



University of Arkansas at Little Rock
Little Rock, Arkansas
2013

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.

Key Take-Away:

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



II. Conceptual Design Workshop











III. The Vision: University Village



“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



IV. How: Establishing University Village

Example 1. Aging Greyfield Transformation

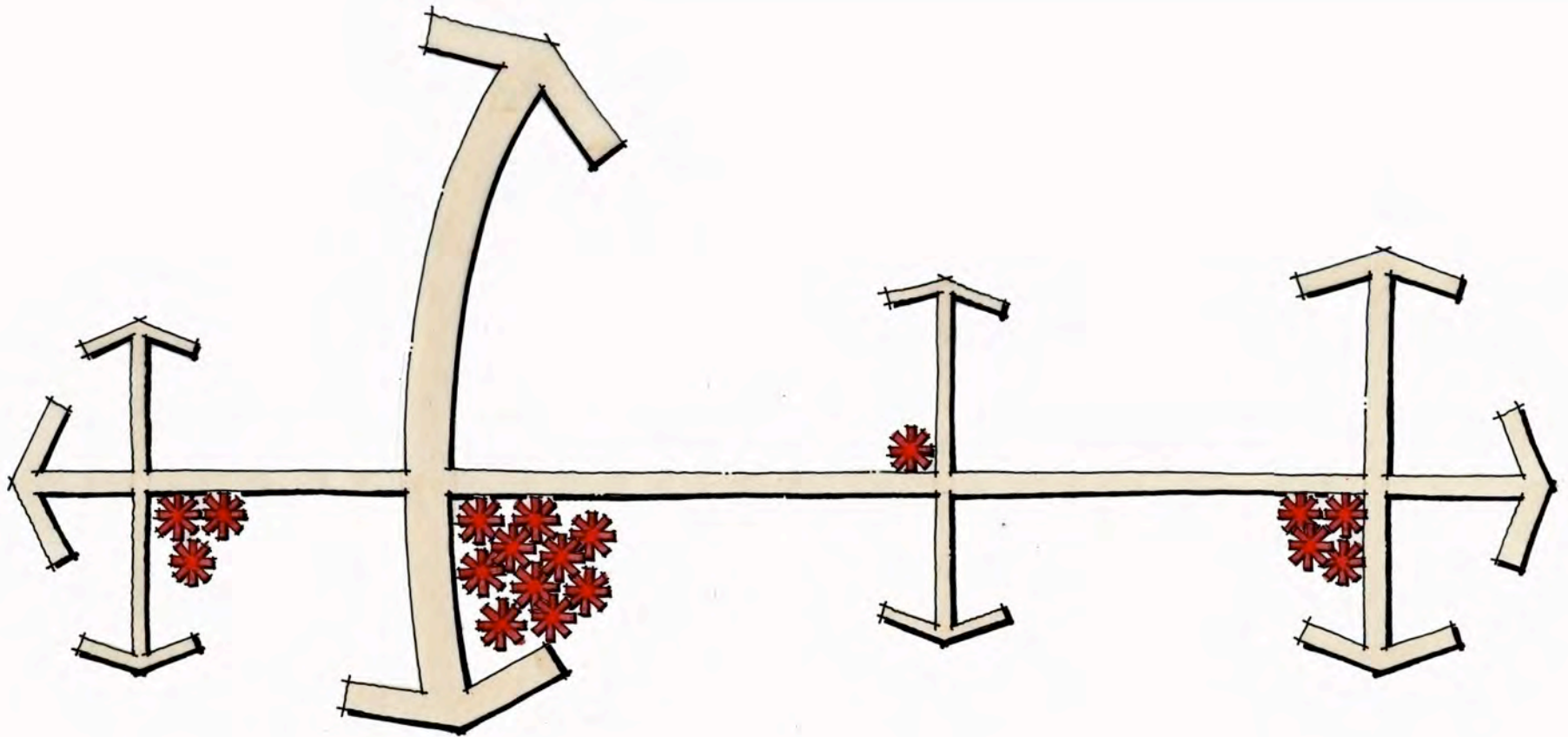
Example 2. Chico, CA Photo Vision

Example 3. University Avenue Conceptual Design Treatments

a. Improving Connectivity

b. Safer Intersection Treatments

c. Corridor Treatments for Improved Performance



Town Centers are Walkable



\$5-15/ sq ft



\$25-50/ sq ft

Example 1. Aging Greyfield Transformation



Example 1.



Mixed use/residential infill on under-used parking lot

Example 1.



26
Redevelopment of existing buildings

Example 1.



Amenities for walkability and interaction

Example 2. Chico, CA



Example 2. Chico, CA



Example 2. Chico, CA



Example 2. Chico, CA



Example 2. Chico, CA

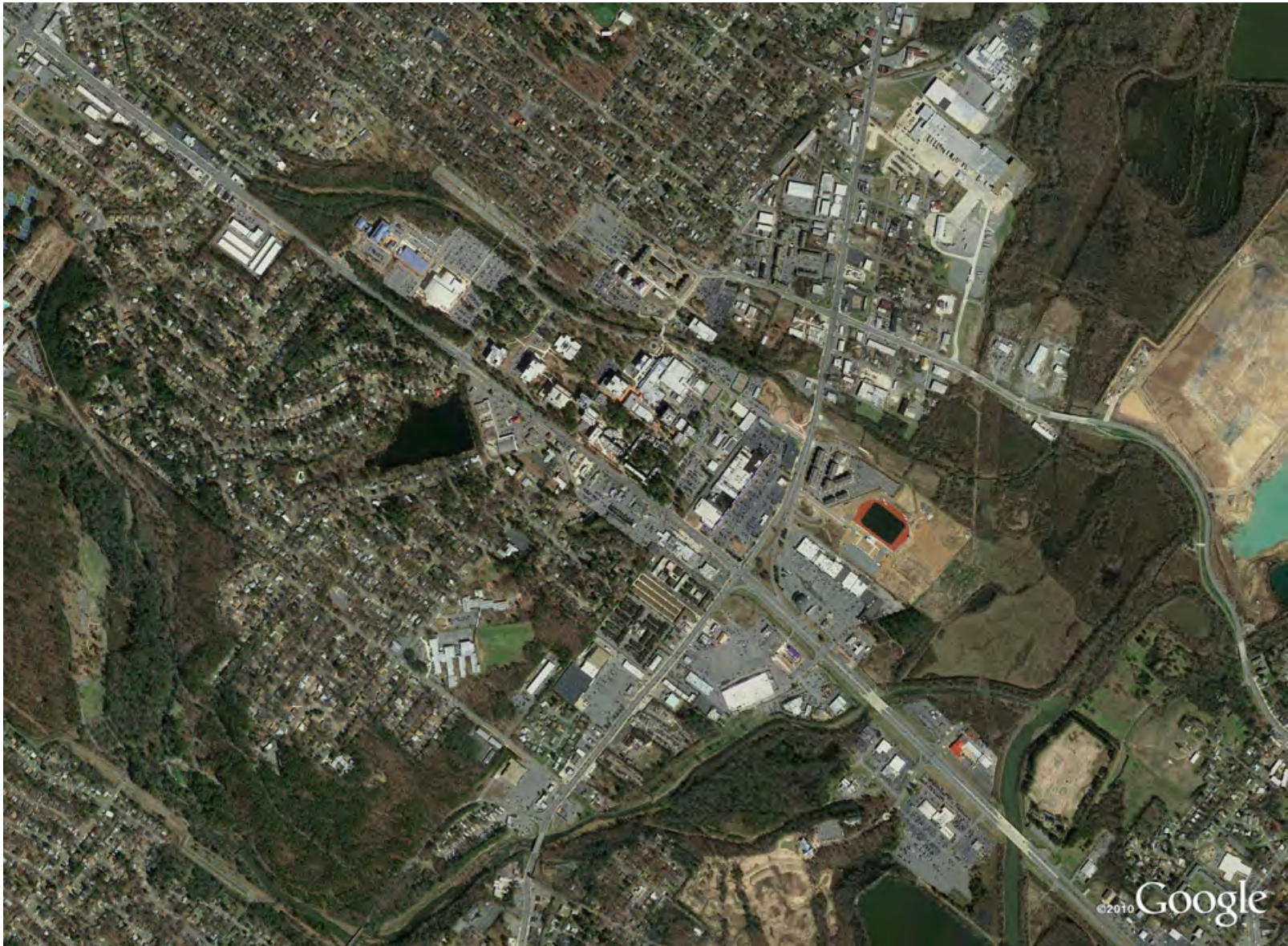






Example 3. University Avenue, UALR

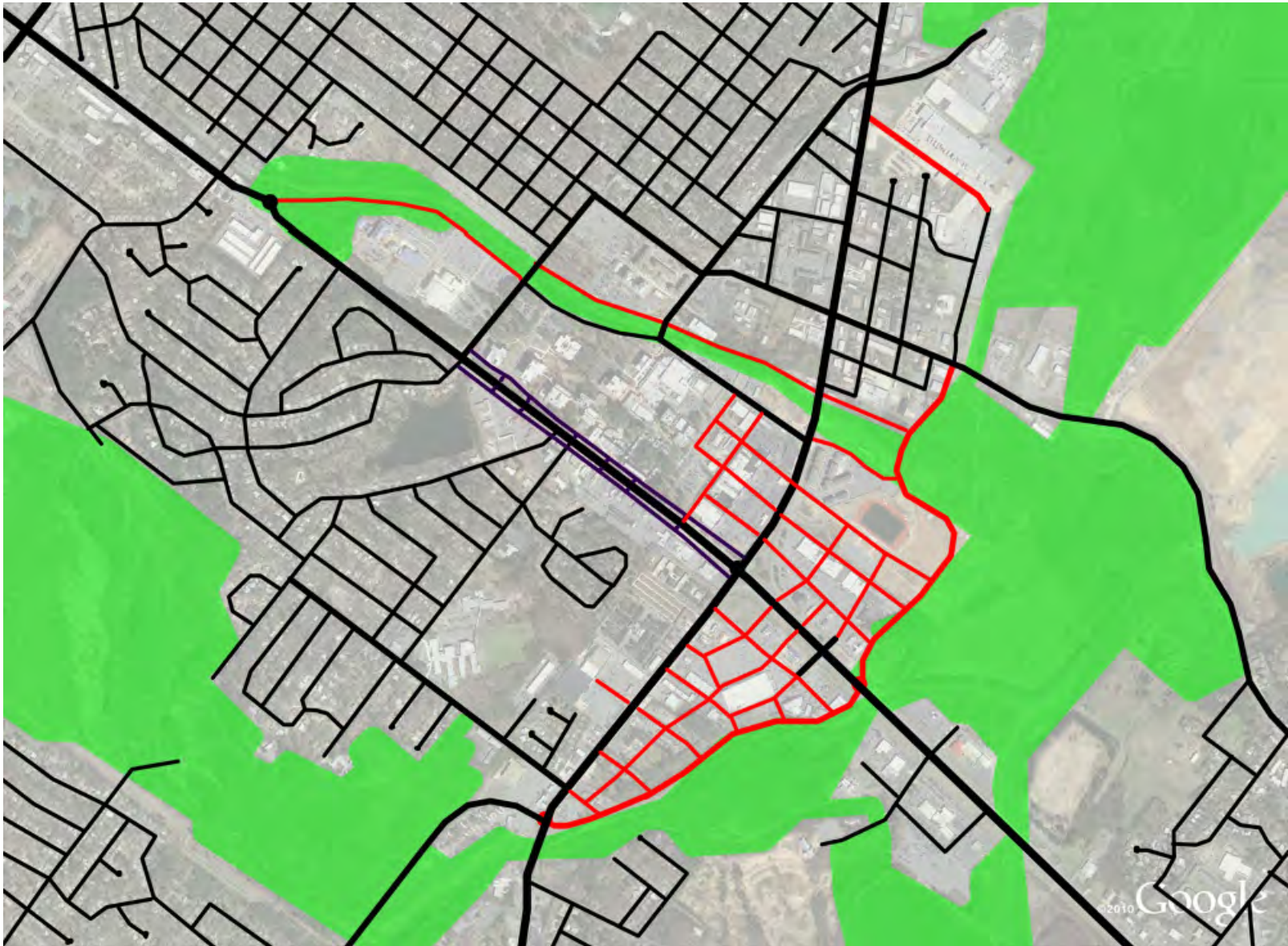
- a. Improving Connectivity
- b. Safer Intersection Treatments
- c. Corridor Treatments for Improved Performance





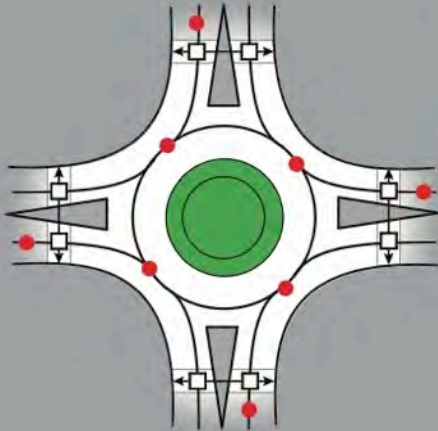






Roundabout vs. Conventional Intersections

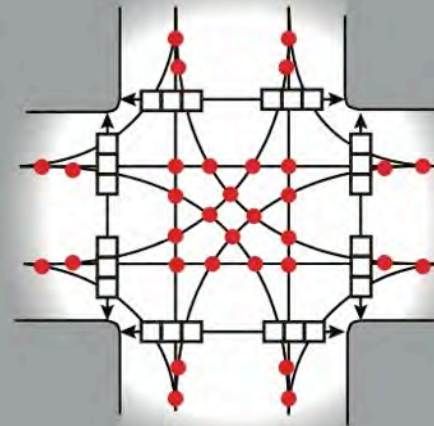
A comparison of conflict points between vehicles and pedestrians



Conflicts at a single-lane,
modern roundabout

● 8 vehicle-to-vehicle
conflicts

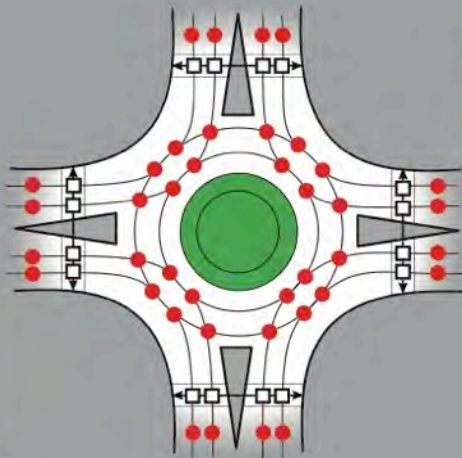
□ 8 vehicle-to-person
conflicts



Conflicts at a conventional
intersection with single
lanes in each direction

● 32 vehicle-to-vehicle
conflicts

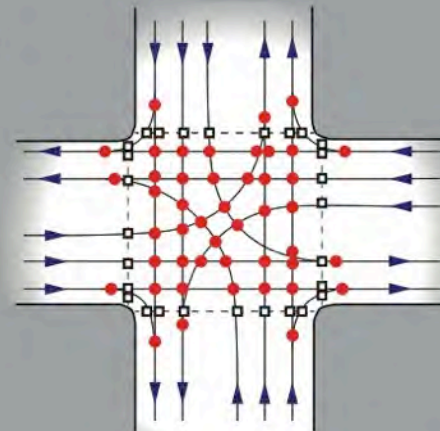
□ 24 vehicle-to-person
conflicts



Conflicts at a double-lane,
modern roundabout

● 24 vehicle-to-vehicle
conflicts

□ 16 vehicle-to-person
conflicts

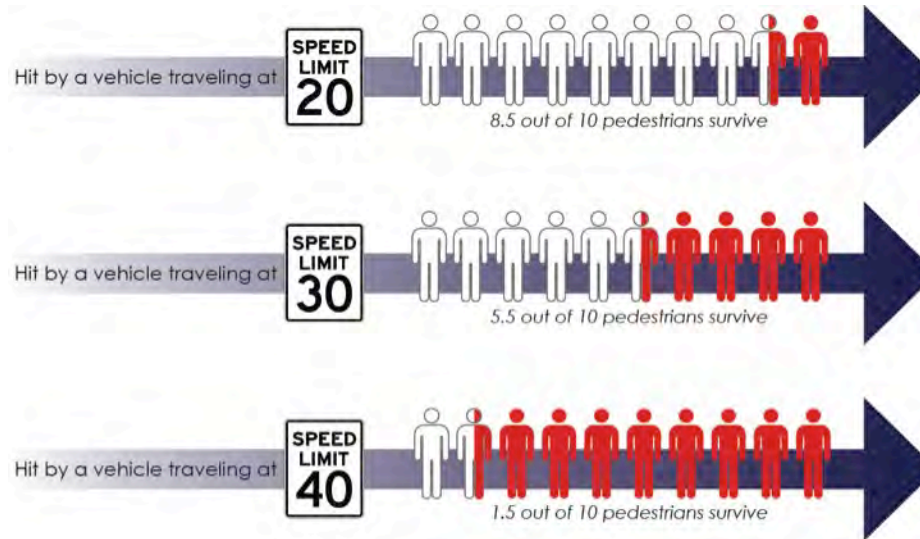


Conflicts at a conventional
intersection with dou-
ble-lanes and left-turn
lane in each direction

● 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

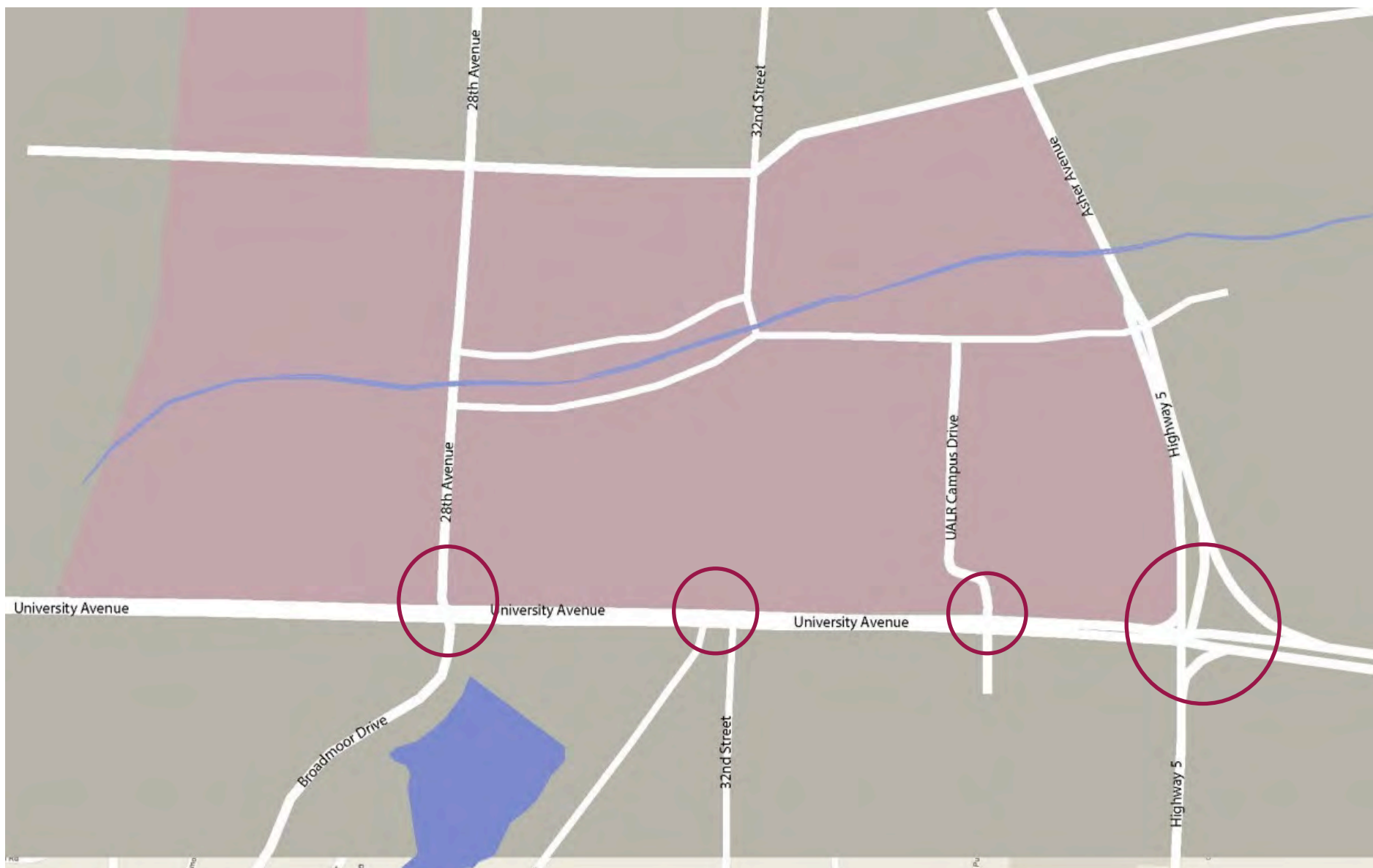
Aesthetics:

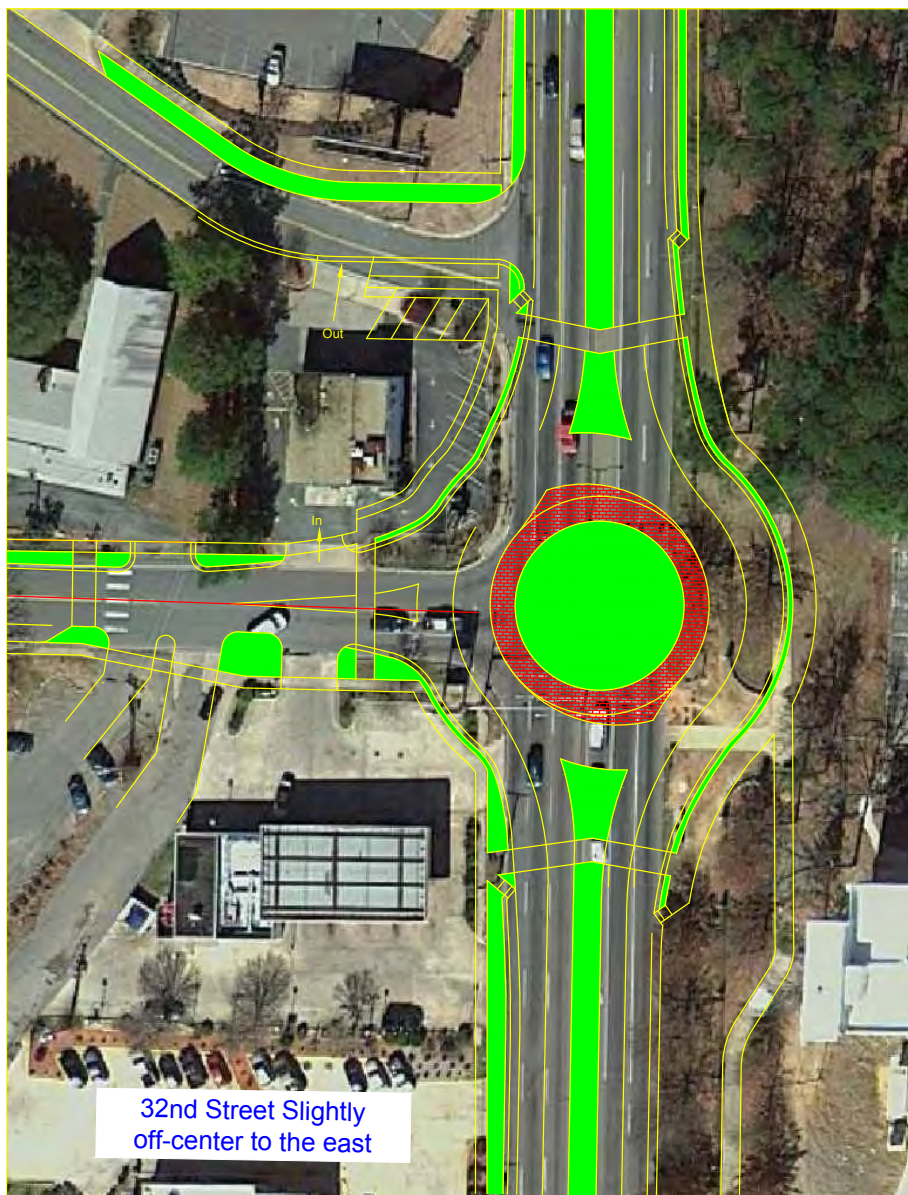
- Roundabouts improve the visual quality and character through landscaping, sculptures and other gateway features that celebrate place

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

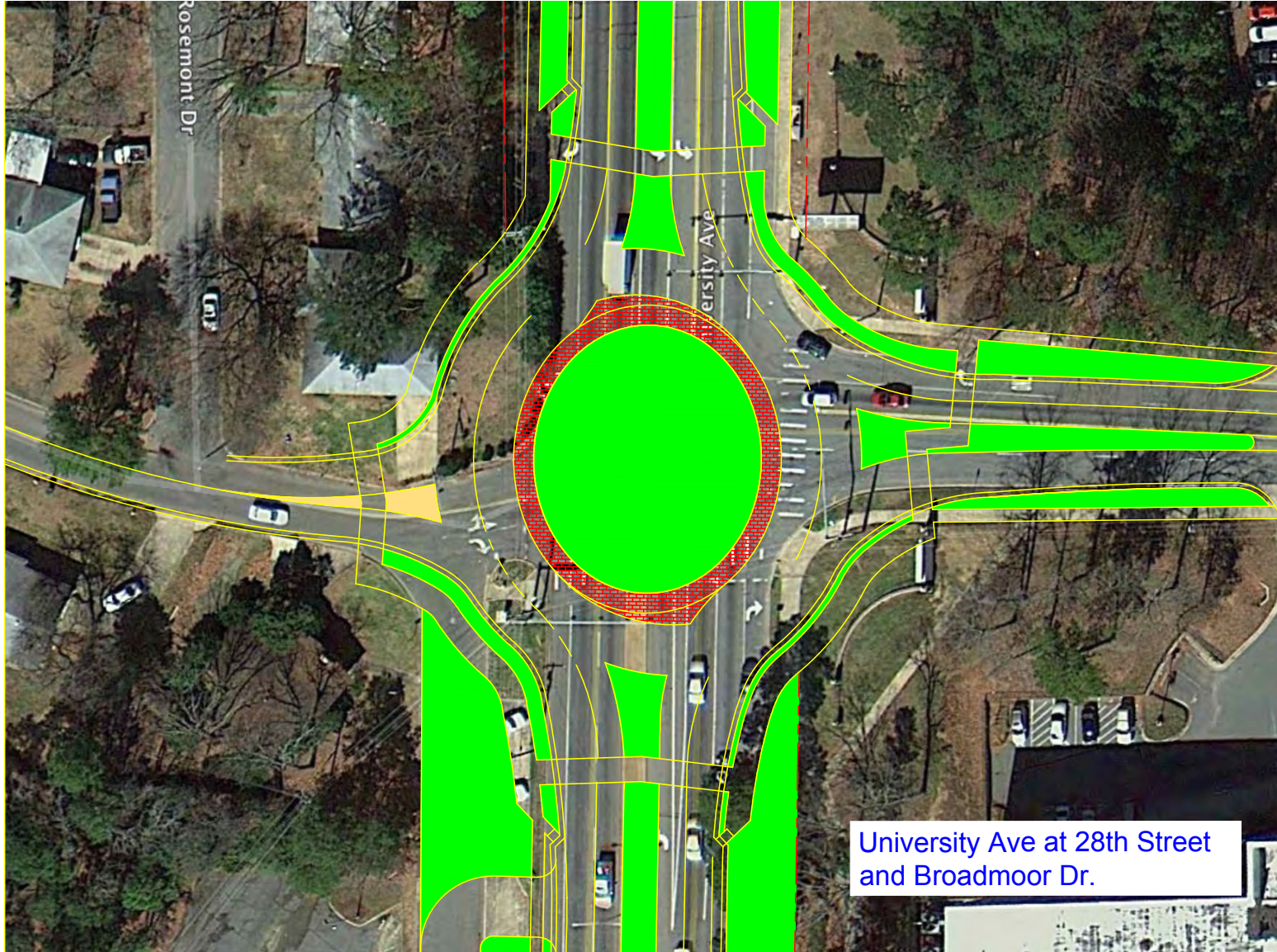




32nd Street Slightly
off-center to the east

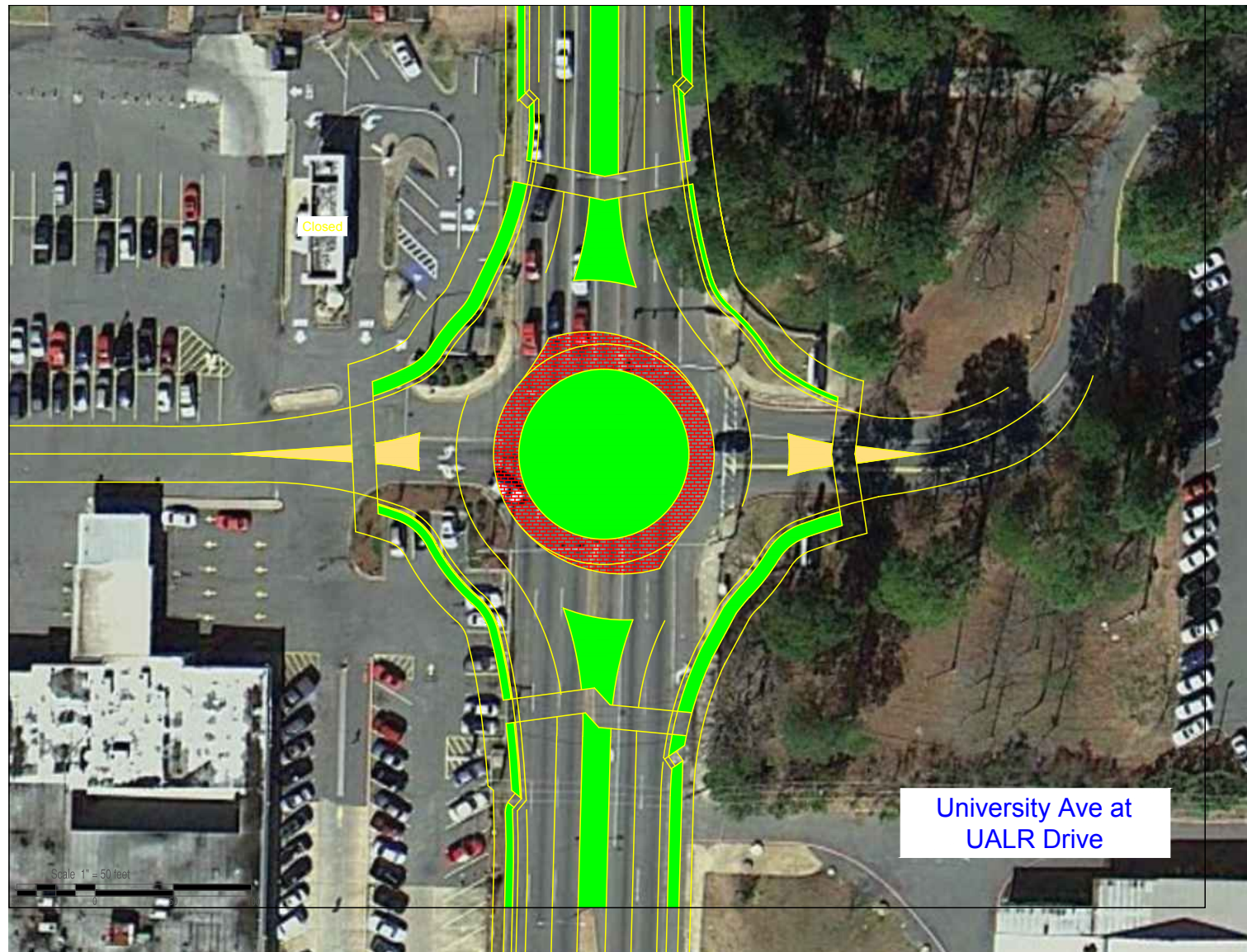
University Avenue at 32nd Street



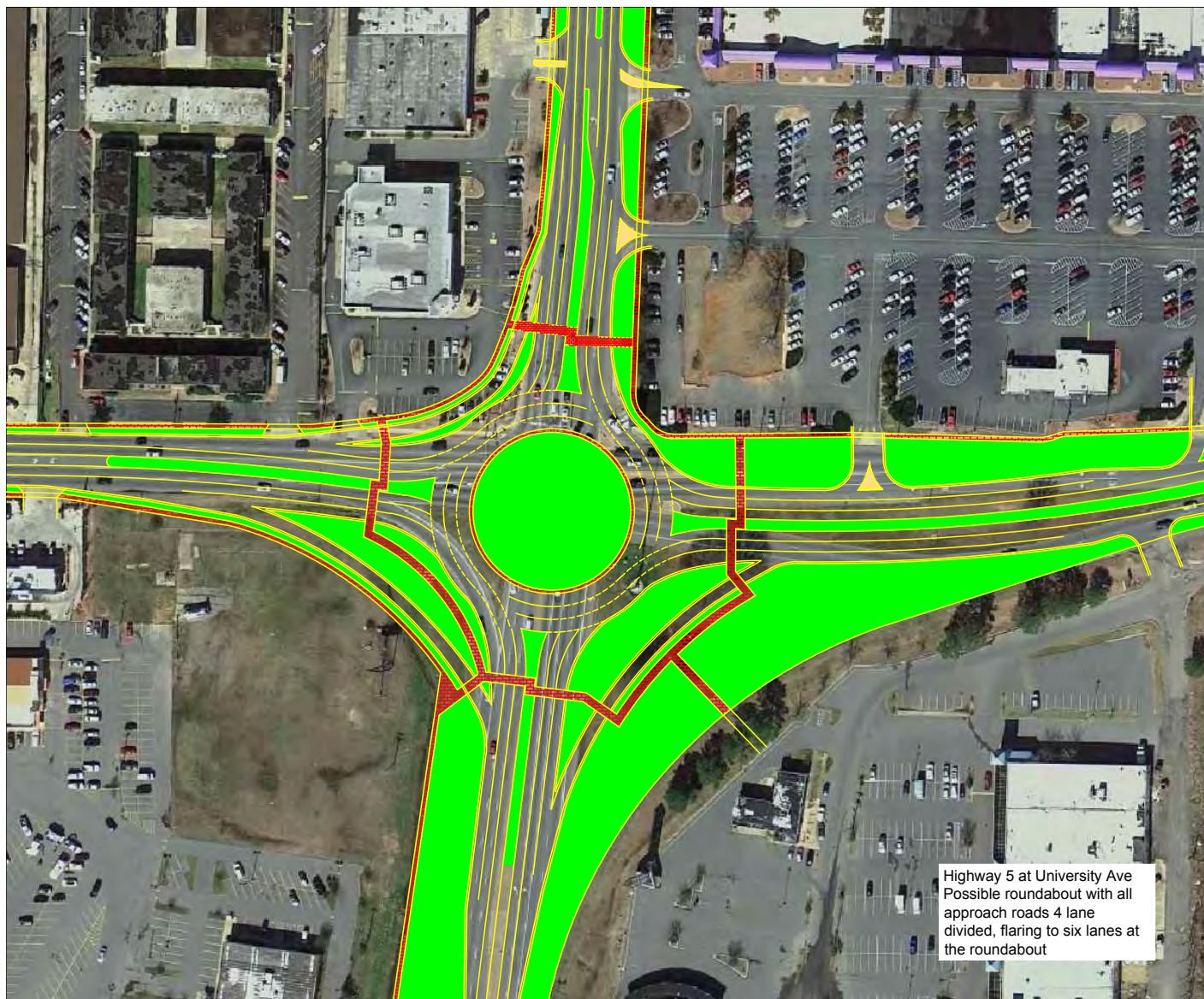




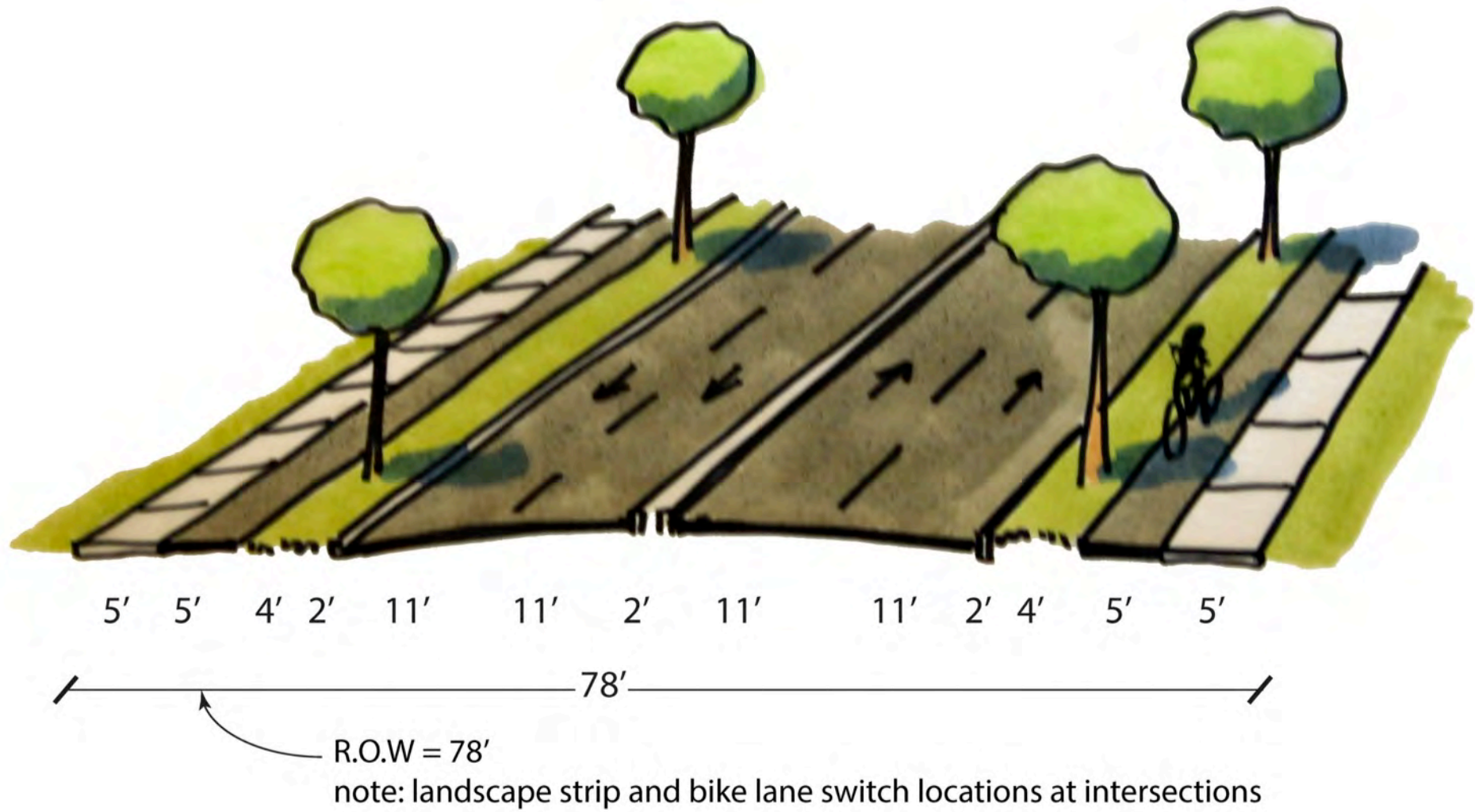
Example Roundabout: Hendrix College, Conway, AR

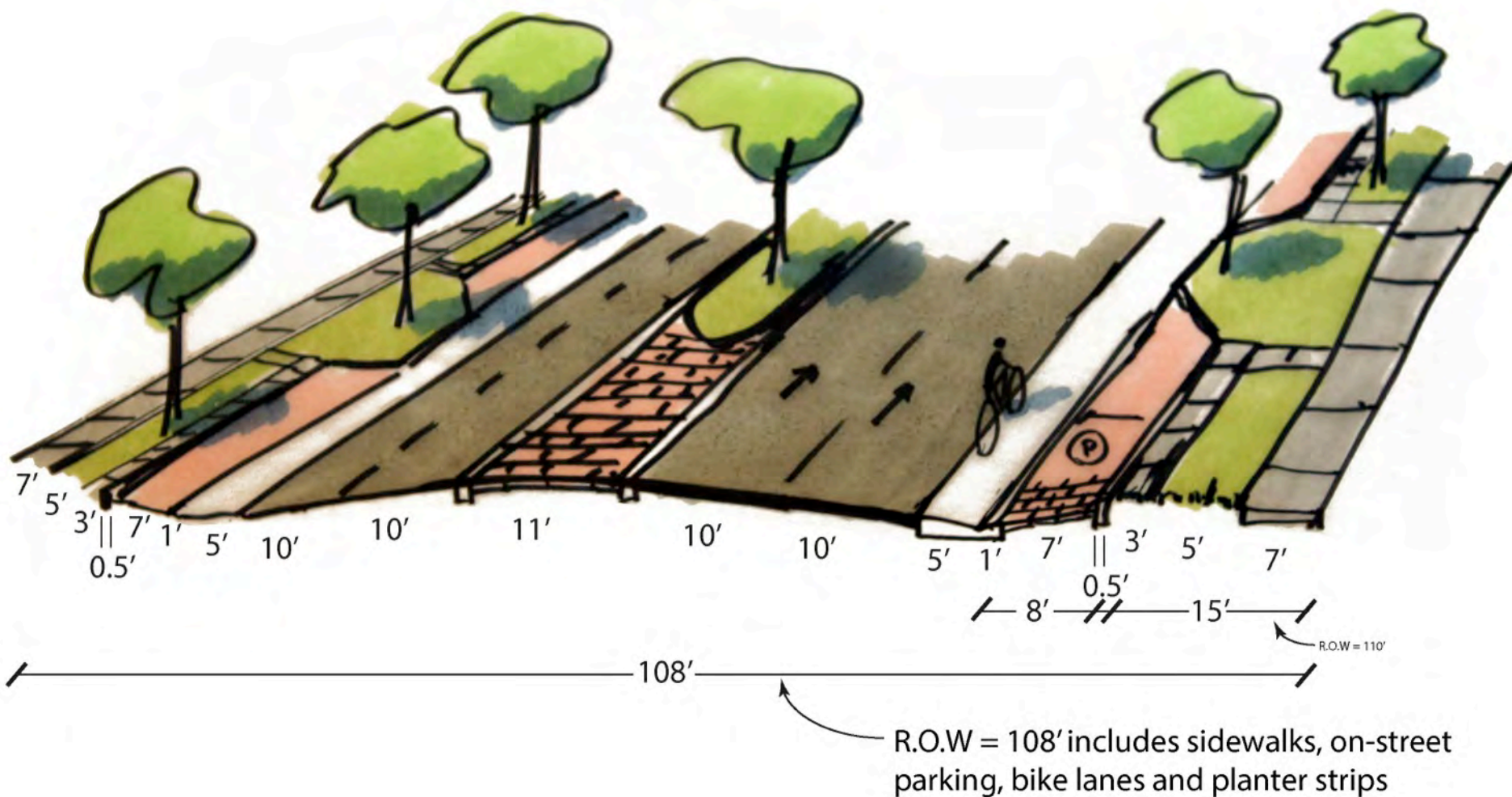












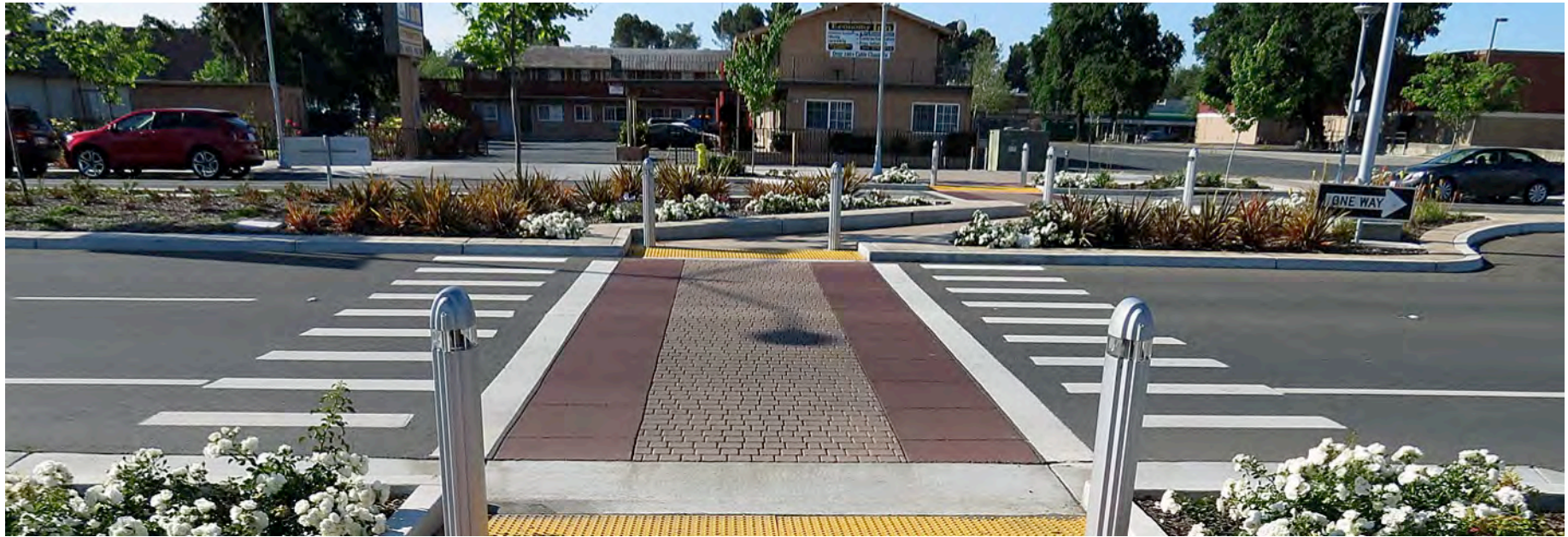
Example 3. University Avenue, UALR



Design Option #3: A Prosperous University Village

V. Design Treatments & Tools to Consider

- a. Crossings
- b. Sidewalks
- c. Liner Buildings





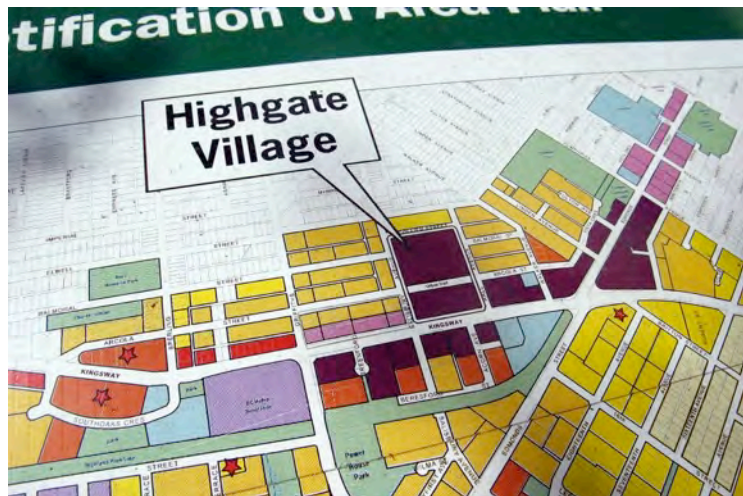












Join Us!

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