



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, February 24, 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: 845 9930 3585

Registration Link: [Zoom Link](#)

A. Call to Order

B. Roll Call

C. New Business

C.1. ADM-2026-0001: Administrative Item (E. 19TH ST & E. PUMP STATION RD/CITY OF FAYETTEVILLE, 602): Submitted by CITY OF FAYETTEVILLE for property located between E. 19TH ST & E. PUMP STATION RD. in WARD 1. The property is zoned I-1, HEAVY COMMERCIAL AND LIGHT INDUSTRIAL, AND RPZD, PLANNED ZONING DISTRICT and contains approximately 73.7 acres. The request is to modify the alignment of a proposed connection in the Fayetteville Master Street Plan.

ADM-2026-0001: Administrative Item (E. 19TH ST & E. PUMP STATION RD/CITY OF FAYETTEVILLE, 602): Submitted by CITY OF FAYETTEVILLE for property located between E. 19TH ST & E. PUMP STATION RD. in WARD 1. The property is zoned I-1, HEAVY COMMERCIAL AND LIGHT INDUSTRIAL, AND RPZD, PLANNED ZONING DISTRICT and contains approximately 73.7 acres. The request is to modify the alignment of a proposed connection in the Fayetteville Master Street Plan.

C.2. FFY 2027 Federal Aid Transportation Grant Applications

Approval of a resolution expressing the willingness to apply for federal-aid funds and allow staff to submit applications for 80% federal 20% local matching grants through the Federal Highway Administration, the Arkansas Department of Transportation and the Northwest Arkansas Regional Planning Commission. Grant projects include the Highway 112 Tunnel, Mission Blvd. Trail extension, Old Wire Road Lighting, Millsap Rd. & College Ave Intersection, North Street corridor, and the Huntsville Road corridor.

C.3. Traffic Calming Policy Updates

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

C.4. Review of Transportation Division Workplans

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

C.5. Review of Revisions to City Code Chapter 33

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

D. Reports and Presentations

E. Informational Items

F. Adjournment



Meeting of February 24, 2026

To: Transportation Committee
Thru: Chris Brown, Public Works Director
From: Jessica Masters, Planning Director
Subject: **ADM-2026-0001: Administrative Item (E. 19TH ST & E. PUMP STATION RD/CITY OF FAYETTEVILLE, 602): Submitted by CITY OF FAYETTEVILLE for property located between E. 19TH ST & E. PUMP STATION RD. in WARD 1. The property is zoned I-1, HEAVY COMMERCIAL AND LIGHT INDUSTRIAL, AND RPZD, PLANNED ZONING DISTRICT and contains approximately 73.7 acres. The request is to modify the alignment of a proposed connection in the Fayetteville Master Street Plan.**

Recommendation:

City Planning staff and the Planning Commission recommend approval of a request to amend the alignment of a 2040 master street plan connection between E. 19th Street and E. Pump Station Road as shown in the attached Exhibits 'A' and 'B.'

Background:

The subject property is in south Fayetteville between the terminus of E 19th Street and where E. Pump Station Road intersects S. City Lake Road. The affected properties total approximately 73.7 acres and are a mix of industrially-zoned property and property that was recently rezoned to a planned zoning district in February 2025 (PZD-2024-0008). Overall, the property is minimally developed, with rural residential, agricultural, and industrial uses. The PZD on the westernmost side of the property would permit a mix of agricultural, outdoor recreation, natural areas, and event spaces on the property.

Request: City staff is requesting an amendment to the 2040 Master Street Plan to realign an approximately ½ mile section of a proposed Neighborhood Link Street as shown in the attached Exhibit.

Public Comment: Staff has received public comment regarding this request with general concerns about how the proposal would affect existing property including barns, ponds, driveways, and existing canopy. City staff met members of the public to discuss the details of the proposal and informed the property owners that the connection would not likely be constructed by the City soon, unless private development were to occur on the property. One family indicated a request to see the overall connection removed, but felt that the new alignment was an improvement to the existing condition. Further, the original applicant has indicated an intention to request to further downgrade the connection to a Residential Link Street.

Discussion:

At the February 9, 2026 Planning Commission meeting, Commissioners unanimously supported the connection's realignment. Though they initially had questions about how the proposed alignment may interact with floodplain and the proposed development on E. 19th Street, Commissioners ultimately found that the proposed realignment was more practicable. Two members of the public spoke at the meeting, and their comments are outlined above.

The full Planning Commission packet can be found attached to this report.

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

Budget/Staff Impact:

N/A

Attachments: EXHIBIT A, EXHIBIT B, PLANNING COMMISSION STAFF REPORT

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

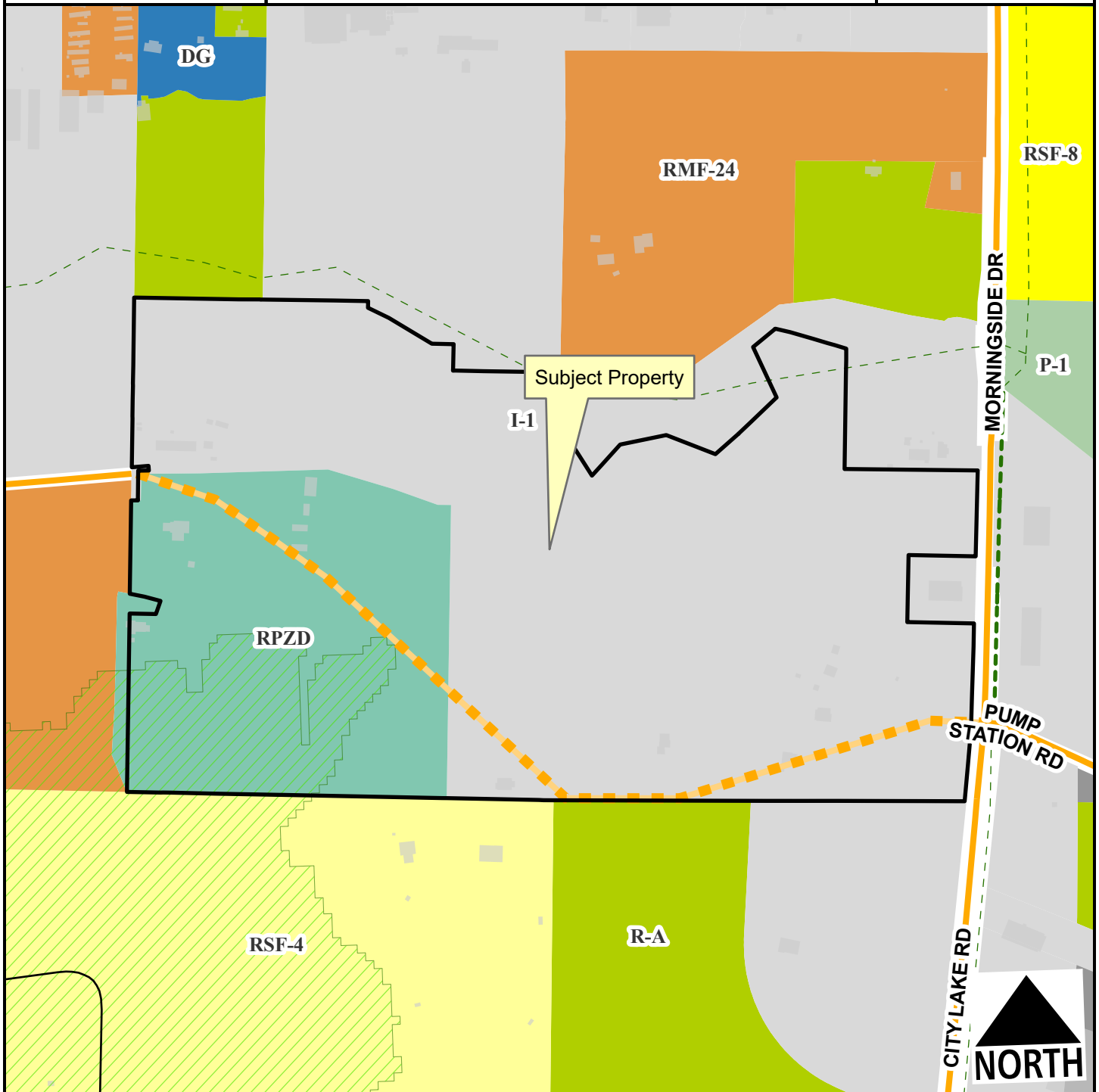
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ADM-2026-0001

E 19th Street & E Pump Station Rd

EXHIBIT A

Close Up View



- Neighborhood Link
- Unclassified
- Planned Neighborhood Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Trail (Proposed)

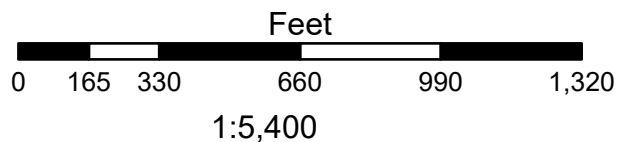
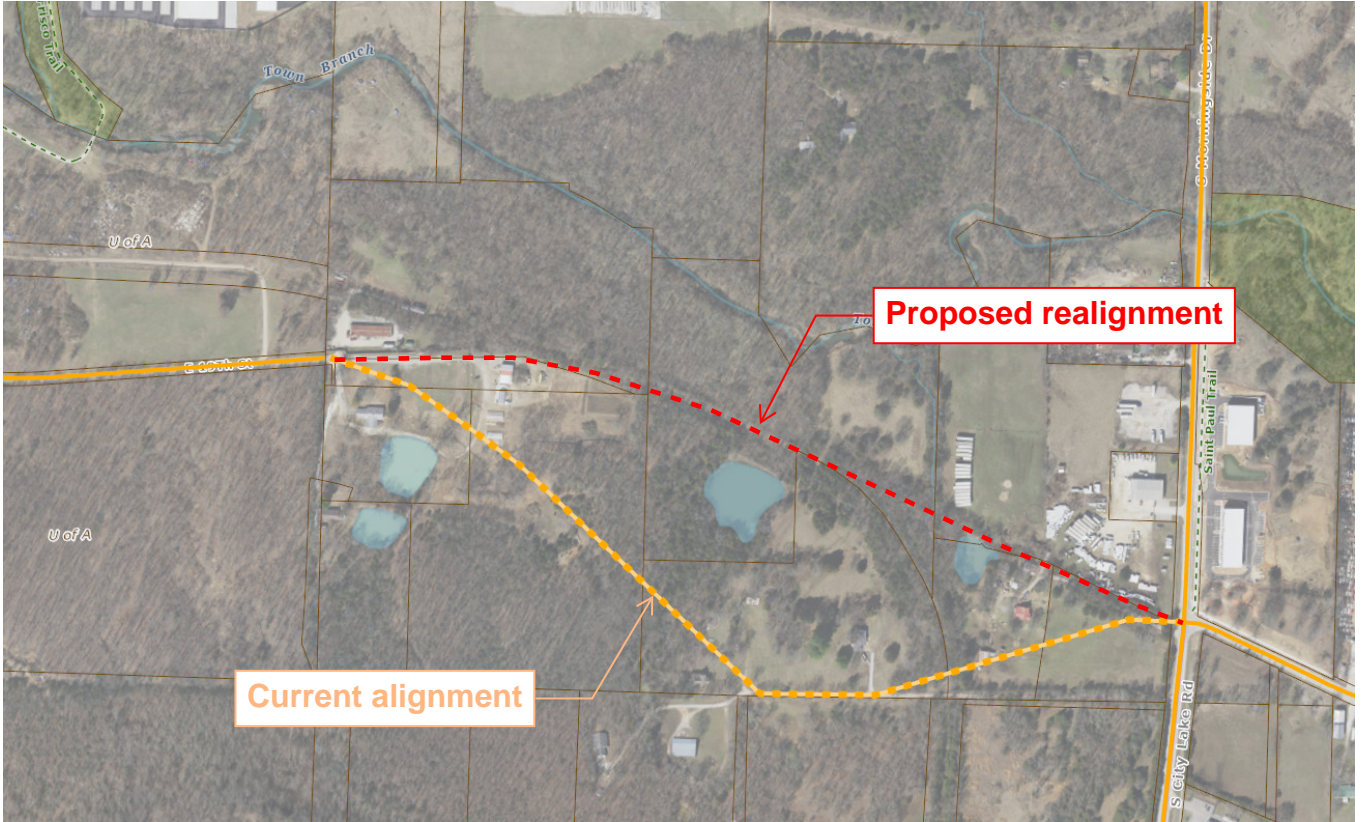


EXHIBIT B

MASTER STREET PLAN EXHIBIT





TO: Fayetteville Planning Commission

FROM: Jessie Masters, Planning Director
Justin Bland, City Engineer

MEETING DATE: February 9, 2026 **Updated with results**

SUBJECT: **ADM-2026-0001: Administrative Item (E. 19TH ST & E. PUMP STATION RD/CITY OF FAYETTEVILLE, 602):** Submitted by CITY OF FAYETTEVILLE for property located between E. 19TH ST & E. PUMP STATION RD. The property is zoned I-1, HEAVY COMMERCIAL AND LIGHT INDUSTRIAL, AND RPZD, PLANNED ZONING DISTRICT and contains approximately 73.7 acres. The request is to modify the alignment of a proposed connection in the Fayetteville Master Street Plan.

RECOMMENDATION:

Staff recommends forwarding **ADM-2026-0001** to City Council with a recommendation of approval.

RECOMMENDED MOTION:

*“I move to forward **ADM-2026-0001** to City Council with a recommendation of approval.”*

BACKGROUND:

The subject property is in south Fayetteville between the terminus of E 19th Street and where E. Pump Station Road intersects S. City Lake Road. The affected properties total approximately 73.7 acres and are a mix of industrially-zoned property and property that was recently rezoned to a planned zoning district in February 2025 (PZD-2024-0008). Overall, the property is minimally developed, with rural residential, agricultural, and industrial uses. The PZD on the westernmost side of the property would permit a mix of agricultural, outdoor recreation, natural areas, and event spaces on the property. Surrounding land uses and zoning are depicted in *Table 1*.

**Table 1:
Surrounding Land Use and Zoning**

Direction	Land Use	Zoning
North	Undeveloped/Rural Residential/Industrial	I-1, Heavy Commercial and Light Industrial
South	Rural Residential	RSF-4, Residential Single-Family, 4 Units per Acre; R-A, Residential Agricultural
West	Undeveloped	RMF-24, Residential Multi-Family, 24 Units per Acre
East	Industrial	I-1, Heavy Commercial and Light Industrial

Proposal: City staff is requesting an amendment to the 2040 Master Street Plan to realign an approximately ½ mile section of a proposed Neighborhood Link Street as shown in the attached Exhibit.

DISCUSSION:

The proposed connection has been on the Master Street Plan since 2007 (Resolution 161-07) where it was originally classified as a Collector Street for the 2025 Master Street Plan; this is the equivalent of a Neighborhood Link Street under 2040 Master Street Plan Standards. After being re-classified as a Minor Arterial in 2011 (under the 2030 Master Street Plan, Resolution 166-11), the portion in question was downgraded from a Minor Arterial requiring 77 feet of right-of-way to a Neighborhood Link Street requiring 67 feet of right-of-way with the adoption of the 2040 Master Street Plan (Resolution 15-20). In 2007, the street was established after significant study, public interaction, and multiple considerations by the Planning Commission and City Council as required by Ark. Code Ann. § 14-56-414.

The Master Street Plan is intended to serve as a policy document to help guide decisions regarding location, form, function, design, and classifications of streets. The Plan considers infrastructure and anticipates where new building developments might occur to plan for possible street connections and capital expenditures. The Master Street Plan is not intended to serve as a formal land acquisition, an allocation of funding, or a construction document, nor does it establish a final alignment.

That said, staff finds that the current alignment presents feasibility challenges if (and/or when) this road connection is ultimately built out. The impetus for this city-initiated request is in response to the westernmost property owner's request to fully remove the connection. The associated request was submitted to the Planning Commission for consideration but ultimately withdrawn by the applicant, when finding staff did not recommend in favor of its removal. In the process of discussing alternatives with the applicant, staff found that the existing alignment presented feasibility issues regarding topographical constraints. The proposed new alignment would follow the route of an old railroad bed, closer to the Town Branch trail, that would make construction ultimately more practicable.

Public Comment: Staff has received public comment regarding this request with general concerns about how the proposal would affect existing property including barns, ponds, driveways, and existing canopy. City staff met members of the public to discuss the details of the proposal and informed the property owners that the connection would not likely be constructed by the City soon, unless private development were to occur on the property. One family indicated a request to see the overall connection removed, but felt that the new alignment was an improvement to the existing condition. Further, the original applicant has indicated an intention to request to further downgrade the connection to a Residential Link Street.

RECOMMENDATION: Staff recommends forwarding this item to City Council with a recommendation of approval with the following conditions:

Conditions of Approval:

1. Approval of the re-alignment of this segment of the Master Street Plan connection does not reflect approval of any planned development; any planned developments must be submitted according to the allowances in relevant city code.

PLANNING COMMISSION ACTION: Required <u>YES</u>
Date: <u>February 9, 2026</u> <input checked="" type="checkbox"/> FORWARDED <input type="checkbox"/> Approved <input type="checkbox"/> Denied
Motion: McGetrick with a recommendation of approval.
Second: Cabe
Vote: 9-0-0

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

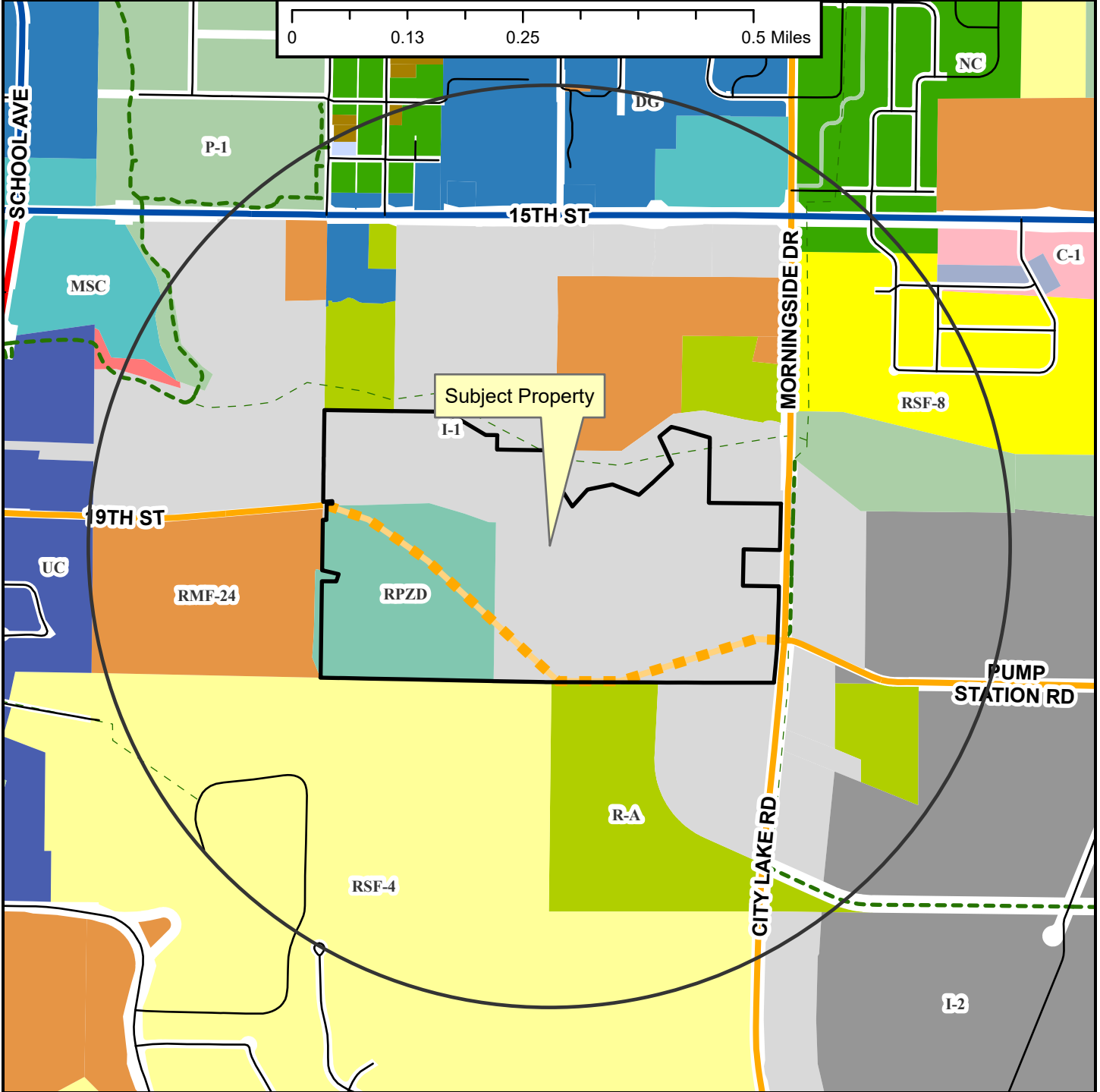
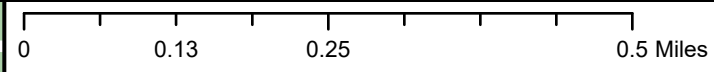
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Exhibit
- Engineering Memo
- 2007 Master Street Plan Exhibit
- 2030 Master Street Plan Exhibit
- 2040 Master Street Plan Exhibit

Public Comment

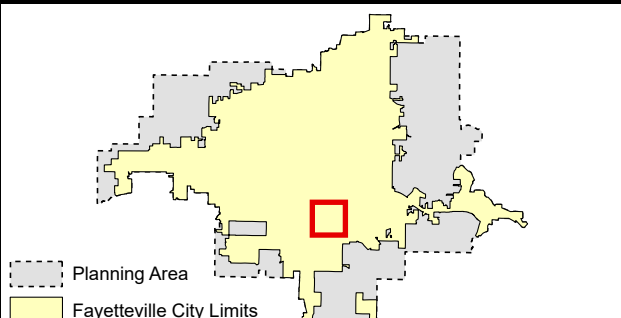
ADM-2026-0001

E 19th Street & E Pump Station Rd

One Mile View

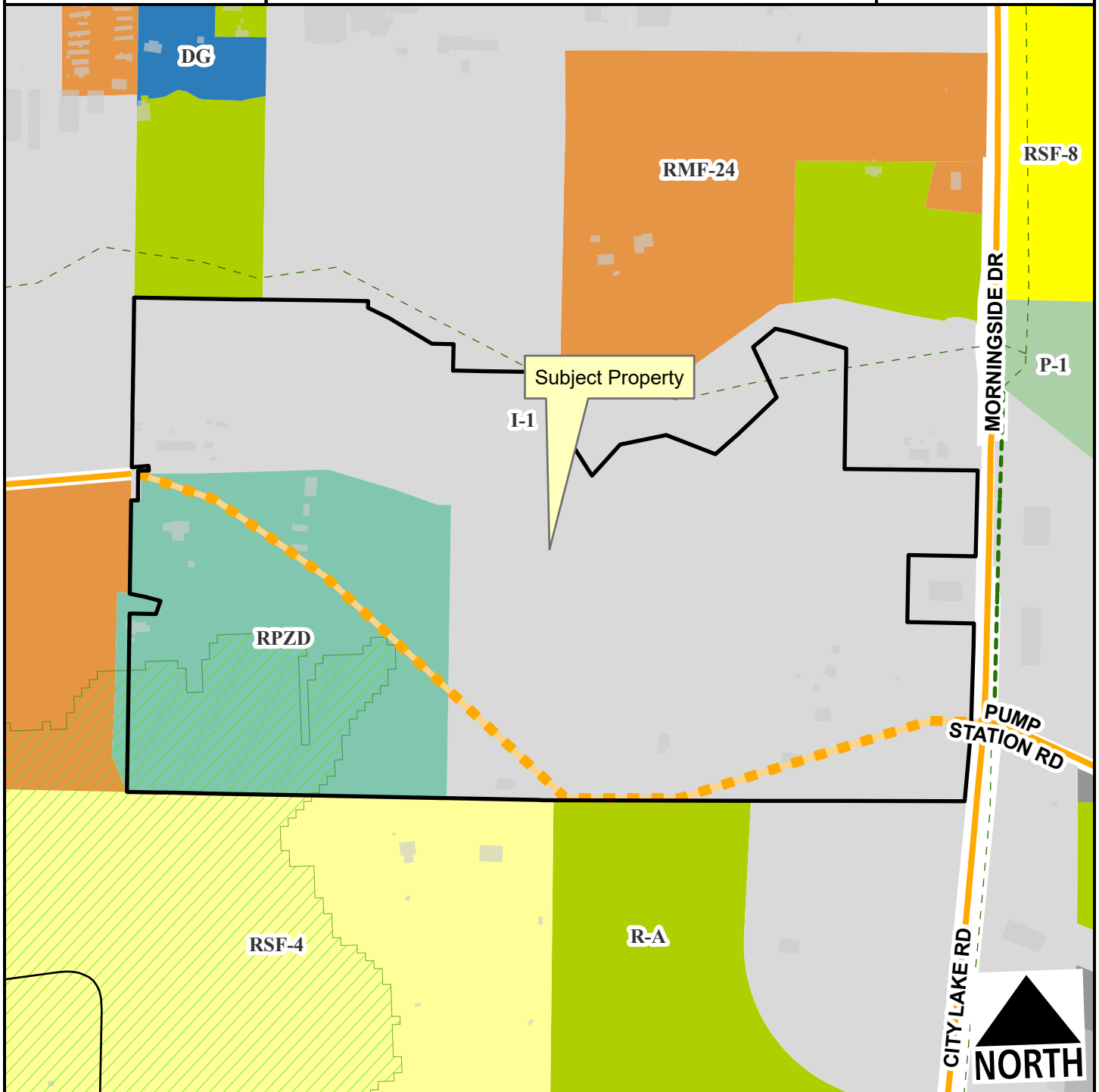


- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area

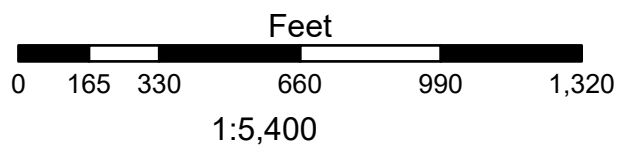


E 19th Street & E Pump Station Rd

Close Up View



- Neighborhood Link
- Unclassified
- Planned Neighborhood Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Trail (Proposed)



ADM-2026-0001

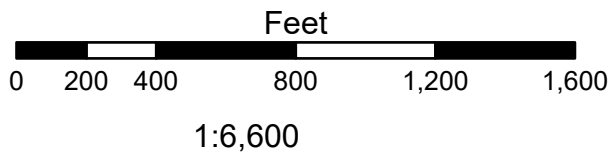
E 19th Street & E Pump Station Rd

Current Land Use



2025 Imagery | EagleView Technologies | Surdex Corporation

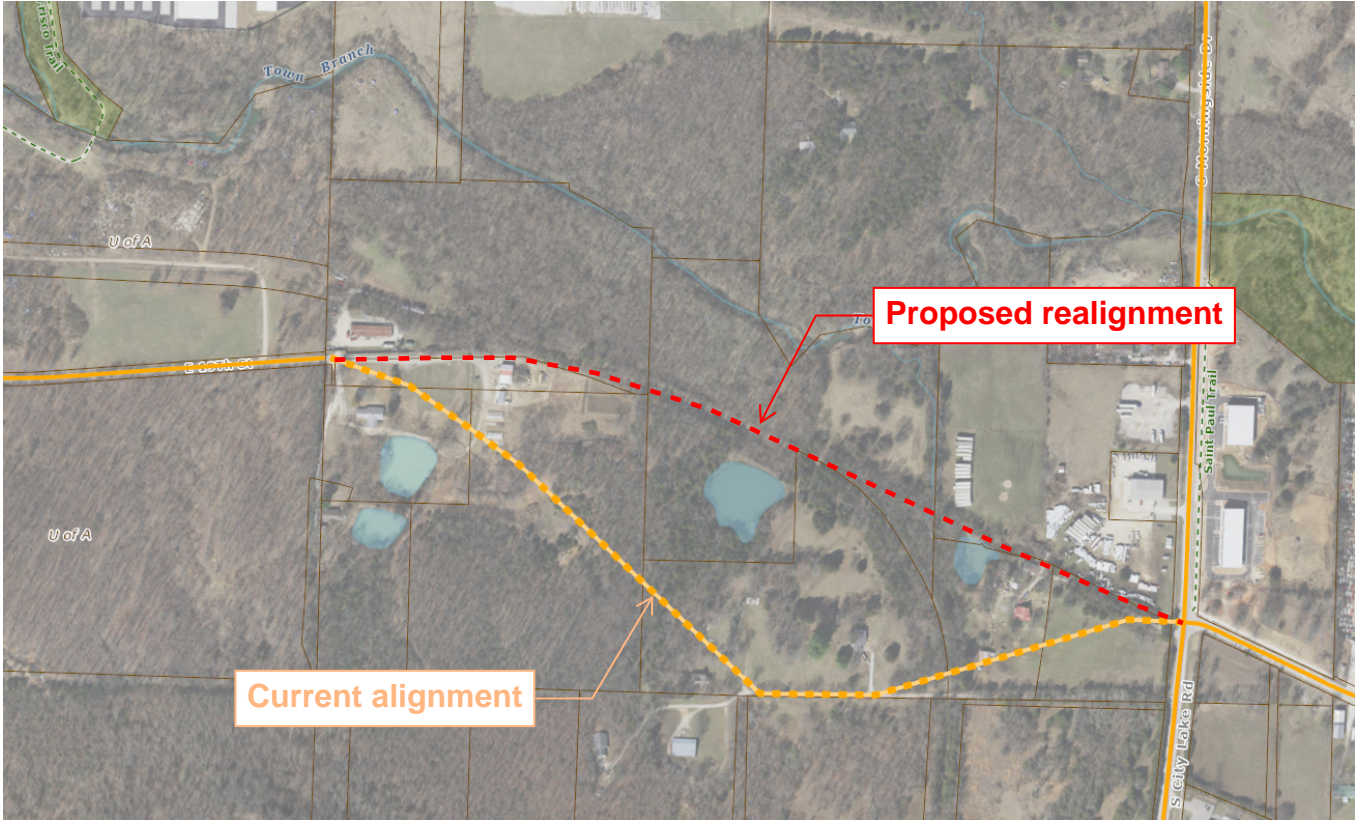
- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

MASTER STREET PLAN EXHIBIT





TO: Jessie Masters, Planning Director

FROM: Justin Bland, City Engineer

DATE: February 3, 2026

SUBJECT: **Planning Commission Engineering Comments for
ADM-2026-0001**

City engineering staff is supportive of the request to realign the E. 19th Street connection as shown on the Master Street Plan. This connection would provide an East/West connection between School Ave. and City Lake Rd. by connecting E. 19th Street to Pump Station Road. It is staff's opinion that this connection would greatly improve connectivity in the southern part of the city. A connection at this location is important because the connection becomes impractical as you move further south due to worsening topography, existing subdivisions and the Fayetteville Country Club property.

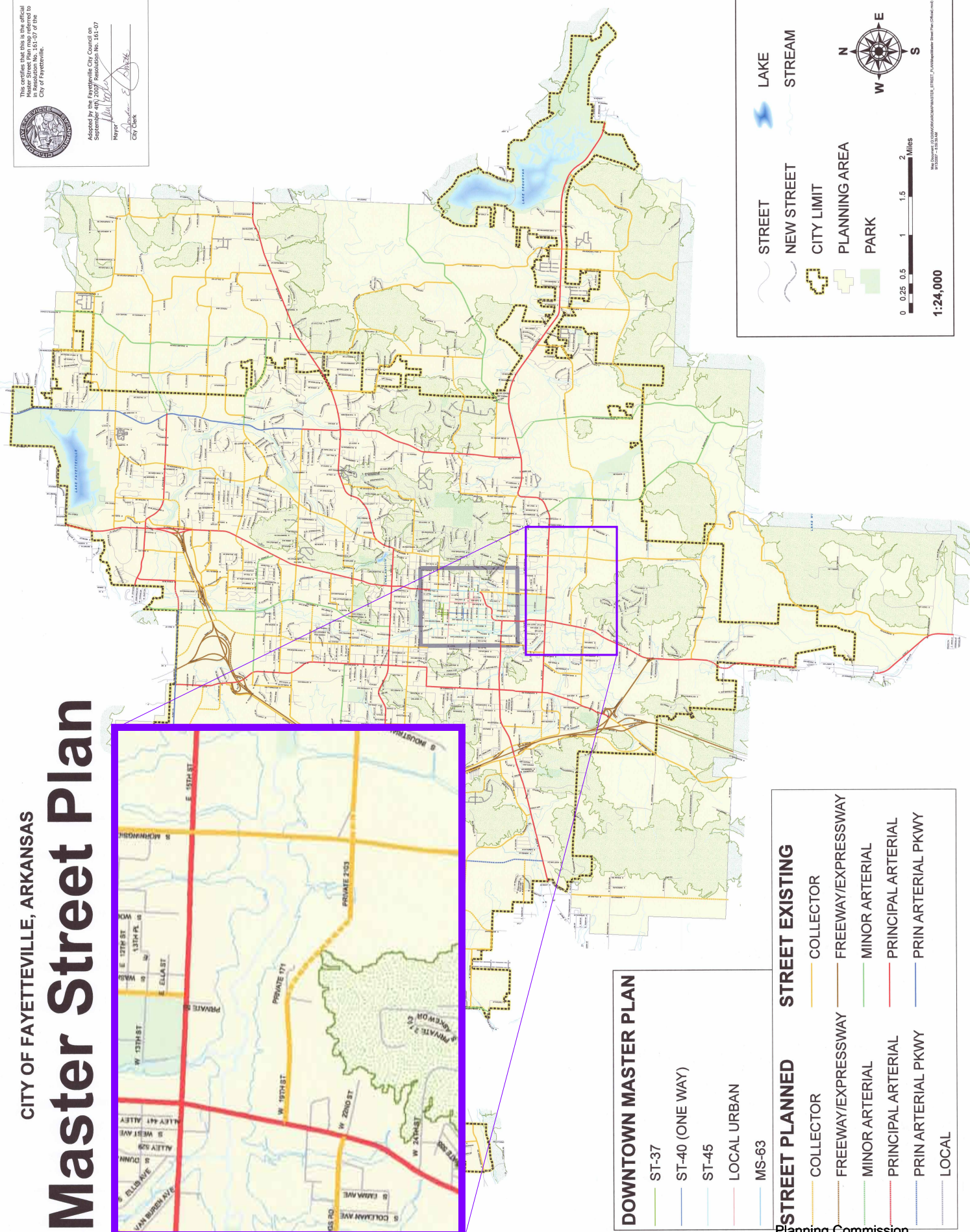
In this case, the existing alignment shows the roadway traveling through some significant terrain as it juts to the south. Building the road connection in this location would be substantially more expensive and challenging due to there being over 30' of vertical grade to traverse. Some of this terrain approaches 10% in grade and there is also at least one ravine that would have to be traversed. On the other hand, the proposed alignment would follow an old railroad bed in the area closer to Town Branch that would make the construction of the roadway much more feasible

Master Street Plan

This certifies that this is the official Master Street Plan that has been referred to by Ordinance No. 2025-01 of the City of Fayetteville.

Adopted by the Fayetteville City Council on September 4th, 2025 (Resolution No. 15.07)

Mayor *[Signature]*
City Clerk *[Signature]*



STREET (solid line)
NEW STREET (dashed line)
CITY LIMIT (dotted line)
PLANNING AREA (shaded area)
PARK (green area)

LAKE (blue area)
STREAM (blue line)

Scale: 0 0.25 0.5 1 1.5 2 Miles
1:24,000

Compass Rose: N, S, E, W

DOWNTOWN MASTER PLAN

- ST-37
- ST-40 (ONE WAY)
- ST-45
- LOCAL URBAN
- MS-63

STREET PLANNED

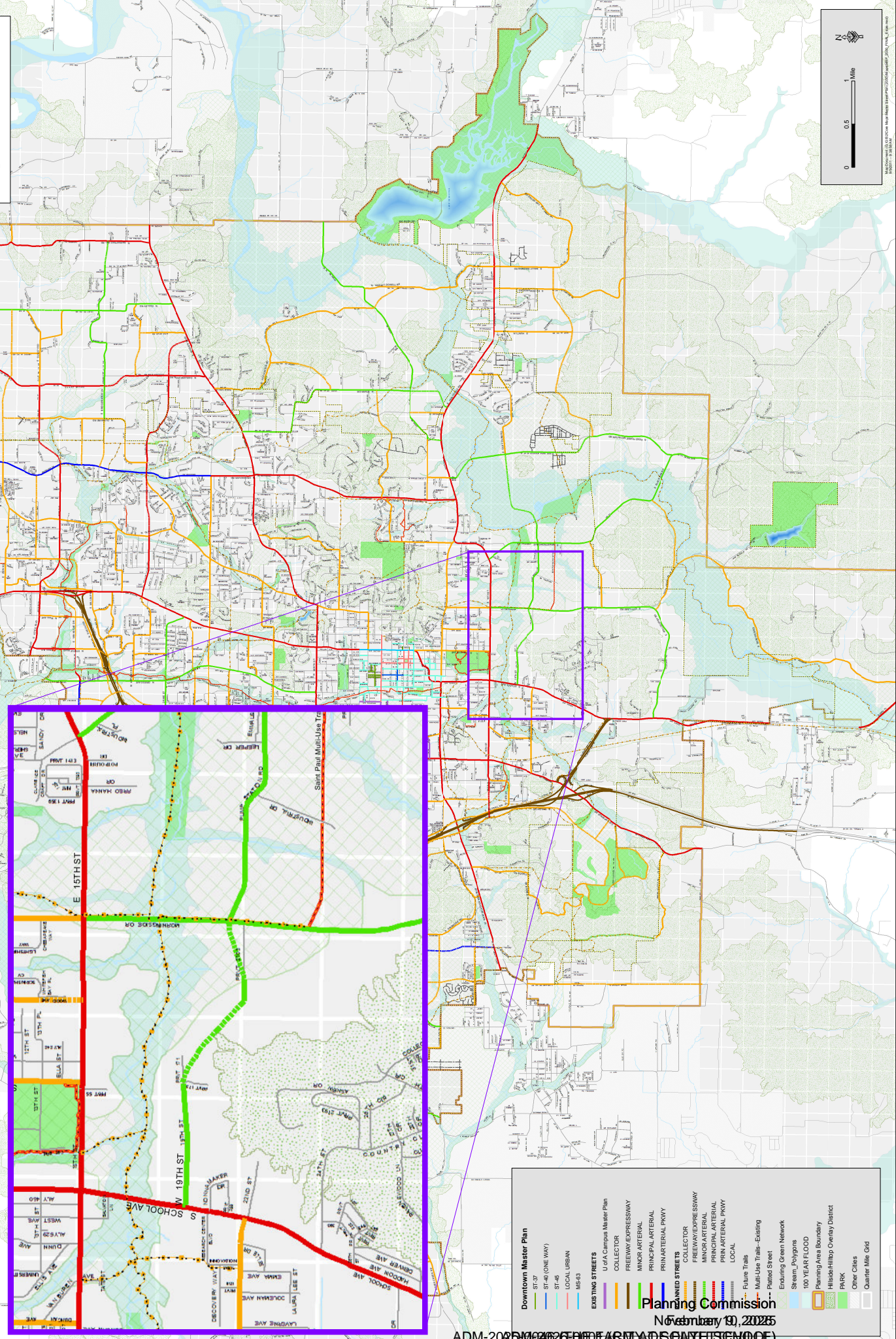
- COLLECTOR
- FREEWAY/EXPRESSWAY
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- PRIN ARTERIAL PKWY
- LOCAL

STREET EXISTING

- COLLECTOR
- FREEWAY/EXPRESSWAY
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- PRIN ARTERIAL PKWY

City Plan 2030

Master Street Plan



Downtown Master Plan

- ST-32
- ST-34 (ONE WAY)
- ST-41
- LOCAL URBAN
- MS-30

EXISTING STREETS

- U of A Campus Master Plan
- COLLECTOR
- FREEWAY/EXPRESSWAY
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- PRIN ARTERIAL PKWY
- PRIN ARTERIAL PKWY
- LOCAL

PLANNED STREETS

- U of A Campuses
- COLLECTOR
- FREEWAY/EXPRESSWAY
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- PRIN ARTERIAL PKWY
- LOCAL

Other Features

- Future Trails
- Multi-Use Trails-Existing
- Paved Street
- Enduring Green Network
- Stream Polygons
- 100 YEAR FLOOD
- Planning Area Boundary
- Mississippi Overlay District
- PARK
- Other Cities
- Quarter Mile Grid

Planning Commission
November 10, 2025

ADM-2025-0026 FOR AGENT ADSON AT SCHOOL

Page 6 of 14

City Plan 2040 Master Street Plan

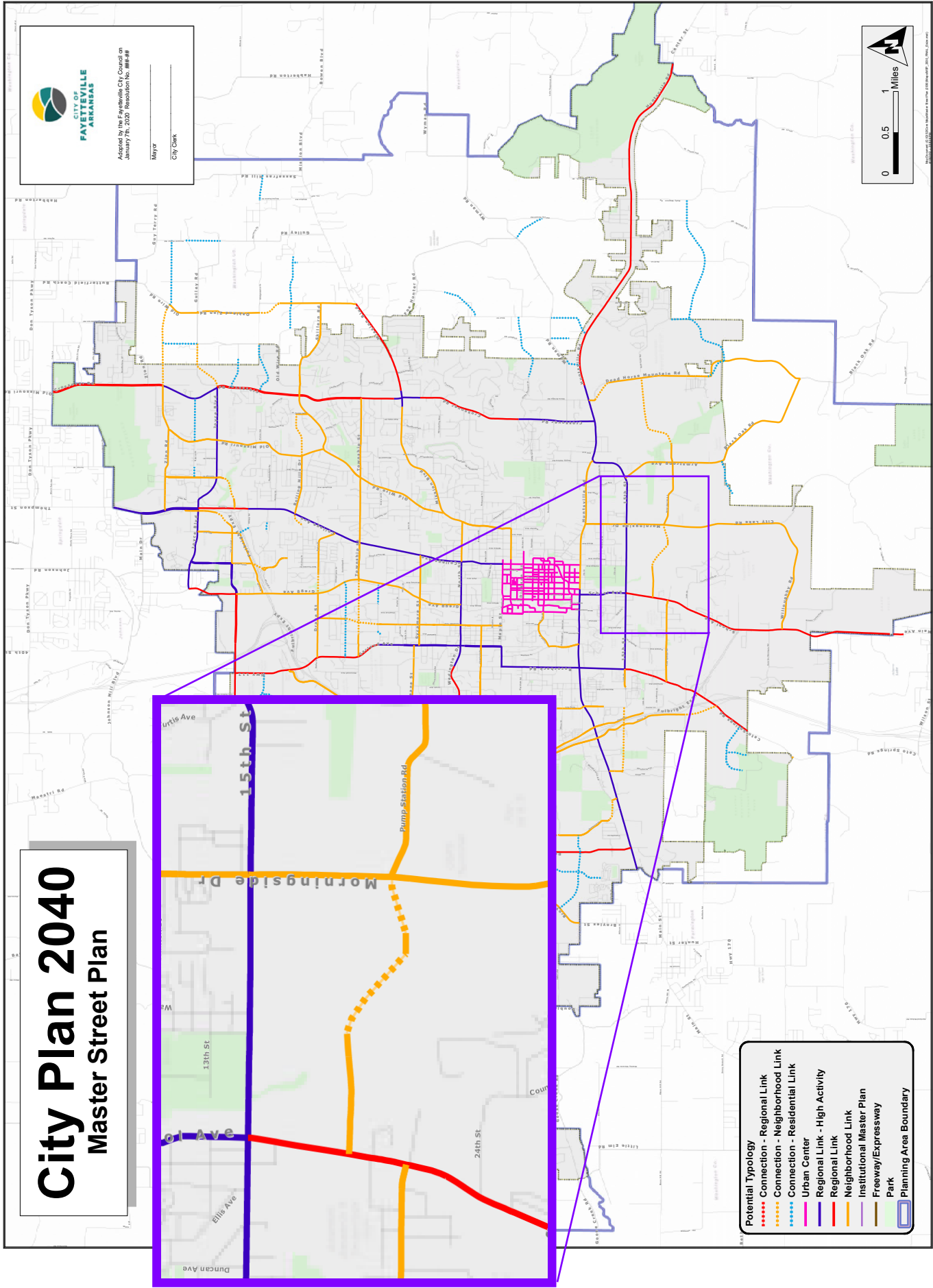


Figure 12.7 - Master Street Plan Map



ADM-2026-0001
Compiled Public Comment

-----Original Message-----

From: Fred Ramsey <ramseyracin9@yahoo.com>

Sent: Friday, January 23, 2026 6:24 PM

To: Planning Shared <planning@fayetteville-ar.gov>

Subject: Pump station extension

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My wife and I bought this property 13 years ago to have a little farm. I noticed that the planning commission is having a hearing on it. I don't see what advantage the road will help the city. If it does go through we will lose our horse barn with stalls and will lose all my pasture that we have. We will end up losing most of our property that we use for our barrel racing horses of our granddaughter. If it does get done it should go straight down the south side of the property instead of at a angle. I hope you see we are not for this to go through and just not go through with it being done. The road will be right up next to our home if it's done. Please reconsider to not do the extension of the road for pump station road. My address is 2065 s city lake road Fayetteville Arkansas. Our name is Fred and Betty Ramsey.

Sent from my iPhone

Graham G. Hawks
2351 S. City Lake Road
Fayetteville, AR. 72701-7186
Cell: 201-290-5933
hawksgg@gmail.com

To: Jessie Masters, Planning Director Development Services, City of Fayetteville
From: Graham G. Hawks
Date: February 9th, 2026
Re: Removal of Master St. Plan extensions

Dear Ms. Masters and members of the planning commission,

This letter represents my family's request for removal of the 19th St. extension and abandoning of the proposed 22nd St. extension being considered for the Master Street Plan as referenced in the ADM – 2026-001 Administrative item (E. 19th St & E. Pump Station Rd/ City of Fayetteville, 602) Submitted to the City of Fayetteville for the property located between E. 19th St. and E. Pump Station Rd.

Neither the existing 19th St. extension on the Master Street plan nor the proposal being considered at this time from 22nd St. are necessary. Currently, the properties affected by any street extension are zoned I-1, heavy commercial and light industrial, and RPZD. I-1 seems to be incompatible because most of the land use is currently single-family low density residential or open space/conservation. Since my family owns most of the property being affected (lands owned or under right of first refusal by the Hawks/Adkins/McKee families referenced at the end of this letter), we feel any road extension would encourage RPDZ zoning that would also be incompatible with the present and likely future land use.

The current 19th street extension would have cut through our family's lands perpendicular to very steep slopes and would damage the scenic open space and valuable wildlife habitat. The proposed 22nd street extension, although a much better plan, would still require major road construction, purchasing of private lands (both requiring public money) and disturb the natural habitat in the area and possibly disrupt the drainage to the beautiful pond on parcel 765-15172-000. In addition, an extension of the Razorback trail system is being built by the city just north of Town Branch very close to this proposed road extension is a seemingly incompatible use with the trail so close.

The Hawks/Adkins/McKee families currently own 58.3 acres affected by these extensions and have rights of first refusal on an additional 28.3 acres. We live on these lands and will be exploring restricting future use with conservation easements to preserve the wildlife habitat and scenic beauty for future generations. This beautiful open space is a rare gem within the city limits of Fayetteville and so close to the downtown square. We hope, in time, we could meet the City's new 161.38 Conservation, Cultural and Recreation District designation.

Even though the city's Master Street Plan is just a plan and subject to flexibility and revisions it still holds a great deal of influence in promoting thoughtless development and the possible expense of taxpayers' money being used to extend streets that really are not needed. We think moving the extension north is an improvement, but we request that it be completely eliminated from the plan.

Thank you for your consideration.

Sincerely,

Graham G. Hawks

Property owned by our family: Tracts:

765-15292-000, Hawks, Elizabeth Chadbourn Trust 22.5 ac.
765-15296-001, Adkins Family Trust 20.5 ac.
765-15296-002, Adkins Family Trust 5.0 ac
765-15173-000 McKee, Sean Robert & Alison Fudge, 10.3 ac.

Property under right of first refusal: Tracts:

765-15294-000, 11.0 ac.
765-15295-000, 3.3 ac.
765-15172-000, 14 ac.



Meeting of February 24, 2026

To: Transportation Committee
Thru: Chris Brown, Public Works Director
From: Justin Bland, City Engineer
Subject: **FFY 2027 Federal Aid Transportation Grant Applications**

Recommendation:

Staff recommends approval of a resolution expressing the willingness to apply for federal-aid funds and allow staff to submit applications for 80% federal 20% local matching grants through the Federal Highway Administration, the Arkansas Department of Transportation and the Northwest Arkansas Regional Planning Commission. Grant projects include the Highway 112 Tunnel, Mission Blvd. Trail extension, Old Wire Road Lighting, Millsap Rd. & College Ave Intersection, North Street corridor, and the Huntsville Road corridor.

Background:

Grant programs administered regionally through the Northwest Arkansas Regional Planning Commission include the Carbon Reduction Program (CRP)(1.4 Million), the Surface Transportation Block Grant-Attributable (STBGP-A) Program (\$12 Million), and the Transportation Alternatives Program (TAP) (1.3 Million). In total, these programs will provide an estimated \$14.7 million in funding for the Northwest Arkansas Region. Additionally, the State Department of Transportation offers a statewide grant opportunity through their Transportation Alternatives Program.

Discussion:

Six projects have been identified for application for federal funding as shown below.

Grant Program	Existing/ New Project	Project Description	Grant Amount Requested	Req. City Matching Funds	Source of Funds
CRP	New	Old Wire Trail Lighting – Mission Blvd. to Ash St.	\$300,000	\$75,000	02016 - Trails
TAP - NWARPC	New	Mission Blvd. Trail Extension (Rush Dr. to Maple St.	\$500,000	\$125,000	
TAP - ARDOT	Existing	Highway 112 Tunnel Cost Share with ARDOT	\$290,000	\$362,500	
STBGP-A	Existing	Millsap & College Intersection Improvements	\$500,000	\$125,000	46020 – Street Projects Bond
STBGP-A	Existing	North Street Corridor (Greenway Trail to College Ave.)	\$500,000	\$125,000	
STBGP-A	New	MLK/Huntsville Road Corridor (School Ave. to Happy Hollow Rd.)	\$600,000	\$150,000	

Budget/Staff Impact:

If the grants are approved, the City of Fayetteville will be responsible for 20% of the total project cost while Federal funding will provide 80%. Matching funding has been budgeted through various accounts in anticipation of award of grant funding.

The grant programs require a resolution be included with the application.

Attachments:



Meeting of February 24, 2026

To: Transportation Committee
Thru: Justin Bland, City Engineer
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

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

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

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov



TRAFFIC CALMING POLICY

Update ~~EFFECTIVE MARCH 17, 2024~~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.

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 ~~ers~~ 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 85 th percentile
Volume	Per Calc.	ADT/100
<u>Sidewalks and Bikeways</u>	-5 to 0 <u>-5 pts</u>	5 pts if no continuous <u>accessible sidewalks</u> , 2.5pts if one side, <u>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.</u>
Crashes	<u>0 to -5 pts</u>	1 <u>point</u> for each <u>auto</u> accident/year at one location, <u>3 points for any fatal or serious injury crash or crash involving a pedestrians or bicyclists.</u>
<u>School zones and Pedestrian Activity/Walkshed</u>	<u>0 to -10 pts</u>	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 <u>or within half mile of a major pedestrian activity generator such as large city park, employment cent, university or community center.</u>

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 residential links, or~~ Only residential 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.~~
- ~~23.~~ Limited to streets having only one lane of through traffic in each direction.
- ~~34.~~ Streets must not be primary emergency routes, as ~~determined~~ determined by the Police and Fire Departments.
- ~~45.~~ 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.
- ~~56.~~ 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.



Meeting of February 24, 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:

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

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

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

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	ROUNDBOUT 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	ROUNDBOUT 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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$18.25	\$3,048.00	\$3,048.00
17330	S SAND TRAP LN	W 29TH CT	SOUTH END	10	454	629	27.4	454	27	FWM + Thick Overlay (> 2.0 - 3.0) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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	\$101,889.00	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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) + Strctr Pch	\$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	EMFWM + Moderate Overlay (2.0 - 3.0) + SP (PCI 40-50) + Strctri Pch	\$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%



Meeting of February 24, 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:

Mailing address:

113 W. Mountain Street
Fayetteville, AR 72701

www.fayetteville-ar.gov

- 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 Transportation operations.

Attachments: transportation division and committee ordinance changes

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Fayetteville, AR 72701

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

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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)

