

Residential Link Street - Design Service Volume: <4,000 vpd - Desired Operating Speed: 15-20 mph

The residential link street section is intended to be the standard in neighborhoods and low-volume areas outside of the downtown. Generous greenspace and a comfortable sidewalk are coupled with on-street parking to create a safe environment for all modes and abilities. Most residential link streets will have a design service volume <1,500 vpd allowing bicycles to intermix with traffic safely. On-street protected bike facilities should be considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Residential links should be designed and proposed meeting block length, connectivity, and access management codes. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

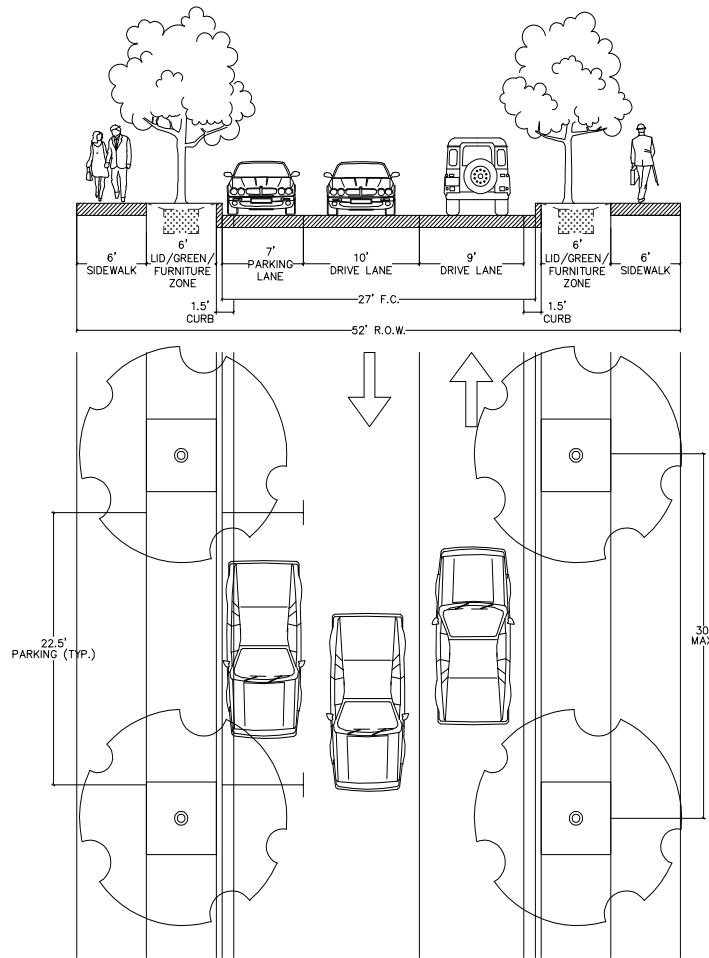


Figure 12.8 - Residential Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

Minimum Right-of-Way: 45-feet

Maximum Right-of-Way: 52-feet



Alternative Residential Link Street - Desired Operating Speed: 15-20 mph

The alternative residential link street section is intended to reduce the footprint of the residential street scape while keeping a safe environment for all modes and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

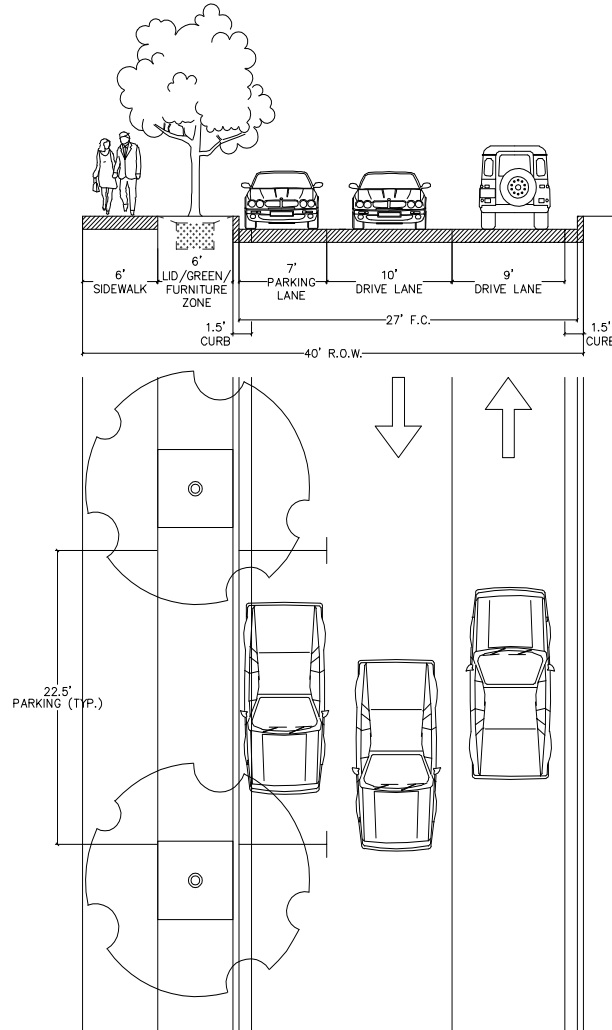


Figure 12.9 - Alternative Residential Link Street

The alternative residential link street section shall require Planning Commission approval in areas other than the Hilltop-Hillside Overlay District and the following should be taken into consideration:

- Block lengths less than or equal to 400-feet
- Environmental reasons where no other section is applicable
- Historic streets for small infill projects
- Streets with less than 250 vehicles per day
- Alley-loaded development

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk by increasing right-of-way by 4-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 7-ft parking lane will be considered when adequate parking is provided elsewhere.

Minimum Right-of-Way: 33-feet
Maximum Right-of-Way: 40-feet



Downtown/Urban Street

Design Service Volume: Varies - Desired Operating Speed: 20-25 mph

The downtown (or urban) street section is intended to be used in Fayetteville’s downtown core. Wide sidewalks, with separated furnishing/tree zones will be the standard. On-street parking is desirable and low-speed design should be encouraged to allow for maximum pedestrian comfort and utilization. Sight-lines at intersections should be protected from obstructions. Ideally, bicycles should be able to intermix with traffic safely and on-street protected bike facilities considered where traffic volumes or speeds exceed thresholds for all ages and abilities. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings. Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

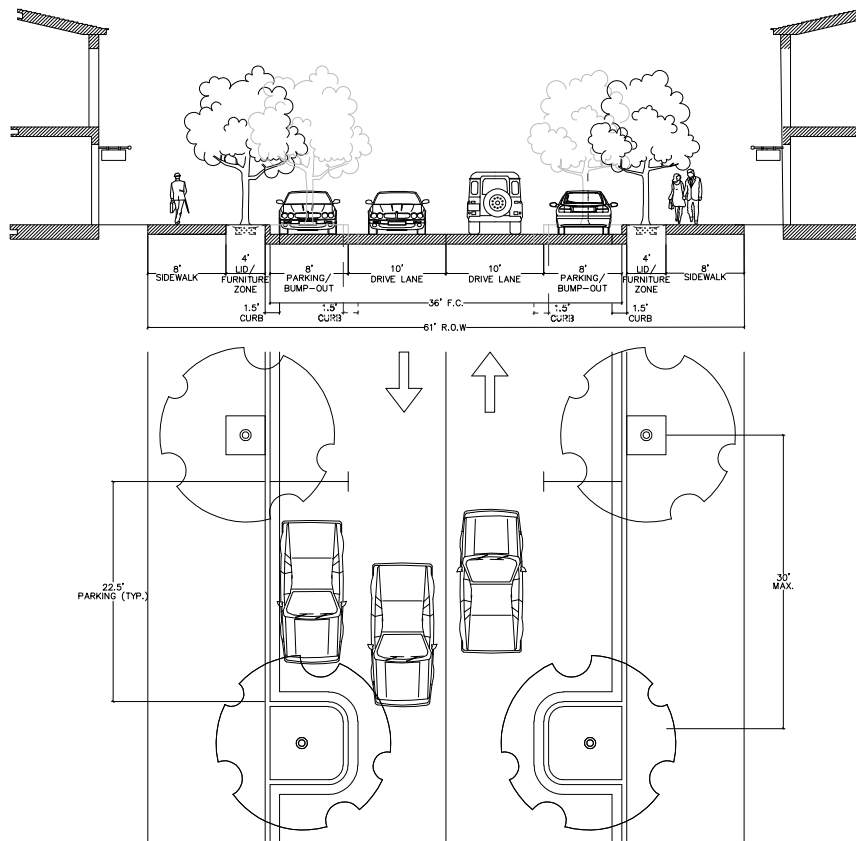


Figure 12.10 - Downtown/Urban Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- If known or planned transit route, increase lane widths to 11-ft.

Alternative design elements may be approved administratively and include:

- Removal of the 8-ft parking lane or lanes to reduce the right-of-way by 16-ft will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Furniture zone may be reduced to 3-ft when determined appropriate by the Zoning and Development Administrator.
- Where bump-outs are used, the 4-ft furniture zone may be removed. Street trees may be planted behind sidewalk to meet requirements.
- Angled parking may be used with an additional amount of right-of-way as determined by the Zoning and Development Administrator. (79-ft Right-of-Way)

Example section (left) with parking on both sides.

Minimum Right-of-Way: 39-feet
Maximum Right-of-Way: 63-feet



Neighborhood Link Street (Collector)

Design Service Volume: <6,000 vpd - Desired Operating Speed: 25-30 mph

Neighborhood link streets are intended to bridge between local, low-volume streets and larger regional arterial streets. Larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. These streets may have on-street parking, center turn lanes, or wider lanes accommodating truck or transit vehicles where appropriate. Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

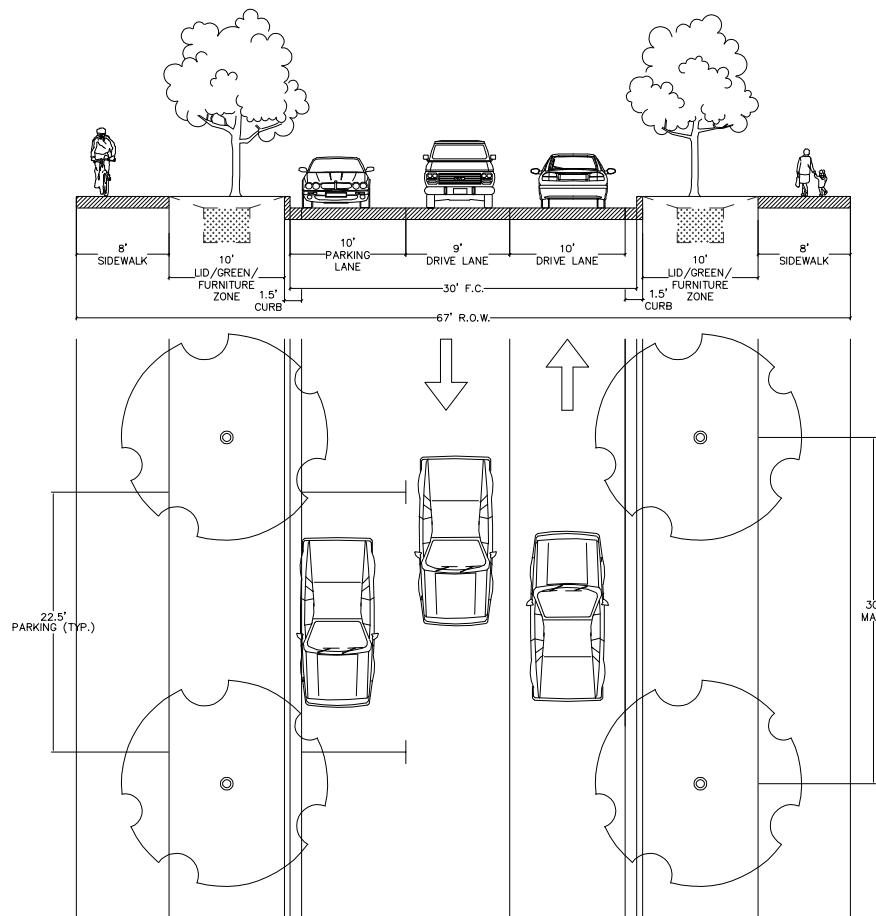


Figure 12.11 - Neighborhood Link Street

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate one 10-ft sidewalk, as determined by the Zoning and Development Administrator, by reducing greenspaces.
- Where a dedicated turn-lane is warranted, 3-ft additional pavement may be necessary based on intersection design.

Alternative design elements may be approved administratively and include:

- Removal of the 10-ft parking lane will be considered when adequate parking is provided elsewhere.
- Sidewalk widths may be reduced to a minimum of 6-ft.
- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Minimum Right-of-Way: 55-feet
Maximum Right-of-Way: 67-feet



Regional Link Street

Design Service volume: 17,600 vpd - Desired Operating Speed: 30-40 mph

Regional link streets carry local and regional multimodal traffic, serving low-density residential areas and open spaces. Similar to neighborhood link streets, larger greenspaces are provided for pedestrian comfort and cyclists are intended to be outside the roadway in a separated facility due to vehicular speeds and volumes. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or offset to avoid conflicts with street tree plantings.

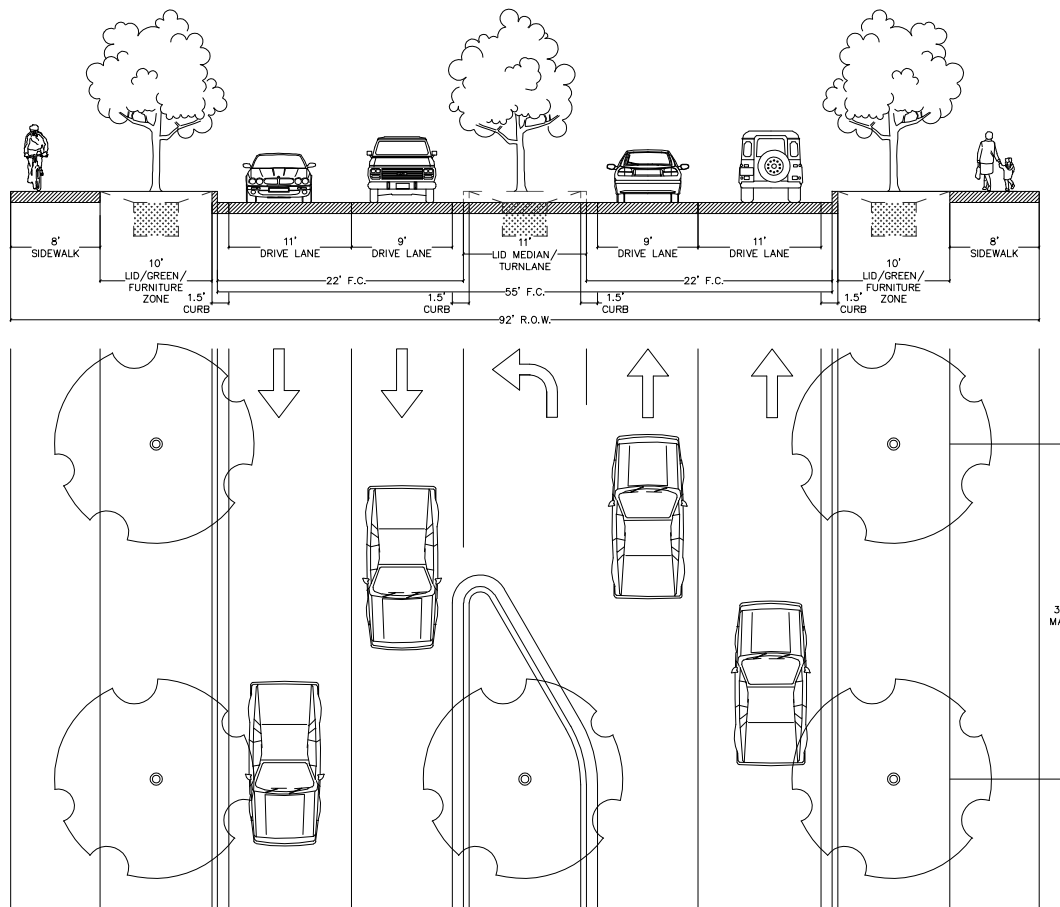


Figure 12.12 - Regional Link Street

Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.
- Streets planned with on street bike facilities as shown on the Active Transportation Plan, shall accommodate 10-ft sidewalks by reducing greenspaces.

Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Minimum Right-of-Way: 92-feet



Regional High-Activity Link Street

Design Service volume: 17,600 vpd - Desired Operating Speed: 30-40 mph

Regional high activity link streets carry local and regional multimodal traffic through a variety of densities and land uses. This street may have on-street parking on one or both sides based on adjacent land-use and will have large sidewalks used also as multi-use shared paths for cyclists. Special design consideration for cyclists at intersections is necessary to ensure intuitive safety for both drivers and riders of all skill levels. A center lane is reserved for use as a planted median, alternating left-turn lane, or continuous two-way-left-turn-lane. Storm drainage infrastructure should have adequate depth or be offset to avoid conflicts with street tree plantings.

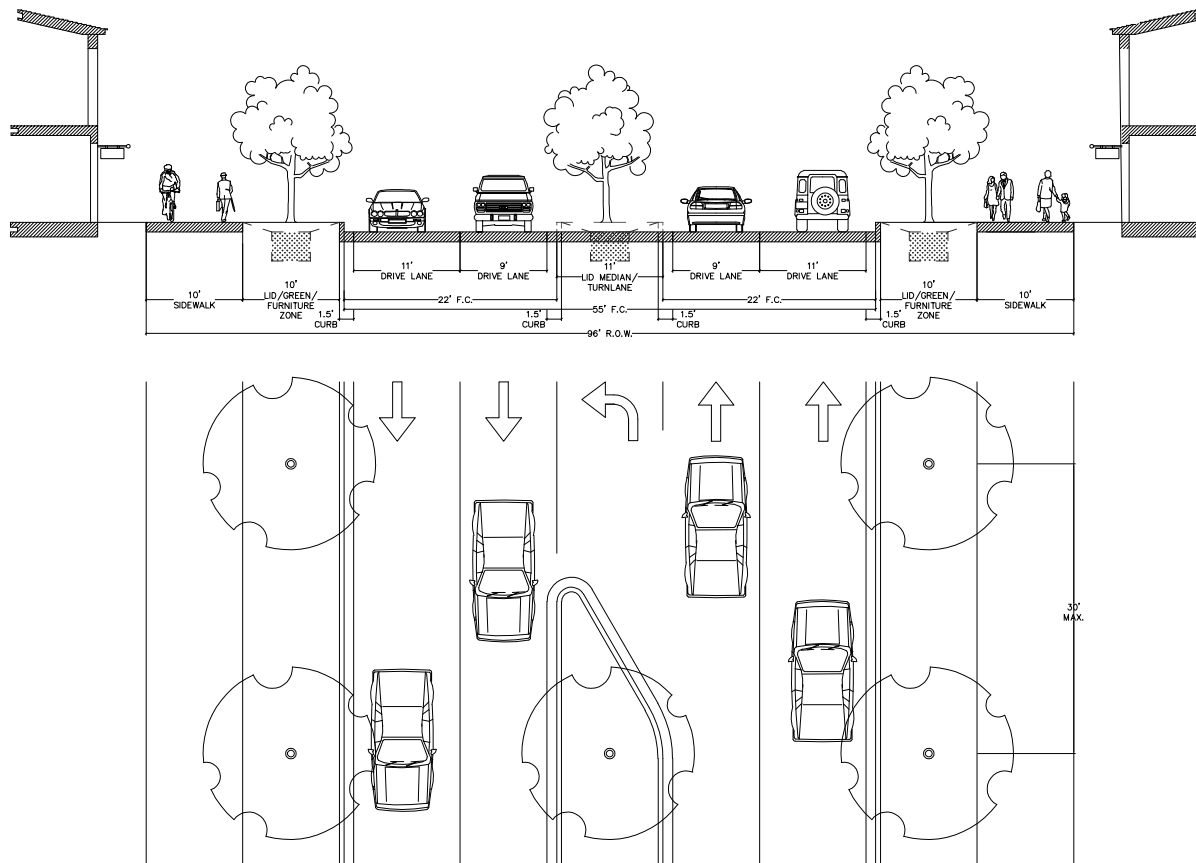


Figure 12.13 - Regional High-Activity Link Street

Low-Impact Development (LID) features in green spaces are recommended best practices to incorporate alternative stormwater treatment techniques.

As determined by city staff, additional roadway elements may be required and include:

- An additional 2-ft frontage zone where buildings abut right-of-way. This may be accomplished with setbacks or additional right-of-way.
- Where necessary and warranted, the center planting strip may be used for dedicated turn lanes.

Alternative design elements may be approved administratively and include:

- Greenspace or parking may be modified intermittently to provide parking/delivery/loading lane or to provide an aerial fire apparatus access area.

Streets designated as parkways on the Master Street Plan Map could have larger rights-of-way to incorporate wider medians and green spaces.

(NOTE: A corresponding adjustment to zoning code could be required to facilitate a 50-foot setback along streets designated as parkways.)

Minimum Right-of-Way: 96-foot



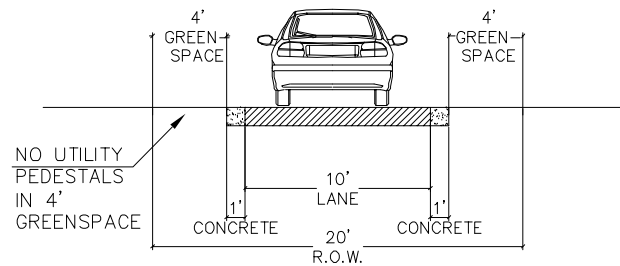
Alleys - Design Service Volume: <200

Alleys are used in conjunction with streets to provide rear access to properties, garages and off-street parking. Driveways connected to alleys should have sufficient depth to allow vehicles to park and not encroach into the alley right-of-way. When alleys intersect streets a commercial driveway shall be used.

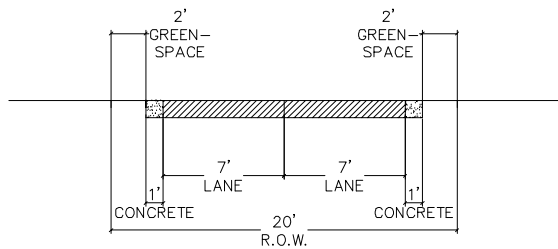
Fire Department:

Alleys used in conjunction with single- and two-family units are not intended to serve as fire access roads when structures also adjoin a private or public street that provides the required fire access. Fire access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by and approved route around the exterior of the building or facility. When an alley serves as the sole access, or when more than one access is required per the Arkansas Fire code, alleys shall be designed in accordance with the Arkansas Fire Code to support apparatus access, with approval from the Fire Marshall.

RESIDENTIAL REAR ALLEY
(ONE WAY)



RESIDENTIAL REAR ALLEY
(TWO WAY)



COMMERCIAL REAR ALLEY
(TWO WAY)

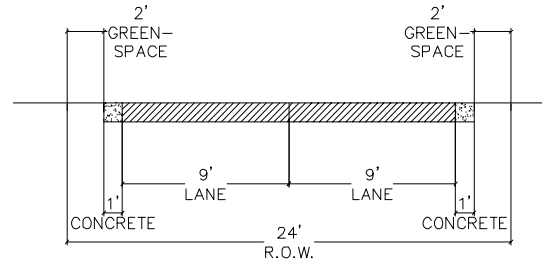


Figure 12.14 - Alleys

