UNIVERSITY OF ARKANSAS

Request for Qualifications – Transportation Planners, Urban Designers, and Related Fields
PARKING GARAGE ASSESSMENT STUDY

The University of Arkansas Fayetteville, in accordance with the policies of the Board of Trustees, is soliciting responses from qualified teams including expertise in transportation planning, urban design and architecture, and related fields for the *Parking Garage Assessment Study*.

ABOUT THE UNIVERSITY

The University of Arkansas is the state's flagship institution of higher education. It is classified by the Carnegie Foundation for the Advancement of Teaching as an R1 Doctoral University based on its research activity and other measures of scholarly productivity. Current total enrollment is 30,936, a number which has almost doubled during a twenty-year period of record growth. The university is made up of ten colleges and schools, several auxiliaries, and the various departments which serve to enable its academic mission and operate the campus. The campus is made up of 240 buildings on 540 acres at five main locations: Central Campus, Art and Design District, Arkansas Research and Technology Park, Uptown Campus, and Athletic South.

PROJECT DESCRIPTION

Background.

The University of Arkansas maintained a stable enrollment of around 15,000 students during the 1970s, 80, and 90s, allowing the parking system to grow incrementally along with small changes in demand. In 2000, the university's department of Transit and Parking managed an inventory of 9200 spaces. Starting in 2001, enrollment increased rapidly, passing 16,000 students for the first time in 2002 and 17,000 students in 2004. Two major projects meant to address that growth—the Northwest Quadrangle residence halls and Pat Walker Health Center—were completed in 2004 on the site of what was then the largest central campus parking lot, the loss of which prompted concerns about parking supply in the face of continuing enrollment growth.

Because the campus did not have a comprehensive approach to managing parking or its transportation systems in general, in 2004 the university commissioned the Campus Transportation Plan[1]. This study—which involved significant data collection and analysis—was intended to address all modes of transportation, including pedestrians, bikes, private vehicles, buses, rideshare, etc., and how to better plan for them in the context of expected campus, city, and regional growth. The study recommended that the

[1] The 2005 Campus Transportation Plan is available here:
https://planning.uark.edu/campus_planning/content/transportationplanmainstudy.pdf

campus implement travel demand management measures, support growth of active transportation modes (walking and biking), and collect surface parking into garages so that campus landholdings could be used more effectively for academic and student life space. A number of recommendations from the 2005 plan were implemented, including the construction in 2010 of the Garland Center, a mixed-use complex that included structured parking fronted by retail shops along with a new University Bookstore.

Enrollment growth continued to rapidly increase, reaching over 24,000 in 2012 as the university neared its stated enrollment goal of 25,000. That year, university administration announced a new enrollment goal of 28,000 students, signaling that the campus's expansion would continue. The city of Fayetteville saw substantial growth alongside the university, with a population increase between 2000 and 2010 of 26.8 percent.

Because the underlying assumptions about university affiliate population in the 2005 plan were no longer valid, the university commissioned a new Campus Transportation Plan[2] in 2013 to reevaluate the campus. This study, which was completed in 2015, was more exhaustive than the first, and involved much in-depth data collection and analysis, financial modeling, lengthy stakeholder engagement and outreach, and a focus on creating clear, implementable strategies based on institutional goals. The university's stated goal for the study was to *"reshape the University of Arkansas transportation system into one that is effective and efficient, transit-oriented, environmentally sustainable, and financially viable for the next twenty years and beyond."* The study recommended demand-based pricing zones to fully use existing parking inventory, more effective transit routes to increase bus usage, bike routes connected to the regional network to allow affiliates to bike to campus, and travel demand management to decrease the need for parking expansion. Some key strategies from the study were implemented, such as License Plate Recognition and new transit routes, while others have yet to be addressed.

Since that time, university administration has set a new enrollment goal of 34,000 students and the city and Northwest Arkansas region have continued to grow at an astonishing pace.[3] The university continues to study and implement improvements to its transportation networks, with much emphasis in recent years on active transportation, including a network of natural surface trails. New city-wide micromobility options like electric bikes and scooters have changed the perception of travel time and opened up new commuting opportunities, and a new generation of privately-built urban apartments within walking distance of campus has reduced some student dependence on daily driving.

Today, Transit and Parking operates the extensive Razorback Transit system, serving both the campus and the city, and an inventory of over 14,000 parking spaces across the five main campus districts. Of those spaces, 4451 are located in the campus's four parking garages.

[2] The 2015 Campus Transportation Plan is available here:
https://planning.uark.edu/campus_planning/content/2015_transportation_plan_smry.pdf
[3] You can read more about the region here:
https://nwacouncil.org/regions-by-the-numbers

Purpose.

This study is intended to be a targeted investigation of how and where to add additional parking garage capacity on campus. This will necessarily include evaluating how the existing garage inventory is managed, how new garage capacity would affect demand for parking in the surrounding areas, and how proposed garage locations would interact with the street network and affect traffic patterns.

POSSIBLE SCOPE OF SERVICES

The following tasks and outcomes are meant to be a *possible* framework for putting together your consultant team. Based on your team's subject matter expertise, you may suggest alternate tasks or ways of creating outcomes that you think would better guide the university's decision-making process. Statements of Qualifications do not have to follow this outline, and are not intended to be full proposals.

Task 1 / Understand the existing parking system and analyze the existing garages.

Collect and catalogue all relevant available data that describes the current scope and operation of the university's parking inventory. Validate the available data and identify where new data needs to be collected to allow for proper assessment of garage operations within the context of the overall system. Analyze and define the role that the four existing garages play within the parking system and whether their inventory could be more effectively managed.

Garages to evaluate:

Stadium Drive Garage, built 1999– 586 spaces
Harmon Avenue Garage, built 2005 – 2149 spaces
Garland Avenue Garage, built 2010 – 1500 spaces
Meadow Street Garage, built 2013 – 216 spaces

Task 2 / Integrate transportation planning done to date.

Be familiar with the university's transportation plans from 2005 and 2015 and previous garage test fits. Understand how the city and the university have worked together to collect traffic information in the past. Evaluate any existing city planning studies or data that may help inform the garage assessment. Understand any relevant resources available at the regional level through the Northwest Arkansas Regional Planning Commission. Use this information to help create a more comprehensive assessment while reducing (if possible) the need for new data collection.

Task 3 / Assess four possible new garage sites.

Test new garages at four locations. General areas to be studied are the northeast, north, west, and southeast zones of Central Campus. This evaluation should look at site capacity, topography, overall

construction cost including impacts of site characteristics (rock excavation, poor soils, etc.), ramp layout efficiency, distribution of parking inventory across campus, adjacency to major destinations, ease of vehicular access from the broader region, impacts to existing street network, induced demand, impacts to game day parking, etc.

It is of particular importance to know if the existing street network(s) can bear the additional concentrated parking capacity, so accurate traffic counts and network-level traffic modeling are essential for each location.

In addition, this evaluation will require careful, realistic test fits that consider how the massing and alignment of each proposed structure interacts with surrounding buildings, streetscapes, and viewsheds, so the selected team should include urban design expertise with a record of design excellence.

Task 4 / Model financial operations.

After the site assessments have been evaluated by university administrators, the team will create a more detailed financial model for projected revenues, capital costs, and financing strategies of the preferred site(s) that will enable the university to move forward with implementation.

PROJECT TEAM

The selected consultants will work with a project committee that includes University Administration, Transit and Parking, Facilities Management, and other campus stakeholders as needed.

Please note that while the study may propose a range of possible capital improvements, any projects that result from study recommendations will be considered as separate from the study and be subject to their own selection process for professional design consultants per University of Arkansas Board of Trustees requirements.

ANTICIPATED PROJECT SCHEDULE

Request for Qualifications (RFQ) issued	*May 11*
Statement of Qualifications (SOQ) due	*June 1*
interviews of shortlisted firms	*June 23*
selection announced	*June 27*
contract negotiations	*July 2023*
study starts	*mid-August 2023*

SUBMISSION

The deadline for responses is 1:00pm local time on Thursday, June 1, 2023.
All respondents will be notified of the results by EMAIL, so please provide accurate contact information.

Address ten (10) copies of responses to:

Todd Furgason, Senior Campus Planner
University of Arkansas
Facilities Management Planning and Design
521 S. Razorback Road, FAMA C-100
Fayetteville, AR 72701

Format requirements:

Printed responses should be no larger than 8.5in x 11in, limited to **50 sheets maximum (100 pages)**, fully recyclable (i.e. no plastic covers, plastic tabs, etc.) and bound with glue, staples, or thread (i.e. perfect bound, saddle stitching, etc.). No metal or plastic coils allowed. No loose pages. **Responses that do not meet these requirements will be disqualified.**

Please send a digital copy of the response via email to *toddf@uark.edu* in addition to the printed booklets.

To avoid potential conflicts of interest, respondents should not communicate with university faculty or staff about this project. This document provides the relevant information for assembling a Statement of Qualifications. If you have questions about the selection process or the project scope, you can send them via email to toddf@uark.edu.

Content requirements:

Include the information below and organize it in an easily accessible manner. You do not need to divide the response into chapters exactly matching the descriptions below. **Responses that do not include the required licensure information will be disqualified.**

1. Proof of licensure or eligibility:

   Architects: All firms shall be licensed, or eligible for licensure, in the State of Arkansas. Eligible firms not currently licensed in Arkansas must send a letter to the Arkansas State Board of Architects (501-682-3171/501-682-3172 fax) stating their intent to respond to an RFQ issued by the University of Arkansas. Please include project name, submittal date, and proof of valid NCARB certification in the letter. Consulting and joint venture firms are also required to be licensed by the Arkansas State Board of Architects. Notification to the State Board must be made PRIOR to responding to this solicitation, and **A COPY OF EITHER A VALID ARKANSAS LICENSE OR THE LETTER OF INTENT TO THE STATE BOARD DESCRIBED ABOVE FOR ALL TEAM MEMBER FIRMS MUST BE INCLUDED WITH THE RESPONSE**. The final selected firm(s) will have 30 days to make application for corporate licensure after they are awarded the contract.

Landscape Architects: All firms shall be **currently** licensed by the Arkansas State Board of Architects, Landscape Architects, and Interior Designers. A COPY OF A VALID ARKANSAS LICENSE MUST BE INCLUDED WITH THE SUBMITTAL.

2. Organizational chart for design team and all consultants
3. **Specific project experience** (within the past five years) with parking garage design, particularly those that are well-integrated into their urban context
4. **Specific project experience** (within the past five years) with traffic and multi-modal data collection, analysis and modeling
5. **Specific project experience** (within the past five years) with financial modeling and cost projections
6. **Specific project experience** (within the past five years) with creating compelling urban environments through building and site design
7. Current office size, personnel description, and workload
8. Experience constructing projects under nationally-recognized sustainable rating systems
9. Proof of current professional liability insurance coverage ($1,000,000 minimum required)
10. List of projects currently under contract with state agencies or educational facilities
11. Statement of diversity in the workforce, if applicable
12. Certificate of women-owned or minority-owned business, if applicable

PROFESSIONAL SERVICES REQUIRED

TRAFFIC ANALYSIS, TRAFFIC MODELING, FINANCIAL PLANNING, PROGRAMMING, FEASIBILITY ASSESSMENTS, GRAPHIC PRESENTATION, SITE PLANNING, URBAN DESIGN, CONCEPTUAL DESIGN, COST EVALUATION.