75.9	852	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$9,034.00	$47,360.00
15441	S COBALT AVE	E HISTORY ST	ALLEY 2547	27	168	531	74.5	852	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$9,691.00	$47,360.00
15631	S CHURCH AVE	W ROCK ST	W SOUTH ST	25	618	1,801	59.7	618	60	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$32,868.00	$32,868.00
3620	E HISTORY ST	S SUGARBUSH AVE	S DEAD HORSE MOUNTAIN RD	20	207	482	78	207	78	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$8,797.00	$8,797.00
3630	E HISTORY ST	S COBALT AVE	S SUGARBUSH AVE	27	555	1,747	74	756	75	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$31,883.00	$40,442.00
3630	E HISTORY ST	S DEAD HORSE MOUNTAIN RD	S SUGARBUSH AVE	20	201	469	78	756	75	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$8,559.00	$40,442.00
4900	E PEACEFUL DR	WEST END	S COBALT AVE	19	126	280	73	989	70	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$5,110.00	$48,563.00
4900	E PEACEFUL DR	S COBALT AVE	S SUGARBUSH AVE	25	668	1,948	70	989	70	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$35,551.00	$48,563.00
4900	E PEACEFUL DR	S SUGARBUSH AVE	S DEAD HORSE MOUNTAIN RD WC 55	19	195	433	71	989	70	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$7,902.00	$48,563.00
5300	E ROYAL DR	WEST END	S COBALT AVE	20	131	306	81	744	76	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$5,585.00	$39,512.00
5300	E ROYAL DR	S COBALT AVE	S SUGARBUSH AVE	26	613	1,859	75	744	76	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$33,927.00	$39,512.00
17660	S SUGARBUSH AVE	E PEACEFUL DR	E ROYAL DR	20	252	587	75.7	548	75	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$10,713.00	$22,704.00
17660	S SUGARBUSH AVE	E ROYAL DR	ALLEY 2443	19	144	319	78.2	548	75	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$5,822.00	$22,704.00
17660	S SUGARBUSH AVE	ALLEY 2443	E HISTORY ST	19	153	338	70	548	75	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$6,169.00	$22,704.00
											TOTAL	$240,246.00	0.89 MILES

WARD 2													
Project ID	On Street	From Street	To Street	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Current Segment PCI (CPCI)	Project Length (ft)	Project Current PCI	Rehab Activity	Average Unit Rate ($/yd2)	Segment Total Cost ($)	Whole Project Cost ($)
9310	N GREGG AVE	W PROSPECT ST	W CLEBURN ST	26	310	939	79.1	617	86	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$17,137.00	$30,222.00
9310	N GREGG AVE	W CLEBURN ST	W HAWTHORN ST	20	307	717	94.5	617	86	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$13,085.00	$30,222.00
9320	N GREGG AVE	W HAWTHORN ST	W ADAMS ST	25	341	993	55.8	710	43	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$18,122.00	$44,895.00
9320	N GREGG AVE	W ADAMS ST	W NORTH ST	34	370	1,467	33.9	710	43	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$26,773.00	$44,895.00
3820	E JOHNSON ST	N OLIVE AVE	ALLEY 534	21	190	466	58	537	56	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$8,505.00	$21,809.00
3820	E JOHNSON ST	ALLEY 534	N MISSION BLVD	18	347	729	55	537	56	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$13,304.00	$21,809.00
11750	N PORTER RD	W WEDINGTON DR	W VALLEY DR	21	418	1,025	68.9	3081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$18,706.00	$156,166.00
11750	N PORTER RD	W VALLEY DR	W HATFIELD ST	20	55	127	70.6	3081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$2,318.00	$156,166.00
11750	N PORTER RD	W HATFIELD ST	W HOLLY ST	25	358	1,044	80.1	3081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$19,053.00	$156,166.00
11750	N PORTER RD	W HOLLY ST	W LAWSON ST	24	182	509	80	3,081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$9,289.00	$156,166.00
11750	N PORTER RD	W LAWSON ST	W CORNERSTONE PL	26	169	512	80.6	3081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$9,344.00	$156,166.00
11750	N PORTER RD	W CORNERSTONE PL	W MEGAN DR	24	342	959	60	3081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$17,502.00	$156,166.00
11750	N PORTER RD	W MEGAN DR	W SKYLER DR	25	276	804	66	3,081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$14,673.00	$156,166.00
11750	N PORTER RD	W SKYLER DR	W HOUSTON ST	25	508	1,482	82	3,081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$27,047.00	$156,166.00
11750	N PORTER RD	W HOUSTON ST	W SYCAMORE ST	25	334	975	88	3,081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$17,794.00	$156,166.00
11750	N PORTER RD	W SYCAMORE ST	DS@306N W SYCAMORE ST	24	306	856	82.7	3081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$15,622.00	$156,166.00
11750	N PORTER RD	DS@306N W SYCAMORE ST	ROUNDABOUT 1010	19	66	147	92.5	3081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$2,683.00	$156,166.00
11750	N PORTER RD	ROUNDABOUT 1010	N PORTER RD	15	67	117	95.1	3081	77	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$2,135.00	$156,166.00
14550	N WILSON AVE	W MAPLE ST	W ILA ST	24	379	1,062	22.8	379	23	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$19,382.00	$19,382.00
	ALLEY 444	E JOHNSON ST	E GUNTER ST	20	320	712		320		Pave Gravel Alley	$18.25	$12,994.00	$12,994.00
	ALLEY 456	E JOHNSON ST	E GUNTER ST	20	320	712		320		Pave Gravel Alley	$18.25	$12,994.00	$12,994.00
											TOTAL	$298,462.00	1.13 MILES

WARD 3													
Project ID	On Street	From Street	To Street	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Current Segment PCI (CPCI)	Project Length (ft)	Project Current PCI	Rehab Activity	Average Unit Rate ($/yd2)	Segment Total Cost ($)	Whole Project Cost ($)
1970	E APPLEBURY DR	E HOPE ST	WEST END	27	294	935	33	294	33	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$17,064.00	$17,064.00
8100	N CRESTWOOD DR	W RIDGEWAY DR	W RIDGEWAY DR	26	1,856	5,631	89.2	1856	89	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$102,766.00	$102,766.00
5180	E RIDGEWAY DR	W RIDGEWAY DR	E SHADOWRIDGE DR	18	518	1,087	83.9	3052	89	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$19,838.00	$125,232.00
5180	E RIDGEWAY DR	E SHADOWRIDGE DR	PUBLIC 1350	20	1,332	3,108	89	3,052	89	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$56,721.00	$125,232.00
5180	E RIDGEWAY DR	PUBLIC 1350	W RIDGEWAY DR	19	1,203	2,667	92	3,052	89	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$48,673.00	$125,232.00
22560	W RIDGEWAY DR	N SHREWSBURY LN	E RIDGEWAY DR	24	136	380	80	863	84	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$6,935.00	$42,140.00
22560	W RIDGEWAY DR	E RIDGEWAY DR	N CRESTWOOD DR	21	473	1,159	88	863	84	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$21,152.00	$42,140.00
22560	W RIDGEWAY DR	N CRESTWOOD DR	N VIEWPOINT DR	26	254	770	81.7	863	84	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$14,053.00	$42,140.00
22570	W RIDGEWAY DR	N VIEWPOINT DR	E HAMMOND ST	19	1,289	2,856	89	1,808	88	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$52,122.00	$72,015.00
22570	W RIDGEWAY DR	E HAMMOND ST	E RIDGEWAY DR	18	519	1,090	85	1,808	88	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 50-60)	$18.25	$19,893.00	$72,015.00
12290	N ROSEWOOD DR	SOUTH END	N SHERYL AVE	38	269	1,199	87.3	269	87	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$21,882.00	$21,882.00
12821	N SHERYL AVE	N ROSEWOOD DR	WEST END	33	594	2,285	75.9	1033	79	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$41,701.00	$68,821.00
12821	N SHERYL AVE	N ROSEWOOD DR	E OAKS MANOR DR	29	439	1,486	82.7	1033	79	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$27,120.00	$68,821.00
	N OLD WIRE RD & N OLD MISSOURI RD INTERSECTION					2,500				EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$45,625.00	$45,625.00
											TOTAL	$495,545.00	1.74 MILES

WARD 4													
Project ID	On Street	From Street	To Street	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Current Segment PCI (CPCI)	Project Length (ft)	Project Current PCI	Rehab Activity	Average Unit Rate ($/yd2)	Segment Total Cost ($)	Whole Project Cost ($)
12540	N SALEM RD	W WEDINGTON DR	PRIVATE 3400	45	377	1,978	68.7	3526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$36,099.00	$228,382.00
12540	N SALEM RD	PRIVATE 3400	W MICA ST	30	403	1,411	79	3,526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$25,751.00	$228,382.00
12540	N SALEM RD	W MICA ST	N TIMBERLINE DR	28	654	2,135	76	3,526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$38,964.00	$228,382.00
12540	N SALEM RD	N TIMBERLINE DR	W VASSAR ST	29	95	320	74	3,526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$5,840.00	$228,382.00
12540	N SALEM RD	W VASSAR ST	W CORNELL ST	30	269	940	81.1	3526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$17,155.00	$228,382.00
12540	N SALEM RD	W CORNELL ST	W PRINCETON ST	29	272	920	80.6	3526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$16,790.00	$228,382.00
12540	N SALEM RD	W PRINCETON ST	W YALE ST	29	270	912	79.6	3526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$16,644.00	$228,382.00
12540	N SALEM RD	W YALE ST	W HARVARD ST	29	268	908	79.1	3526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$16,571.00	$228,382.00
12540	N SALEM RD	W HARVARD ST	W BUCKEYE ST	28	273	892	83.4	3526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$16,279.00	$228,382.00
12540	N SALEM RD	W BUCKEYE ST	W ESSEX DR	27	267	841	62.6	3526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$15,348.00	$228,382.00
12540	N SALEM RD	W ESSEX DR	W FAIRFAX ST	29	274	926	51	3526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$16,900.00	$228,382.00
12540	N SALEM RD	W FAIRFAX ST	NORTH END	27	105	331	81.5	3526	74	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50)	$18.25	$6,041.00	$228,382.00
											TOTAL	$228,382.00	0.67 MILES

	Length (mi)	% Length	Cost	% Cost
Ward 1	0.89	20.16%	$240,246.00	19.03%
Ward 2	1.13	25.51%	$298,462.00	23.64%
Ward 3	1.74	39.25%	$495,545.00	39.25%
Ward 4	0.67	15.08%	$228,382.00	18.09%
Total	4.43	100%	$1,262,635.00	100%

WARD 1													
Project ID	On Street	From Street	To Street	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Current Segment PCI (CPCI)	Project Length (ft)	Project Current PCI	Rehab Activity	Average Unit Rate ($/yd2)	Segment Total Cost ($)	Whole Project Cost ($)
18630	W BEST WAY ST	DS@131W S LAGUNA LOOP	S FUTRALL DR	30	489	1,710	27	489	27	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$31,208.00	$31,208.00
19060	W CHERRY ST	EAST END	S HADDON AVE	17	402	797	30.1	1161	29	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$14,545.00	$38,799.00
19060	W CHERRY ST	S HADDON AVE	S SCHOOL AVE	15	759	1,329	28	1,161	29	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$24,254.00	$38,799.00
15430	S COACH RD	NORTH END	S COCKRILL RD	20	1,151	2,686	30.1	1151	30	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$49,020.00	$49,020.00
19640	W DOWELL DR	S RAZORBACK RD	S FUTRALL DR	26	761	2,307	30.1	761	30	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$42,103.00	$42,103.00
16380	S HUNT LN	E TALON TRL	E STEEPLE CHASE DR	26	55	167	46	55	46	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50) + Strctrl Ptch	$18.25	$3,048.00	$3,048.00
17330	S SAND TRAP LN	W 29TH CT	SOUTH END	10	454	529	27.4	454	27	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$9,654.00	$9,654.00
17480	S SHILOH DR	S RAMP 60 FULBRIGHT	EAST END	24	1,211	3,391	28.9	1211	29	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$61,886.00	$61,886.00
23170	W SUNRISE MOUNTAIN RD	S SCHOOL AVE	DS@1257W S SCHOOL AVE	21	1,257	3,079	30.4	1257	30	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$56,192.00	$56,192.00
23700	W VELDA CT	EAST END	S ONE MILE RD	24	350	980	29.5	350	30	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$17,885.00	$17,885.00
14070	N WALNUT AVE	E CENTER ST	E MEADOW ST	15	240	419	29.2	240	29	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$7,647.00	$7,647.00
23860	W WHILLOCK ST	EAST END	S SCHOOL AVE	19	1,328	2,943	30	1,328	30	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$53,710.00	$53,710.00
											TOTAL	$371,152.00	1.60 MILES

WARD 2													
Project ID	On Street	From Street	To Street	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Current Segment PCI (CPCI)	Project Length (ft)	Project Current PCI	Rehab Activity	Average Unit Rate ($/yd2)	Segment Total Cost ($)	Whole Project Cost ($)
19140	W CLEVELAND ST	DS@79W N BELL AVE	N LEVERETT AVE	26	266	808	43	266	43	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50) + Strctrl Ptch	$18.25	$14,746.00	$14,746.00
20740	W LAWSON ST	N LEWIS AVE	N SANG AVE	22	1,325	3,401	43.4	1325	43	FWM + Thick Overlay (> 2.0 - 3.0)	$18.25	$62,068.00	$62,068.00
16650	S LOCUST AVE	W SOUTH ST	S NELSON HACKETT BLVD	26	314	952	29.8	314	30	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$17,374.00	$17,374.00
10830	N MCCONNELL AVE	W DRAKE ST	NORTH END	22	244	626	31	244	31	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$11,425.00	$11,425.00
22940	W SOUTH ST	S CHURCH AVE	S LOCUST AVE	33	366	1,408	32	366	32	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$25,696.00	$25,696.00
23340	W TAYLOR ST	N WHITHAM AVE	N LEVERETT AVE	18	643	1,350	28.6	643	29	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$24,638.00	$24,638.00
											TOTAL	$155,947.00	0.60 MILES

WARD 3													
Project ID	On Street	From Street	To Street	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Current Segment PCI (CPCI)	Project Length (ft)	Project Current PCI	Rehab Activity	Average Unit Rate ($/yd2)	Segment Total Cost ($)	Whole Project Cost ($)
6830	N BALL AVE	E KANTZ LN S	E KANTZ LN N	30	858	3,005	43.8	858	44	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50) + Strctrl Ptch	$18.25	$54,841.00	$54,841.00
6870	N BEGONIA LN	ALLEY 4360	E FRONTIER ELM DR	19	123	272	25.6	242	27	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$4,964.00	$9,545.00
6870	N BEGONIA LN	E FRONTIER ELM DR	ALLEY 4399	18	119	251	29	242	27	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$4,581.00	$9,545.00
7480	N CANTERBURY RD	DS@107S N CANTERBURY RD	DS@255N N CANTERBURY RD	30	149	520	29.2	149	29	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$9,490.00	$9,490.00
2590	E CINNAMON WAY	NW END	N WYNDHAM CT	29	747	2,505	40	1,031	42	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50) + Strctrl Ptch	$18.25	$45,716.00	$62,013.00
2590	E CINNAMON WAY	N WYNDHAM CT	N OLD MISSOURI RD	27	284	893	49	1,031	42	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50) + Strctrl Ptch	$18.25	$16,297.00	$62,013.00
8910	N FRONTAGE RD	E JOYCE BLVD	E SHEPHERD LN	30	1,012	3,541	48	2,604	44	FWM + Thick Overlay (> 2.0 - 3.0)	$18.25	$64,623.00	$166,312.00
8910	N FRONTAGE RD	E SHEPHERD LN	E ZION RD	30	1,592	5,572	42	2,604	44	FWM + Thick Overlay (> 2.0 - 3.0)	$18.25	$101,689.00	$166,312.00
4130	E LAKEVIEW RD	N COLLEGE AVE	E LAKE FAYETTEVILLE RD	28	1,122	3,666	27	1,122	27	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$66,905.00	$66,905.00
10200	N LEE AVE	E HAROLD ST	E BERTHA ST	26	325	987	35.2	556	31	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$18,013.00	$30,788.00
10200	N LEE AVE	E BERTHA ST	NORTH END	26	231	700	25.6	556	31	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$12,775.00	$30,788.00
10670	N MALL AVE	E JOYCE BLVD	E GEORGETOWNE SQUARE DR	58	443	2,995	42.8	443	43	FWM + Thick Overlay (> 2.0 - 3.0)	$18.25	$54,659.00	$54,659.00
11030	N NEW SCHOOL PL	SOUTH END	E SUNBRIDGE DR	30	308	1,077	42.4	308	42	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50) + Strctrl Ptch	$18.25	$19,655.00	$19,655.00
11100	N NOTTING HL	N WARWICK DR	N WARWICK DR	33	202	778	30	202	30	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$14,199.00	$14,199.00
4800	E OVERCREST ST	WEST END	N AUSTIN DR	29	157	538	13.6	377	27	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$9,819.00	$21,554.00
4800	E OVERCREST ST	N AUSTIN DR	N JUNEWAY TER	25	220	643	38	377	27	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$11,735.00	$21,554.00
5080	E RANCH DR	N OLD WIRE RD	N RANCH DR	26	359	1,090	27	359	27	FWM + Thick Overlay (> 2.0 - 3.0) + Strctrl Ptch	$18.25	$19,893.00	$19,893.00
											TOTAL	$529,854.00	1.56 MILES

WARD 4													
Project ID	On Street	From Street	To Street	Pavement Width (ft)	Pavement Length (ft)	Pavement Area (yd2)	Current Segment PCI (CPCI)	Project Length (ft)	Project Current PCI	Rehab Activity	Average Unit Rate ($/yd2)	Segment Total Cost ($)	Whole Project Cost ($)
13820	N VALLEY VIEW DR	DS@286E SW END	W WEDINGTON DR	20	381	888	43.4	381	43	EM/FWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50) + Strctrl Ptch	$18.25	$16,206.00	$16,206.00
											TOTAL	$16,206.00	0.07 MILES

	Length (mi)	% Length	Cost	% Cost
Ward 1	1.60	41.76%	$371,152.00	34.58%
Ward 2	0.60	15.60%	$155,947.00	14.53%
Ward 3	1.56	40.76%	$529,854.00	49.37%
Ward 4	0.07	1.88%	$16,206.00	1.51%
Total	3.83	100%	$1,073,159.00	100%

CITY OF
FAYETTEVILLE
ARKANSAS

Transportation Committee Memo
2026-158

Meeting of January 27, 2026

To: Transportation Committee

Thru: Chris Brown, Public Works Director

From: Matt Mihalevich, Active Transportation Manager

Subject:

Recommendation:

Background:

Discussion:

Budget/Staff Impact:

Attachments: 2026-2031 Construction Schedule List (ATAC Approved 12-10-25)

12/12/2025

CITY OF FAYETTEVILLE ARKANSAS

ATAC Approved 12/10/25

2026 - 2031 Proposed Shared-Use Paved Trail Construction Projects

2026

		Prioritization Score*	Funding	Rank	Ward	Feet	Miles
Hamestring Creek Trail	Salem Rd. to Rupple Rd. (1 Bridge)	45.5	Trail CIP	13	4	2,386	0.45
Wedington Trail	Futrall Dr. to West End	N/A	Trail CIP	N/A	2	593	0.11
Alberta Trail	Connection to Farmington Trails	36.3	Trail CIP	22	1	1,816	0.34
Drake Trail Extension to Gordon Long (Contractor)	Gordon Long Park to College Ave. (Includes a bridge over Scull Creek)	49.5	TAP Grant	11	3	4,535	0.86
Maple Street Cycle Track (Contractor)	Razorback Greenway to Garland Ave.	53.8	Safe Streets For All / U of A	3	2	2,699	0.51
Garland Avenue (Contractor)	Poplar to Drake St.	N/A	Trans. Bond & ARDOT	N/A	2	4,554	0.86
Highway 112 (Garland Ave./Howard Nickell) (ARDOT Project)	Truckers Drive to Howard Nickell Includes Clabber Creek Tunnel	N/A	ARDOT & Grants	N/A	4	6,373	1.21
Tsa La Gi Trail (Hwy 62 MLK & I-49) ARDOT Project	Best Way to Lefler Ln. & Shiloh Trail from MLK to 15th St. overpass to Town Branch	56.7	ARDOT & Grants	1	1	9,102	1.72
White River Greenway (River Commons)	St. Paul Trail to Dead Horse Mtn.	N/A	CPRG Grant Funded	N/A	1	12,856	2.43
				In-house Constructed:	0.91	Year Total	9.35

2027

Persimmon Trail (Owl Creek Trail)	Betty Jo to Rupple Road	46.2	Trail CIP	12	4	1,959	0.37
Hwy 62 (MLK Jr. Blvd.) (Schedule dependent on ARDOT)	Lefler Ln. to Rupple Road and Ozark Trail	56.7	2026 Trail Bond & Developer Build	1	1	3,574	0.68
Trail Reconstruction	Scull Creek Trail (Frisco to Meadow Valley)	N/A	TAP Grant	N/A	2	6,200	1.17
				In-house Constructed:	2.22	Year Total	2.22

2028

Skillern Rd. (Sidepath South Side)	Crossover Rd. to Charleston Crossing	44.2	Trail CIP	23	3	2,320	0.44
Midtown Trail (Ash Side Path)	Woodland to College & Rayview Dr. to Old Wire	52.6	2026 Trail Bond & Ramay School	12	4	2,785	0.53
South of Huntsville Connection	Teal to Fairlane & Swift to Jaybird Floodway issues	50.6	Trail CIP	7	1	884	0.17
Clabber Creek Trail	Truckers Drive to Highway 112	47.8	Developer Build	11	4	1,753	0.33
Mission Blvd. Trail (Phase 3)	South of Rush Dr.to Maple St.	49.3	Future Grant Funding	10	2	2,092	0.40
Old Wire/Old Missouri Trail	Gulley Park to Rolling Hills (Includes Hilldale Connection & Crosswalk)	50.9	Undetermined	6	3	3,916	0.74
Trail Reconstruction	Various Locations	N/A	Trail CIP/Bond	N/A	N/A	2,500	0.47
				In-house Constructed:	1.61	Year Total	3.08

2029

Shiloh Trail (Wedington to MLK) & Old Farmington to Centennial Park	ARDOT Permit - Watching for Development to occur	52.5	Trail CIP	5	4	7,359	1.39
Mt. Comfort Side Path	Salem Rd. to I-49	45.5	Undetermined	13	4	4,845	0.92
Trail Reconstruction	Various Locations	N/A	Trail CIP/Bond	N/A	N/A	2,500	0.47
				In-house Constructed:	1.87	Year Total	2.78

2030

Markham Hill Trail Connector	Razorback Road to Cross Ave.	41.3	Trail CIP	17	4	1,500	0.28
Shiloh Trail (Moore Ln. to Wedington)	ARDOT Permit & Bridge over Hamestring Watching for Development to occur	52.2	Trail CIP	3	4	5,955	1.13
Trail Reconstruction	Various Locations	N/A	Trail CIP	N/A	N/A	2,500	0.47
				In-house Constructed:	1.89	Year Total	1.89

2031

Owl Creek Trail	Existing trail end west of Rupple Rd. to Broyles Road	46.2	Trail CIP	12	4	2,767	0.52
St. Paul Trail	Razorback Gwy. to St. Paul Trail (includes replacement of existing trail)	44.8	Undetermined	14	1	9,574	1.81
St. Paul Trail (Paddle Park Connection)	Armstrong to Dead House Mtn.	42.9	Undetermined	15	1	4,702	0.89
Trail Reconstruction	Various Locations	N/A	Trail CIP	N/A	N/A	2,500	0.47
				In-house Constructed:	2.81	Year Total	3.70
					5 Year Total	117,099	22.18

Notes:

In-House Trail Crew Build	Future Trail Bond Funded Project	Other Funding

*Trail development of approximately 2 miles per year is based on continued CIP, Future Bond and Grant funding

*Prioritization Score reflects weighting established by ATAC - Maximum score if 56.7

Ward 1 Total	42,508	8.05
Ward 2 Total	16,138	3.06
Ward 3 Total	10,771	2.04
Ward 4 Total	37,682	7.14
	117,099	22.18

CITY OF FAYETTEVILLE ARKANSAS

Transportation Committee Memo

2026-182

Meeting of January 27, 2026

To: Transportation Committee

Thru:

From: Chris Brown, Public Works Director

Subject:

Recommendation:
Staff requests a recommendation from the Committee to the City Council for revisions to City Code of Ordinance sections 33.302 and 33.291 to transfer the approval authority of paving programs from the City Council to the Transportation Committee

Background:
The current version of the code requiring approval of the paving workplan was approved approximately 20 years ago. The development of the paving plan during that era was subjective. Since 2019, the City's paving plan been developed using the **Pavement Condition Index (PCI)**, a nationally recognized system that rates street conditions on a scale from **0 to 100**. (Higher scores indicate better pavement condition.) City streets are regularly evaluated to identify pavement distress such as cracking, potholes, and surface wear. These observations are converted into PCI scores, providing an objective and consistent way to compare street conditions citywide.

PCI scores are then used to determine the **most appropriate treatment** for each street—ranging from preventive maintenance on higher-condition streets to full reconstruction on streets in poor condition. Projects are prioritized using PCI data along with other considerations such as traffic volumes, safety, street classification, coordination with utility work, and available funding.

Using this data-driven approach allows the City to:

- Stretch limited paving dollars further
- Reduce long-term maintenance costs
- Prevent streets from deteriorating into costly reconstruction
- Maintain a more consistent level of street quality across the community

The result is a paving plan that is **transparent, defensible, and focused on preserving the City's infrastructure investment**.

Discussion:

Using this data-driven approach allows the City to:

- Stretch limited paving dollars further
- Reduce long-term maintenance costs
- Prevent streets from deteriorating into costly reconstruction
- Maintain a more consistent level of street quality across the street network

The result is a paving plan that is **transparent, defensible, and focused on preserving the City's infrastructure investment**.

With this system in place, staff recommends that the ordinance be changed to remove the unnecessary step of City Council approval, and instead invest that authority in the Transportation Committee. Staff will develop plans yearly and update the committee periodically to report progress and changes to the plan that may be necessary. These changes include damage due to utility breaks, street cut repairs due to developments, etc.

Budget/Staff Impact:
No Impact. The City Council will continue to approve yearly budgets for paving and other Transporation operations.

Attachments: transportation division and committee ordinance changes

ARTICLE XVI CITY COUNCIL TRANSPORTATION COMMITTEE

33.290 Composition

There is hereby established and continued a City Council Transportation Committee which shall be composed of four (4) City Council members ~~aldermen~~, one (1) from each ward who shall be appointed annually by the Mayor, ~~subject to City Council approval.~~ The members shall elect a chair at its first annual meeting.

(Ord. No. 5540, 10-16-12; Ord. No. 5586, 05-21-13)

33.291 Purpose, Duties and Powers

(A) The Transportation Committee ~~shall~~ may make recommendations to the City Council on transportation projects and issues that may arise, including, but not limited to:

(1) Changes, additions, or deletions to the Master Street Plan.

(2) Bids, contracts, contract amendments, change orders, cost share proposals, and other contractual items that require City Council approval.

(3) Requests for authority to begin eminent domain actions, and offers of settlement for eminent domain cases related to transportation projects, except when timing of settlement offers are such that Transportation Committee review is not feasible.

(4) ~~Yearly Transportation Division paving, overlay, sidewalk, and trail/bikeway construction programs.~~

(5) Funding priorities for proposed major transportation improvement projects and programs.

(6) Street and alley closures and/or right of way vacations.

(7) Funding requests made by transit providers during the yearly budget process.

(8) Changes, additions, or deletions to the bikeway map and trail/street intersections.

(B) The Transportation Committee shall serve as an advisory board to the City Administration, and as a public forum for transportation projects and issues that may arise, including, but not limited to:

(1) Proposed street, sidewalk, bikeway, and transit related improvement plans for major projects to be partially or fully funded by the city. Said review will be at the preliminary stage, and will include typical cross sections and preliminary horizontal and vertical alignments. Said projects will be at the discretion of the City Administration, but generally will include major widening or new location projects, or projects where major changes to existing street cross sections are planned.

(2) Traffic Calming Policies of the city, including review of requests for traffic calming by citizens.

(3) Paving, overlay, sidewalk, trail, and related work plans for work to be completed by the Transportation Division.

(~~3~~C) Any City Council member ~~Alderman~~ may appeal any recommendation of the Transportation Committee to the full City Council.

(~~C~~D) The Transportation Committee may adopt rules to govern the conduct of its business. Said rules shall be consistent with the provisions of the Arkansas Freedom of Information Act.

(Ord. No. 5540, 10-16-12; Ord. No. 5586, 05-21-13)

Formatted: Indent: Left: 0"

33.292—33.300 Reserved

(Code 1965, §§17B-11.2(a), (b), (d); Ord. No. 2109, 6-3-75; Ord. No. 2585, 12-4-79; Ord. No. 3153, 11-19-85; Ord. No. 3340, 3-15-88; Ord. No. 3587, §1, 1-7-92; Ord. No. 4099, 6-16-98; Ord. No. 4652, 12-07-04; Ord. No. 5041, 7-17-07; Ord. No. 5586, 5-21-13)

ARTICLE XVII TRANSPORTATION DIVISION

33.301 Establishment

The Transportation Division (formerly known as the Street Department) has long been established in Fayetteville to maintain and improve city streets, curbs, gutters and sidewalks and to perform related services for our citizens. The Transportation Division works under the supervision of the Mayor and the budgetary authorization of the City Council.

33.302 City Overlay Program

(A) In the early 1990s, the city began its in-house overlay program with a stated goal to pave every city street for which public right-of-way existed. Later, the overlay program also began milling and overlaying various important, but deteriorating city streets.

(B) In the early 2000s, the Mayor and City Council enlarged the overlay program to maintain and overlay city streets on a regular and rotating basis so that city streets would not deteriorate to such an extent that a full reconstruction would be necessary.

(C) The procedure to determine ~~which city streets will be funded to be overlaid and/or have curb and gutter~~priorities for work shall be as follows:

(1) The Transportation Division shall ~~report to the City Council Street Committee during its first meeting of the year the results of the previous year's overlay program and propose a recommended list of sections of streets to be overlaid (and any planned curb or gutter work) during the new year.~~develop plans for paving, curb and gutter, sidewalk and trails, and other street and trail related work from the City's pavement management system, sidewalk and trail prioritization metrics, and service requests.

(2) ~~The Street Committee can propose additions or deletions to this list and will recommend it to the City Council~~.The plan will be updated on at least a yearly basis and presented to the Transportation Committee for review.

(3) ~~The City Council after consideration and any amendments shall approve by resolution the approved overlay, curb and gutter program.~~

(4) If the administration wishes to amend the overlay, curb and gutter program during the construction year to add an additional project, it shall ~~request the Street Committee to approve such additional project and the City Council to amend the resolution with possible necessary budget adjustment to allow any such addition to the program~~report this change to the Transportation Committee.

33.303—33.310 Reserved

(Ord. No. 3875, 2-21-95; Ord. No. 4304, 3-20-00; Ord. No. 4438, 11-19-02; Ord. No. 5047, 8-07-07; Ord. No. 5173, 9-2-08)

CITY OF FAYETTEVILLE ARKANSAS

Transportation Committee Memo

2026-159

Meeting of January 27, 2026

To: Transportation Committee

Thru: Chris Brown, Public Works Director

From: Dane Eifling, Mobility Coordinator

Subject: **Traffic Calming Policy Update**

Recommendation:
Review updates to the City's Traffic Calming policy for referral to full City Council approval

Background:
In 2003, in response to multiple complaints about speeding in residential neighborhoods, a traffic calming policy was recommended as part of a citywide traffic study. Although the policy was never formally adopted, its framework was used for several years to prioritize requests through a points-based scoring system. The primary factors considered were traffic speed and traffic volume.

This system remained in use until approximately 2008, when funding constraints resulted in traffic calming being removed from the City's budget.
In 2019, staff resumed evaluating traffic calming requests using the informal policy framework that had been in place since 2008. At that time, it became clear that the existing policy did not align with neighborhood expectations, as nearly all requests failed to meet the established thresholds. In response, staff drafted a revised traffic calming policy, which was adopted by City Council in March 2021 and remains in effect today.

Shortly after the 2021 policy was adopted, City Council approved a new default speed limit of 20 mph for residential streets, and speed limits were adjusted on most streets throughout Fayetteville.

Discussion:
Since 2021, city staff has responded to approximal 200 formal requests for traffic calming on various streets in Fayetteville. Under the existing policy the City has installed speed cushions traffic calming on the following streets:

1. Ash St
2. Assembly Dr
3. Stubblefield Rd
4. Sequoyah Dr
5. Roberts Rd
6. Alberta St
7. Harold St
8. Morning Mist Dr
9. Elm St
10. Duncan Ave

11. New Bridge Rd
12. Bulldog Blvd
13. East Oaks Dr
14. S College Ave
15. Happy Hollow Rd

The current policy is a point-based system that requires 35 points or an 85th percentile speed of 35 MPH on residential link or urban center classified streets to qualify. Points are mostly based on traffic speed and volume with additional points added for lack of sidewalks and proximity to schools. A neighborhood consensus of 60% approval from residents is also required with residents voting to approve exact location and type of treatment.

The proposed updates to the policy keep the framework of the existing policy intact but make some key changes to the scoring system and eligibility requirements to better align the policy to the expectations of the public and the original intent to provide traffic calming focused on safety in mitigating higher speed "cut through" traffic on residential and minor urban streets.

Key changes include:

- Basing the speed score on the posted or statutory speed limit of the street rather than a default 25 mph
    - This increases overall points scored for most streets with 20 mph speed limits
- Adding 2.5 points for streets designated as on-street bicycle routes
- Subtracting 5 points for streets with fully separated sidewalks or side paths
- Allowing low-volume neighborhood link streets with less than 1,500 ADT to qualify
- Increasing the minimum qualifying score from 35 to 50 points
- Simplifying the process for requesting a traffic study by requiring five signatures rather than signatures from 70% of residents
- Lowering the maximum allowable ADT from 4,000 to 3,000
- Requiring a minimum of 20 resident signatures to approve any installation

Budget/Staff Impact:
None

Attachments: Traffic Calming Policy 2026 Draft Revision 1-22-26

TRAFFIC CALMING POLICY

Update ~~EFFECTIVE MARCH 17, 2021~~Draft January 2026

INTRODUCTION

Excessive traffic speeds in neighborhood areas is an issue of concern to citizens in Fayetteville. This policy addresses a procedure through which neighborhoods can be considered for traffic calming measures. Traffic calming is the management of traffic through the use of roadway design features. Traffic management through traffic calming is most effective if the features are both warranted and properly designed.

Traffic calming solutions may be warranted where there is a demonstrated need for traffic calming, and where solutions can be identified that may address the need. Not only must the needs be perceived by the neighborhood, but they must also be documented to be substantive. In order for traffic calming strategies to be effective, traffic data collection and analysis must validate that calming needs are legitimate. These traffic studies may include:

1. Speed studies
2. Vehicle and pedestrian counts
3. Through-traffic surveys
4. Accident records

Effective solutions for valid needs also require that the selected traffic calming strategy be appropriate for the need. Once an effective strategy for traffic calming has been selected, it should be properly designed in accordance with the relevant design parameters. These should include consideration of:

1. Traffic volume
2. Design speed
3. Design vehicle characteristics
4. Emergency services

Although warranted and properly designed traffic calming strategies can have the desired benefits of managing traffic, they also can create disadvantages to adjacent streets and neighborhoods and to the traveling public at large. Traffic calming can have the potential of shifting an existing traffic problem to another street or neighborhood. Traffic calming may also increase delay for emergency response vehicles and can increase long term maintenance costs for the City. Because of the controversy and potential disadvantages, traffic calming should be implemented only with the majority consent of those directly impacted.

DRAFT

This policy therefore provides guidelines for the following traffic calming activities:

1. Requests for traffic calming consideration
2. Prioritization of requests
3. Identification and approval of traffic calming strategies
4. Programming of traffic calming improvements
5. Design of traffic calming projects
6. Evaluation of traffic calming projects

REQUESTS FOR TRAFFIC CALMING CONSIDERATION

Requests for traffic calming received will be catalogued, and will be assigned to one of three tiers:

Tier 1: Proximity to Schools (1/2-mile walkshed) or other significant points of interest
Tier 2: Obvious cut-through opportunities (based on engineering best judgement, could be supplemented with traffic count study)
Tier 3: Dead-end or disconnected areas of the transportation network

If a resident~~citizen~~ requests police patrol enforcement, the request will be forwarded to the Police Department for possible enforcement action.

Requests from multiple streets may be grouped together and/or staff may add streets that may be impacted by traffic calming to requests. If such grouping occurs, the requirements of the next section will apply to the grouped streets.

PRIORITIZATION OF TRAFFIC CALMING REQUESTS

Locations assigned to Tier 1 or Tier 2 will be scheduled for further study upon receipt by the City Engineer of a petition or other affirmative response by at least five signatures ~~one member of seventy percent (70%) of the~~from property owners~~ersh~~ or residents of ~~ips facing~~ the street(s) on which the traffic calming study is requested or written request from a Property Owners Association or other similar group.

A block shall consist of every developed property having frontage on the street to be studied between successive intersecting streets. A typical traffic calming petition shall include, at a minimum, a description of the street or streets which are to be included in the calming study and the signature or other written evidence of approval~~70% of the~~. Where more than one person is listed as owner for each property, only one person shall be entitled to vote or sign a petition. Likewise, if multiple properties are owned by the same person or persons, the owner(s) will only be entitled to one vote or signature on the petition. ~~This definition of property owner shall apply throughout this policy document.~~

Active Property Owners Associations (POA's) may also provide approve or disapprove a traffic calming project. Written communication from association leadership may be used to meet the consensus requirements instead of a petition signed by residents.

The City staff assigned to administer traffic calming studies will review the request for validity and will assess whether other streets may be impacted by implementation of traffic calming strategies.

City staff will define the area of potential impact resulting from the traffic calming implementation on a case by case basis.

Relevant data to be collected for the study includes:

1. Speed and volume counts
2. Accident experience
3. Distance to schools and other pedestrian generators
4. Pedestrian facilities

This data will be used to assign a point value to each Tier 1 and Tier 2 location, as follows:

Speed	Per Calc.	5pts for each MPH over five MPH over ~~25 MPH~~ the posted or statutory speed limit -using the 85th percentile
Volume	Per Calc.	ADT/100
Sidewalks and Bikeways	-5 to~~0~~ - 5 pts	5 pts if no continuous accessible sidewalks, 2.5pts if one side, 2.5 points street is part of designated shared on-street bike route. Subtract 5 points for streets with continuous adequate/comfortable sidewalks or side paths.
Crashes	0 to -5 pts	1 point for each auto accident/year at one location, 3 points for any fatal or serious injury crash or crash involving a pedestrians or bicyclists.
School zones and Pedestrian Activity~~Walkshed~~	0 to -10 pts	10 pts within quarter-mile radius, 7.5pts if between quarter- and half-mile radius, 5pts within half-mile radius, 2.5pts if partially in half-mile radius or within half mile of a major pedestrian activity generator such as large city park, employment cent, university or community center.

Locations receiving a minimum of **50 points, or that have 85th percentile speeds 35~~above 35~~ mph or higher** will receive further consideration for traffic calming under this program. Locations with 85th percentile speeds not exceeding 5 mph over the speed limit will not receive further consideration regardless of score.

Streets that do not meet these minimum criteria, and dead-end or disconnected streets that are placed in Tier 3 generally will not be considered for structural traffic calming, but may be considered for enforcement and are eligible for consideration of tactical urbanism permits.

IDENTIFICATION OF TRAFFIC CALMING STRATEGIES

City staff shall present to the residents living within the area of potential impact the results of the traffic calming study and rating. Where traffic calming may be appropriate, staff will present options for traffic calming in the affected area. **Sixty percent (60%) or more of the property owners in the area of potential impact must support the proposed strategy option(s)** before the City will consider traffic calming implementation.

In certain circumstances, the 60% requirement may be waived. These circumstances may include locations that have disinterested owners (e.g. locations with a large percentage of rental properties or locations adjacent to a single multifamily apartment complex) or other situations that are deemed necessary for public safety by the City.

PROGRAMMING OF TRAFFIC CALMING IMPROVEMENTS

Periodically, but not less than once each year, City staff will prioritize those traffic calming strategies within the City that have been approved within their area of impact. Prioritization will be based on the rating system. The City Council Transportation Committee will approve projects to be implemented, up to the yearly budget as determined by City Council. Those traffic calming improvement locations not selected will remain in consideration for up to three years.

City ward boundaries should be considered so that projects affecting each ward can be implemented.

DESIGN OF TRAFFIC CALMING PROJECTS

The design of traffic calming devices must meet the following criteria:

1. Only r~~Only r~~esidential links, ~~or~~ urban center streets with less than 3,000 ADT and neighborhood link streets with less than 1,500 ADT are eligible. ~~.~~
2. ~~The street shall have an ADT of less than 4,000.~~
2~~3~~. Limited to streets having only one lane of through traffic in each direction.
3~~4~~. Streets must not be primary emergency routes, as ~~determine~~determined by the Police and Fire Departments.
4~~5~~. At the discretion of the City Engineer, certain traffic calming measures may not be used if they would create an unsafe condition for motorists driving at normal speeds under average driving conditions.
5~~6~~. Streets must not be through truck routes unless an acceptable alternative route is identified and approved. Design of traffic calming features shall accommodate a single unit truck.

EVALUATION OF TRAFFIC CALMING PROJECTS

Six months following the completion of the traffic calming improvements, City staff may undertake a follow-up study to determine if the traffic calming features have achieved the initial purpose of the project. If unacceptable impacts are identified, corrective measures may be taken. Traffic calming measures may be removed after the evaluation period for any of the following reasons:

1. Emergency response is significantly impacted.
2. The problem for which the traffic calming was implemented has been transferred to another street.
3. At least sixty percent (60%) of the property owners in the defined area of impact sign a petition to remove the traffic calming measures. This option will result in complete

removal of all measures. Where traffic calming measures are removed by petition, a period of at least 3 years must pass before future petitions for traffic calming measures will be considered on the same street(s).

4. If traffic volumes have increased beyond established limits for traffic calming, or sidewalk or trail infrastructure has been added, traffic calming measures may be reduced or removed.