

City Council Agenda Items
and
Contracts, Leases or Agreements

11/5/2013

City Council Meeting Date
Agenda Items Only

Peter Nierengarten

Submitted By

Division

Sustainability and Strategic Planning

Department

Action Required:

Approval of a grant agreement for the Energize NWA Grant from the Endeavor Foundation in the amount of \$39,940 and approval of budget adjustment to recognize this revenue. The grant funds will be used for construction of three bikeway routes linking the Razorback greenway with the University of Arkansas and Fayetteville Public Schools.

\$39,940	\$ 3,990,198.00	Trail Development
Cost of this request	Category / Project Budget	Program Category / Project Name
4470.9470.5814.05	\$ 2,530,215.00	Trail Improvements
Account Number		Program / Project Category Name
02016.1305	\$ 1,459,983.00	Sales Tax Cap. Imp.
Project Number	Remaining Balance	Fund Name

Budgeted Item

Budget Adjustment Attached


Department Director

10/18/13
Date

Previous Ordinance or Resolution # _____


City Attorney

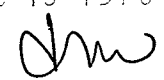
10-18-13
Date

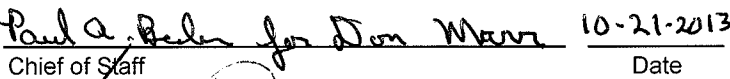
Original Contract Date: _____

Original Contract Number: _____



Finance and Internal Services Director

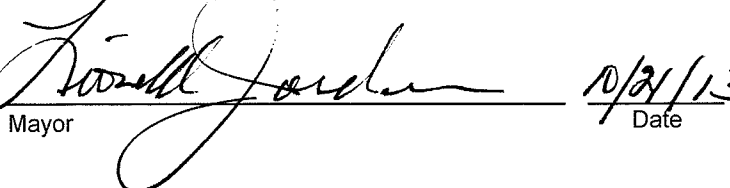
10-21-2013
Date

Received in City Clerk's Office 10-13-13 P01:55 RCVD



Chief of Staff

10-21-2013
Date

Received in Mayor's Office



Mayor

10/21/13
Date

Comments:



THE CITY OF FAYETTEVILLE, ARKANSAS

www.accessfayetteville.org

CITY COUNCIL AGENDA MEMO

To: Mayor and City Council

Thru: Don Marr, Chief of Staff

From: Peter Nierengarten, Sustainability and Strategic Planning Director *PN*

CC: Matt Mihalevich, Trails Coordinator *MM*
Terry Gulley, Transportation Services Director

Date: October 15, 2013

Subject: Grant Agreement – Endeavor Foundation Energize NWA

RECOMMENDATION:

Staff requests approval of a grant agreement for the Energize NWA Grant from the Endeavor Foundation in the amount of \$39,940 and approval of budget adjustment to recognize this revenue. The grant funds will be used for construction of three bikeway routes linking the Razorback greenway with the University of Arkansas and Fayetteville Public Schools.

BACKGROUND:

The City of Fayetteville has made the expansion of alternative transportation infrastructure a top priority over the last decade. The Fayetteville Alternative Transportation and Trails Plan, initially adopted in 2004, illustrates a network of 100 miles of future multi-use trails and 160 miles of on-street linkages, of which over 44 miles have been built. The centerpiece of the trail system is the existing Scull Creek Trail / Razorback Greenway that bisects the city creating a linear north-south oriented trail backbone from south Fayetteville to the City of Johnson. The next step in connecting Fayetteville is creating east-west alternative transportation connections such as bikeways, bike lanes, spur trails and sidewalks that will link together residential neighborhoods, commercial areas, parks, schools and the University of Arkansas. This grant will fund three east-west oriented on-street bikeways delineated by sharrows on the pavement and through the installation of street signs. These bikeways will be instrumental in providing safe routes for the public to bicycle between a variety of land uses and activity centers.

The proposed bikeways are:

Poplar St. Bikeway - This proposed route, adjacent to Woodland Jr. High School, will be an on-street bikeway marked with sharrows that is 0.67 miles long and identified as the primary east to west connector between the Razorback Greenway and College Ave. corridors in a residential neighborhood. This bikeway also includes 400 feet of 8' wide trail that will connect between Gregg St. and Yates Ave.

Asbell Bikeway - This is proposed as an on-street bikeway marked with sharrows that is 2.17 miles long traversing the Asbell School neighborhood between Leverett Ave. and I-540.

Douglas St. Bikeway- This route will extend seven blocks along Douglas Street for approximately 0.47 miles to the intersection of Garland Ave. one block south of Leverett Elementary School. An existing 8' wide sidewalk along the west side of Garland Ave will connect the bikeway's western terminus to Leverett Elementary School.

DISCUSSION:

The Energize NWA Grant offers infrastructure project funding for qualifying projects with no matching funds necessary. The total project construction time frame is approximately 3 months, utilizing roughly 260 hours of staff and crew time for project management and installation, which can begin and be completed in the spring 2014.

BUDGET IMPACT:

The terms of this grant do not require a project match on the part of the City of Fayetteville. The Grant Agreement obligates the City to complete the work in a one year time frame. A budget adjustment accepting the grant revenue is attached.

RESOLUTION NO. _____

A RESOLUTION APPROVING ACCEPTANCE OF AN ENERGIZE NWA GRANT FROM THE ENDEAVOR FOUNDATION IN THE AMOUNT OF \$39,940.00 FOR THE CONSTRUCTION OF THREE BIKEWAY ROUTES LINKING THE RAZORBACK GREENWAY WITH THE UNIVERSITY OF ARKANSAS AND FAYETTEVILLE PUBLIC SCHOOLS, AND APPROVING A BUDGET ADJUSTMENT

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 approves acceptance of an Energize NWA grant from the Endeavor Foundation in the amount of \$39,940.00 for construction of three bikeway routes linking the Razorback Greenway with the University of Arkansas and Fayetteville Public Schools.

Section 2: That the City Council of the City of Fayetteville, Arkansas hereby approves a budget adjustment, a copy of which is attached to this Resolution as Exhibit "A".

PASSED and APPROVED this 5th day of November, 2013.

APPROVED:

ATTEST:

By: _____
LIONELD JORDAN, Mayor

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

ENDEAVOR *foundation*

October 16, 2013

Mr. Peter Nierengarten
City of Fayetteville
113 W. Mountain
Fayetteville, AR 72701

Grant Number: 20130279
Program Name: East-West bikeways

Dear Mr. Nierengarten:

On behalf of the Board of Directors of Endeavor Foundation (the "Foundation"), I am pleased to inform you that a grant in the amount of \$39,940 to the City of Fayetteville (the "Grantee") has been approved.

GRANT AGREEMENT

This grant is subject to the following terms and conditions:

PURPOSE:

The purpose of the grant is to provide support to the Grantee for the construction of the following three East-West bikeways: Poplar St. Bikeway, Asbell Bikeway, and Douglas St. Bikeway.

The grant is more fully described in Grantee's 2013 proposal. Grantee agrees to use all grant funds exclusively for the grant's purposes. Any changes in these purposes must be authorized in advance by the Foundation in writing.

AMOUNT:

\$39,940 (thirty nine thousand nine hundred & forty dollars).

Grantee acknowledges that the Foundation and its representatives have made no promises of funding except for the amount and length of time specified in this letter.

PAYABLE:

This grant of \$39,940 shall be payable in November 2013 following receipt of signed grant agreement letter.

ACCOUNTING:

Grantee will maintain records of receipts and expenditures made in connection with the grant funds and will keep these records during the period covered by the Grantee's reporting obligations specified below and for at least four years thereafter ("Maintenance Period"). Grantee shall maintain appropriate fiscal controls and audit trails of the expenditure of grant funds for the duration of the Maintenance Period. Grantee will make its books and records in connection with the grant funds available for inspection by the Foundation during normal business hours as the Foundation may request at any time during the Maintenance Period.

REPORTING AND EVALUATION:

A formal report detailing key accomplishments and challenges with the 2013 grant will be due Monday, December 15, 2014, which is approximately 45 days after the one year grant period concludes. This final annual report is required and will need to be submitted before additional funding can be considered, if applicable. Should the application deadline for renewed funding be scheduled prior to December 15, 2014, a progress report will be required along with the new application for support. In addition to the narrative report, grantees will be required to submit an itemized financial accounting of the grant. Reporting format will be sent to grantee in advance of report deadline.

Informal, periodic updates to the foundation by email or phone are also encouraged, ***and any changes in the scope of the project or changes in personnel must be communicated in writing as they occur.***

REPRESENTATIONS:

Grantee represents and warrants to the Foundation that:

- A. Grantee is an organization in good standing, is either an organization described in 501(c)(3) of the Internal Revenue Code ("Code") or a governmental unit, and is not a "private foundation" described in section 509(a) of the Code. Grantee will promptly notify the Foundation of any change in Grantee's tax status under the Code.
- B. In no event will Grantee use any grant funds:
 1. To carry on propaganda, or otherwise to attempt to influence legislation;
 2. To influence the outcome of any specific public election.
 3. To undertake any activity other than for a charitable, educational or other exempt purpose specified in section 170(c)(2)(B) of the Code.
- C. Grantee will comply with all applicable laws and regulations.

REPAYMENT:

The Foundation may discontinue any further payments to Grantee, and may direct Grantee to repay any grant funds, whether expended or not to the Foundation, if any of the following events occur:

- A. Grantee ceases to maintain its tax-exempt status as described in paragraph above;
- B. Grantee fails to comply with the terms of this letter;
- C. Grantee fails to maintain proper fiscal controls and audit trails regarding the expenditure of grant funds; or
- D. There is a material change in Grantee's key personnel that in the sole opinion of the Foundation adversely affects Grantee's management of the grant.

Grantee also agrees to return any and all unused grant dollars once the grant period is complete. Grant dollars may not be carried over from one grant year to another.

GRANT PUBLICITY:

The Foundation reserves the right to review and approve any and all publicity concerning the grant prior to release. Any information regarding the grant to be released to the general public should be approved in advance by Foundation staff. This requirement is not intended to prevent Grantee from informing members of its Board, other key personnel or potential donors of the grant. Listing the grant in Grantee's general publications in a manner consistent with other grants is permitted.

GRATUITIES:

The Foundation desires that all of Grantee's resources be dedicated to accomplishing its philanthropic purposes. Therefore, Grantee agrees that it will not furnish the Foundation or its Board of Directors, officers, staff or affiliates with any membership, commemorative items, recognition plaques or gratuities or benefits of any kind.

CONTACT:

For all communications regarding this grant, your point of contact at the Foundation shall be Jill Kaplan, VP Strategy and Communications, at 479-361-4624.

ACKNOWLEDGMENT AND AGREEMENT:

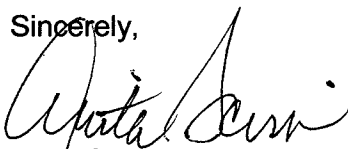
Grantee acknowledges that all funds will be used for the purposes stated above, and that no funds will be used to support a "disqualified person" as described in the Code.

You affirm that this grant will not cause you to fail to qualify as a "public charity" or to fail the "public support test," as described in the Code.

We have enclosed two original grant letters. Please obtain the signatures of two authorized signers for your organization as acknowledgment of the terms and conditions stated herein and return this original agreement to our office. We have also enclosed a copy of your original proposal, and will promptly forward to you any amended outputs and outcomes as agreed upon by both parties.

We look forward to working with you during the grant year. Please call if you have any questions or need additional information.

Sincerely,



Anita Scism
President/CEO

ACKNOWLEDGMENT OF TERMS AND CONDITIONS

Authorized Signature

Date

Authorized Signature

Date

**ENDEAVOR FOUNDATION
ENWA GRANT PROPOSAL
DEADLINE: AUGUST 9, 2013**

INTERNAL IDENTIFICATION

- *Respondent ID:* 2755165004
- *Date Submitted:* 8/8/2013 9:14:19 PM

ORGANIZATION DESCRIPTION

- *Organization contact:*
- *Organization:* City of Fayetteville
- *Email address:* pnierengarten@ci.fayetteville.ar.us
- *Phone:* 479-575-8272
- *Mission:* The City of Fayetteville is focused on becoming a resource efficient community of livable neighborhoods that meets present needs without compromising opportunities for the health, well-being and prosperity of future generations. The Sustainability & Strategic Planning Department is focused on a triple-bottom line approach of economic, environmental, and social policy development and project management. This includes working with community members and City departments on policy development, master plans and grant applications. The Department also serves as a liaison to local, state and national organizations on environmental protection, transportation, green building and energy issues.

PROJECT DESCRIPTION

- *Project contact:* Peter, Nierengarten
- *Email address:* pnierengarten@ci.fayetteville.ar.us
- *Phone:* 479-575-8272
- *Need statement:* The Fayetteville trails system was an outgrowth of the community's shared vision for a viable alternative transportation system beginning in the 1990s when small segments of trail were constructed in existing City Parks. By the early 2000s the community had embraced the trails concept and was interested in creating larger networks of interconnected trails and bikeways as alternative transportation corridors. This interest resulted in the creation of the Fayetteville Alternative Transportation and Trails Master Plan in 2003. This plan was developed through an intensive public process that identified approximately 100 miles of future trails and 160 miles of future on-street bikeways. To date, the City has constructed over 22 miles of multi-use trail and 16 miles of on-street bikeways. The centerpiece of the trail system is the existing Scull Creek Trail / Razorback Greenway that bisects the City creating a linear north-south oriented trail backbone from south Fayetteville near Walker Park northward to the City of Johnson. Now, the City is turning its attention to creating east-west alternative transportation connections such as bikeways, bike lanes, spur trails and sidewalks that are necessary to link together the residential neighborhoods, commercial areas, parks, schools and the University of Arkansas. The three projects that the City is proposing for this grant will be east-west oriented on-street bikeways delineated by sharrows on the pavement and through the installation of street signs. These bikeways will be instrumental in providing safe routes for the public to bicycle between a variety of land uses and activity centers.
- *Key objectives and activities:* Background: In 2013 City Staff developed a bicycle infrastructure needs assessment that identified critical bicycle linkages and needed infrastructure improvements. The final product is a City of Fayetteville Trails & Bikeways Guide that is printed and distributed by the Fayetteville Visitors Bureau. This pocket sized map identifies multi-use trails, bicycle lanes and shared use bikeways based on the level of comfort for the average cyclist; "Comfortable, Comfortable with

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Improvements, Moderate and Difficult". The City's goal is to make infrastructure improvements over time to roadways that are identified as "Comfortable" so that the improved roadway will be identified as "Comfortable with Improvements" in future editions of the guide. The City hopes that this guide will be used as a resource by residents, visitors and also by parents and school children looking to develop a safe route to school. Ultimately, the City envisions using a combination of multi-use trails, bike lanes and shared use bikeways to create a complete bicycle network throughout the City and this guide is literally the roadmap to accomplishing this vision. The projects proposed for this grant are three shared use bikeways and a short trail connection. A bikeway is generally defined as a bicycle thoroughfare that shares the travel lane with other vehicular uses. In practice, bikeways should be the optimal route between destinations or through neighborhood areas and should follow the most comfortable, low speed and low volume route. Bikeways are delineated through the use of Shared Lane Markings (SLMs), or sharrows, that indicate a shared lane environment. Sharrows are chevron symbols made of reflective thermoplastic installed on the roadway in the travel lanes. The benefit of using sharrows to mark bikeways is that they reinforce the legitimacy of bicycle traffic on the street and they recommend proper bicyclist positioning in the roadway. Grant Objectives: The key objective of this grant opportunity was to identify a number of key routes from The Fayetteville Trails and Bikeways Guide that need improvements. These locations needed to be in close proximity to existing elementary or middle schools, city parks or the University of Arkansas and have access to the Razorback Greenway. And, finally the proposed routes shall advance the Endeavor Foundation's Areas of Interest; encouraging alternative transportation, increasing access to indoor/outdoor recreational facilities and expanding physical activity opportunities offered by schools and other public spaces. In addition, the proposed bikeway routes should be located in areas that have the socio-economic conditions that would lead to a high usage from people of modest means. For this analysis, City staff utilized the 2010 United States Census data at the census tract level to determine impacted population and income. Ultimately, three sections of roadways in three different neighborhoods were identified for inclusion in this grant application. These three segments, in total, will comprise 2.92 miles of new on-street bikeways and a short 400 foot trail connection. The on-street bikeways will be constructed by installing reflective thermoplastic sharrow symbols on the roadway and through the use of directional and destination signage. The construction and installation period for these improvements will be approximately 3 months. The proposed routes are: Poplar St. Bikeway- This proposed route will be an on-street bikeway marked with sharrows that is 0.67 miles long and identified as the primary east to west connector between the Razorback Greenway and College Ave. corridors in this neighborhood. At present, Woodland Junior High School and the surrounding residential neighborhoods lack a well defined route that is necessary for comfortable on-street bicycle usage. This bikeway will clearly indicate that the street is a shared space for motorists and cyclists. The Poplar route will cross Gregg St. at a pedestrian activated signalized intersection with well marked cross-walks. A 400 foot trail will connect between Gregg St. and Yates Ave. The Poplar Street Bikeway falls within three census tracts whose population will be directly impacted by the infrastructure improvements. These three census tracts are comprised of 1,861 households containing an average of 2.19 people per household. Of this, 27% or 506 households earn between \$0 and \$14,999 annually in income. The City anticipates that this bikeway and trail connection will have high usage by junior high students that are likely to bicycle to and from home, school, commercial and entertainment destinations.

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Asbell Bikeway - This is proposed as an on-street bikeway marked with sharrows that is 2.17 miles long traversing the Asbell School neighborhood between Leverett Ave. and I-540. This route follows a number of "moderate" and "comfortable" streets with low speeds and traffic volumes including Mt. Comfort Road, Lawson St., Porter Road, Newport Dr. and Futral Dr. Also, the topography of this neighborhood is gently rolling to flat and the street improvements to the Garland Ave. and Mt. Comfort Rd. intersection, presently being constructed, will make this route safe and easily accessible to the neighborhoods on the east. The main bicycle destinations that intersect with this route are Asbell Elementary School and the Lewis Soccer Complex. The surrounding neighborhood has a moderate residential density with the single family areas at about 4-8 units per acre and a number of multi-family projects that are substantially denser. The close proximity to both the Razorback Greenway at the eastern terminus of this bikeway and the Meadow Valley Trail on Porter Road to the north makes this route a critical cross-town link that will see significant bicycle usage. The Asbell Bikeway traverses across four census tracts. From a total household population of 3,102, 968 households, or 31% have an annual household income between \$0 and \$14,999.

Douglas St. Bikeway- This route is identified as one of the easier streets to bicycle uphill to the University of Arkansas and Leverett Elementary School from the Razorback Greenway Trail. It will extend seven blocks along Douglas Street for approximately 0.47 miles to the intersection of Garland Ave. one block south of Leverett Elementary School. An existing 8' wide sidewalk along the west side of Garland Ave will connect the bikeway's western terminus to Leverett Elementary School. The existing Razorback Greenway Trail in this location is well used by college students who traverse, live, work and play in these neighborhoods. The build-out of these neighborhoods is fairly dense and therefore any connections must be made on-street or via sidewalks as no separate corridor exists for a trail linkage. This street was identified because the topography is not as steep as others and it has relatively low traffic volumes and speeds given the amount of vehicular traffic in the area. This route will be marked with sharrows on the pavement and signage along the street. The Douglas Street Bikeway is located within and/or adjacent to three census tracts and it has a higher number of low income households with 645 out of 1,569 or 41% of these households with an annual household income between \$0 and \$14,999. In Fayetteville the average household size is 2.19 people per household. We estimate that a total of 6,532 households, or 14,305 individuals, will be directly impacted by these projects. Of this, a conservative estimate is that at least 2,258 low income households or, 4,945 low income individuals will be directly impacted. At the city and region wide level many more people will have the potential to utilize this infrastructure due to its connection with the Razorback Regional Greenway.

- *ENWA common goals project will advance:*
 - Encourage alternate transportation, including walking, biking, and public transportation.
 - Increase access to indoor/outdoor recreational facilities.
 - Expand physical activity opportunities offered in school and after school facilities, as well as in other venues and public spaces.
- *Describe how the project advances the selected goal(s), sharing any new ideas or best practices approach will bring:* In recent years, the City of Fayetteville has placed its highest priority on improving our alternative transportation infrastructure, and incrementally this complex system has become increasingly functional and user friendly. The City's main goal is to now create an interconnected system between various modes and forms of travel; walking, biking and mass transit. The completion of the Razorback

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Greenway will help to fulfill the potential of creating a comprehensive and connected active transportation system that will link residents to amenities like schools, parks and commercial districts. The City of Fayetteville believes that the three proposed bikeway routes also fit neatly into three of the five common goals from the EnergizeNWA Summit. These bikeways are the next step in the City of Fayetteville’s alternative transportation implementation process, as the backbone trail already exists in Fayetteville as the Scull Creek / Razorback Greenway. The on-street connections that radiate into the neighborhoods are vital for providing access to the Razorback Greenway. The City has an aggressive sidewalk construction program that is funded through Capital Improvement Project monies and more recently from the Arkansas Highway and Transportation Department through dedicated turnback funding. The City has also been incrementally adding bike lanes and sharrows to appropriate roadways to encourage safe and comfortable on-street bicycling usage as funding has allowed. Ultimately, encouraging alternative transportation requires that the community build complete streets that accommodate all users including: pedestrians, bicyclists, motorists and mass transit. Because of the locations of the three proposed bikeways they will provide increased access to indoor and outdoor recreational facilities. There are a number of facilities that will be directly impacted by the completion of these projects; Asbell Elementary, Leverett Elementary, Woodland Junior High School, the Lewis Soccer Complex, the University of Arkansas and the Razorback Greenway. Alternative transportation access in the form of bikeways will provide a healthy alternative for users of any of these facilities. Ultimately, the creation of bikeways expands the physical activity opportunities for all residents while providing a safe transportation alternative for moving people across town. School children, college students, faculty and staff who use the bikeways to get to public schools and the University of Arkansas will benefit from the increased physical activity. The City believes that with sufficient infrastructure improvements a cultural shift in commuting to and from school can be developed that prioritizes walking and biking. The fact that all three proposed routes access the Razorback Greenway ensures that a large and diverse number of people within the neighborhood, community and region will be directly impacted.

TARGET DEMOGRAPHICS

- *Anticipated geographic impact (number of people):*

Bella Vista	
Bentonville	
Centeron	
Farmington	
Fayetteville	14305
Johnson	
Lowell	
Rogers	
Siloam Springs	
Springdale	
Other	

- *Anticipated impact on ethnic populations (%):*

Marshallese	
Hispanic	

- *Anticipated impact on lower income populations (%):*

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Free/reduced lunch	
Below poverty level	15

SYSTEMIC CHANGE

- *Brief description of organizational, local, state or federal policy that, if adopted, will enhance organization's work in the short- and long-term and how the grantee will work toward that policy change:* In recent years, many cities including Fayetteville have worked to complete the missing or neglected sidewalk infrastructure in neighborhoods around schools. This has been funded primarily through federal or state government programs such as the Safe Routes to Schools Program. We hope that these funding sources will continue in the future, however, we also acknowledge that there is a need to address and fund the other forms of missing alternative transportation infrastructure like trails, bike lanes and bikeways. We hope that with help from the Endeavor Foundation we can continue the framework for how this bicycle infrastructure can be planned, designed, constructed and ultimately utilized by the public. We feel that projects like these bikeways can be important learning exercises and examples for other cities in the region as they too begin to make the east-west connections needed along their portions of the 38 mile Razorback Regional Greenway
- *Brief description of how residents, community partners, and/or target populations will be involved in the project design and/or implementation:* The City will work with Fayetteville Public Schools (FPS) to survey students at all of the schools annually as to how they commute to and from school. This data will be archived and therefore it will be possible to analyze trends over time as new alternative transportation infrastructure is built. The surveys that are completed in the 2013-2014 school year will provide the baseline for this data collection. FPS and the City of Fayetteville both see great value in conducting an annual survey of the entire student body on their transportation choices for commuting to and from school. The City of Fayetteville Active Transportation advisory committee which reviews pedestrian and cycling infrastructure projects will use this data for their strategic planning efforts. Another group that provides an advisory role is The Bicycle Coalition of the Ozarks (BCO). The BCO is a local non-profit that assists the City of Fayetteville by providing input on cycling trends, statistics, methodology, etc. The BCO has been instrumental in working with the City and the community at large to bring attention to various cycling issues and needs, such as; bicycle parking, trail connections, on-street connections and general best practices for infrastructure construction. Residents can join the BCO for a nominal membership fee or may just contact the BCO with any input or suggestions that they may have. Additionally, the City will place a trail counter on the section of new trail that will be built as a part of the Poplar Street route. This counter will give us data on the total number of daily users while also tracking the time of day with the peak usage.
- *Brief explanation of other ways the project will lay the groundwork for systemic change in access to healthy foods and/or physical activity:* Fayetteville has been building a regional network of trails for nearly a decade, and as the trails have grown, so has the local bicycling culture. Much of this culture has grown as a natural function of the built trails, but some has been fostered through intentional education and awareness. An example of this is Fayetteville Public Schools "Bike Ed" curriculum that the Bicycle Coalition of the Ozarks worked with Fayetteville Public Schools to establish. The BCO utilized a Safe Routes to School Grant to purchase a fleet of bicycles and then they worked with Fayetteville schools to establish a permanent bicycle safety unit in their physical education classes for 2nd – 5th graders. In this program, children are taught how to ride

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safely and confidently on-street. This program spawned a number of initiatives such as a 'bike train' activity where a group of parents led children from the neighborhood on a daily group ride to and from school. In many neighborhoods this became the preferred commuting routine in fair weather. These types of educational programs are instrumental in training the future generation of bike riders and car drivers on the rules of the road. This also underscores the need to create alternative transportation infrastructure for these kids and their parents to put their skills into practice. Bike lanes and bikeways connecting neighborhood parks, schools and regional trails are the vital next step for making these efforts successful.

PARTNERSHIP/IMPLEMENTATION

- *Key individuals involved in project implementation include:* Peter Nierengarten is the City of Fayetteville's Director of Sustainability and Strategic Planning. He is the primary contact person for the City of Fayetteville's Grant Application. Upon successful receipt of the grant he will work with the Fayetteville City Council and Finance Department to accept the grant funding. He will also work with the City's Trails Coordinator and Transportation Departments to ensure safe, timely and proper completion of the Bikeway Projects. Additionally he will work with the Fayetteville Public School District to ensure that parent surveys are completed. He will spend between 20 - 30 hours working on this project. Matt Mihalevich is the Trails Coordinator for the City of Fayetteville. His tasks include planning, design, construction oversight, and property acquisition for the growing trail and bikeway system in Fayetteville, Arkansas. He will provide the design drawings and ensure compliance with federal and local standards. Matt will also work closely with the City of Fayetteville Transportation Department crews as they install the bikeway and construct the trail. Matt estimates that he will spend approximately 80 hours working on this project. Brad Anderson is the City of Fayetteville's Traffic Control Supervisor in the Transportation Department. He will work with Matt Mihalevich, the City's Trails Coordinator, to coordinate and complete the installation of 3.31 miles of signage and sharrows and trail construction as a part of the proposed bikeway projects. He and his crew will spend approximately 160 hours constructing and installing this infrastructure. Dana Smith is the Fayetteville Public School District's Sustainability Coordinator. She will work with the City of Fayetteville and each individual school to collect transportation surveys from parents twice per year. She will spend approximately 2 - 4 hours twice per year working to collect this data.
- *Brief description of implementation partners, including sector, area of expertise, geographic focus and project role:* The City of Fayetteville will lead this project and be responsible for the installation of the sharrows markings on the streets and for the installation of directional and destination signage. The City will also maintain these infrastructure improvements in the future. The Fayetteville Public Schools will partner with the City and will do surveys that have been developed for the Federal Government's Safe Routes to School grants. Surveys will be completed at the beginning of the fall semester and at the end of the spring semester by the child's parents. This survey is used to determine how close to the school the family lives and how their children arrive and leave school on most days; walk, bike, school bus, family vehicle, carpool, etc. By surveying students before and after the bikeway improvements have been installed we will measure the increased usage of these bikeways.

EVALUATION

- *Measurable outputs:*

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- The City of Fayetteville will construct 3.23 miles of bikeways and 400 feet of multi-use trails with this project. In total, the City will install 79 reflective thermoplastic sharrows, 28 share the road signs, 54 bike route signs, 35 destination signs and 51 directional signs. The projected cost of all three bikeways is \$39,940. It will take approximately three months to complete and the City will provide photos and a report to the Endeavor Foundation once the work is completed. Fayetteville Public Schools will survey the student body at Asbell Elementary, Leverett Elementary and Woodland Junior High before and after the installation of the infrastructure improvements to determine usage. This output will be reported the City of Fayetteville and the Endeavor Foundation.
- *Short term outcome:* The Fayetteville Public Schools will have measurable results or the first year impacts from the installation of the bikeways via the surveys that will be conducted pre and post construction. These surveys will give us a count on all methods of transportation that are utilized for the commute; walk, bike, bus, or vehicular drop-off. The City will also have a daily and monthly trail count from the piece of trail that is proposed as a part of the Poplar Street bikeway route. The trail counter will be able to determine the number of trail users as well as the time of day as each user passes by its' sensor. This will allow the City to track the number of users between 7-8 a.m. and between 3-4 p.m. giving us a fairly accurate count of the number of Woodland Junior High students that are using the trail.
- *Long term outcome:* Besides the obvious health, fitness and lifestyle aspects of constructing bicycle infrastructure there may also be educational opportunities created as well. Increasingly, technology is being used in new and profound ways. Notably, smartphone applications that use spatial information are increasingly useful for interpreting the city and its many components. Some of these applications, like pedometers or cyclometers, could be used by teachers and coaches as educational tools while encouraging active transportation choices. Ultimately, the goal is to change the existing auto-oriented paradigm of delivering kids to school by encouraging the use of other transportation options. Bikeway infrastructure improvements are the first step to encouraging increased bicycle usage.

SUSTAINABILITY

- *Description of plans to continue work beyond the grant period:* The City anticipates that we would complete the three proposed bikeway infrastructure improvements within the first year of receiving an award. The actual installation of the signage and pavement markings would be completed within a one month timeframe. The City of Fayetteville has currently built 7 miles of bike lanes and 9 miles of sharrow marked bikeways. The Fayetteville Alternative Trails and Transportation (FATT) plan calls for a total of 160 miles of on-street linkages in addition to the future linkages shown on the Master Street Plan. The City will continue to build multi-use trails, sidewalks, bike lanes and bikeways throughout the city utilizing Capital Improvement Program monies, grant awards and funding from the Arkansas Highway and Transportation Department. Ultimately, the goal is for every resident to be within a five minute commute of a multi-use trail.
- *Potential for replication:* Fayetteville has been working on its trail network and alternative transportation in general since the mid 1990s and we have developed a pretty extensive system of multi-use trails, sidewalks, bike lanes and bikeways to date, and a lot of this work has been modeled on efforts from other peer cities such as Boulder CO, Austin TX, Chattanooga TN, Springfield MO, Portland OR, and Minneapolis MN. It takes an interconnected system of alternative transportation options to make an impact on the

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transportation alternatives that citizens choose; this interconnected system can be shared, replicated, connected and grown across the region. The north-south orientation of the Razorback Greenway creates a very efficient linear backbone to work from. The lessons that Fayetteville is currently learning about the need for east-west connections will be valuable to all the communities in the region. The strength of the regional Razorback Greenway will be dependent on all of the regional communities connecting as many residents as possible to ensure viability. Fayetteville is open and willing to share any relevant knowledge or successes and failures with other communities in order to advance the success of the Razorback Regional Greenway and alternative transportation options in Northwest Arkansas.

BUDGET

- *Did organization's expenses exceed revenues in the last fiscal year? No*
- *Brief explanation of why budget was not balanced, if applicable: Revenues for the City of Fayetteville have exceeded expenditures for both 2012 and 2011. The City of Fayetteville, as a governmental entity, has had past years when expenditures exceeded revenues. However, pursuant to state law expenditures can not exceed revenues plus cash on hand.*
- *Project timeframe: The three bikeway projects that are proposed for this grant can be started within a 2 - 4 months of receiving funds and sharrows and signage could be completed within a month as long as the weather cooperates. In order to apply the thermoplastic sharrows*

- *Project revenues:*

Endeavor Foundation request	39940
Earned revenue (projected)	
Government funding/match (committed)	
Contributed revenue (committed)	
Financing (committed)	
Other revenue (committed)	
Other revenue (prospects)	
Unmet need	
Total Project Revenue	39940

- *Project expenses:*

Salaries	
Employee benefits	
Payroll taxes	
Professional fees	
Advertising and promotion	
Office expense	
Information technology	
Occupancy/rent	
Travel	
Conferences, conventions & meetings	
Interest	

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Depreciation	
Insurance	
Other expenses	39940
In-kind	
Total Project Expense (Operating)	
Total Project Expense (Capital/Construction)	39940

- *Other revenue/expense explanation:* Project costs reflect the cost to hire a contractor to install the bikeway improvements identified in the grant. We do not have a good way of breaking down these cost down beyond the cost for each item identified on the cost estimate that we e-mailed seperately. The cost for construction of each bikeway is identified below. Asbell Bikeway Estimated Cost = \$13,440 (\$7,350 for sharrow markings and \$6,090 for signage) Popular St. Bikeway Estimated Cost = \$23,350 (\$19,200 for trail construction, \$1,950 for sharrow markings and \$2,200 for signage) Douglas St. Bikeway Estimated Cost = \$3,150 (\$2,100 for sharrow markings and \$1,050 for signage) Total Project Estimated Cost = \$39,940

OTHER INFORMATION (IF APPLICABLE)

