City of Fayetteville Staff Review Form

2020-0178

Legistar File ID

April 21st 2020

City Council Meeting Date - Agenda Item Only
N/A for Non-Agenda Item

Matt Mihalevich	4/1/2020	DEVELOPMENT SERVICES (620)
Submitted By	**Submitted Date**	**Division / Department**

Action Recommendation:

Staff requests approval to apply for a grant through the Walton Family Foundation and authorize the allocation of 2019 bond funds in the amount of $1.5 million for half of the grant matching funds for the reconstruction of Maple Street from the Razorback Regional Greenway to Garland Ave.

Budget Impact:

Various	4602 - Streets Project 2019 Bonds Fund 4603 - Trails Project 2019 Bonds Fund
Account Number	Fund
46xxx.7215	Maple Street Cycle Track
Project Number	Project Title

Budgeted Item?	Yes	Current Budget	$	1,500,000.00
		Funds Obligated	$	-
		Current Balance	$	1,500,000.00
Does item have a cost?	No	Item Cost	$	-
Budget Adjustment Attached?	No	Budget Adjustment		
		Remaining Budget	$	1,500,000.00

V20180321

Purchase Order Number: _____ **Previous Ordinance or Resolution #** _____

Change Order Number: _____ **Approval Date:** _____

Original Contract Number: _____

Comments: If the grant is approved, the matching funds have been identified in the first phase of the 2019 bond program. $1,000,000 from the transportation portion and $500,000 from the trails portion.

CITY OF FAYETTEVILLE ARKANSAS

CITY COUNCIL MEMO

MEETING OF APRIL 21ST, 2020

TO: Mayor and City Council

THRU: Susan Norton, Chief of Staff
Garner Stoll, Development Services Director
Chris Brown, City Engineer

FROM: Matt Mihalevich, Trails Coordinator

DATE: April 1st, 2020

SUBJECT: **2020-0178 Maple Street Improvements – Request to apply for grant funding**

RECOMMENDATION:

Staff requests approval to apply for a grant through the Walton Family Foundation and authorize the allocation of 2019 bond funds in the amount of $1.5 million for half of the grant matching funds for the reconstruction of Maple Street from the Razorback Regional Greenway to Garland Ave.

BACKGROUND:

The City of Fayetteville and the University of Arkansas have been working together toward a common goal of improving the section of Maple Street from the Razorback Greenway west to Garland Ave. In the Spring of 2018, the University of Arkansas contracted with Alta Planning + Design to develop conceptual plans for Maple Street that include pedestrian improvements and a protected bicycle cycle track.

On September 9th, 2018, resolution 198-18 was approved to share the cost for the final design of the Maple Street project between the City of Fayetteville and the University of Arkansas in the amount of $103,500 each and to accept a grant from the Walton Family Foundation in the amount of $207,000 to cover the $414,000 final design cost with Olsson Associates.

On June 4th, 2019, resolution 141-19 authorized an application for a grant through the Walton Family Foundation in the maximum amount of $2,000,000 for the construction of the Maple Street project. At that same time, University of Arkansas officials expressed concerns with the design and requested changes for increased safety. The safety upgrades now include a low vegetation buffer between the cycle track and the road. In addition, enhanced mid-block crosswalks are proposed with decorative pavement markings and passive detection bollards for activation of beacons.

Funds allocated for construction were estimated during the early conceptual phases at $4 million to be split by the City and University at 1 million each with 2 million from the Walton

Family Foundation. As the design plans were more developed and the scope of the project became more defined, the estimated cost grew to $5 million. With the proposed safety upgrades and factoring in escalation, the updated cost estimate for project is now $6 million.

On March, 31st 2020 the Transportation Committee reviewed the Maple Street project and forwarded a recommendation to the City Council to apply for grant funding and authorize the allocation of 2019 bond funds in the amount of $1.5 million for the match. Committee members expressed support for the vegetation buffer and recommended the wider crosswalk striping.

DISCUSSION:

The proposed improvements to Maple Street include 2,475-linear feet of new roadway surface, upgraded traffic signals, storm drainage, 8-foot-wide sidewalks on the north and south sides and a separated a two-way cycle track along the south side extending from the Razorback Greenway to Garland Avenue. Maple Street has been identified as a catalyst project in the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan. Currently bicycle access to the University of Arkansas campus core and the surrounding neighborhoods is limited. The addition of the Maple Street connection will greatly improve the accessibility from the trail system to this major destination for the campus's faculty, staff, visitors and students.

The next step for the Maple Street project is to finalize the design plans with the safety upgrades and establish the funding for construction. The Walton Family Foundation has expressed interest in providing funding for the construction through a 50:50 matching grant. With approval from City Council, an application will be submitted to the Walton Family Foundation requesting a maximum grant amount of $3 million with the matching funds split between the University of Arkansas and the City of Fayetteville in the estimated amount of $1,500,000 each.

BUDGET/STAFF IMPACT:

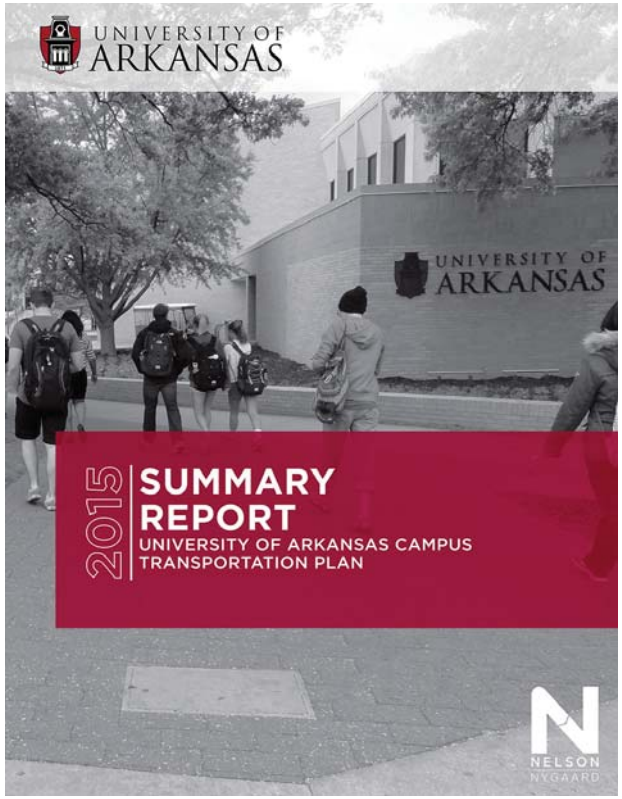
Funds have been identified in the first phase of the 2019 bond with $1 million from the transportation portion and $500,000 from the trails portion of the 2019 bonds. If the Walton Family Foundation Grant is approved in the maximum amount of $3 million then the City of Fayetteville will be responsible for an estimated of $1,500,000 for the construction of the Maple Street project.

Engineering staff has prepared the grant application and will be responsible for overseeing the grant requirements. A construction manager at risk will be selected by the City to oversee the construction and coordinate with Olsson on the final design and costs. The University of Arkansas has also offered their facilities staff to be assist with the construction process.

Attachments:
Maple Street design presentation materials

MAPLE STREET REDESIGN

2015
UNIVERSITY OF ARKANSAS CAMPUS TRANSPORTATION PLAN



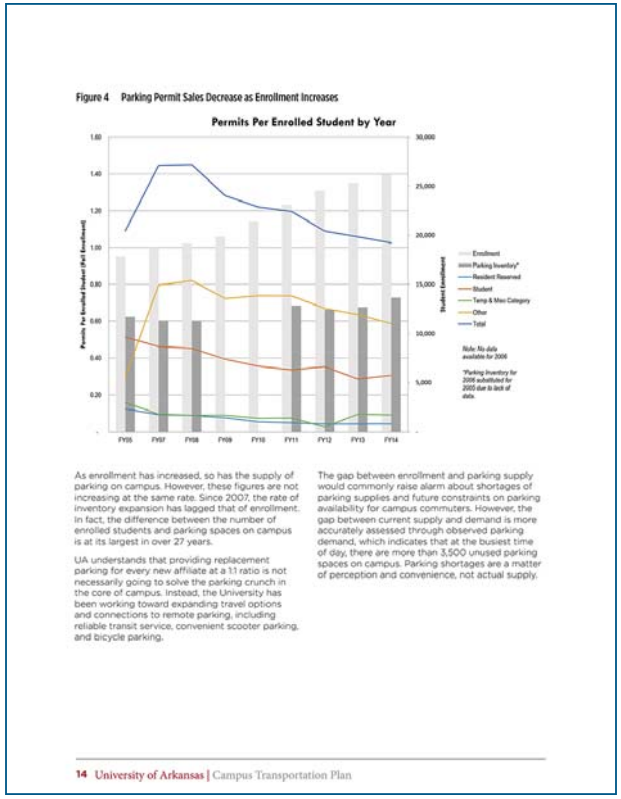


Figure 4 Parking Permit Sales Decrease as Enrollment Increases

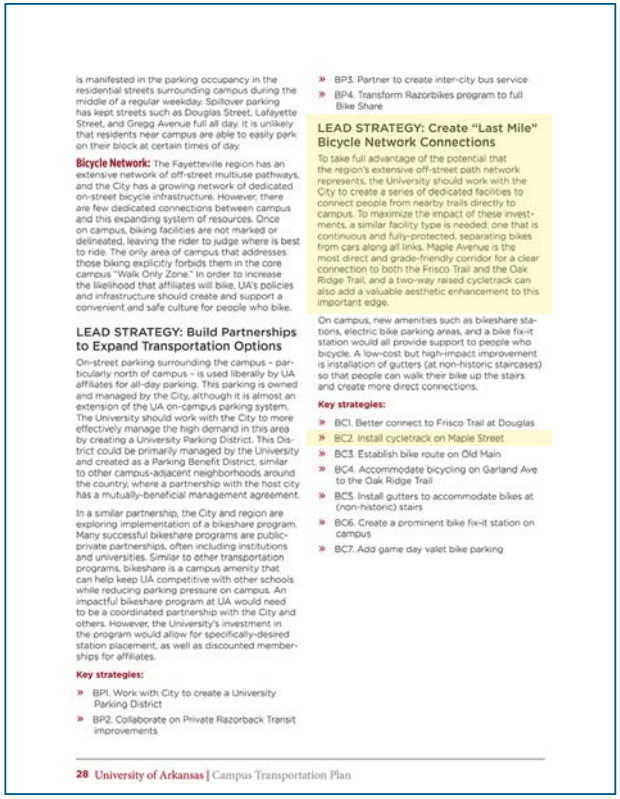
Permits Per Enrolled Student by Year

As enrollment has increased, so has the supply of parking on campus. However, these figures are not increasing at the same rate. Since 2007, the rate of inventory expansion has lagged that of enrollment. In fact, the difference between the number of enrolled students and parking spaces on campus is at its largest in over 27 years.

UA understands that providing replacement parking for every new affiliate at a 1:1 ratio is not necessarily going to solve the parking crunch in the core of campus. Instead, the University has been working toward expanding travel options and connections to remote parking, including reliable transit service, convenient scooter parking, and bicycle parking.

The gap between enrollment and parking supply would commonly raise alarm about shortages of parking supplies and future constraints on parking availability for campus commuters. However, the gap between current supply and demand is more accurately assessed through observed parking demand, which indicates that at the busiest time of day, there are more than 3,500 unused parking spaces on campus. Parking shortages are a matter of perception and convenience, not actual supply.

14 University of Arkansas | Campus Transportation Plan



is manifested in the parking occupancy in the residential streets surrounding campus during the middle of a regular weekday. Spillover parking has kept streets such as Douglas Street, Lafayette Street, and Gregg Avenue full all day. It is unlikely that residents near campus are able to easily park on their block at certain times of day.

Bicycle Network: The Fayetteville region has an extensive network of off-street multiuse pathways, and the City has a growing network of dedicated on-street bicycle infrastructure. However, there are few dedicated connections between campus and this expanding system of resources. Once on campus, biking facilities are not marked or delineated, leaving the rider to judge where is best to ride. The only area of campus that addresses those biking explicitly forbids them in the core campus "Walk Only Zone." In order to increase the likelihood that affiliates will bike, UA's policies and infrastructure should create and support a convenient and safe culture for people who bike.

LEAD STRATEGY: Build Partnerships to Expand Transportation Options

On-street parking surrounding the campus – particularly north of campus – is used liberally by UA affiliates for all-day parking. This parking is owned and managed by the City, although it is almost an extension of the UA on-campus parking system. The University should work with the City to more effectively manage the high demand in this area by creating a University Parking District. This District could be primarily managed by the University and created as a Parking Benefit District, similar to other campus-adjacent neighborhoods around the country, where a partnership with the host city has a mutually-beneficial management agreement.

In a similar partnership, the City and region are exploring implementation of a bikeshare program. Many successful bikeshare programs are public-private partnerships, often including institutions and universities. Similar to other transportation programs, bikeshare is a campus amenity that can help keep UA competitive with other schools while reducing parking pressure on campus. An impactful bikeshare program at UA would need to be a coordinated partnership with the City and others. However, the University's investment in the program would allow for specifically-desired station placement, as well as discounted memberships for affiliates.

Key strategies:

- BP1. Work with City to create a University Parking District
- BP2. Collaborate on Private Razorback Transit improvements
- BP3. Partner to create inter-city bus service
- BP4. Transform Razorbikes program to full Bike Share

LEAD STRATEGY: Create "Last Mile" Bicycle Network Connections

To take full advantage of the potential that the region's extensive off-street path network represents, the University should work with the City to create a series of dedicated facilities to connect people from nearby trails directly to campus. To maximize the impact of these investments, a similar facility type is needed: one that is continuous and fully-protected, separating bikes from cars along all links. Maple Avenue is the most direct and grade-friendly corridor for a clear connection to both the Frisco Trail and the Oak Ridge Trail, and a two-way raised cycletrack can also add a valuable aesthetic enhancement to this important edge.

On campus, new amenities such as bikeshare stations, electric bike parking areas, and a bike fix-it station would all provide support to people who bicycle. A low-cost but high-impact improvement is installation of gutters (at non-historic staircases) so that people can walk their bike up the stairs and create more direct connections.

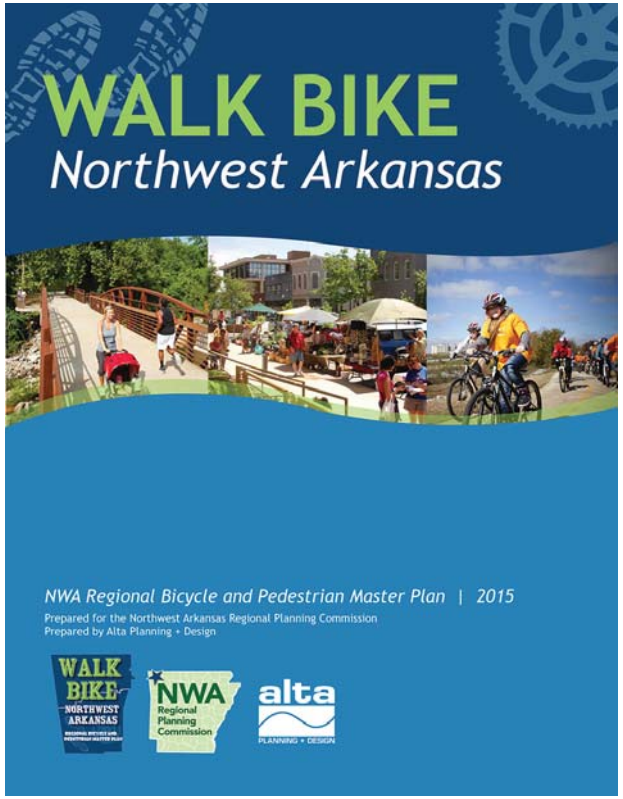
Key strategies:

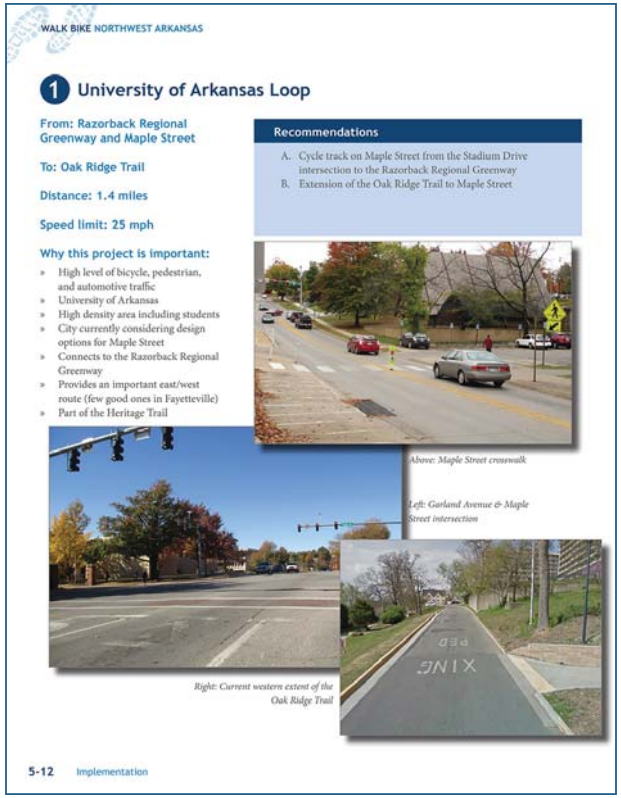
- BC1. Better connect to Frisco Trail at Douglas
- BC2. Install cycletrack on Maple Street
- BC3. Establish bike route on Old Main
- BC4. Accommodate bicycling on Garland Ave to the Oak Ridge Trail
- BC5. Install gutters to accommodate bikes at (non-historic) stairs
- BC6. Create a prominent bike fix-it station on campus
- BC7. Add game day valet bike parking

28 University of Arkansas | Campus Transportation Plan

The plan recommended Maple Street as the "most direct and grade-friendly corridor" to connect elements of the surrounding bike and pedestrian trail system.

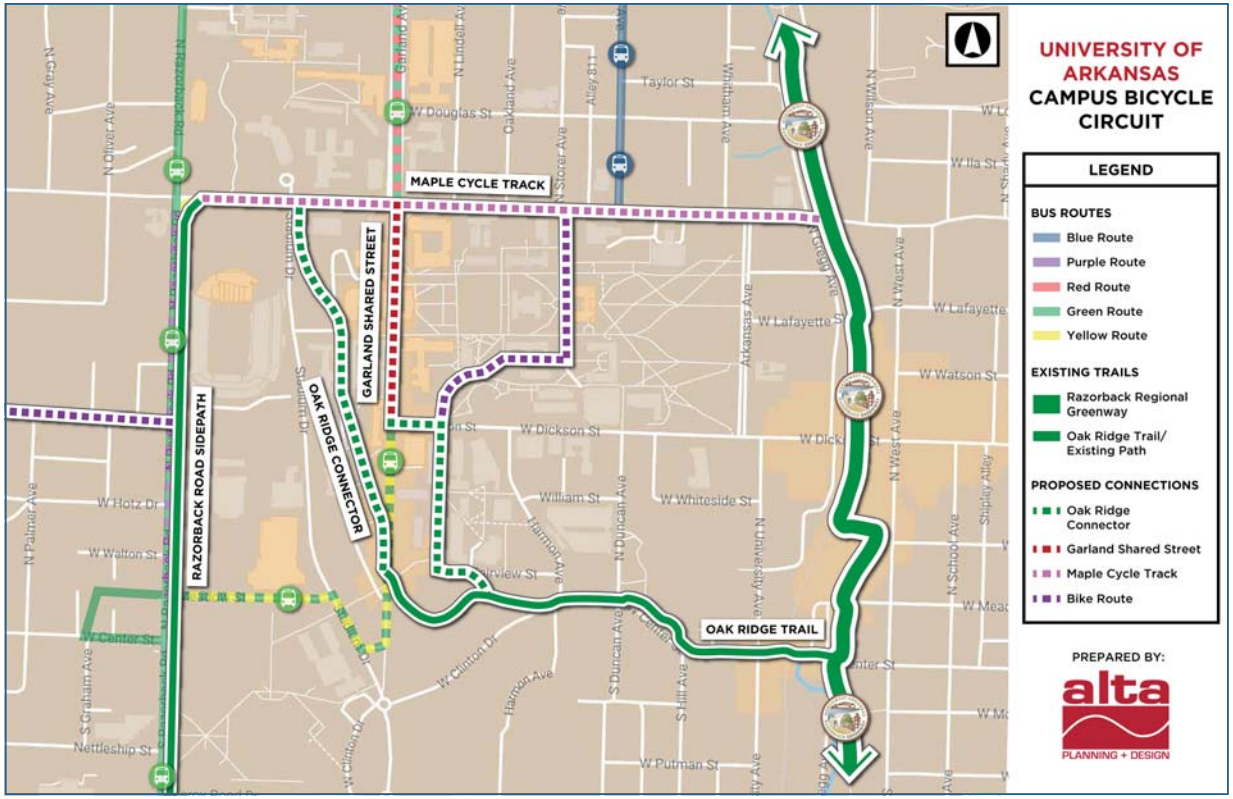
2015
NWA REGIONAL BICYCLE AND PEDESTRIAN MASTER PLAN





The plan identified Maple Street as Fayetteville's highest-priority project for extending and integrating the city and university's bike and pedestrian network.

2017
CAMPUS BIKE CIRCUIT MASTER PLAN



The university and city hired consultants in concert with the Walton Family Foundation to investigate how the campus bike network idea could be refined and implemented.

transforming Maple Street into a “livable street”

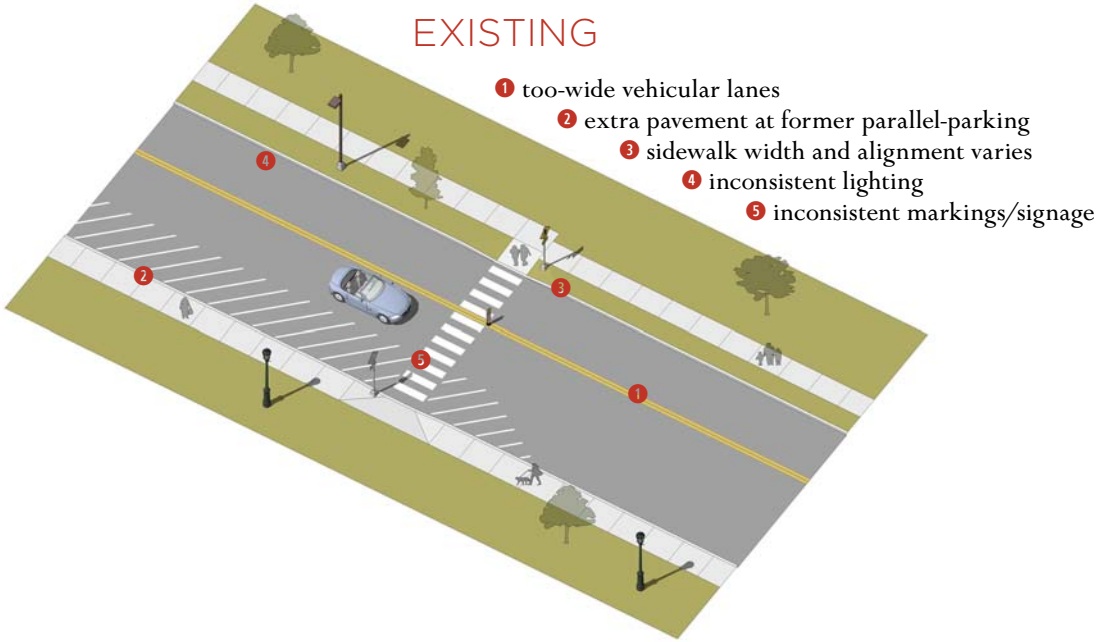
A **livable street** changes the level of service in auto-dominated streets to better accommodate the interests of pedestrians and bicyclists, creating a safe space for all travel modes, where motorists are compelled to behave socially.

— highway design standards, in terms of excessive lane width and design speed have currently been misapplied to the existing street design; local street design should be **based on civility rather than simply traffic throughput**

— holistic and context-sensitive street design **enhances safety** and manages increased use; changing street optics and character will improve motorist behavior (especially attentiveness)

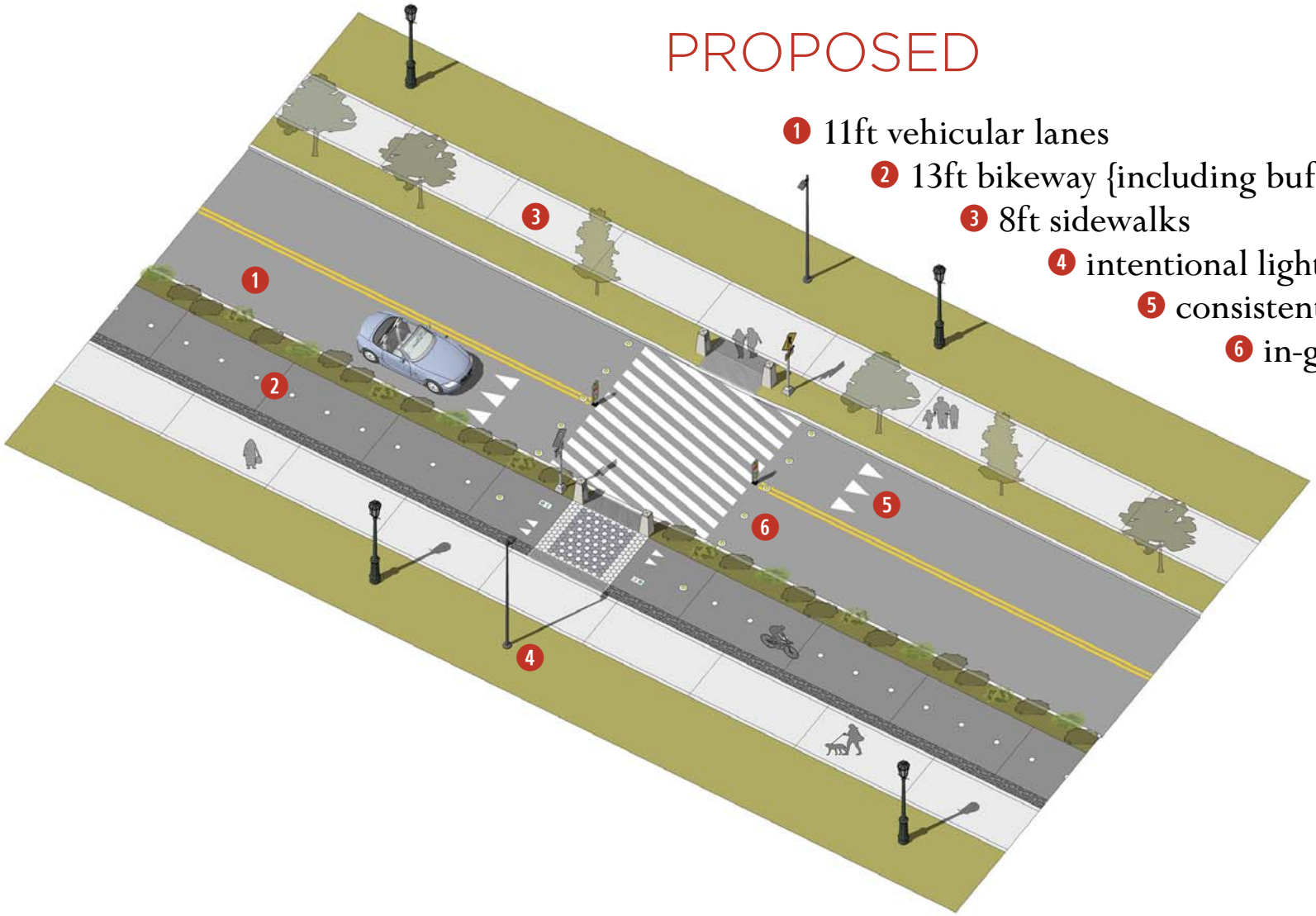
— new street corridor is designed as **an urban landscape** rather than just a ‘traffic facility’ to knit the campus and neighborhood back together

Improvements to the overall **street network** will support traffic flows in concert with redesign of Maple Street as a “livable street”.



Too much **underperforming asphalt** can be put to better uses to increase mobility, safety, and appearance fitting of our town-gown interface.

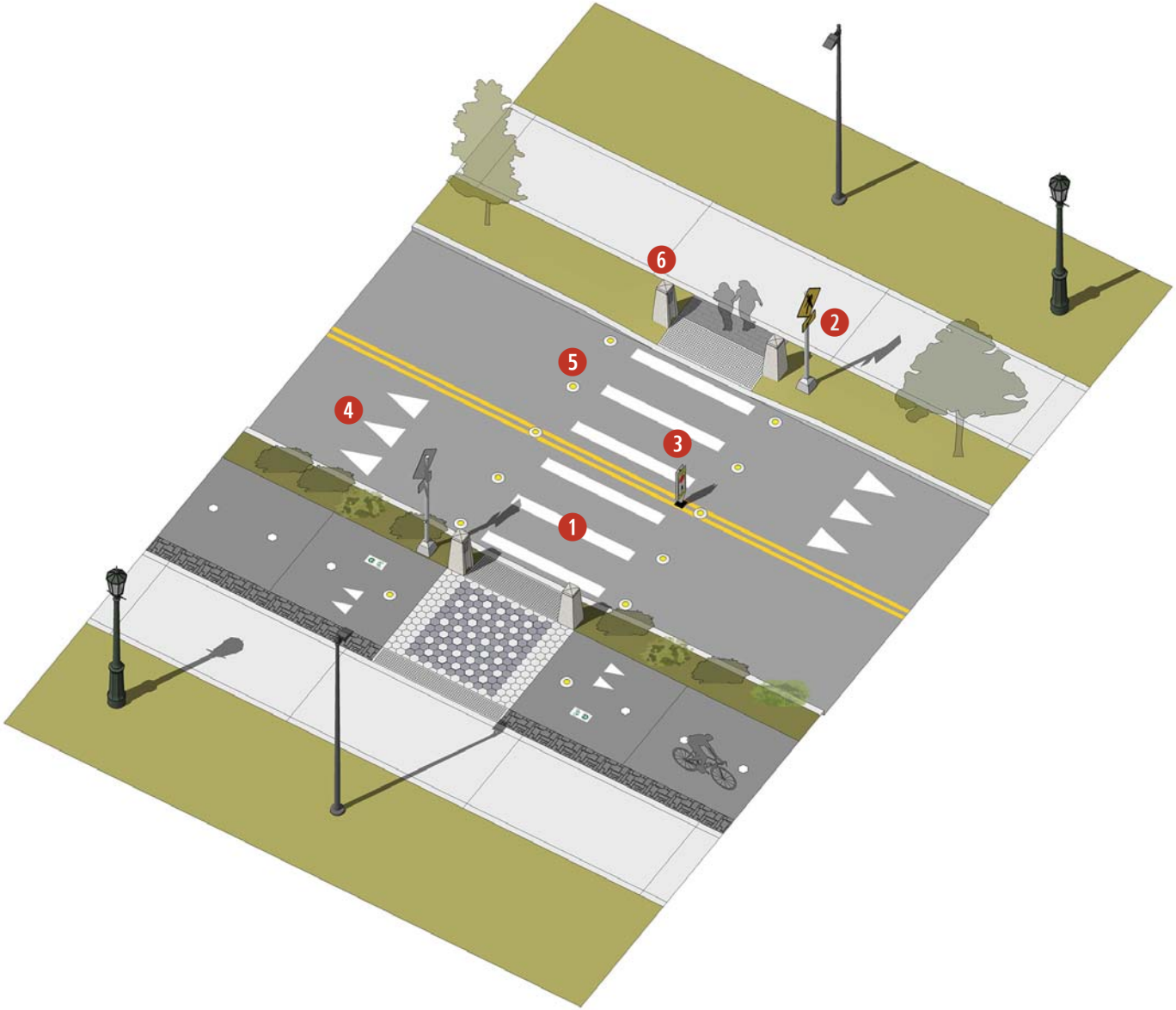
PROPOSED



1. 11ft vehicular lanes
2. 13ft bikeway {including buffers}
3. 8ft sidewalks
4. intentional lighting design
5. consistent markings/signage
6. in-ground beacons

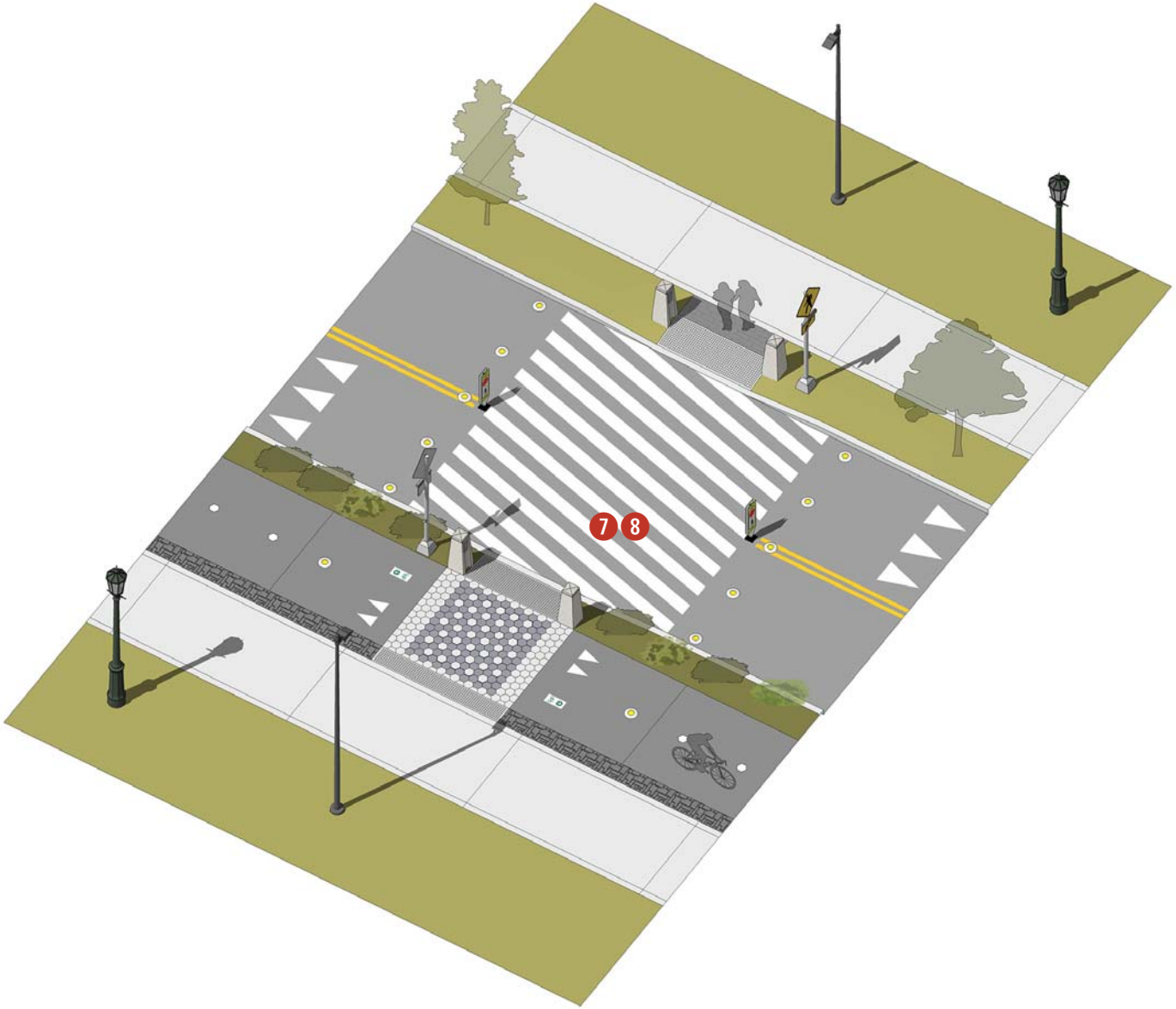
Travel lanes on Maple Street are **right-sized at 11ft**, the recommended maximum width for effective traffic calming, and which also shortens the pedestrian crossing distance.

A landscaped strip **separates vehicles** from the cycle track and pedestrian walk along the campus edge. The strip also provides a **pedestrian refuge** at mid-block crossings.



CROSSWALK
baseline

1. standard crosswalk bars
2. standard vertical signs
3. mid-street warning sign
4. yield line
5. in-ground beacons
6. passive detection sensors



CROSSWALK
enhanced

7 wider crosswalk
8 graphically-distinct markings

CROSSWALK
baseline

CROSSWALK
enhanced

The transformation of Maple Street takes a **holistic view** of the corridor, simultaneously addressing best design practices for safety and adding new mobility options, while enhancing the character of the city and campus.