

AGENDA REQUEST

FOR: COUNCIL MEETING OF September 17, 2013

**FROM:
CITY COUNCIL MEMBER ALAN LONG**

ORDINANCE OR RESOLUTION TITLE AND SUBJECT:

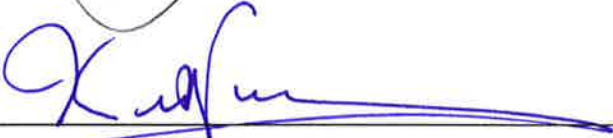
A resolution to grant the appeal of Alderman Alan Long concerning a recommendation of the City Council Transportation Committee concerning Cleveland Street improvements

APPROVED FOR AGENDA:



City Council Member Alan Long

09-03-2013
Date



City Attorney Kit Williams
(as to form)

Aug 29, 2013
Date

From: Alan Long <longward4@gmail.com>
To: Sondra Smith <ssmith@ci.fayetteville.ar.us>, Sondra Smith <ssmith@fayett...>
CC: Don Marr <dmarr@fayetteville-ar.gov>, Don Marr <dmarr@ci.fayetteville.ar...>
Date: 8/27/2013 9:24 AM
Subject: Appeal of the Street Committee Recommendation to the mayor for traffic calming on Cleveland

Sondra,

Please consider this official notice that I am appealing the recommendation of the street committee for traffic calming on Cleveland. I want this appeal to be heard at the September 17th city council meeting.

Thank you,

Alan T Long
City of Fayetteville, AR
City Council, Alderman- Ward 4
ward4_pos2@fayetteville-ar.gov
479.304.0585



FAYETTEVILLE CODE OF ORDINANCES
TITLE III ADMINISTRATION

Forestry Advisory Board sitting as the Wildland-Urban Interface: Firewise Advisory Board shall meet at least twice each year. Special meetings may be called as needed to carry out the board's duties. A majority of the voting membership of the board shall constitute a quorum.

(Ord. 5426, 8-2-11)

33.286-33.289 Reserved

**ARTICLE XVI
CITY COUNCIL
TRANSPORTATION COMMITTEE**

33.290 Composition

There is hereby established and continued a City Council Transportation Committee which shall be composed of four aldermen, one from each ward who shall be appointed annually by the Mayor, subject to City Council approval. The members shall elect a Chair at its first annual meeting.

(Ord. 5540, 10-16-12; Ord. 5586, 05-21-13)

33.291 Purpose, Duties and Powers

(A) The Transportation Committee shall make recommendations to the City Council on transportation projects and issues that may arise, including, but not limited to:

- (1) Changes, additions, or deletions to the Master Street Plan.
- (2) Bids, Contracts, Contract Amendments, Change Orders, cost share proposals, and other contractual items that require City Council approval.
- (3) Requests for authority to begin eminent domain actions, and offers of settlement for eminent domain cases related to transportation projects, except when timing of settlement offers are such that Transportation Committee review is not feasible.
- (4) Yearly Transportation Division paving, overlay, sidewalk, and trail/bikeway construction programs.
- (5) Funding priorities for proposed major transportation improvement projects and programs.

- (6) Street and alley closures and/or right of way vacations.
- (7) Funding requests made by transit providers during the yearly budget process.
- (8) Changes, additions, or deletions to the bikeway map and trail/street intersections.

(B) The Transportation Committee shall serve as an advisory board to the City Administration, and as a public forum for transportation projects and issues that may arise, including, but not limited to:

- (1) Proposed street, sidewalk, bikeway, and transit related improvement plans for major projects to be partially or fully funded by the City. Said review will be at the preliminary stage, and will include typical cross sections and preliminary horizontal and vertical alignments. Said projects will be at the discretion of the City Administration, but generally will include major widening or new location projects, or projects where major changes to existing street cross sections are planned.
- (2) Traffic Calming Policies of the City, including review of requests for traffic calming by citizens.
- (3) Any alderman may appeal any recommendation of the Transportation Committee to the full City Council.

(C) The Transportation Committee may adopt rules to govern the conduct of its business. Said rules shall be consistent with the provisions of the Arkansas Freedom of Information Act.

(Ord. No. 5540, 10-16-12; Ord. 5586, 05-21-13)

33.292-33.300 Reserved

(Code 1965, §§17B-11.2(a), (b), (d); Ord. No. 2109, 6-3-75; Ord. No. 2585, 12-4-79; Ord. No. 3153, 11-19-85; Ord. No. 3340, 3-15-88; Ord. No. 3587, §1, 1-7-92; Ord. No. 4099, 6-16-98; Ord. No. 4652, 12-07-04; Ord. 5041, 7-17-07; Ord. 5586, 5-21-13)

**ARTICLE XVII
TRANSPORTATION DIVISION**

33.301 Establishment

CD33:26

RESOLUTION NO. _____

A RESOLUTION TO GRANT THE APPEAL OF ALDERMAN ALAN LONG CONCERNING A RECOMMENDATION OF THE CITY COUNCIL TRANSPORTATION COMMITTEE CONCERNING CLEVELAND STREET IMPROVEMENTS

WHEREAS, pursuant to § 33.291 (B)(3) “Any alderman may appeal any recommendation of the Transportation Committee to the full City Council,” Alderman Long has appealed the City Council Transportation Committee’s recommendation concerning Cleveland Street improvements.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby grants the appeal of Alderman Long and upon careful consideration of all of the facts, statements of staff, and comments from citizens does hereby make the following recommendation to the City Administration concerning the proposed improvements to Cleveland Street:

_____.

PASSED and APPROVED this 17th day of September 2013.

APPROVED:

ATTEST:

By: _____
LIONELD JORDAN, Mayor

By: _____
SONDRA E. SMITH, City Clerk/Treasurer

To: Fayetteville City Council

Thru: Mayor Lioneld Jordan
Don Marr, Chief of Staff
Jeremy Pate, Development Services Director JP

From: Chris Brown, City Engineer CB

Date: September 3, 2013

Subject: **Appeal by Alderman Alan Long of Transportation Committee Recommendation for Traffic Calming on Cleveland Street**

Background

Over the past few months, the City of Fayetteville Transportation Committee, comprised of Council Members Matthew Petty (Chairman), Rhonda Adams, Adella Gray, and Justin Tennant, has reviewed potential traffic calming measures on Cleveland Street to recommend for the Administration to consider. At the June 25th, 2013 meeting, the Committee reviewed proposals from staff that would reduce the width of Cleveland by moving the north curb line to the south to create a 20 foot wide street. The proposals and their respective costs were:

- 1. Street narrowing, milling and overlay only (leave sidewalk as is): \$129,000
- 2. Street narrowing, milling and overlay, and new 6' wide sidewalk (2' greenspace): \$202,000
- 3. Street Narrowing, milling and overlay, and new 8' wide sidewalk (no greenspace): \$210,000

In accordance with Alderman Adams' request, the Committee voted unanimously to table these proposals pending further consideration and discussion with the neighborhood, and evaluation of costs relative to the overall Ward 4 paving and sidewalk budget.

At the August 13, 2013 Transportation Committee Meeting, an additional proposal suggested by Alderman Petty and evaluated by staff for costs was presented. This proposal, consisting of a bike lane along the south side of the road between Sang and Oliver, delineated by the use of striping, bike lane symbols, and was ultimately recommended by the Committee 3-0 (Alderman Tennant was absent).

The cost of this proposal is estimated to be less than \$6,000, and may be less depending on availability of City staff and resources to do the work versus hiring contract labor and equipment. This proposal is similar to a concept that was proposed during the review of the apartment complex at Cleveland Street and Hall Avenue. As noted in the attached memo, that proposal was recommended by staff and was to be a part of the conditions of approval for that development.

The Committee also asked the Transportation Division to gather traffic speed data both before and after the bike lane installation to determine how the bike lane affects traffic speeds.

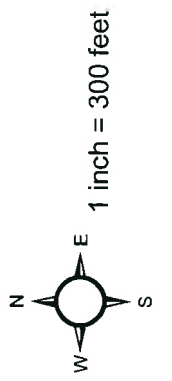
Recommendation

Staff recommends the installation of the bike lane as recommended by the Committee, as a low cost solution to speeding problems on Cleveland, and one that can be installed quickly and with relatively little manpower. By gathering speed data both before and after the bike lane installation, we will be able to see how effective this treatment is at reducing traffic speeds. If the solution proves effective, then no further measures may be necessary.

If the City Council votes to overturn the recommendation from the Committee, then the bike lane will may not be installed, pending further staff direction from the Administration. The three more expensive options can not be incorporated into the 2013 workplan due to manpower and funding allocations to other projects. These options can be included in the draft 2014 work plan for consideration by the Committee and City Council. It should be noted that the cost of even the cheapest option represents 35% of the funds allocated to Ward 4 in the Transportation Division's 2013 workplan.



CLEVELAND STREET SANG TO OLIVER



TRANSPORTATION COMMITTEE MEMO

TO: City of Fayetteville Transportation Committee

CC: Mayor Jordan
Don Marr, Chief of Staff
Jeremy Pate, Development Services Director

FROM: Chris Brown, City Engineer *CB*

DATE: June 20, 2013

SUBJECT: Cleveland Street-Review of Proposed Improvements for Speed Reduction

*Presented at the
June 25, 2013
Trans. Committee*

Cleveland Street, a collector street on the City's Master Street Plan, runs parallel to Wedington Drive, between Sang Avenue and Garland Avenue. It functions as both a neighborhood street, with neighborhood vehicular and pedestrian traffic, and as an alternate route to Wedington Drive for traffic heading to and from the University of Arkansas campus. As such, conflicts between neighborhood uses and through traffic have been the source of complaints and requests from the neighborhood for traffic calming solutions on Cleveland, especially between Razorback Road and Sang Avenue.

January 2010 Study

In January 2010, At the request of the University Heights Neighborhood Association and as directed by the Street Committee, the Engineering Division conducted a traffic study to determine the appropriateness of traffic calming measures on Cleveland Street between Sang Avenue and Razorback Road. The study was performed in compliance with the City of Fayetteville's Traffic Calming Policy including traffic counts and speed studies. The data for this study was provided from both the Transportation Division and the Police Department.

Two locations were studied along Cleveland Street. Counts and speeds were taken just east of Lewis Avenue and just west of Oliver Avenue. The results of the study show a rating of 70 out of a potential 100 points east of Lewis Avenue.

According to the policy, a total of 60 points is necessary in order to be eligible for traffic calming to be installed. Therefore, it was determined that Cleveland Street met the minimum criteria for traffic calming eligibility. The traffic calming policy includes a "toolbox" of several traffic calming elements. To date, the vast majority of traffic calming elements constructed in Fayetteville have been speed tables. However, the longitudinal slope of this segment of Cleveland is such that speed tables are not recommended. Therefore, Engineering staff reviewed other options for traffic calming measures and identified options that may be appropriate in this area. These options include:

- Center Island Narrowing. This option includes constructing islands before an intersection or mid-block along the centerline of a street. Cleveland Street is a 28' wide street which helps to encourage higher speeds. The center island median would separate and narrow the travel lanes to 10' in each direction.
- Chokers. These are curb islands that protrude into the travel lane to narrow, or choke down, the width of the travel lanes. The chokers would narrow the travel lanes to 20' to discourage higher speeds. If this option is selected, we would recommend that multiple points be considered for their installation.
- Mid Block Oval Median. This installation would divert the traffic around a median located in the center of the

roadway slowing the traffic down. Similar to the Center Island Narrowing option, the center island median would separate and narrow the travel lanes to 10' in each direction. The existing right of way width along Cleveland is 50'. This right of way would allow for the installation of a median up to 10' in width and still allow adequate room for sidewalks to be located adjacent to the curb on each side of the roadway.

No funding was available for construction of these elements at the time of the study. The Committee did not take any action on the study, and no subsequent funding was identified.

2012-Development at Hall and Cleveland

In 2012, as part of a proposed development at Hall Avenue and Cleveland, the property developer proposed to construct traffic calming on Cleveland between Sang and Razorback to alleviate concerns from residents of the potential for additional speeding traffic being generated from the development. An excerpt of the staff review memo to the Planning Commission reads as follows:

“In addition to these improvements, the applicant has indicated a willingness to provide traffic calming improvements to Cleveland west of the project site, as well, to assist with the existing traffic speed concerns. The applicant is proposing to install a separated climbing lane on the south side of Cleveland from Sang to Oliver, with sharrows provided on the north side of the street. The bike lane will be separated from the east-bound travel lane by a 6" curb, with openings provided at existing driveways and streets, and for drainage. This will require the centerline to be removed and relocated based on the adjusted centerline of the travel lanes. Engineering, Planning and the Trails Coordinator have all reviewed this concept and accepts the applicant's proposal. This will be included as a requirement in the conditions of approval.”

The development ultimately was never completed; therefore the construction of traffic calming on Cleveland proposed was never constructed.

2013-Transportation Division Proposals

Recently, at the request of Alderman Alan Long, the Transportation Division has estimated the cost to narrow Cleveland Street to 20 feet wide by removing the curb on the north side of the street and constructed a new curb to create the 20 foot street width. Cost estimates for three scenarios have been prepared:

1. Street narrowing, milling and overlay only (leave sidewalk as is): \$129,000
2. Street narrowing, milling and overlay, and new 6' wide sidewalk (2' greenspace): \$202,000
3. Street Narrowing, milling and overlay, and new 8' wide sidewalk (no greenspace): \$210,000

This work is not included in the Transportation Division's budget or work plan for 2013. The project could be considered for a future stand alone CIP project, or could be included in the Transportation budget and work plan for 2014 or beyond.

