Establishing University Village
Key Take-Away:

University Avenue is the **KEY project**

**Transportation must:**

- Serve broader community goals
- Meet state, city and local transportation needs
- Connect neighborhoods and businesses to the University
- Set the stage for mixed use development
- Restore the village fabric to bring vitality, prosperity, mobility, access, and learning opportunities to this area.
**GOAL:** Set the course for healthy growth, economic opportunity, and a connected community.

**HOW:** Fix the streets to catalyze growth of UALR and the University Village.

**This will require:**
- A bold, shared vision, endorsed by all involved
- Collaborative execution through interagency working groups
- A public-private partnership that ensures certainty and predictability for investors
I. Existing Conditions on University Avenue
I. Existing Conditions on University Avenue
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II. Conceptual Design Workshop

Workshop Participants
Workshop Participants
Recognizing Opportunities
“The University District is a thriving cultural and entertainment destination, regarded throughout the city as a neighborhood of choice – a walkable, in-town district with excellent schools and services, vibrant commercial areas, rich cultural resources, and connections to open space and transit. A mix of single-family and higher-density housing attracts a diverse community, including many UALR faculty and staff who choose to live as well as work in the district.”

-2004 Vision Statement to be Realized in 2014
The Vision: Vibrant University Community
IV. How: Establishing University Village

Example 1. Aging Greyfield Transformation

Example 2. Chico, CA Photo Vision

Example 3. University Avenue Conceptual Design Treatments
   a. Improving Connectivity
   b. Safer Intersection Treatments
   c. Corridor Treatments for Improved Performance
Falling out of Favor: Linear Strip Format
Town Centers are Walkable

$5-15/ sq ft

$25-50/ sq ft
Example 1. Aging Greyfield Transformation

Transforming a shopping center on a suburban corridor
Example 1.

Mixed use/residential infill on under-used parking lot
Example 1.

Redevelopment of existing buildings
Example 1.

Amenities for walkability and interaction
Example 2. Chico, CA
Example 2. Chico, CA

Adding in Parking, Lighting, Colorized Treatments and Vegetation
Example 2. Chico, CA

On-Street Parking creates a buffer
Example 2. Chico, CA

Trees create a vertical wall to define the edge
Example 2. Chico, CA

Public investment primes private development to watch over the street
The Vision: Vibrant University Community
The Vision: Vibrant University Community
Example 3. University Avenue, UALR

a. Improving Connectivity
b. Safer Intersection Treatments
c. Corridor Treatments for Improved Performance
a. Improved Connectivity
a. Improved Connectivity
a. Improved Connectivity
a. Improved Connectivity
a. Improved Connectivity
Roundabout vs. Conventional Intersections
A comparison of conflict points between vehicles and pedestrians

Conflicts at a single-lane, modern roundabout
- 8 vehicle-to-vehicle conflicts
- 8 vehicle-to-person conflicts

Conflicts at a conventional intersection with single lanes in each direction
- 32 vehicle-to-vehicle conflicts
- 24 vehicle-to-person conflicts

Conflicts at a double-lane, modern roundabout
- 24 vehicle-to-vehicle conflicts
- 16 vehicle-to-person conflicts

Conflicts at a conventional intersection with double-lanes and left-turn lane in each direction
- 46 vehicle-to-vehicle conflicts
- 28 vehicle-to-person conflicts

The Walkable and Livable Communities Institute and Alternate Street Design
Studies show that roundabouts provide:

- 90% reduction in fatal crashes
- 75% reduction in injury crashes
- 30-40% reduction in pedestrian crashes
- 10% reduction in bicycle crashes

Increased capacity & reduced delay:

- 30-50% increase in traffic capacity

Lower maintenance costs:

- No signal equipment to install, repair and rebuild, which has a saving of $13,000 to $20,000 per year for every signalized intersection

Environmental benefits:

- A reduction in pollution and fuel use
- There is less noise due to fewer stops and starts

Aesthetics:

- Roundabouts improve the visual quality and character through landscaping, sculptures and other gateway features that celebrate place

Vehicle speeds (under 25mph):

- Drivers have more time to judge and react to other vehicles and pedestrians

- Conditions are easier for older and novice drivers
- Businesses have more exposure
- There is a reduction in the severity of accidents if they do occur
- All modes are safer and integrate better
- A gateway is formed which establishes place and provides traffic calming benefits
University Avenue at 28th Street and Broadmoor Dr.
Example Roundabout: Hendrix College, Conway, AR
Example Roundabout at a school in Dallas, TX
Highway 5 at University Avenue
Possible roundabout with all approach roads 4 lane divided, flaring to six lanes at the roundabout
Multi-Lane Roundabout in Venice, FL
Design Option #1: Reduce Travel Lanes, Green the Street, and Buffer Bicyclists & Pedestrians

R.O.W = 78’

Note: landscape strip and bike lane switch locations at intersections
Design Option #2: Complete the Street

R.O.W = 108' includes sidewalks, on-street parking, bike lanes and planter strips
Example 3. University Avenue, UALR

Design Option #3: A Prosperous University Village
V. Design Treatments & Tools to Consider

a. Crossings
b. Sidewalks
c. Liner Buildings
Sidewalks
Sidewalks
Join Us!

Ron Copeland  │  Director
University of Arkansas at Little Rock  │  University District Partnership
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