



City Council Transportation Committee

January 30, 2018

5:15 pm or Immediately following City Council Nominating Committee

Members: Matthew Petty, Chairman; Adella Gray, Kyle Smith, Justin Tennant

City Staff: Chris Brown, City Engineer

1. **Old Business**-None

2. **New Business**

- A. **TACTICAL URBANISM PROJECT AT MILL AVENUE AND ROCK STREET.** A 4-way stop was installed at this location, along with decorative crosswalks and a temporary curb to reduce the turning radius and create a safer pedestrian environment. Staff will present data that was collected during the installation.
- B. **TACTICAL URBANISM PROJECT AT CHURCH AVENUE AND CENTER STREET.** This intersection was modified to reduce the curb return radii and add crosswalk striping to create a more walkable intersection. The intersection was also painted with a brick pattern. Staff will present data that was collected during the installation.
- C. **REVISIONS TO CHAPTER 50 AND CHAPTER 98 TO THE CODE OF ORDINANCES:** Review of proposed revisions to applicable chapters of city code related to obstruction of sidewalks. **(Staff requests a recommendation from the Committee to the City Council on this item.)**
- D. **SIDEWALK PROGRAM WORKPLAN:** Review of the Transportation Division 2018 sidewalk workplan.

3. **Reports**

- A. Transportation Bond Program Update
- B. Fayetteville Mobility Plan Update

4. **Announcements**

Next Meeting February 27, 2017.

5. **Adjourn**

Staff Memo

TO: Chris Brown, City Engineer
FROM: Kelsey Miller, Bicycle Coordinator
DATE: January 25, 2018
SUBJECT: Rock St and Mill Ave Tactical Urbanism 2017

BACKGROUND:

The installation at Rock and Mill was first designed to make the intersection more pedestrian-conscious, both for YRCC users and local residents. The wide turn radius for the curb on Rock Street and Mill Avenue, along with the absence of a stop sign, allowed for motorists to speed through the intersection, especially in consideration of the steep slope coming down from College Avenue. Due to the wide intersection, excessive speeds, and the lack of a stop sign, pedestrians were unable to cross Rock St. or Mill Ave. safely.

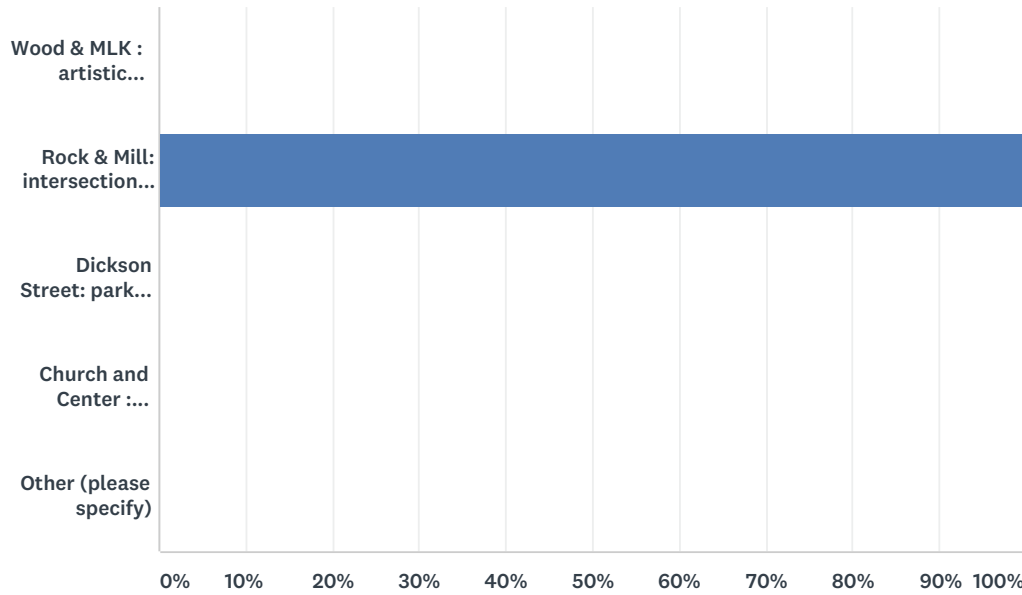
Date Observed	Vehicles counted	Complied with Markings	Appeared to be speeding	Rolled Stop Sign	Bike	Ped	Barrier Type
8/18/17	227	214	16 (.7%)	No Sign Install	0	4	None
8/29/17	260	204	0	56 (22%)	1	4	Bollard
10/5/17	271	218	3 (.01%)	50 (18%)	1	2	Armadillo

DISCUSSION:

The above chart reflects that pre-installation numbers of speeders was much higher than that of post-installation. Alternatively, more people failed to stop at the newly-installed stop sign in follow-up data collections. Bollards initially failed to provide enough protection and permanence, so armadillos were later installed to create a safer and sturdier barrier. Over time, motorists were less likely to run the stop sign due to bollard installation and awareness of the signs presence. A curb bump-out consisting of turf, paint, and finally armadillos was installed, along with decorative cross-walks, to help with traffic-calming and more pedestrian awareness. Vehicle type, weight, and size did not seem to have any effect on stop sign compliance or speed.

Q1 What Tactical Urbanism Project would you like to provide feedback on?

Answered: 6 Skipped: 0

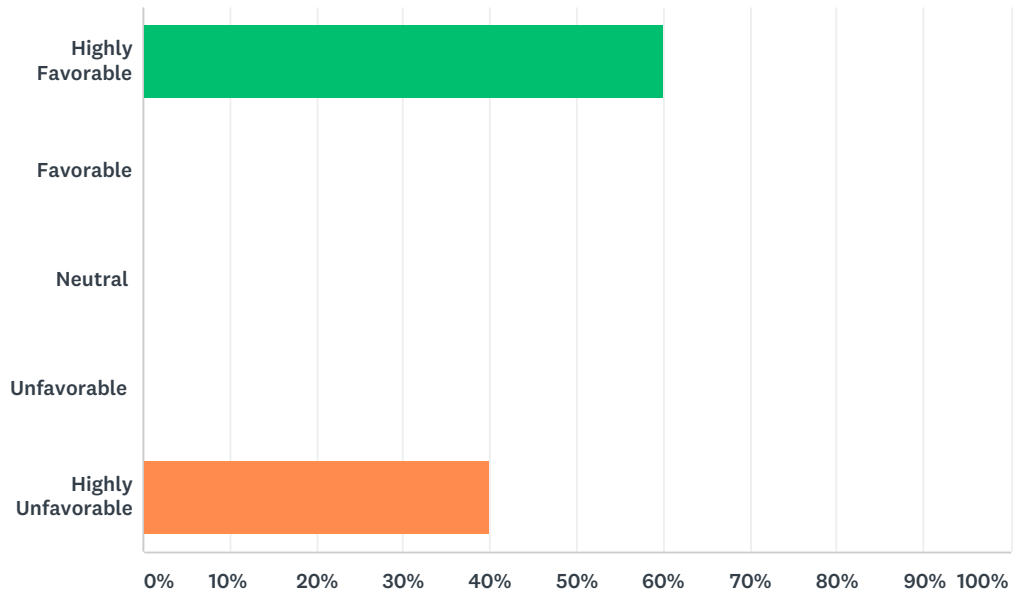


ANSWER CHOICES	RESPONSES	
Wood & MLK : artistic crosswalk and intersection treatment	0.00%	0
Rock & Mill: intersection treatment	100.00%	6
Dickson Street: parklet in front of Blackboard Grocery	0.00%	0
Church and Center : pedestrian friendly intersection	0.00%	0
Other (please specify)	0.00%	0
TOTAL		6

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q2 Please indicate your impression of the tactical urbanism installation:

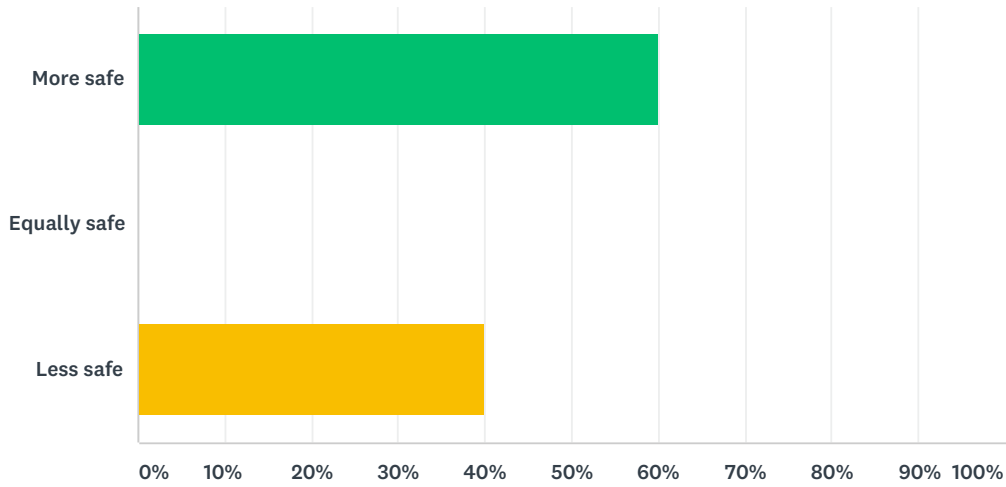
Answered: 5 Skipped: 1



ANSWER CHOICES	RESPONSES	
Highly Favorable	60.00%	3
Favorable	0.00%	0
Neutral	0.00%	0
Unfavorable	0.00%	0
Highly Unfavorable	40.00%	2
TOTAL		5

Q3 Compared to the safety of the project area prior to the tactical urbanism installation, do you think the current installation is:

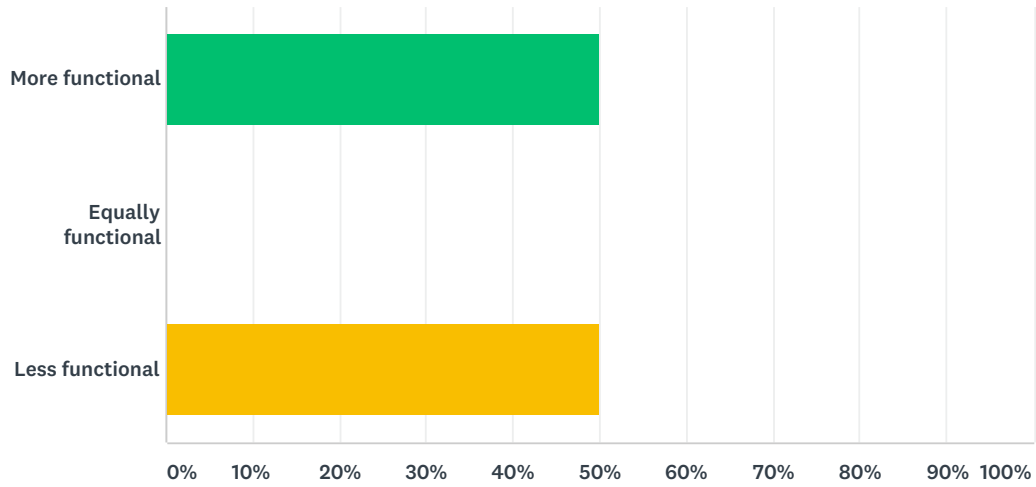
Answered: 5 Skipped: 1



ANSWER CHOICES	RESPONSES
More safe	60.00% 3
Equally safe	0.00% 0
Less safe	40.00% 2
TOTAL	5

Q4 Compared to how the project area functioned prior to the tactical urbanism installation, do you think the current installation is:

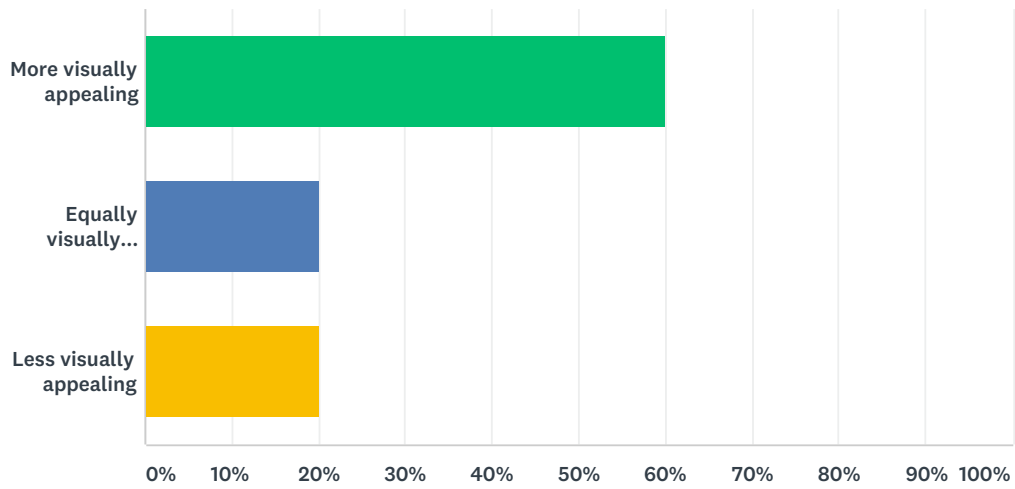
Answered: 4 Skipped: 2



ANSWER CHOICES	RESPONSES	
More functional	50.00%	2
Equally functional	0.00%	0
Less functional	50.00%	2
TOTAL		4

Q5 Compared to how the project area looked prior to the tactical urbanism installation, do you think the current installation is:

Answered: 5 Skipped: 1



ANSWER CHOICES	RESPONSES
More visually appealing	60.00% 3
Equally visually appealing	20.00% 1
Less visually appealing	20.00% 1
TOTAL	5

Tactical Urbanism Feedback Form

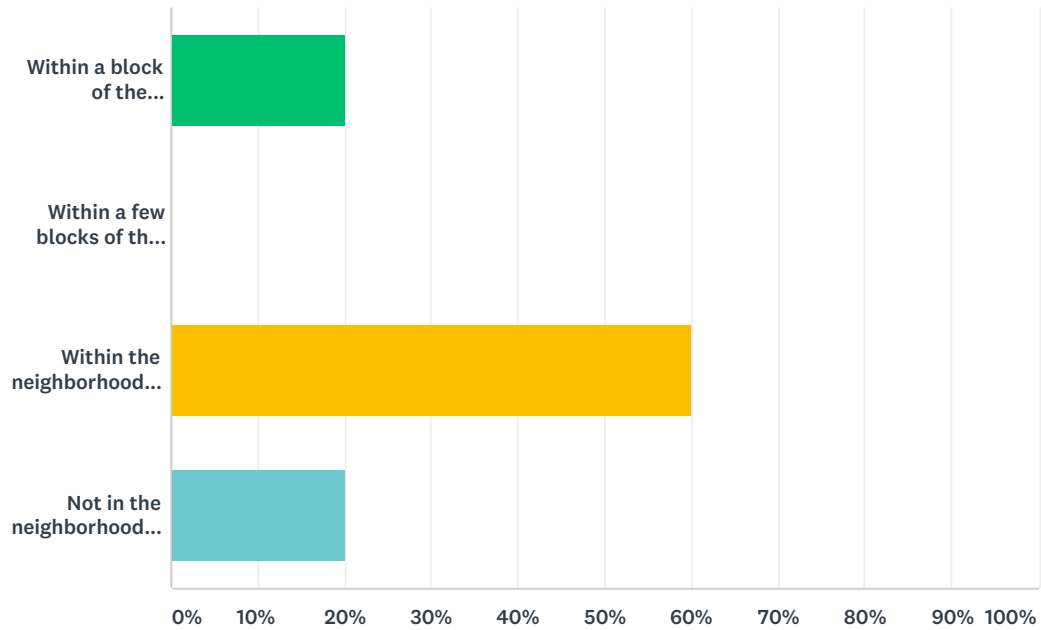
Q6 Please provide any further feedback about this project:

Answered: 4 Skipped: 2

#	RESPONSES	DATE
1	Turning this into a three-way stop has definitely made this a safer intersection!	9/28/2017 3:05 PM
2	Beautiful addition to neighborhood, and I feel much safer walking to and from community center.	9/22/2017 11:47 AM
3	Coming down Rock from College, the turn right onto Mill is awfully tight. It seems the painted part took a significant chunk out of the roadway. Not to mention, it seems a misuse of city money to do this when so many people are living with food insecurity.	9/10/2017 8:07 AM
4	Unsafe, eyesore. Terrible idea to do temporary traffic changes with no signage and notifying of changes. Non-standard traffic markings reduce driver awareness and decrease safety. Tight turn radius is dangerous and reduces traffic flow	8/30/2017 8:25 PM

Q7 How close do you live to the Tactical Urbanism installation?

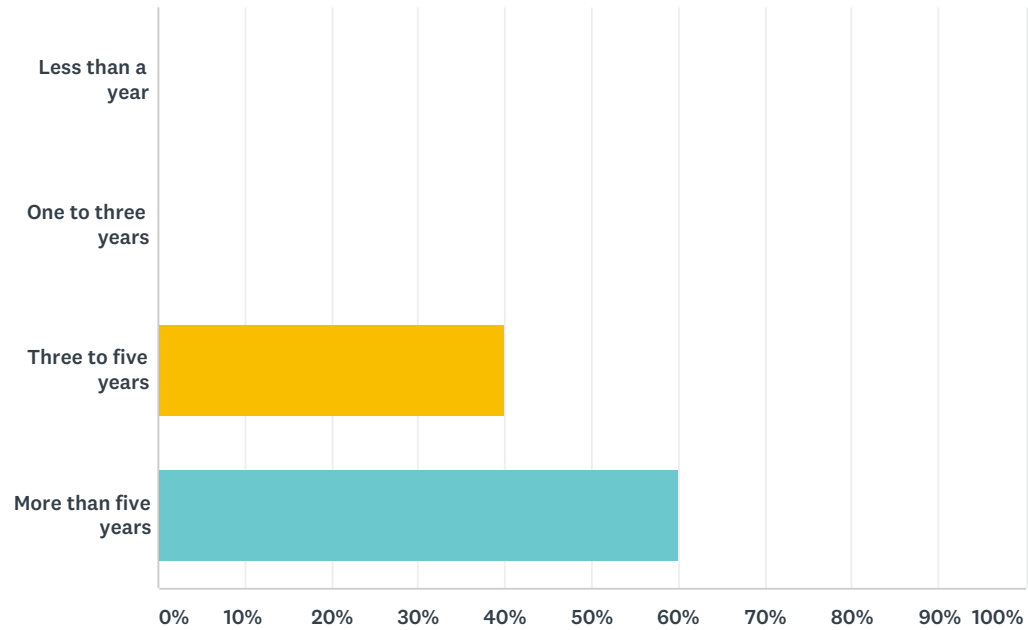
Answered: 5 Skipped: 1



ANSWER CHOICES	RESPONSES	
Within a block of the installation	20.00%	1
Within a few blocks of the installation	0.00%	0
Within the neighborhood of the installation, but more than a few blocks away	60.00%	3
Not in the neighborhood of the installation	20.00%	1
TOTAL		5

Q8 How long have you been a resident of Fayetteville?

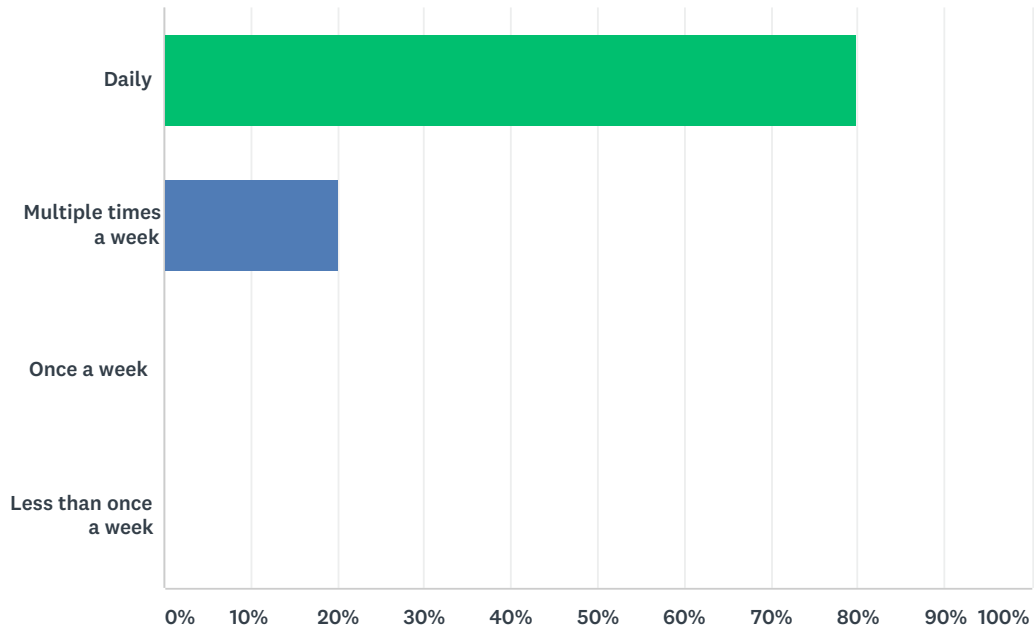
Answered: 5 Skipped: 1



ANSWER CHOICES	RESPONSES
Less than a year	0.00% 0
One to three years	0.00% 0
Three to five years	40.00% 2
More than five years	60.00% 3
TOTAL	5

Q9 How often do you encounter or pass by the installation?

Answered: 5 Skipped: 1



ANSWER CHOICES	RESPONSES	
Daily	80.00%	4
Multiple times a week	20.00%	1
Once a week	0.00%	0
Less than once a week	0.00%	0
TOTAL		5

Staff Memo

TO: Chris Brown, City Engineer
FROM: Kelsey Miller, Bicycle Coordinator
DATE: January 25, 2018
SUBJECT: Church and Center Tactical Urbanism 2017

BACKGROUND:

Church and Center is a pedestrian-dense intersection, lending to local business and walkability in the downtown and surrounding areas. This intersection had no pedestrian or traffic-calming infrastructure, which could be attributed to 12% of motorists appearing to be speeding. Pedestrians also would cross streets unsafely and unpredictably, as no obvious pedestrian walkway was present. To address this, crosswalks, painted curb bump-outs, and armadillos were added, along with a painted brick pattern to the center of the intersection.

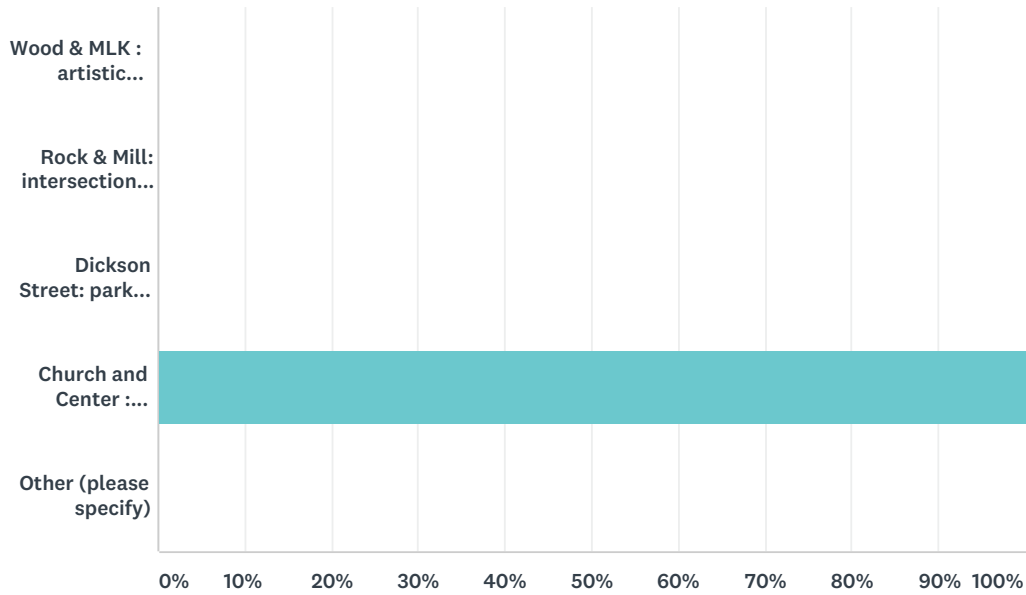
Date Observed	Vehicles counted	Complied with Markings	Appeared to be speeding	Rolled Stop Sign	Bike	Ped	Barrier Type
7/25/17	746	653	90 (12%)	3	11	103	None
8/8/17	576	562	5 (.01%)	9	3	82	Armadillo

DISCUSSION:

Post-installation, we saw a great reduction in speeding motorists. This can be attributed to narrower turns and driving lanes, naturally making motorists drive at slower speeds. This led to an overall safer area for pedestrians to access local business and increased driver-awareness of other modes of transportation.

Q1 What Tactical Urbanism Project would you like to provide feedback on?

Answered: 20 Skipped: 0

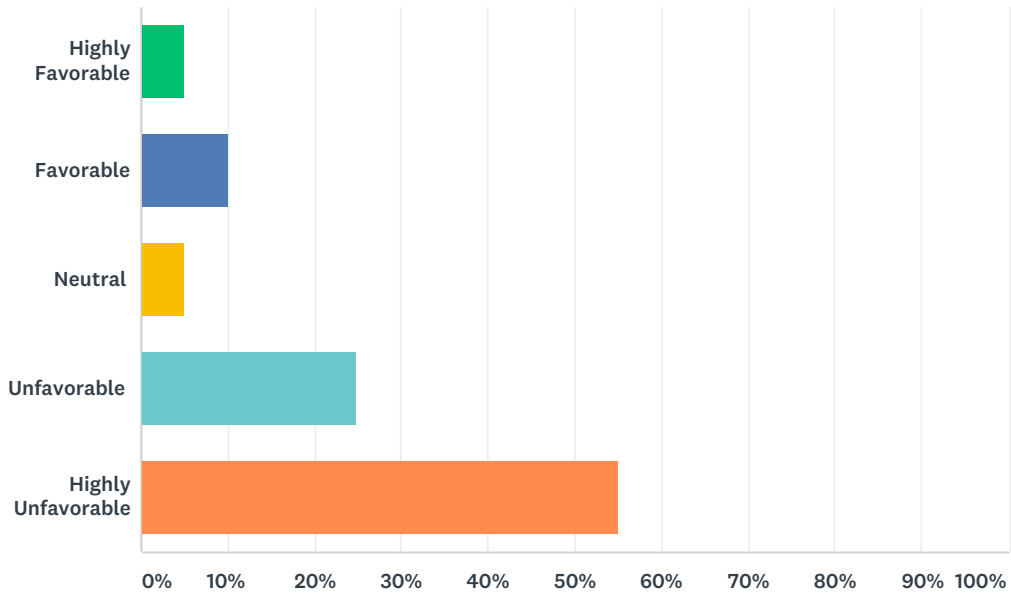


ANSWER CHOICES	RESPONSES
Wood & MLK : artistic crosswalk and intersection treatment	0.00% 0
Rock & Mill: intersection treatment	0.00% 0
Dickson Street: parklet in front of Blackboard Grocery	0.00% 0
Church and Center : pedestrian friendly intersection	100.00% 20
Other (please specify)	0.00% 0
TOTAL	20

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q2 Please indicate your impression of the tactical urbanism installation:

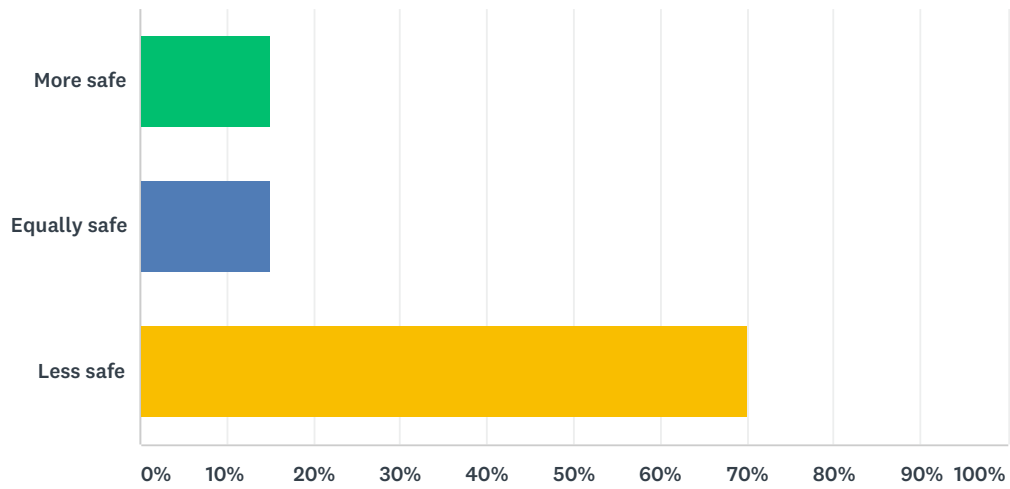
Answered: 20 Skipped: 0



ANSWER CHOICES	RESPONSES
Highly Favorable	5.00% 1
Favorable	10.00% 2
Neutral	5.00% 1
Unfavorable	25.00% 5
Highly Unfavorable	55.00% 11
TOTAL	20

Q3 Compared to the safety of the project area prior to the tactical urbanism installation, do you think the current installation is:

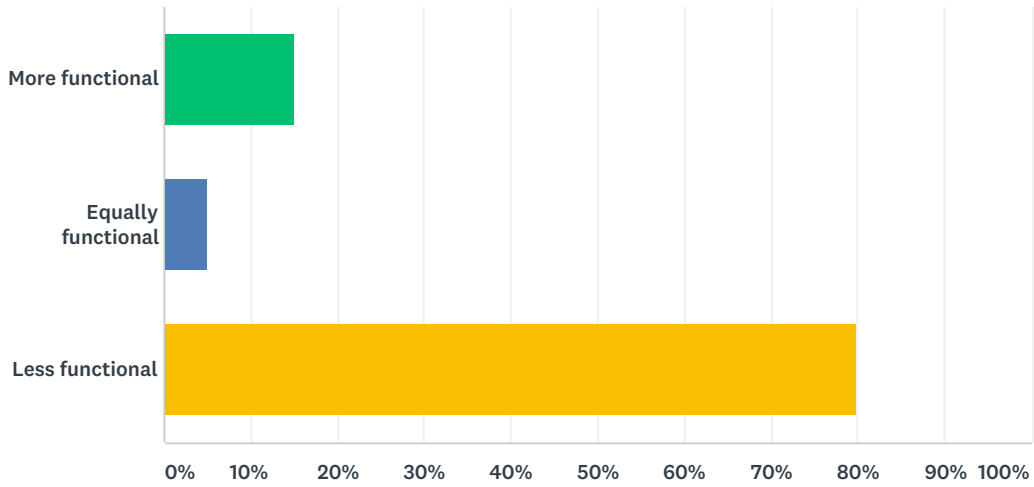
Answered: 20 Skipped: 0



ANSWER CHOICES	RESPONSES
More safe	15.00% 3
Equally safe	15.00% 3
Less safe	70.00% 14
TOTAL	20

Q4 Compared to how the project area functioned prior to the tactical urbanism installation, do you think the current installation is:

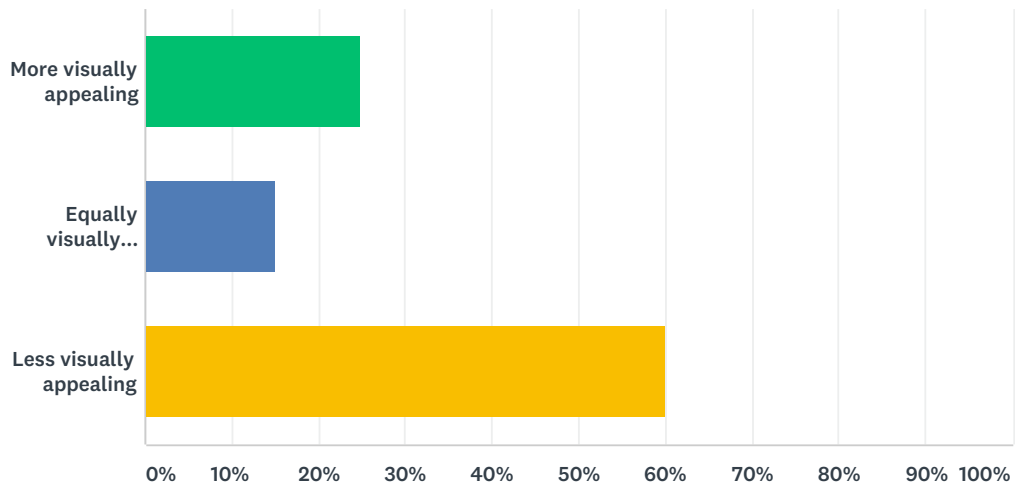
Answered: 20 Skipped: 0



ANSWER CHOICES	RESPONSES
More functional	15.00% 3
Equally functional	5.00% 1
Less functional	80.00% 16
TOTAL	20

Q5 Compared to how the project area looked prior to the tactical urbanism installation, do you think the current installation is:

Answered: 20 Skipped: 0



ANSWER CHOICES	RESPONSES
More visually appealing	25.00% 5
Equally visually appealing	15.00% 3
Less visually appealing	60.00% 12
TOTAL	20

Tactical Urbanism Feedback Form

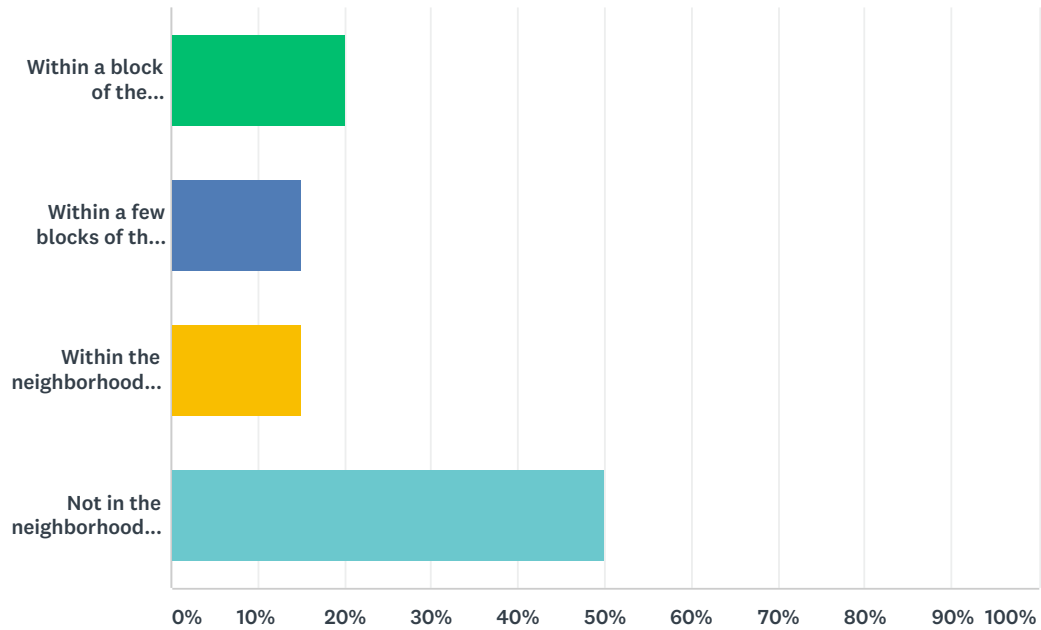
Q6 Please provide any further feedback about this project:

Answered: 14 Skipped: 6

#	RESPONSES	DATE
1	I would like to see a similar project at the intersection of Garland and Sang Ave	9/8/2017 8:52 AM
2	I live and work in Fayetteville as a firefighter. This intersection is a response route for apparatus from Fire Station 1 to Dickson St. and College Ave. This project has reduced the area we have to get through the intersection safely. I enjoy beautification of our city but it should come after safety of citizens. Police and Fire should be made aware of these projects and have input to the approval decision process.	9/8/2017 8:28 AM
3	First of all, I think all the coloring and things in the road are a little distracting for drivers - to some extent anyway. Today, I turned from W. Center onto N. Church and with the pedestrian safety area there it felt like a much tighter turn than before the area was put in. And that was without another car being over in the east lane of N. Church. Seems like it would be a really tight turn with another car over there on Church. Would it be possible to move the pedestrian safety area back a foot or so, so the turn is not so tight? I don't really have a big problem with the tactical urbanism effort but the two I've seen (Center and Church and Mill and Rock) don't really seem all that necessary to me. With all due respect - I do appreciate the city's efforts and concern.	9/1/2017 12:19 PM
4	This is my neighborhood. You are making traffic so confusing that accidents will happen because of your experiments. I saw a young woman crash her compact car into the curb that juts out at Block and Spring. She was crying, visibly shaken and confused. The damage to her car was extensive and had to be towed out. Our traffic calming has led to a city where the traffic crawls because of confusion. We need practical solutions. We are a growing city with the streets of a small town. Why do so many streets narrow, then widen, then narrow again? Why to some streets have center lines and some don't? Why are some streets both one way AND two way? This is just downtown. Someone please go study cities of comparable size that have functional streets. Please.	8/29/2017 8:17 PM
5	Forces vehicles to swing wide into oncoming lanes.	8/25/2017 7:33 AM
6	Big trucks, Buses and other large vehicles now have problems making turns due to having to cross the center line to avoid hitting the white markers. It is esp bad when there are other vehicles in the lines that the trucks are having to turn in that direction.	8/24/2017 8:44 AM
7	The intersection addition makes it more difficult for fire trucks to turn.	8/23/2017 10:24 AM
8	Helps with slowing traffic in a heavily pedestrian area. Way to go.	8/21/2017 9:53 AM
9	As a driver/operator at station 1, this intersection has become too small to safely navigate a large truck through with the side additions. On multiple occasions we have had to wait on other cars to back/move in order to navigate through the intersection.	8/21/2017 8:43 AM
10	The intersection is extremely tight. When fire apparatus move thru this intersection, especially when responding to emergencies, often vehicle sitting at the stop signs on Church have to backup to allow the fire apparatus to proceed thru the intersection. We met a UA Transit bus and the bus had to let someone out so they could have a "backer", per their protocol, so that we could proceed in the fire apparatus. This intersection is used numerous times a day by the fire department and is our main route to avoid as much of Dickson Street and the square as possible when travelling to College Avenue on calls.	8/20/2017 9:38 PM
11	Roads are for vehicles	8/17/2017 7:45 AM
12	Big trucks, i.e. A firetruck, has a difficult time navigating these intersections especially during high traffic times with these in place	8/16/2017 5:06 PM
13	The paint is fine, just do something with the posts. It has become even more difficult for larger trucks to turn onto Church from Center	8/16/2017 3:42 PM
14	Tightening the intersection to slow traffic has led to misleading pedestrians. The "barriers" are flexible and will give way to large vehicles making the turn, thereby projecting into areas that pedestrians may deem as "safe".	8/7/2017 2:52 PM

Q7 How close do you live to the Tactical Urbanism installation?

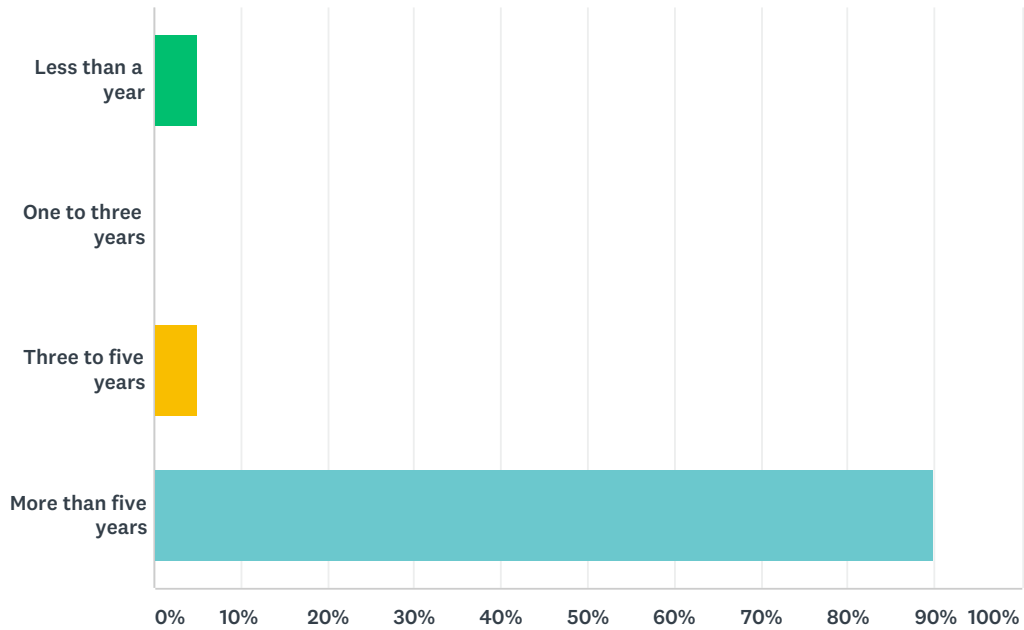
Answered: 20 Skipped: 0



ANSWER CHOICES	RESPONSES	
Within a block of the installation	20.00%	4
Within a few blocks of the installation	15.00%	3
Within the neighborhood of the installation, but more than a few blocks away	15.00%	3
Not in the neighborhood of the installation	50.00%	10
TOTAL		20

Q8 How long have you been a resident of Fayetteville?

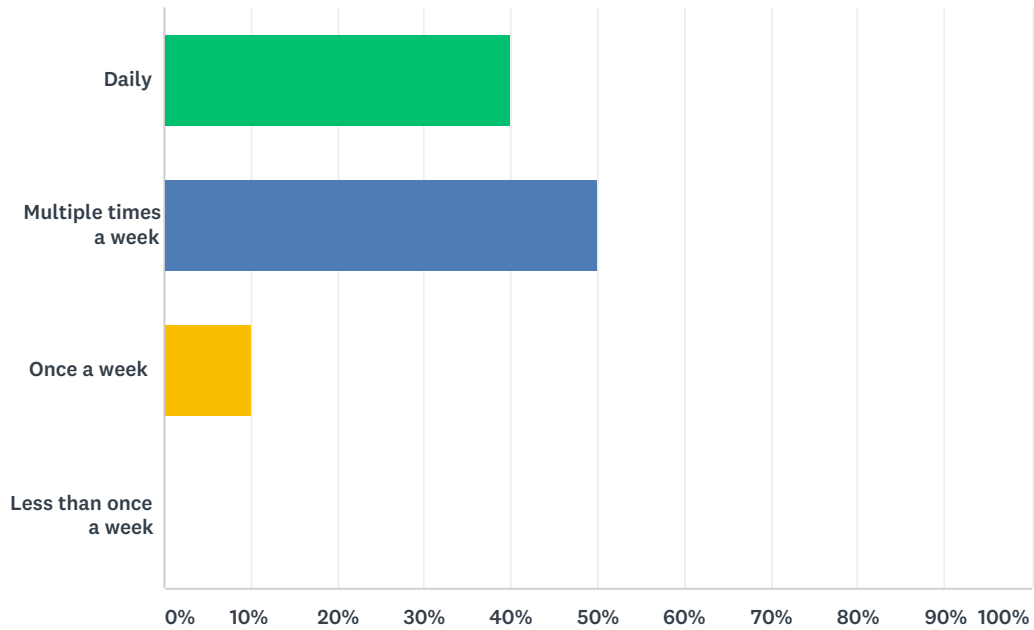
Answered: 20 Skipped: 0



ANSWER CHOICES	RESPONSES
Less than a year	5.00% 1
One to three years	0.00% 0
Three to five years	5.00% 1
More than five years	90.00% 18
TOTAL	20

Q9 How often do you encounter or pass by the installation?

Answered: 20 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	40.00%	8
Multiple times a week	50.00%	10
Once a week	10.00%	2
Less than once a week	0.00%	0
TOTAL		20



TO: Transportation Committee

THRU: Don Marr, Chief of Staff
Garner Stoll, Development Services Director
Chris Brown, City Engineer

FROM: The Active Transportation Advisory Committee
Staff Representative: Matt Mihalevich, Trails Coordinator

DATE: January, 30th 2018

SUBJECT: Sidewalk Ordinance Amendments

RECOMMENDATION:

An ordinance to amend chapter 98 – Streets and Sidewalks and chapter 50 – Recycling and Trash Collection of the Fayetteville Code to better define the responsibilities of property owners to keep sidewalks clear of obstructions.

BACKGROUND:

During a walking tour on August 29th, 2017 with the Active Transportation Advisory Committee (ATAC) and the Transportation Committee many sidewalks were observed to be obstructed by vegetation and/or trash and recycling carts in the vicinity southeast of the Square. Since that time, the ATAC and staff have worked to evaluate the existing ordinances relating to sidewalks and determine amendments to better define the responsibility of property owners to keep sidewalks clear and accessible to the public. On January 3rd, the ATAC unanimously supported the amended language provided for chapter 50 and 98 and forwarded to the Transportation Committee for review during the January 30th meeting.

DISCUSSION:

The current language under chapter 98.02 – “duty of property owner and occupant to keep sidewalks free from obstructions” stipulates that it is the responsibility of the property owner to keep the sidewalk in front or alongside their property free from obstructions. The proposed language builds upon the existing requirements by specifying a minimum clear space of 8 feet above the sidewalk and 2 feet back from the edge of sidewalk to insure a safe and accessible route. In addition, a new section is proposed in chapter 98 to provide city staff with the tools necessary to charge a property owner for the costs incurred to clear vegetation and/or obstructions from the sidewalk in the case the property owner is unwilling or unable to do so themselves. The intent is to first educate the property owners of their responsibility to keep the sidewalk clear and only use the financial recourse as a last resort.

The current language under chapter 50 – “recycling and trash collection” stipulates that trash carts placed at curbside must not impede the flow of traffic on the roadway or public sidewalk.

The proposed language expands upon the existing ordinance to address areas where a sidewalk is adjacent to the curb and requires the recycling, trash and yard waste containers to be placed at the back of the sidewalk so the sidewalk is not blocked. Staff has verified with the Recycling and Trash Department and the existing articulating arm on the trucks can reach to the back of the sidewalk.

The ATAC recommended that emphasis is placed on educating property owners about the proper placement of trash and recycling and keeping the sidewalks clear of vegetation in the proposed ordinance changes. Communications staff have already been working on a series of pamphlets and website content to help illustrate the responsibility of keeping the sidewalks clear.

BUDGET/STAFF IMPACT:

No direct cost for this item. The existing code compliance officers will continue to respond to citizen complaints for sidewalk obstructions. The proposed changes will give the code compliance officers more leverage to enforce the unobstructed sidewalk requirements. Through the education campaign and code compliance it is anticipated that more property owners will begin taking care of keeping their sidewalks clear. This will result in a reduction of Transportation Services Department staff time dedicated to sidewalks and will give them more time to work on other maintenance and capital projects.

Attachments:

Fayetteville City Code Sidewalk Obstruction Amendments – Chapter 50 & 98
(Draft forwarded by ATAC on January 3rd, 2018)

Approved by
ATAC
1-3-18



CITY OF
FAYETTEVILLE
ARKANSAS

Fayetteville City Code Sidewalk Obstruction Amendments

CHAPTER 98: - STREETS AND SIDEWALKS

- **98.02 - Duty Of Property Owner And Occupant To Keep Sidewalks Free From Obstructions**

(A) The owner, occupant or agent of every house or parcel of land in the city shall keep the sidewalk and gutter in front or alongside the same free from all obstructions of grass, leaves, weeds or other growths, substances or things.

(B) The owner, occupant or agent of every house or parcel of land in the city may not place, maintain, or permit a tree or plant to obstruct a sidewalk. Vegetation growing over a sidewalk shall be trimmed by the property owner, occupant or agent at a minimum clearance of 8 feet above the sidewalk and 2 feet back from the edge of sidewalk or edge of pavement if no sidewalk exists.

(Code 1965, §18-4; Ord. No. 155, 8-8-1905; Code 1991, §98.04)

- **98.04 - Growing Trees And Other Vegetation Near Intersections; Right-Of-Way To Be Kept Free From Grass And Weeds**

(A) No person shall permit any tree, shrub, hedge, flower or other form of vegetation to grow within 25 feet of the intersection of the curb lines of two (2) intersecting streets to a height in excess of 3 feet above the lowest grade of two intersecting streets; provided, however, that trees now growing in such places may grow above said height if the limbs are trimmed to the minimum height of 8 feet.

(B) The owner (or in the case of leased property, the lessee) of private property abutting a public street or alley right-of-way shall keep that portion of said right-of-way from the center line thereof to the private property line free from tall grass, weeds, debris and other growths, articles, and things.

(Code 1965, §§18-16, 19-22; Ord. No. 1447, 6-7-65; Ord. No. 2076, 1-7-75)

- **98.08 - Spilling Or Tracking Debris Onto Public Streets**

(A) Any person who spills dirt, gravel, sand, offal, or any other similar material, or who tracks mud, dirt or other debris onto the public streets, sidewalks and trails of the City of Fayetteville shall be

responsible for the prompt and thorough clearance and cleaning thereof. The ~~Transportation Division Manager~~ Mayor or duly authorized representative is hereby authorized to order the responsible party to clear and clean the affected street(s). The ~~Transportation Division Manager~~ Mayor or duly authorized representative shall give the responsible party written notice, ~~via certified mail,~~ to perform such acts within three (3) business days ~~of receipt~~ of notice.

(B) If the responsible party fails to clear and clean the affected street(s) within three (3) business days of receipt of notice, ~~Transportation Division Manager~~ Mayor or duly authorized representative staff may undertake the street cleaning, and bill the responsible party for the costs thereof, at the overtime rate for said staff.

(C) The responsible party may request that the ~~Director of Operations~~ Mayor or duly authorized representative conduct an administrative review of such an order, or the appropriateness of the amount assessed for the cleaning. The decision of the ~~Director of Operations~~ Mayor or duly authorized representative shall constitute final administrative action in the matter.

(Ord. No. 4615, 8-17-04)

- **98.XX - Abatement By City: Costs Responsibility Of Owner**

If the conditions described in a notice given pursuant to §98.02 and §98.04 are not removed or corrected within ten (10) days after such notice is given, the Mayor, or his duly authorized representative, is hereby authorized to enter upon the property and do whatever is necessary to correct or remove the conditions described, in the notice. The costs of correcting said conditions shall be charged to the owner or owners of the property and the city may file a lien against such property for such costs.

CHAPTER 50: - RECYCLING AND TRASH COLLECTION

- **50.01 - Definitions**

Curbside. The edge of the public roadway directly in front of a residence. On corner lots curbside may be construed as the edge of the roadway directly alongside of the residence. In areas where garbage and trash collection is provided along alleys, curbside shall refer to the edge of the pavement of said alley. In either case, placement shall be no more than 6 feet from the public roadway. Garbage and trash placed at curbside ~~must shall~~ not impede the flow of traffic on the roadway or public sidewalk in any way. If a street has a sidewalk adjacent to the curb the recycling, trash and yard waste carts shall be placed at the back of the sidewalk to avoid impeding access on the sidewalk.

- **50.20 – Service Requirements**

(B) (2) *Location of Residential Garbage Carts.* Residential garbage carts shall be placed at a single collection point within ~~63~~ feet of the curb, street, or alley line, where applicable, by 6:00 a.m. on mornings regularly scheduled for garbage and trash collection, provided however, that garbage carts shall not be placed at the curb, street, or alley more than twelve (12) hours before regular pickup, and shall be removed within twelve (12) hours thereafter. Alternate collection points may be specified at the discretion of the city.

Approved 2018 Sidewalk Projects

1/2/2018

Ward	Street	From	To	Placement	Type	Sidewalk Feet	SW Width	Curb Feet	Ramps Each	Drives Each	Pipe Length	Boxes Each	Const. Time	Est. Material Cost	Comments	
1	Huntsville Rd.	Blair Ave.	Morningside Dr.	Both sides	New	1,000	5	1,000	5	8	500	8	75.5	\$115,520	CDBG area, complete connection	
1	MLK Jr. Blvd	College Ave.	Washington Ave.	North side	New	150	5	150	1	1	0	0	5.5	\$8,777	Will need additional right of way	
2	Dickson St.	Washington Ave.	Willow Ave.	North side	Replacement	410	5	0	3	5	0	0	15.6	\$22,158		
2	Green Acres Rd.	Poplar St.	College Ave.	West side	New	1,050	5	1,050	2	13	1,000	8	45.0	\$145,470	Verify right of way. Section 2 of 2	
2	Meadow St.	Block Ave.	East Ave.	Both sides	Replacement	660	10	660	4	6	0	2	55.0	\$144,104	Narrow street, street trees, street lights, brick border?	
3	Mission Blvd.	East Oaks Dr.	Crossover Rd.	North side	New	250	5	250	0	0	50	3	17.5	\$26,384	ORT Req. - State Hwy. - fill gap on north side	
Any	Maint. Repairs	Various	Locations	Any side	Replacement	900	5	100	0	0	0	0	10.0	\$25,719		
2018 Personnel and equipment costs														\$326,193		
Totals						4,420	3,210	15	33	1,550	21	224	\$814,323			

2018 funding \$980,000

Available \$165,677

Proposed Additional Sidewalk Projects

1/22/2018

Ward	Street	From	To	Placement	Type	Sidewalk Feet	SW Width	Curb Feet	Ramps Each	Drives Each	Pipe Length	Boxes Each	Const. Time	Est. Material Cost	Comments	
4	Carriage Way	Beaver Ln.	Wedington Dr.	West side	New	1,330	5	0	5	10	0	0	35.8	\$57,808	Connect neighborhoods to Wedington Dr.	
4	Patrick St.	Boxley Ave.	Lonesome Dove	North side	New	370	5	0	4	2	0	0	9.7	\$14,794	Complete connection to Red Oak Park	
4	Meadow Lands	Wedington Dr.	Existing Sidewalk	Both	New	700	5	0	0	1	0	0	9.0	\$20,873	Connect neighborhood to Wedington Dr..	
4	Salem Rd.	Fairfax St.	Wedington DR.	West	Repair	150	5	320	16	11	0	0	34.7	\$35,301	Install access ramps and remove wheel chair obstructions	
1	Obstruction removal, access ramp improvements			Any side	Repair	TBD								\$36,902	Remove trip hazards, install access ramps	
Totals						2,550	20	320	25	24	0	0	89	\$165,677		

<http://gis.fayetteville-ar.gov/temp/proposedsidewalks/>



CITY OF FAYETTEVILLE TRANSPORTATION BOND PROGRAM PROGRESS REPORT – NOVEMBER, 2017

The Transportation Bond Program consists of projects that will be designed, contracted, and administered by City Staff or consultants/contractors working for the City, along with 5 projects that will be designed and administered by the Arkansas Department of Transportation (ARDOT). Seventeen (17) projects have been completed; all projects in the original program are underway and are in various stages of design or construction. In April 2013, several additional projects were approved by the City Council. A summary of the status of all projects in the program follows below.

Funding for the Bond Program includes \$65.9 million in bonds along with federal aid funding and additional sales tax funding from the City's Capital Improvements fund.

1) RUPPLE ROAD (MLK JR. BLVD. TO MT. COMFORT RD.)

Project Summary

- Includes Extension of Ruppel Road as a 4-lane boulevard from south of Owl Creek School to Martin Luther King, Jr. Blvd, widening between Persimmon Rd. and Starry Night View, and new location, bridge, and intersection between Starry Night View and Mount Comfort Road. The project will be completed in three separate segments
 - Total project budget: \$13.5 million; includes \$2.5 million in federal-aid funding.
- a. Martin Luther King, Jr. Blvd-Persimmon St.**
- **CONSTRUCTION COMPLETE.**
- b. Persimmon St.-Congressional Rd.**
- Major elements of this segment include widening with a center median from Persimmon to Wedington, intersection alignment and improvements at Wedington, and completion of the west side of the boulevard section north of Wedington up to Congressional.
 - Recent/Upcoming activities:
 - Sweetser Construction was awarded the construction contract on April 5, 2016. The contract amount was \$2,537,900.00.
 - Substantial Completion was issued on December 12th, 2017
 - All lanes of traffic, multi-use trail, and sidewalk are now open
 - Punch list items continue to be worked on, but are expected to be complete within the next couple weeks.
 -

c. Starry Night View-Mount Comfort Rd.

- This is a federal-aid project; federal funds will supply up to 80% of the funding for the segment. This segment includes a new bridge and a realignment of Ruppel so that it connects to the existing signal at Mount Comfort Road and the segment of Ruppel Road north of Mt. Comfort.
- **Recent Actions:**
 - Archeological activities are underway and the hand digging is approximately 80% complete.
 - Bid Opening for construction was November 29, 2017 @ 2:00 p.m.
 - On December 19th City Council approved the award of a construction contract to Crossland Heavy Contractors, Inc. pending ArDOT approval. City Council also approved Supplemental Agreement #2 with Garver, LLC for construction management services.
- **Upcoming Activities:**
 - It is anticipated that the archeological dig will be complete by the middle of March.
 - The City has requested from ArDOT concurrence with awarding the construction contract with Crossland and authorization to proceed with the roadway construction project.

2) OLD WIRE ROAD (MISSION BLVD. TO CROSSOVER RD.)

Project Summary

- Includes signalization at Mission and Old Wire, installation of bike lanes, trail and sidewalks and widening at intersections.

a. Old Wire Rd/Mission Intersection

- **CONSTRUCTION COMPLETE**

b. Old Wire Rd (Mission to Ash)

- This project bids were opened on June 10, 2016. APAC-Central was the low bidder at \$2,574,815.20. \$1,780,867.15 of this contract is from the Transportation Bond Fund and \$793,948.05 is from the Water and Sewer Fund.
- Substantial Completion was issued on January 4, 2018. This was a delay of 26 calendar days beyond the contract completion date.
- All lanes of traffic, multi-use trail, and sidewalk are now open.
- Punch list items continue to be worked on, but are expected to be complete within the next couple weeks.

c. Old Wire Rd (Ash to Stanton)

- Design 2017, Construction 2nd Quarter 2018.
- The current design includes curb and gutter, a 4 ft. stamped concrete median, an 9.5 ft. wide cycle track and an elevated 5 ft. sidewalk adjacent to the cycle track. There will also be a considerable amount of drainage improvements necessary as part of the project.
- The City has been awarded a \$1.3M grant from the Walton Family Foundation for a portion of the construction costs.
- Surveying of this project is complete.
- Property research and title search are complete and right of way acquisition is nearly complete.

- Design is complete.
- The project will bid in February 2018.

d. Old Wire Rd (Stanton to Hwy 265 Sidewalk connections)

- Design is Complete, Construction, TBD.
- The Engineering Design Team has completed the sidewalk and intersection design.
- ROW and easement acquisition began in early August of last year and the Land Agents have acquired all of the necessary easements.

3) ZION ROAD PHASE II (VANTAGE DR. TO CROSSOVER RD.)

a. Project Summary/Status

- Includes addition of curb and gutter, bike lanes, and sidewalks. Also includes widening to three lanes at major intersections.

b. Recent Actions:

- 100% design plans were received from McClelland in July 2015.
- Appraisals are complete and right of way and easement acquisition has begun. We have currently acquired 12 of 18 properties necessary for construction.

c. Upcoming Activities:

- Property acquisitions will continue.
- A bid date will be set after Ruppel Road and Old Wire Road projects have been bid and the funding has been evaluated.

4) COLLEGE AVENUE ENHANCEMENTS (MAPLE ST. TO NORTH ST.)

a. Project Summary/Status

- Continuation of sidewalk and landscaping enhancements along College Avenue to match recently completed improvements south of Maple St.
- EAST SIDE - **CONSTRUCTION COMPLETE**
- WEST SIDE - **CONSTRUCTION COMPLETE**

5) INTERSECTIONS AND PEDESTRIAN CROSSING IMPROVEMENTS

a. Project Summary/Status

- Projects (to be determined) to improve pedestrian service and safety at intersections.

6) SAIN STREET EXTENSION (JOYCE TO FLYOVER)

a. Project Summary/Status

- This project was recently selected for federal STP-A funding. The funding is for planning, design, and environmental review of a connection between Vantage Drive and Sain Street, including a connection to the flyover bridge at 71B and the Fulbright Expressway. Burns & McDonnell is the design consultant.

b. Recent Actions:

- Review comments on the 60% plans have been received from ArDOT.
- Approval of the environmental documents has been received from ArDOT & FHWA.
- R/W plans have been revised and have been resubmitted to ArDOT for approval after which the City can request authorization to hire a real estate

appraiser.

c. Upcoming Activities:

- Consultant will be addressing the 60% review comments and moving on to the 90% design plans.
- The City will request authorization to hire a real estate appraiser once the r/w documents have been approved by ArDOT.

7) HWY 112 (MAPLE ST) (RAZORBACK RD. TO GARLAND AVE.)

- Federal-aid (STP-A) will fund \$2.4 million of this amount. The City, UA, and ArDOT are partnering to cover the remaining funds.
- The Mayor signed the Agreement Of Understanding for Hwy. 112 on September 19th and the original document has been mailed back to ArDOT for execution.
- On November 2nd, the Mayor sent plans and specifications to ArDOT requesting approval to advertise this project for construction bids.

COMPLETED PROJECTS			
PROJECT NAME	COMPLETION YEAR	ORIGINAL BUDGET	FINAL COST TO CITY
Wilson Park/Washington Willow Area Traffic Calming and Gregg/North Int.	2008	\$1,440,000	\$898,858
Zion Rd. Phase I (N. College Ave. to Vantage Dr.)	2008	\$2,540,000	\$2,274,560
College Ave. Phase I Enhancements (Rock St. to Maple St.)	2009	\$1,740,000	\$1,840,897
Mt. Comfort Rd. (I-49 to Ruppel Rd.)	2011	\$11,363,000	\$10,199,497
Cato Springs Rd. (U of A Technology Corridor) (Razorback to S School)	2013	\$5,068,000	\$5,590,792
FEEDC Roundabout Project	2013	\$2,575,000	\$2,293,331
Crossover/Hwy 265 (Mission Blvd. to Joyce Blvd.)	2013	\$7,700,000	\$6,749,610
Garland Ave (North St. to Melmar Dr.)	2013	\$6,695,000	\$6,366,487
FEEDC Flyover Project	2014	\$7,800,000	\$7,986,577
Van Asche Drive (Garland Ave. to Gregg Ave.)	2015	\$4,560,000	\$5,307,501
Hwy 16 (Armstrong Ave. to Stonebridge Rd.)	2015	\$10,000,000	\$5,156,736
Razorback Rd./Hwy 112 (MLK Blvd.to Leroy Pond Dr.)	2015	\$2,600,000	\$2,707,345*
Ruppel Road (MLK Blvd. to Persimmon St.)	2016	\$8,155,000	\$8,321,444
College Ave. Enhancements (East Side)(Maple St to North St)	2016	\$1,000,000	\$700,000
Maple St. & Lafayette St. Historic Bridges	2016	\$1,725,000	\$2,332,915
Regional Park Access Road	2016	\$1,400,000	\$1,410,283
Old Wire Rd/Mission Intersection	2017	---	\$1,225,000

*Includes \$2,080,000 of Federal-aid, \$319,000 from the City, and \$308,000 from the U of A.