



EXISTING CONDITIONS

FACTBOOK

FAYETTEVILLE MOBILITY PLAN

DRAFT





FAYETTEVILLE MOBILITY

CONTENTS

What is the Fayetteville Mobility Plan?	5
Planning Context	11
Public Outreach	23
Demographics	33
Employment and Income.....	37
Development	45
Street Network.....	53
Active Transportation Network	59
Traffic Collisions	67
Public Transit	73
Parking.....	87
What's Next?	93





WHAT IS THE FAYETTEVILLE MOBILITY PLAN?

The Fayetteville Mobility Plan identifies transportation network needs, recommends and prioritizes improvements, develops performance metrics and measurement tools, and **helps the City and the community achieve their goals in improving transportation.**

INTRODUCTION

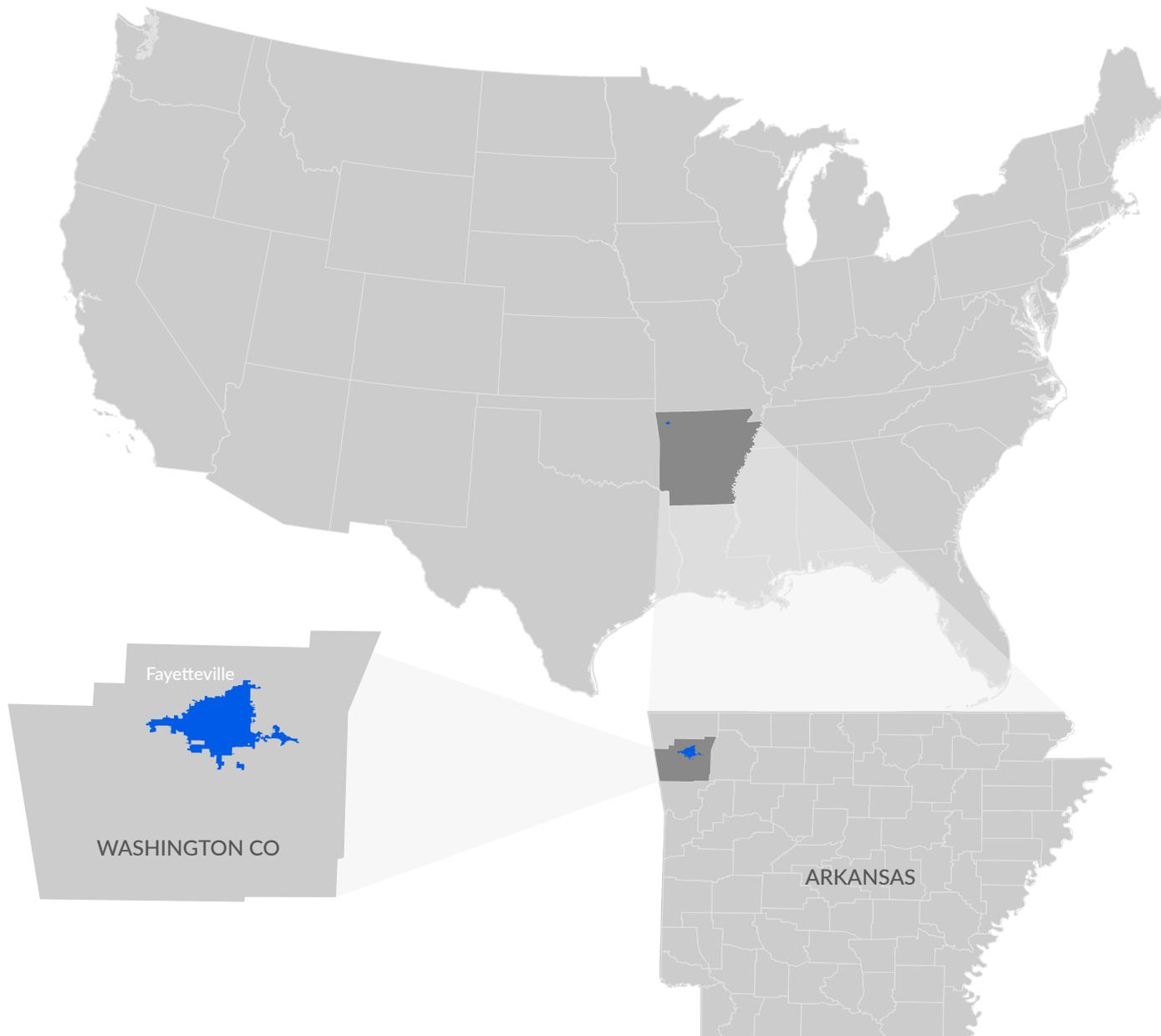
Fayetteville is the third largest city in Arkansas, centrally located in Washington County, in the northwest corner of the state. The city is home to the University of Arkansas, in close proximity to the Ozark National Forest and just more than 100 miles due east of Tulsa, Okla. Fayetteville currently is home to about 83,000 residents and more than 26,000 students attend the University of Arkansas (43 percent of students are non-residents). Travel in and around Fayetteville is heavily influenced by the University and its students, faculty, and staff that commute to campus daily. Other major influences include the medical campus around Washington Regional Hospital, shopping and office areas in Uptown Fayetteville, industrial and manufacturing centers in the south part of the City, large corporations headquartered in the area, such as Walmart in nearby Bentonville and Tyson Foods in Springdale, and numerous neighborhood and regional attractions in and around the downtown area and the University. The combination of all these factors presents particular challenges for growth, development, and infrastructure in Fayetteville and the region, as well as opportunities to improve connections, safety, and overall mobility for residents, workers, businesses and visitors to Fayetteville.



The Fayetteville Mobility Plan will outline a blueprint for long-term, multimodal mobility in the City of Fayetteville based on this setting, as well as the operating environment, transportation policy goals, and land use trends. The Plan will also establish mechanisms for funding local and regional projects, with the latter feeding into the Northwest Arkansas Regional Transportation Plan. This Factbook sets the stage for the work of the Plan, by describing the existing transportation network, land use designations in the city, and local and regional goals that could affect mobility needs of those who live, work, shop, or play in and around Fayetteville.

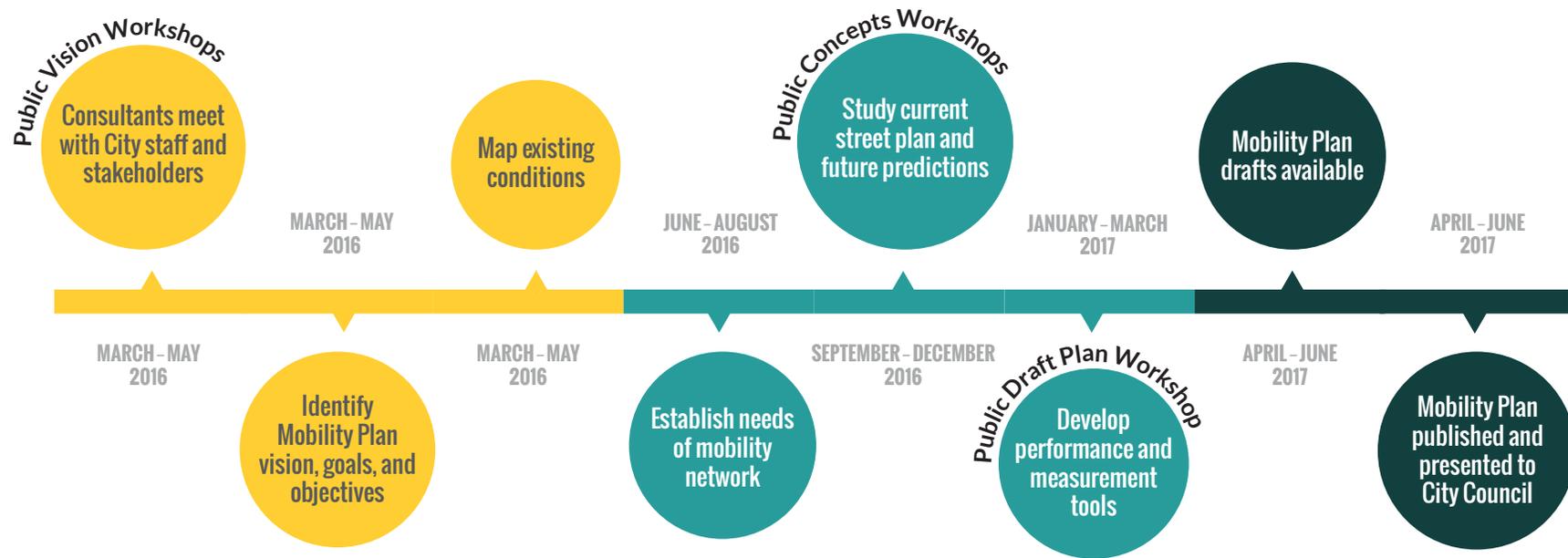
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WHAT IS THE FAYETTEVILLE MOBILITY PLAN?



WHAT IS THE FAYETTEVILLE MOBILITY PLAN?

WHAT IS THE PROJECT TIMELINE?



WHAT WILL THE PLAN INCLUDE?

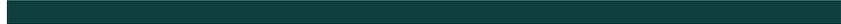
- 1** Community **vision, goals, and objectives** for transportation
- 2** A **Streets Plan** with a list of prioritized improvements, including:
 - Green Streets Network
 - Transit-Related Improvements
 - Enhanced Streetscape Design Guidelines
 - Citywide Policies to Improve Transportation
- 3** Tools for the City to **evaluate future needs** and projects

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WHAT IS THE FAYETTEVILLE MOBILITY PLAN?





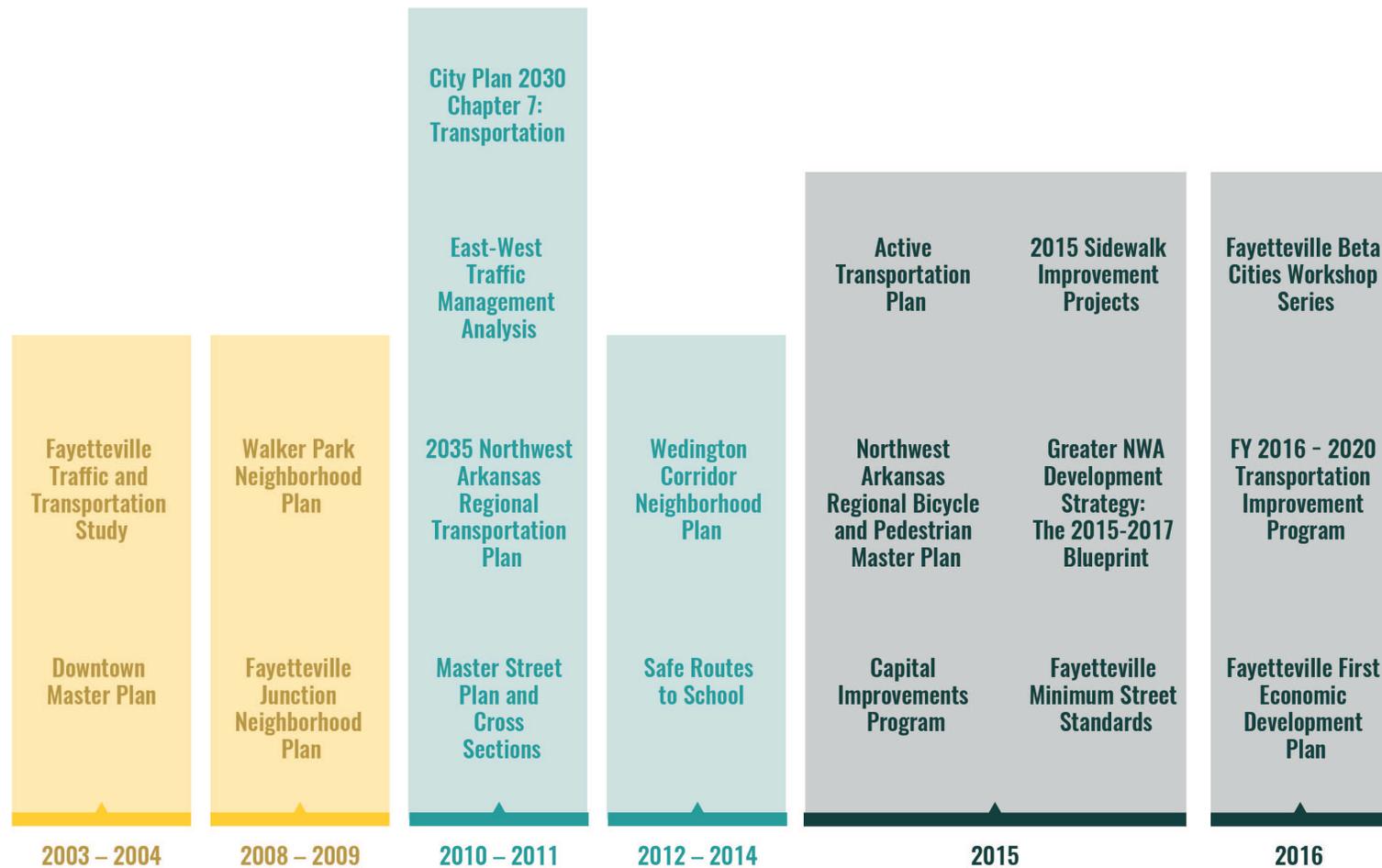


PLANNING CONTEXT

Several recent and ongoing plans are shaping the future of mobility in Fayetteville. This section provides a summary of these planning efforts.

PREVIOUS PLANS

A number of recent and relevant planning and strategy documents provide guidance for, and shape the direction of, the future of mobility in Fayetteville and its unique neighborhoods and areas.





CITY PLAN 2030: MOBILITY GOALS AND OBJECTIVES



SOCIAL

- Meet the diverse transportation needs of the people of the City, including rural and urban populations and the unique mobility needs of the elderly and disability communities.¹
- Minimize the harmful effects of transportation on public health and on air and water quality, land and other natural resources.¹
- Incorporate a public participation process in which the public has timely notice and opportunity to identify and comment on transportation concerns.¹
- Monitor the incidence of traffic accidents and implement physical and operational measures to improve public safety.¹



PLANNING/DESIGN

- Promote mixed-use and traditional neighborhood development to reduce roadway demand and change travel patterns.¹
- Encourage a block-and-street layout that promotes walkable, cyclist-friendly road designs with slow design speeds.
- Encourage consideration of the impacts on the transportation network in land use decisions made by the Planning Commission.¹
- Periodically update the Master Street Plan in order to evaluate the context sensitivity and the appropriateness of right-of-way dedication requirements.¹

¹Fayetteville Transportation Plan Guiding Policy

MODAL

- Promote the coordinated and efficient use of all available and future transportation modes.*
- Ensure the repair and necessary improvements of roads and bridges throughout the City to provide a safe, efficient and adequate transportation network.*
- Support mass transit which offers convenient and reliable alternatives to the automobile.*
- Encourage the creation of connected trails and walkways between community activity areas and neighborhoods and enhance with kiosks and rest stations.
- Promote increased bicycle usage by providing integrated bicycle facilities on new and redesigned roadways, where appropriate.*
- Encourage the construction of sheltered bus stops and bicycle parking facilities at transit stops, shopping centers and employment centers.*



ALTERNATIVE/REDUNDANT

- Monitor and improve transportation facilities to conveniently serve the intra-city and regional travel needs of Fayetteville residents, businesses and visitors.*
- Establish facilities that accommodate safe and convenient travel for pedestrians and bicyclists.*
- Promote reliance on energy-efficient forms of transportation.*
- Support multi-modal transportation options such as trails, sidewalks, bike lanes and mass transit.*
- Promote the continued expansion of the City's trail network through proactive planning and the acquisition of trail easements.*
- Eliminate design elements that prohibit complete, compact and connected neighborhoods.
- Site new residential areas accessible to roadways, alternative transportation modes, community amenities, schools, infrastructure, and retail and commercial goods and services.
- Continue to encourage context-sensitive streets, allowing for efficient access to commercial and residential areas for vehicles, pedestrians and cyclists.
- Minimize through traffic on minor residential streets, while providing connections between neighborhoods to encourage openness and neighborliness.

* Fayetteville Transportation Plan Guiding Policy

TRANSPORTATION NEEDS & FUNDING

NEEDS

2003: Fayetteville Traffic and Transportation Study identified approximately \$200M for more than 50 transportation projects and associated programs to be delivered over 20 years.

2008: the City updated transportation needs as part of City Plan 2030, which were later incorporated into the 2035 and 2040 Northwest Arkansas Regional Transportation Plan (2011, 2015).

More recently, the City has undertaken plans and programs specific to particular modes of travel, such as the Active Transportation Plan (2015) for walking and biking in Fayetteville, and to development needs, such as the Fayetteville First Economic Development Plan (2016), among others. Transportation needs from each of these documents were programmed by year and incorporated into a five-year Capital Improvements Plan, which is updated every two years.

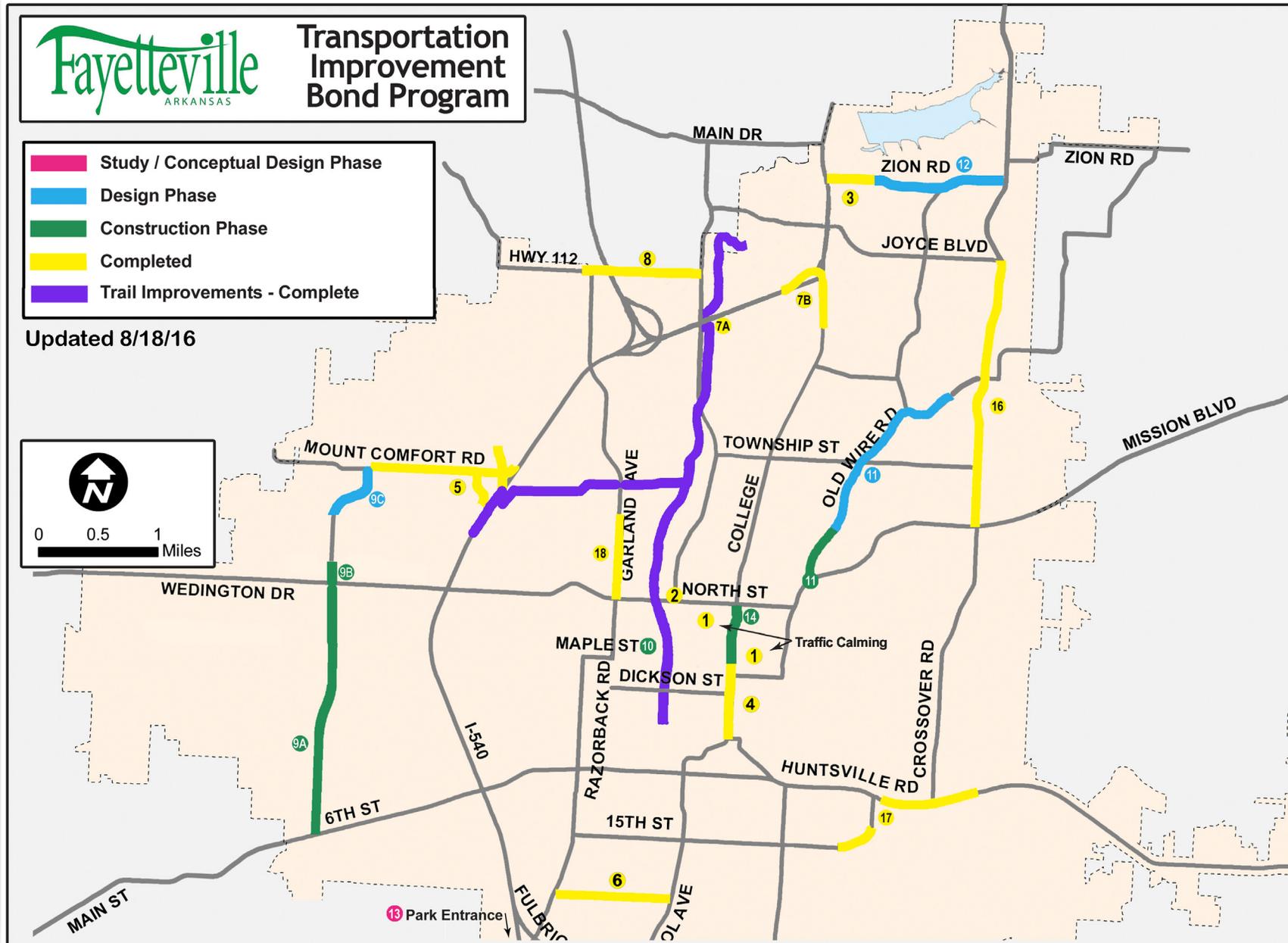
FUNDS

2006: voters approved a bond issue of \$65M in order to support the transportation program, with the latest bond package released as recently as 2014. This amount can be used to leverage an additional \$24.6M with state and federal funding and is further supplemented by various other local public and private funds.

HOW IS FAYETTEVILLE DOING?

Since the inception of the bond, the City has completed 15 projects with a total of \$45M in local funds and \$29.5M in state and federal funds. Completion of all bond projects is expected by the end of 2018.





Source: City of Fayetteville

CAPITAL IMPROVEMENTS PLAN 2015-2019

The CIP is a 5-year plan that addresses the capital needs of the City for future periods. It is estimated that a total of \$112,620,000 will be required for that period. Approximately \$28,590,000 will be needed to keep the transportation, street, and trail improvement programs at its current level, representing 25.5% of the CIP. The CIP is reviewed each year and budgets are developed on a yearly basis using the plan as the starting point.



\$7 million
Sidewalk Improvements

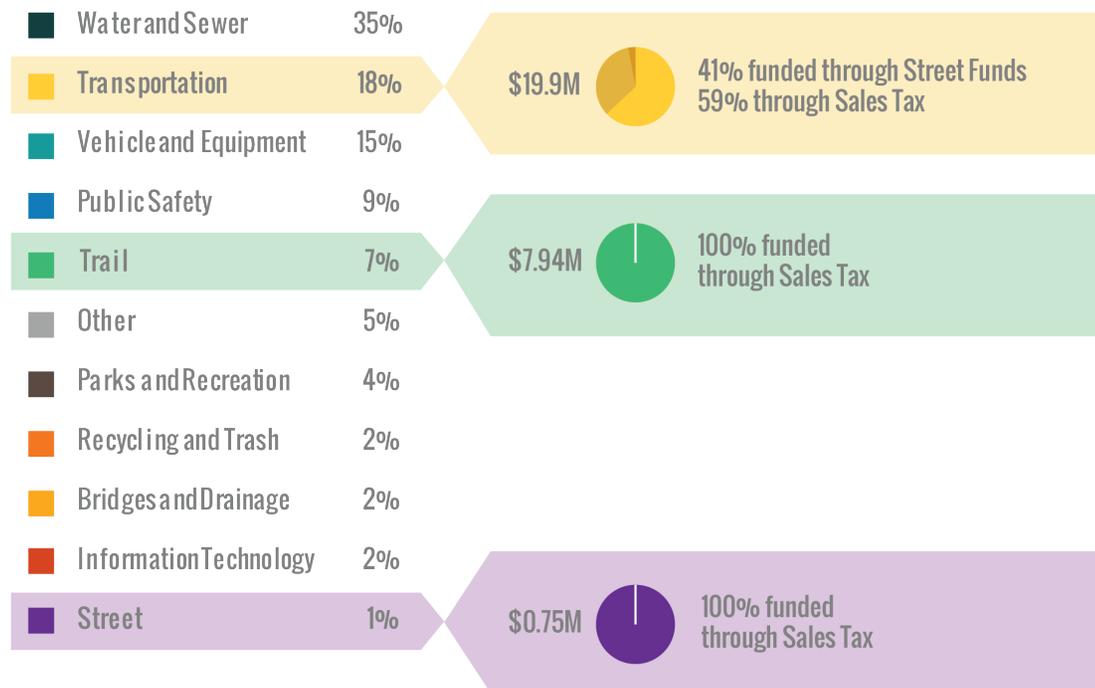
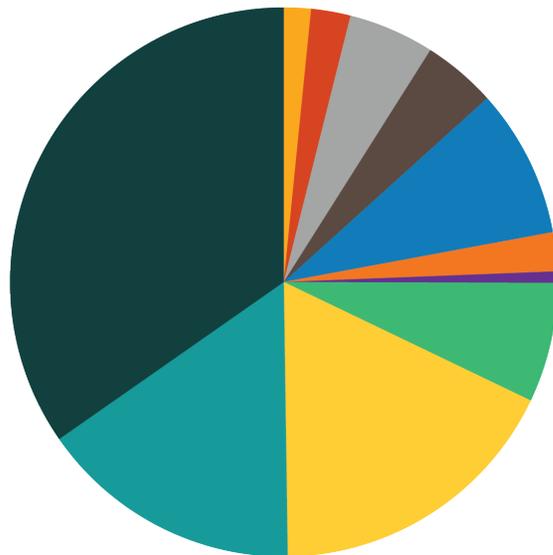


\$10.5 million
Pavement Improvements



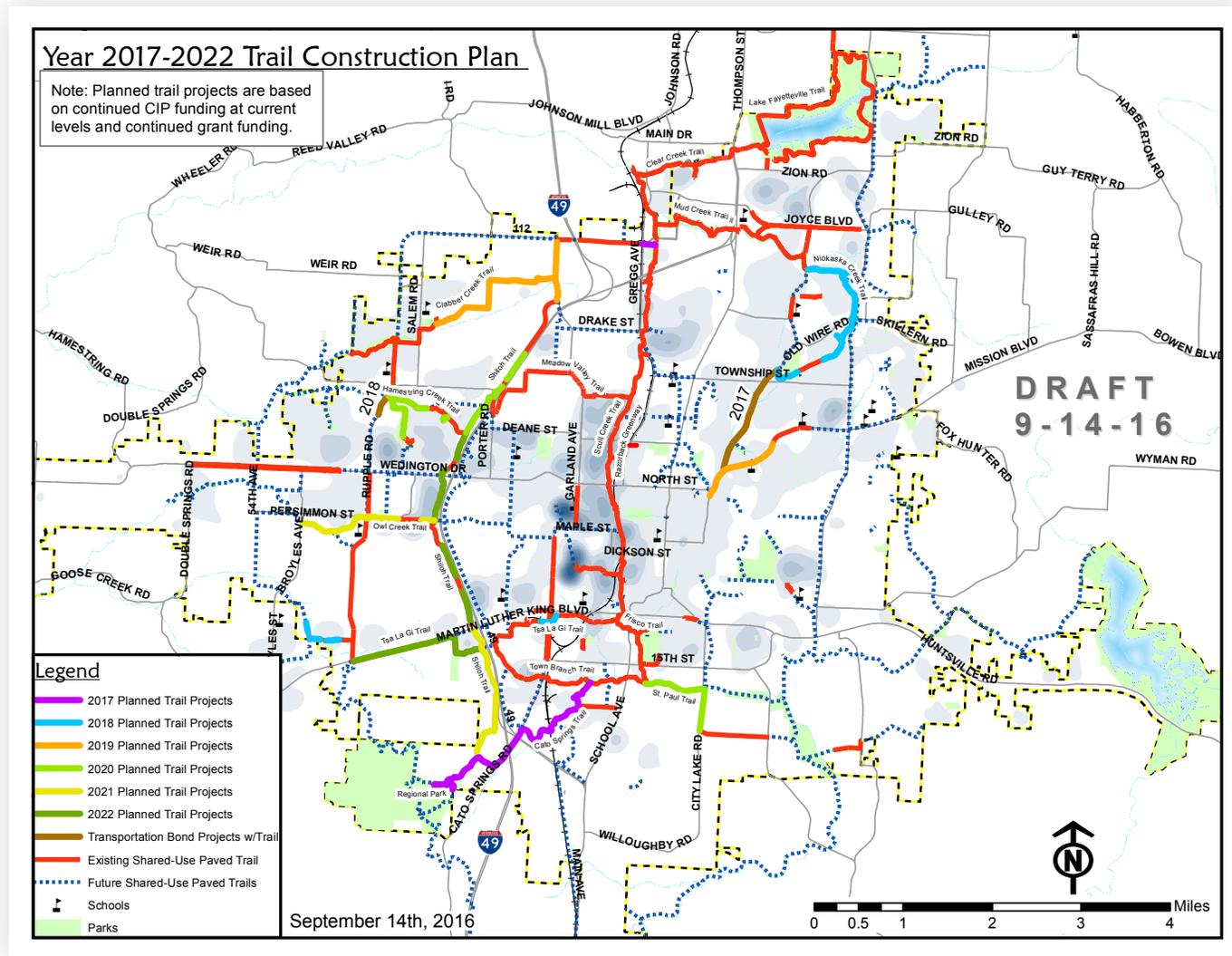
\$0.6 million
Traffic Signal Maintenance

Project by Area Type



TRAIL IMPROVEMENT PROGRAM

The 2017-2022 Trail Construction Plan expects to increase the trail network 16.7 miles, approximately three miles per year, based on continued CIP funding at current levels and continued grant funding. The Capital Improvement funds will serve to build 15 of these miles, and the 1.7 miles from Bond - Old Wire and Ruppel over Hamstring will be funded by the Transportation Bonds.



Source: City of Fayetteville

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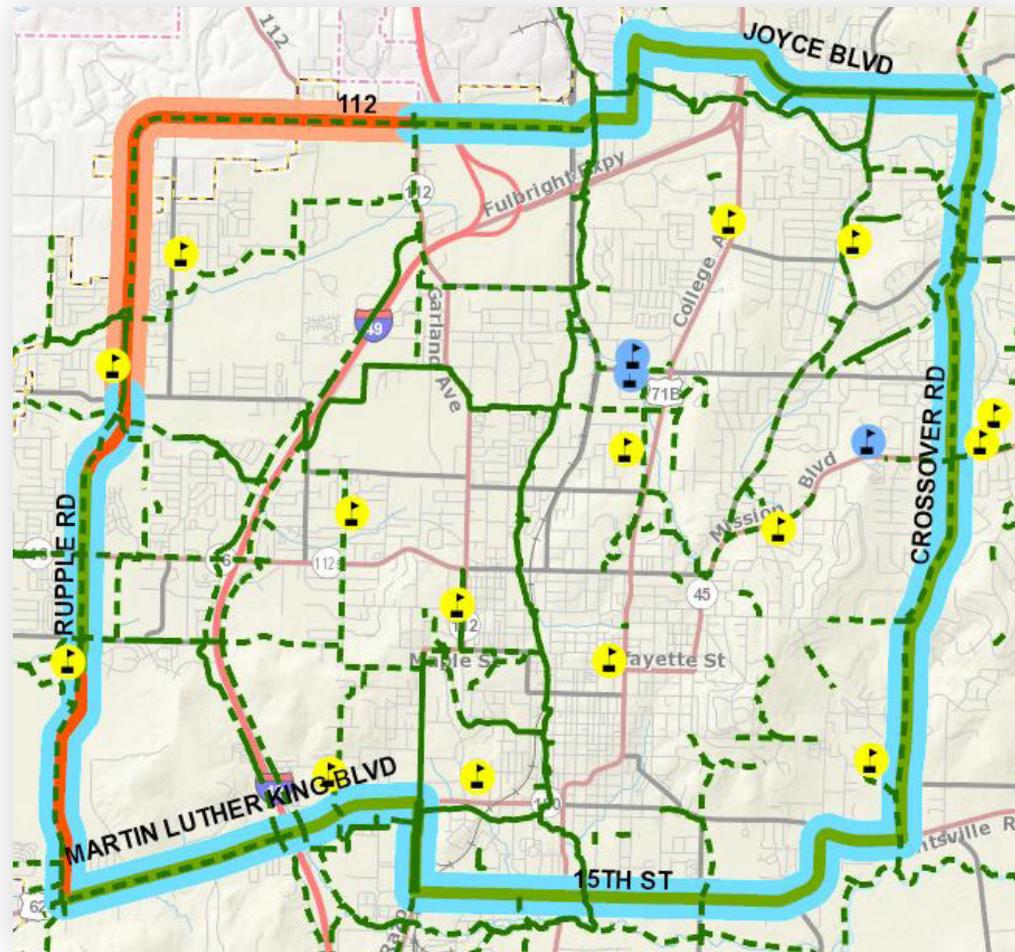
PLANNING CONTEXT



ARTERIAL LOOP

The transportation projects are an important part of an arterial loop, a system of east/west and north/south roadways around the perimeter of the City, connected with miles of trails and sidewalks. Green space and wide shared-use paved trails will be on one side of the roadways and sidewalks with green space on the other side, so that people can take a bus, drive a car, ride a bike, or walk around the City.

-  Private School
-  Public School
-  Shared-Use Paved Trail
-  Proposed Trails
-  Improvements Completed
-  Improvements Not Completed
-  Improvements Funded
-  Improvements Not Funded



Source: City of Fayetteville





PUBLIC OUTREACH

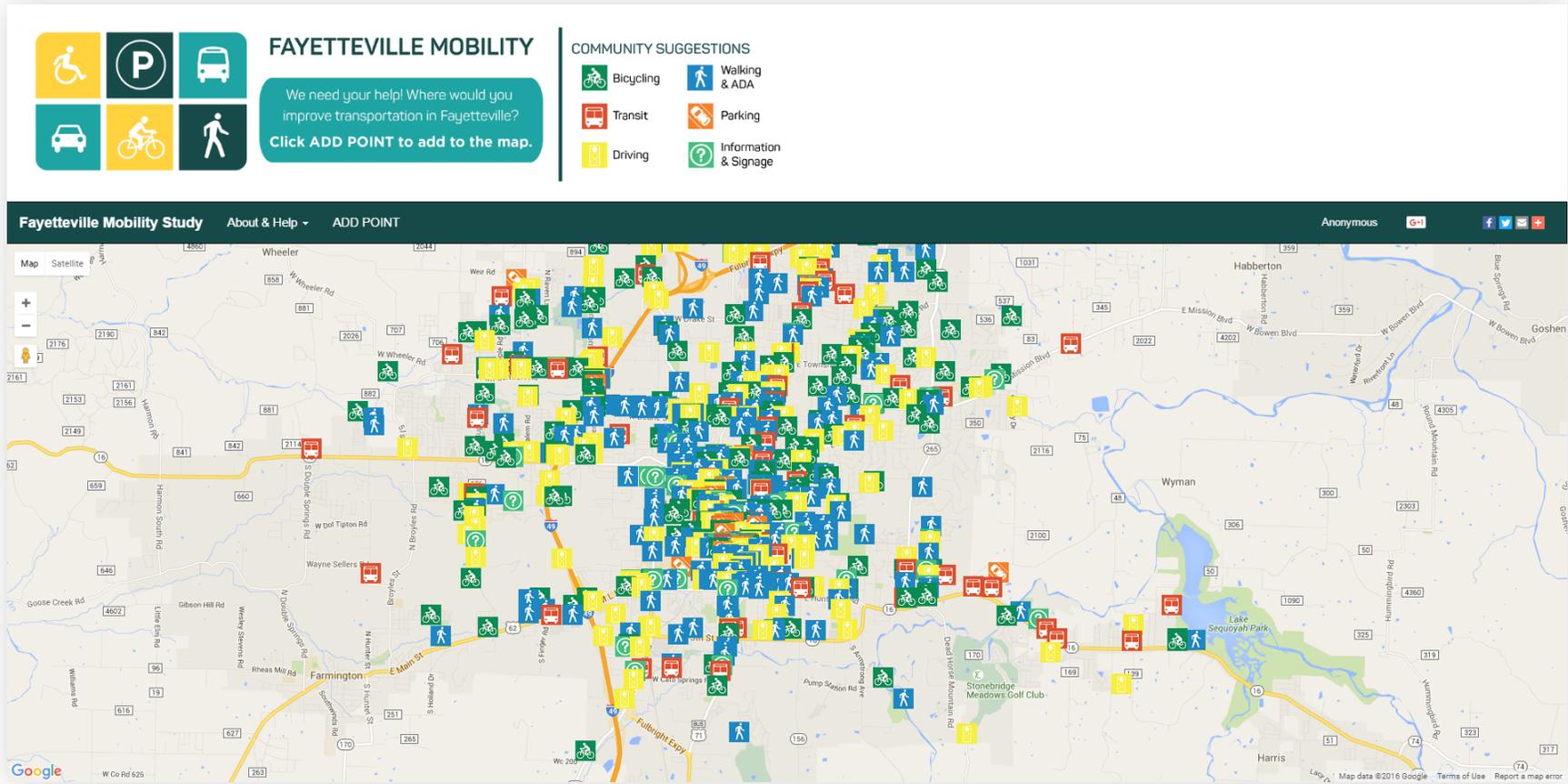
The Fayetteville Mobility Plan (FMP) was informed by an extensive public outreach process that included both an online engagement activity and several mobile visioning workshops held throughout the City. These activities were designed to engage stakeholders and the public about the goals of the FMP in order to ensure that the plan accurately reflects and addresses the issues, concerns and experiences of Fayetteville residents.

PUBLIC OUTREACH ACTIVITIES

1

INTERACTIVE WIKIMAP & SURVEY

An interactive Wikimap was available for comment from May to June, 2016, and allowed community members to identify the exact locations of perceived problem/concerns. Nearly 850 separate comments were entered. The online survey was answered by 500 community members.



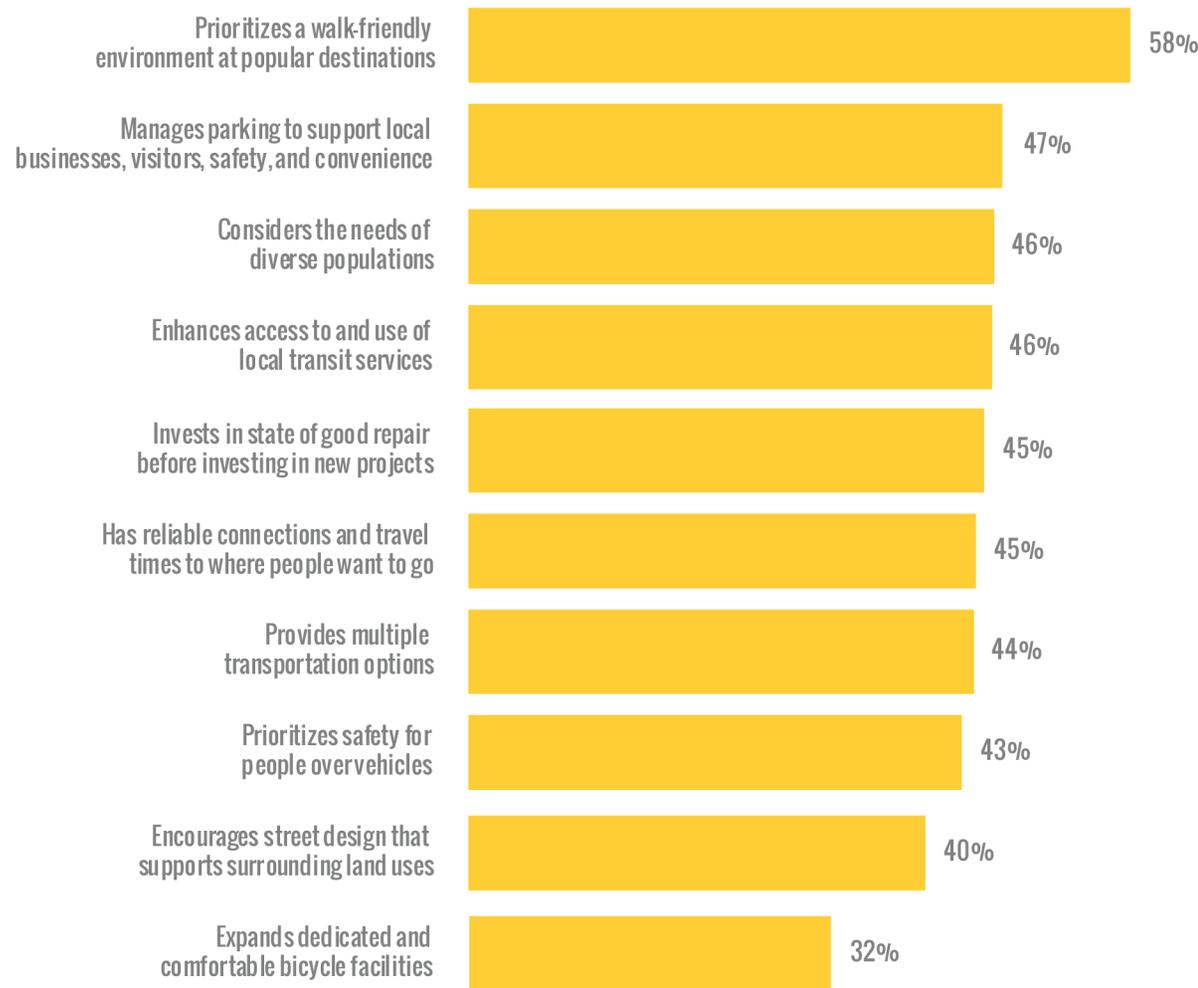
2 MOBILE VISIONING WORKSHOPS

The Fayetteville Mobility Plan included mobile visioning workshops that took place the first week of May in 2016, at various key locations across the City.



PRIORITIZATION OF GOALS

The chart below shows how respondents prioritized the following 10 goals.



Walkability was the top-rated response to the survey: 58% of all survey respondents **identified walkability as a priority** for the future of Fayetteville’s transportation network.



WHAT TRANSPORTATION FEATURES DO RESIDENTS WANT?

The table of values to the right shows how respondents prioritize transportation features in different areas. For example, 44% of responses on transportation features in rural areas supported prioritizing better public transit amenities while only 8% of responses supported more on-street parking in rural areas.

TRANSPORTATION FEATURES

AREA TYPES

	Bicycle facilities	Better public transit amenities	Wide sidewalks	Pedestrian priority at intersections	More than one driving lane in each direction	On-street parking
Rural areas	35%	44%	27%	22%	37%	8%
Residential neighborhood	47%	39%	63%	52%	13%	29%
Neighborhood retail	53%	47%	58%	52%	17%	38%
Downtown areas	56%	57%	63%	63%	18%	44%
Big box retail/office park	44%	57%	34%	42%	30%	14%
Institutional (schools, hospitals, etc.)	54%	60%	53%	58%	23%	15%

In Neighborhood Retail areas, the main priorities were bicycle facilities and wide sidewalks.



In Residential Neighborhood areas and the Downtown, priorities were wide sidewalks and pedestrian priority at intersections.

On-street parking was the lowest priority for Big Box Retail/Office Park and Institutional areas as opposed to better public transit amenities.

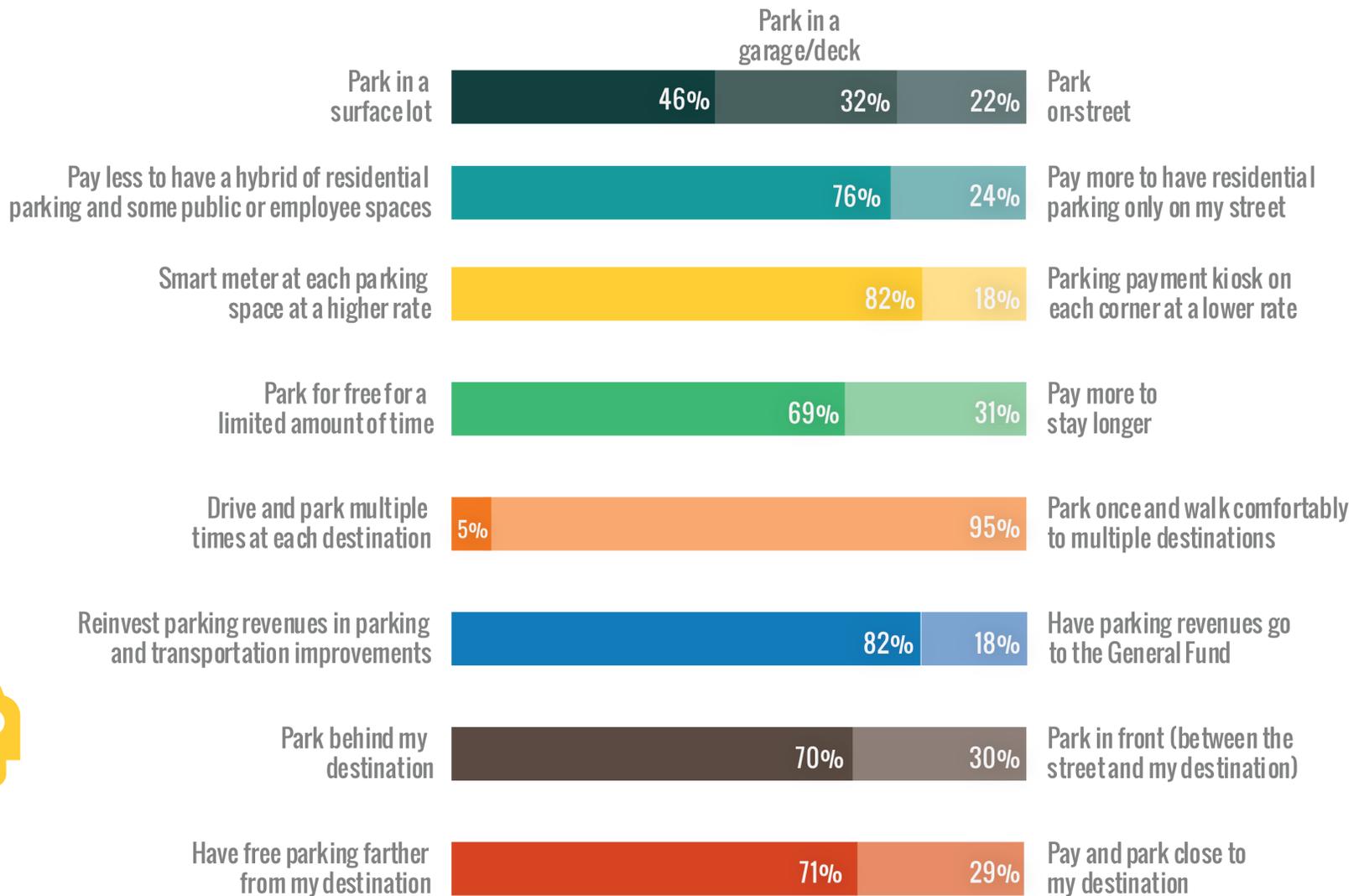


More desirable street element
Based on survey responses

Less desirable street element
Based on survey responses

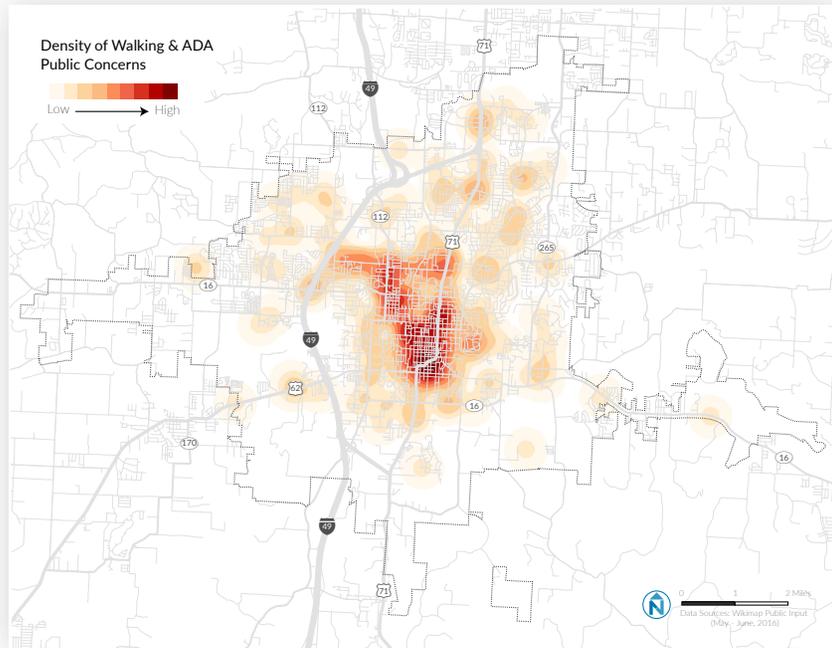
PARKING TRADE-OFF PRIORITIES

The bar chart below shows how respondents favored options in a particular scenario.



WIKIMAP RESULTS

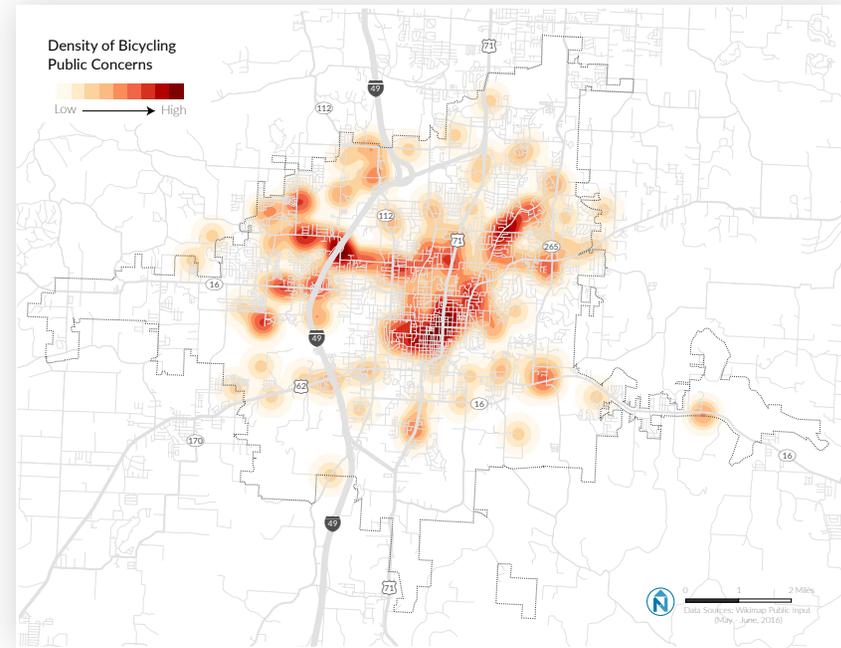
WALKING



ADA/walking comments from the wikimap:

- Wider sidewalks and fewer obstacles, e.g., meters, poles
- Better pedestrian visibility at intersections
- More crosswalks: improve crosswalk near UA

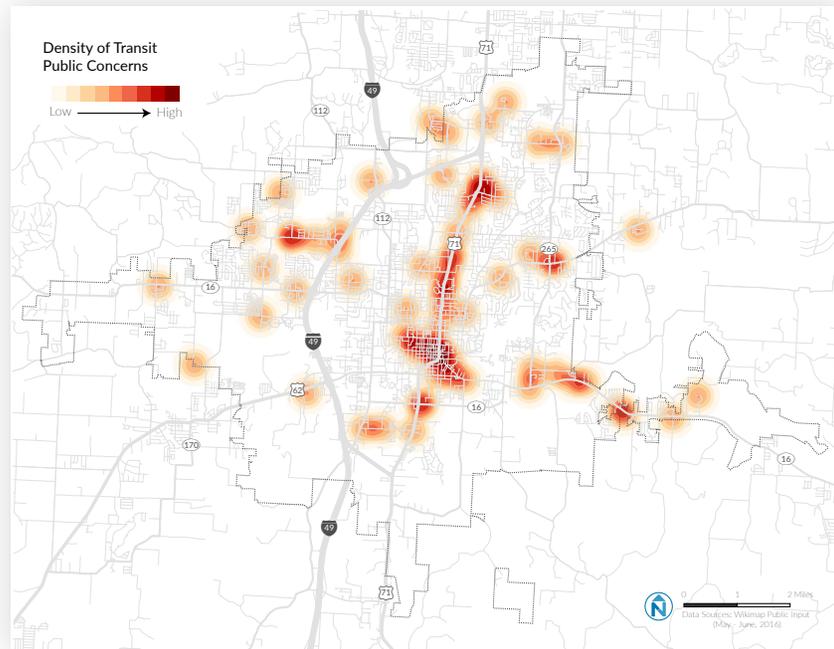
BIKING



Bicycling comments from the wikimap:

- Install safety features in bike lanes and trails
- Install protected bike lanes in downtown area
- Increase bike parking, and cover existing ones
- Safer connections to Wilson Park

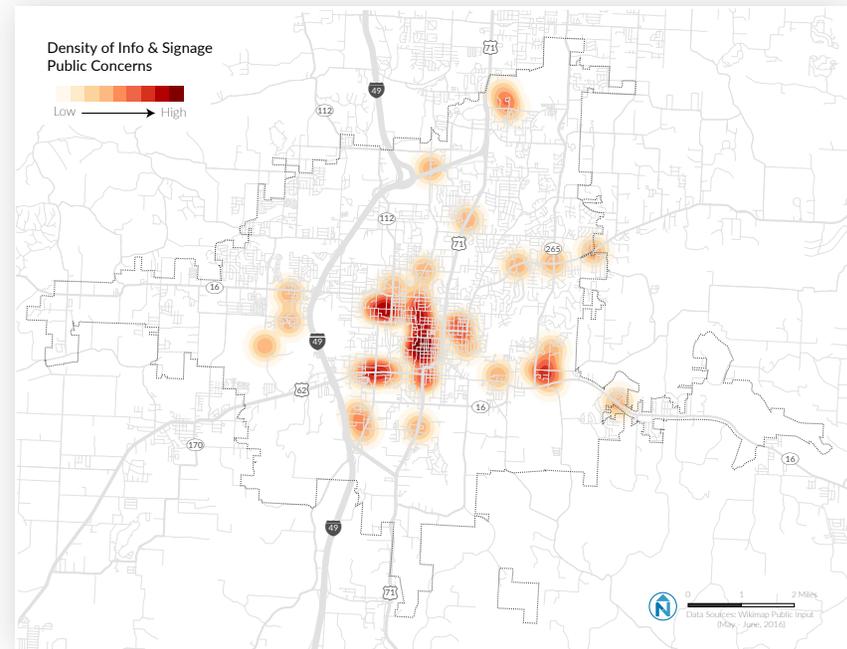
TRANSIT



Transit comments from the wikimap:

- Improve transit along College Avenue (bus stops, Bus Rapid Transit)
- Increase transit coverage to peripheral areas
- Implement Park and Ride along I-49, Martin Luther King Jr. Boulevard using unused lots

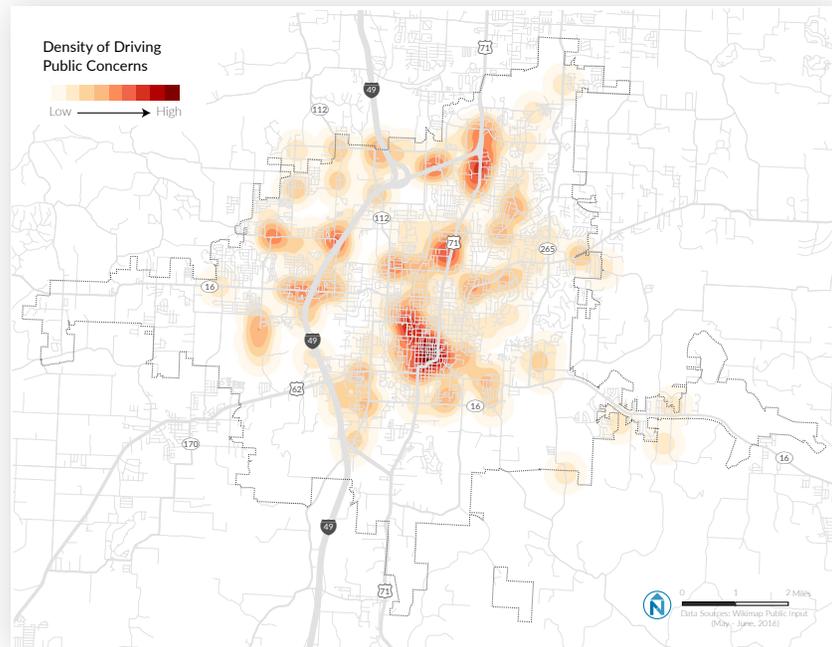
INFORMATION & SIGNAGE



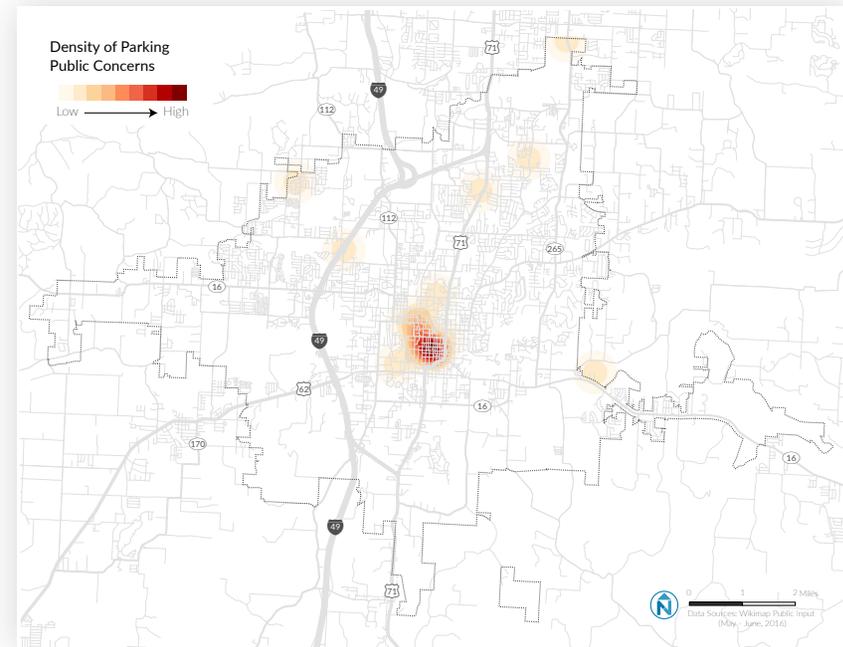
Information & signage comments from the wikimap:

- Review wayfinding signs to UA
- Increase visibility by restriping in intersections, cleaning vegetation
- Add signage for cyclists to yield to pedestrians on trails

DRIVING



PARKING



Driving comments from the wikimap:

- Work on improving connectivity between secondary roads and main corridors (Township Street to Garland Avenue)
- Add speed limit features and traffic calming near areas with high presence of kids
- Concentrate safety measures in high-frequency accident locations

Parking comments from the wikimap:

- Regulate UA students' parking use outside UA.
- Add parking lots for trail users
- Limit parking duration close to commercial business to increase rotation
- Redevelop underused parking lots





DEMOGRAPHICS

Demographics are critical to understanding the multimodal transportation needs of Fayetteville. Different types of travelers have different mobility needs. In order to understand how Fayetteville should address the transportation needs of its users, it must understand who those users are and what the projected growth looks like.

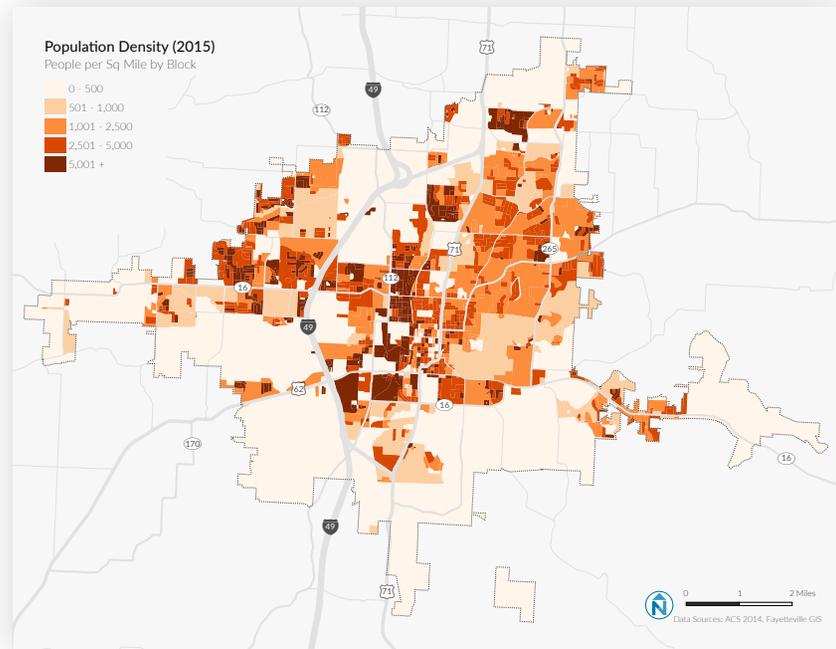
This section presents several demographic indicators that are directly correlated to transportation mode choice and demand, including population density, population growth, seniors, and zero-vehicle households. Demographic map data were sourced through the American Community Survey 2014 of the US Census Bureau.

DEMOGRAPHICS

POPULATION DENSITY

In 2015, more than **82,830 people** were living in Fayetteville, with a population density of nearly 1,400 inhabitants per square mile on average.

Much of Fayetteville’s population is centrally located with the densest areas of the City located on, and around, the University of Arkansas’s main campus. The City’s outer fringes, on the other hand, tend to have the lowest densities, except for a relatively high-density section just west of I-49 in the west/northwest section of the City.

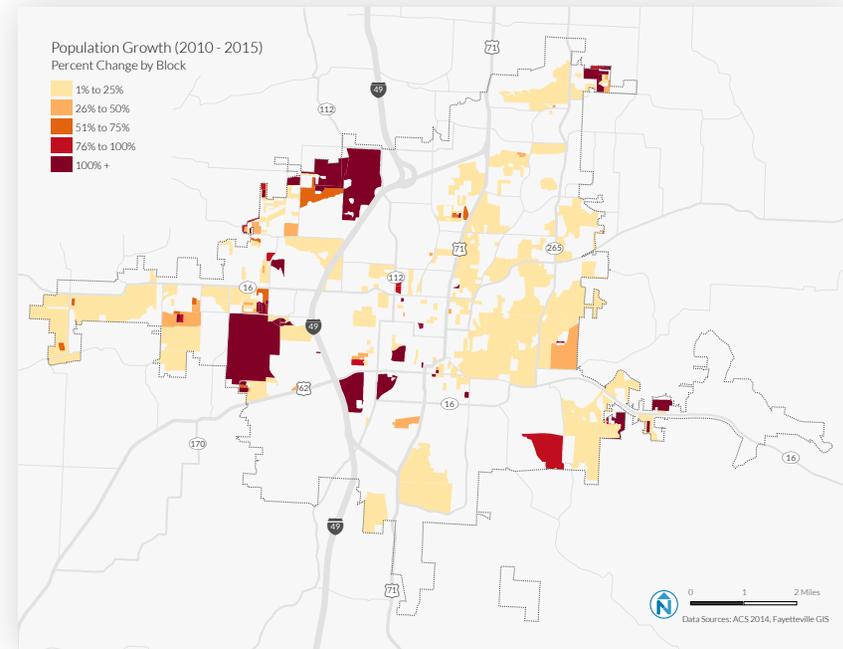


GROWTH IN POPULATION

The **City of Fayetteville** grew **10% over the past five years**, from approximately 73,500 residents according to the 2010 Census, to more than 82,830 residents by 2015.

However, population growth hasn’t occurred evenly across the City. The greater Fayetteville-Springdale-Rogers, AR-MO Metropolitan Statistical Area has seen similar population growth, with its population increasing more than 10%, from 465,802 to 513,559, over the same time period.

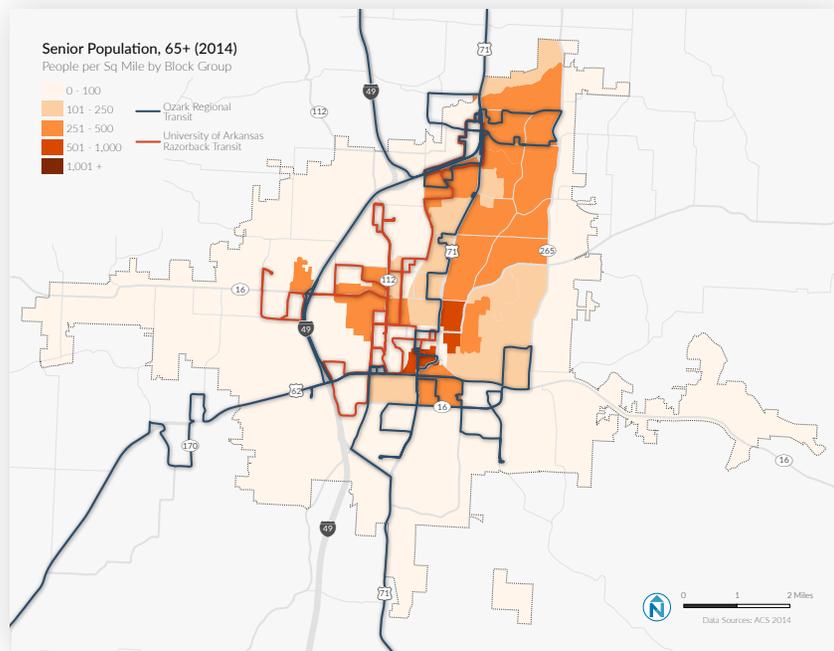
There were 2,918 new residential units constructed in Fayetteville from 2011 through 2015, with an estimated population growth of 6,515. Areas that have grown the most during this time period are the peripheral residential areas in the west of the City and south of Martin Luther King Jr. Boulevard.



SENIORS

Fayetteville is a “young city,” with 35% of the City’s entire population between 20 and 34 years old. **Residents over the age of 65 make up the smallest age group in the City.**

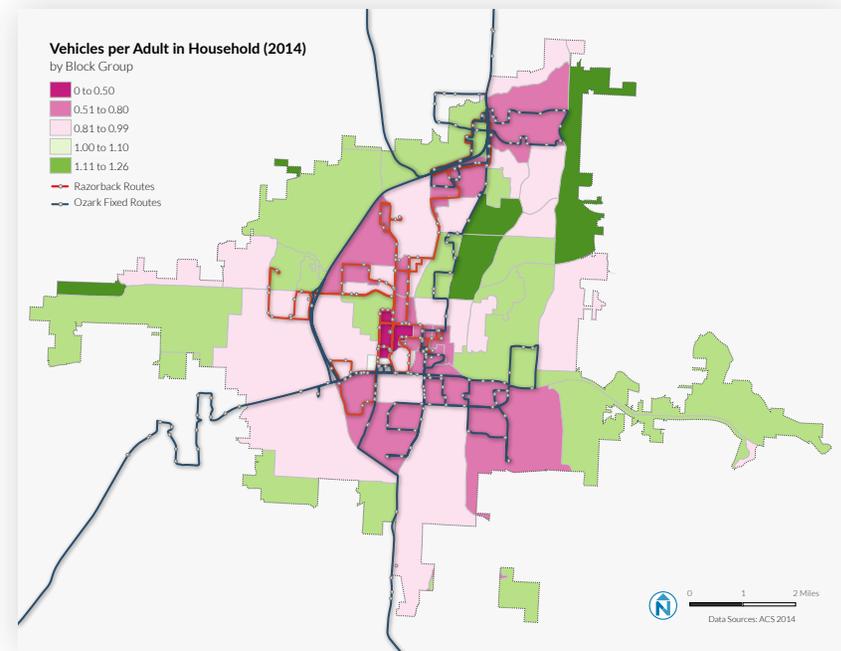
The highest concentration of Fayetteville’s seniors (aged 65 years and over) are located in or around the City center. Among seniors, 18% of the population lives within a five-minute walk of a bus stop. That number jumps to 33% within 15 minutes of a bus stop.



AVERAGE VEHICLES PER ADULT

“Block groups” are geographical areas defined by the US Census typically with a population of 600 - 3,000 people each. **Fifty-five percent of Fayetteville block groups have less than one vehicle per adult on average.** Of these block groups, 16% are not served by the transit system.

Areas with the lowest ratio of average vehicle per adult are concentrated in downtown, along the eastern fringe of I-49 and in the southeast corner of the City.





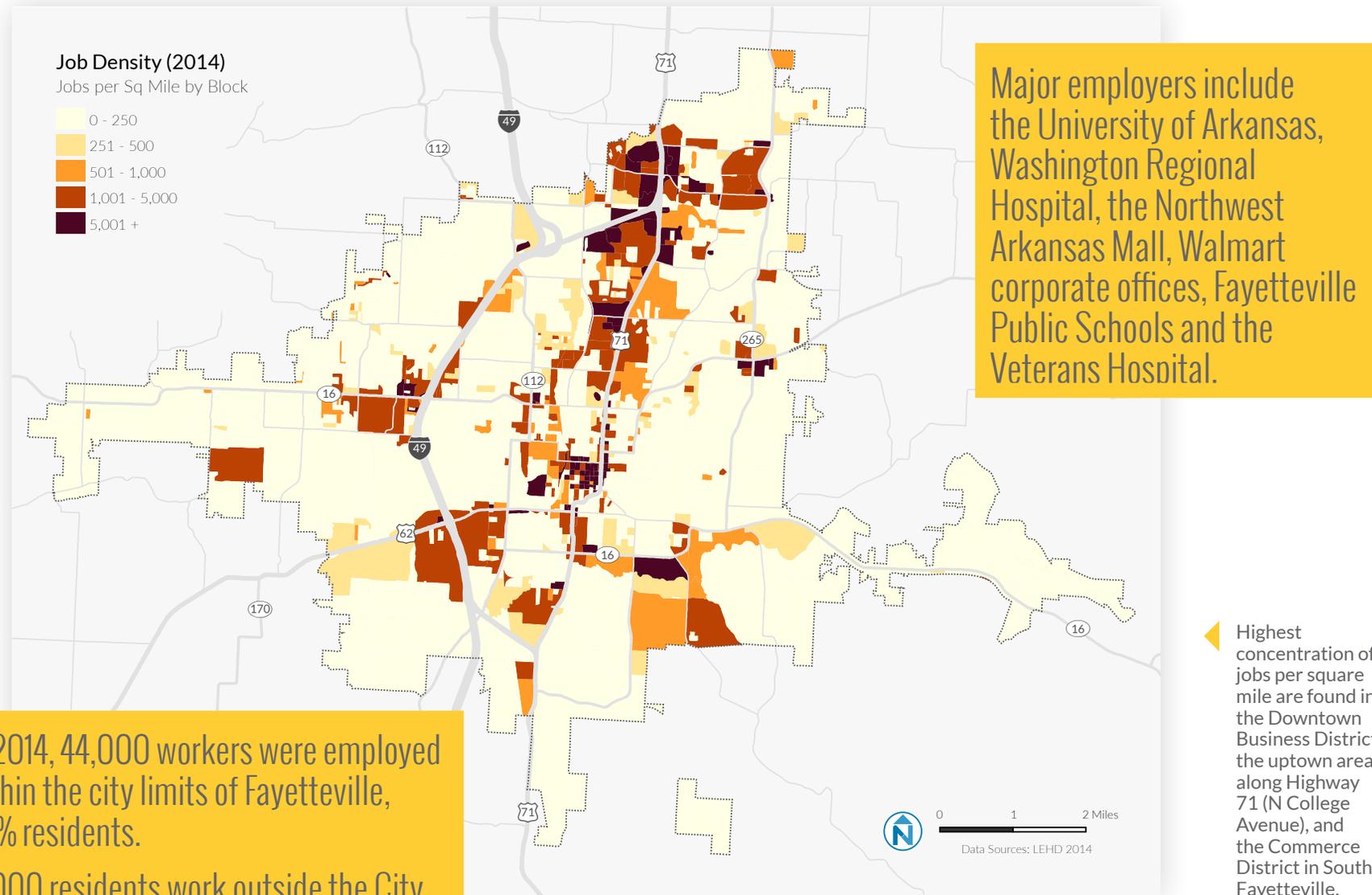


EMPLOYMENT AND INCOME

The distribution of jobs and their locations in relation to the transportation network define the commute patterns of the employees working in Fayetteville.

This section presents major employment characteristics such as job concentration, and employees' place of residence, as well as the average income of Fayetteville residents.

WHERE ARE JOBS CONCENTRATED IN FAYETTEVILLE?



HOW MUCH DO PEOPLE EARN?

\$56,412

Average

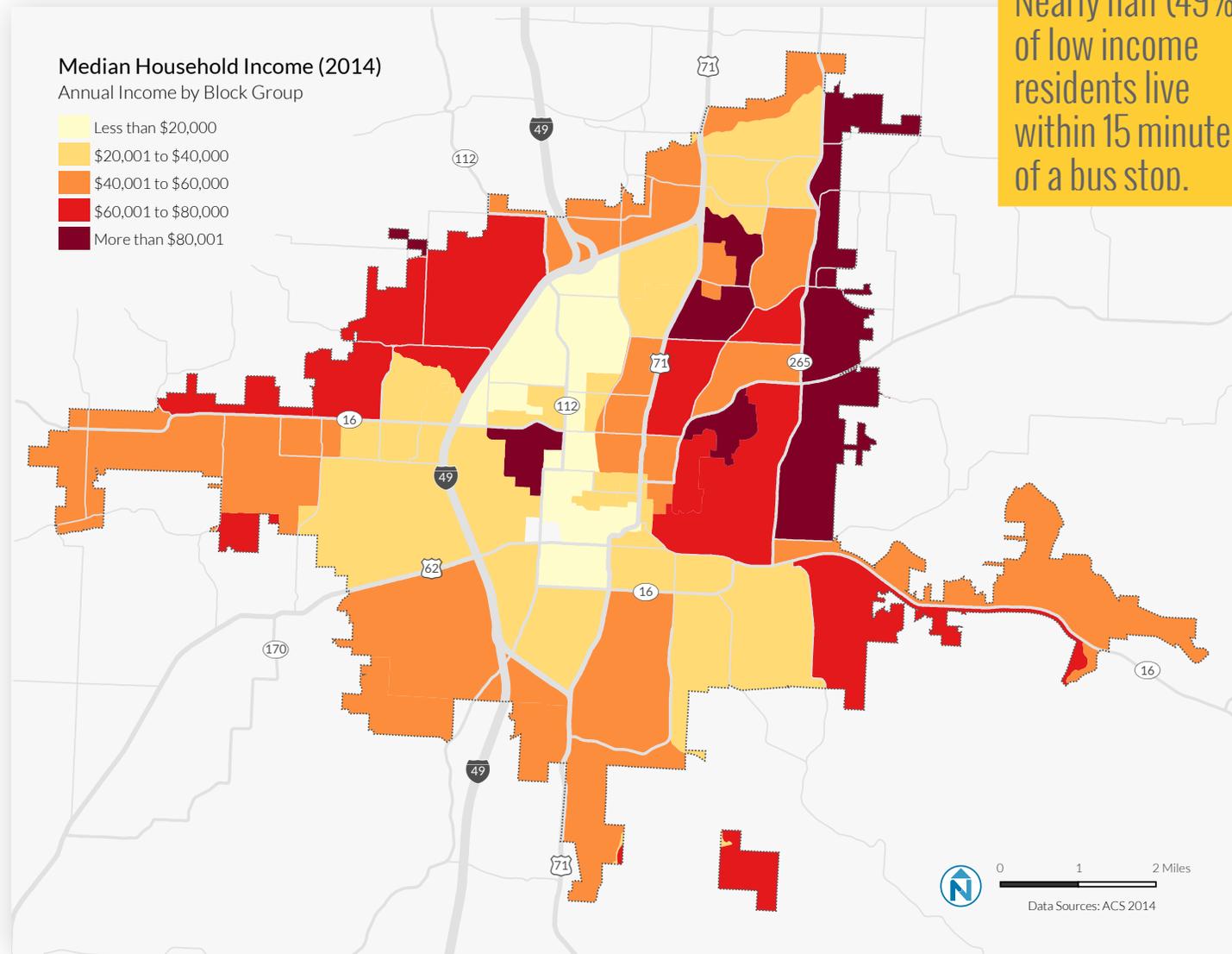
annual household
income (ESRI 2015)

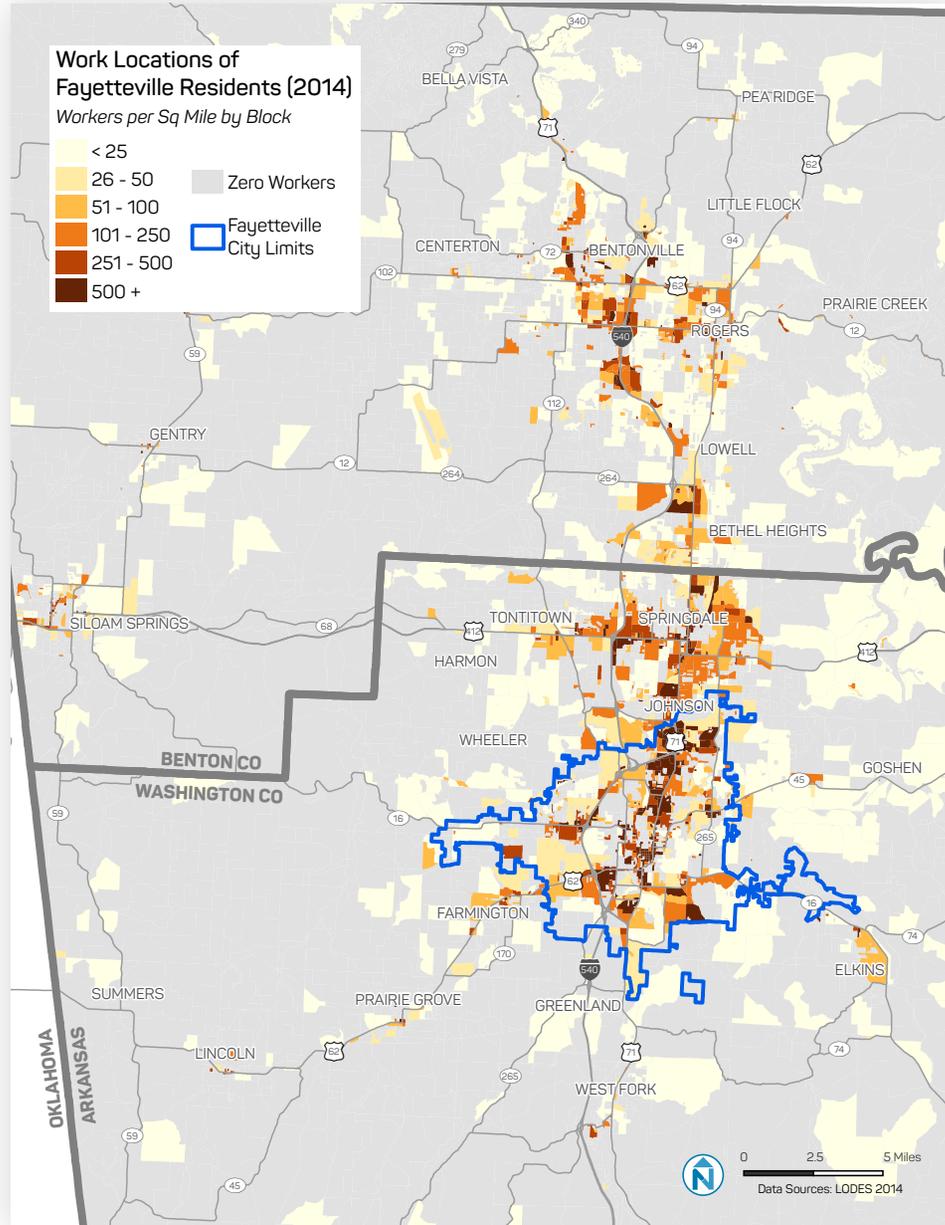
\$37,313

Median

annual household
income (ESRI 2015)

Residential areas to the east of Highway 71 (N College Avenue) and in the northwest section are the affluent of the City. Residents with the lowest incomes are found in neighborhoods with a large student population.





WHERE DO FAYETTEVILLE RESIDENTS WORK?

The largest concentration of jobs held by Fayetteville residents is **in Fayetteville itself.**

The City's most densely employed areas include:

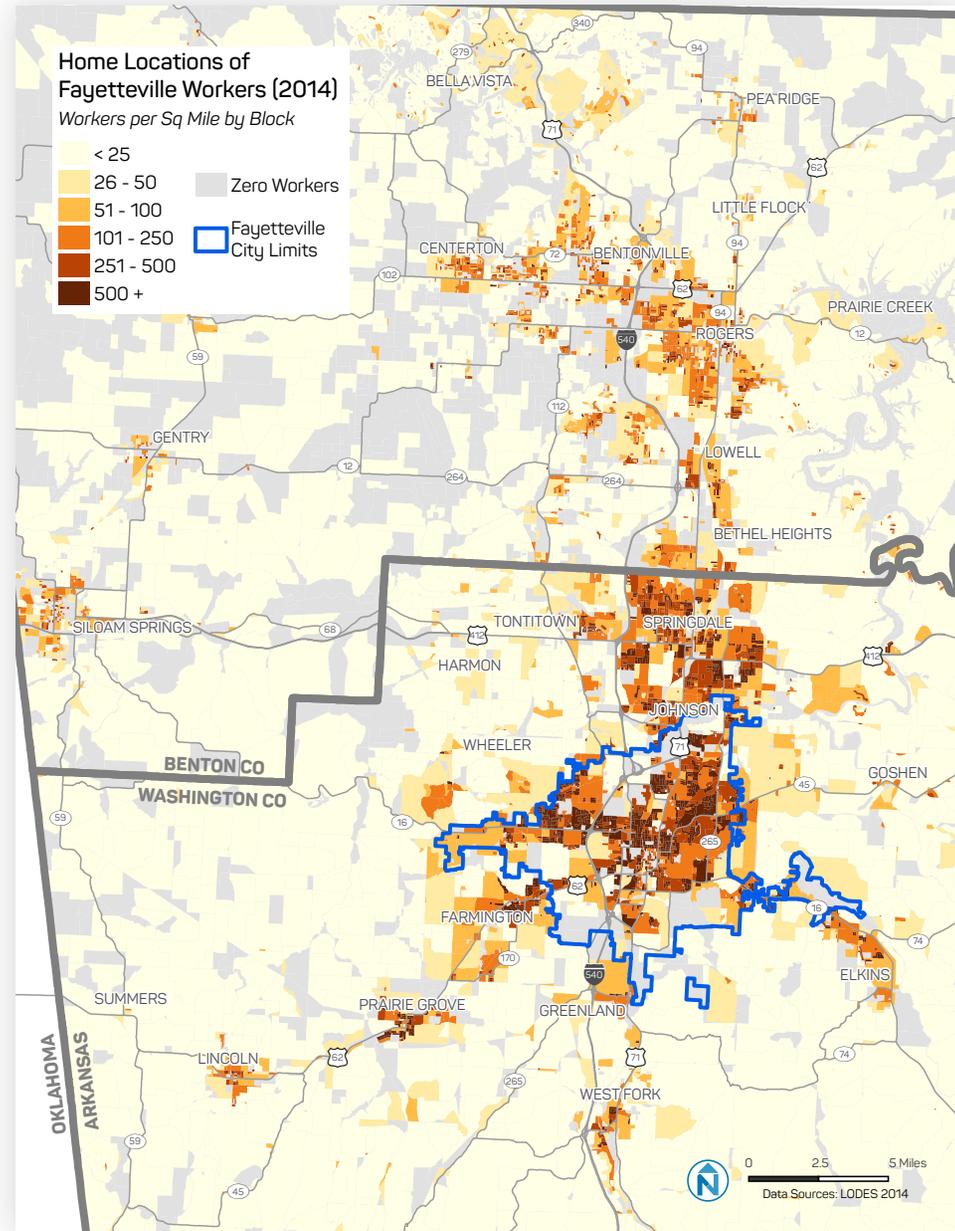
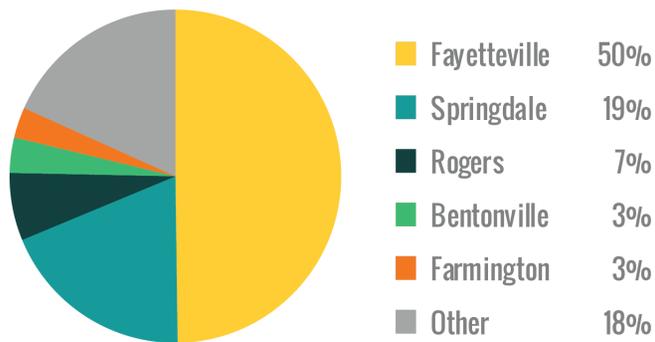
- The College Avenue (Highway 71) corridor
- The city center
- The Martin Luther King Jr. Boulevard (Highway 62) corridor
- The industrial and manufacturing areas in the southern sections of the City
- Along Joyce Boulevard near Wedington/I-49

 **7.4 miles**
Average Resident's Commute

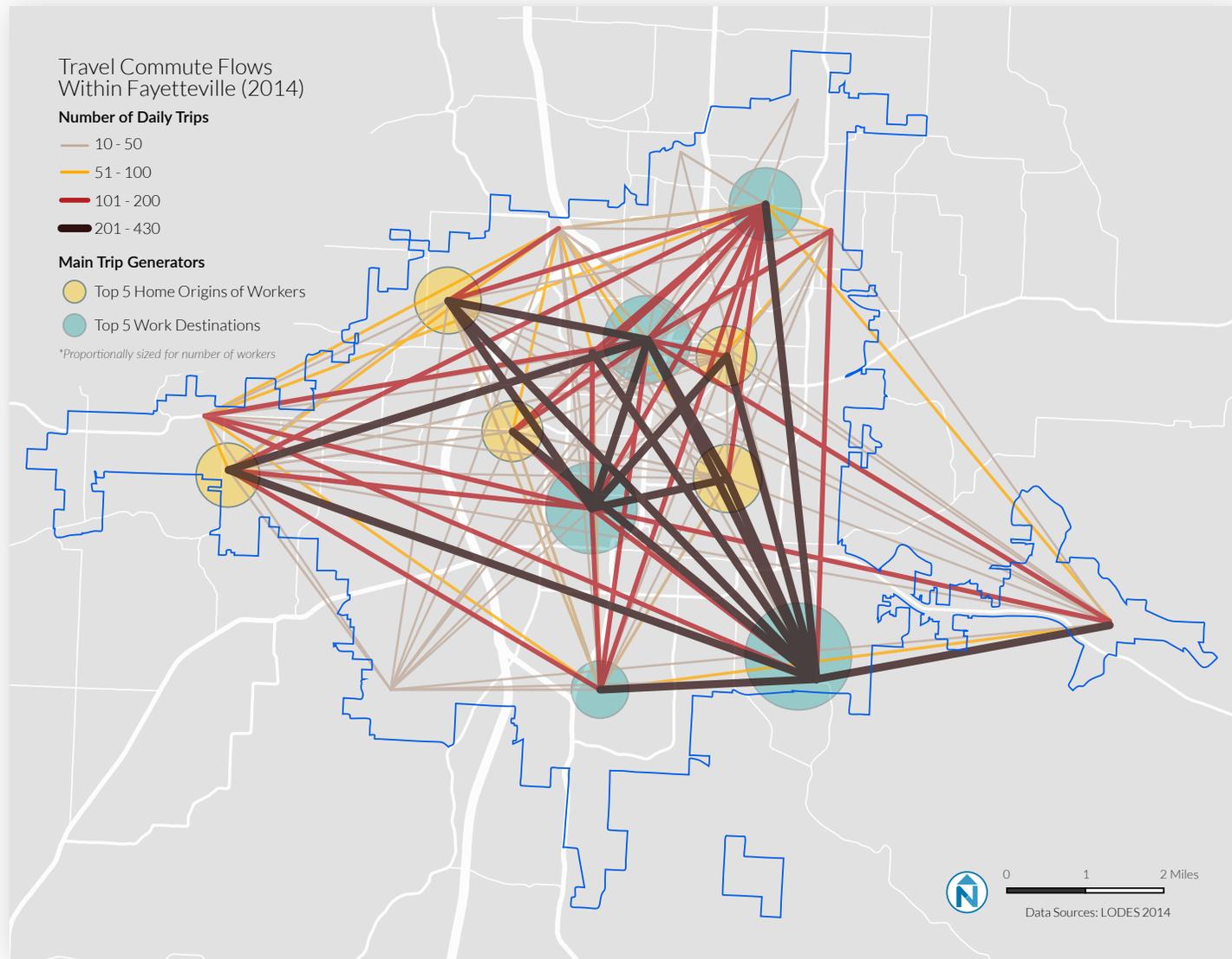
FROM WHERE DO PEOPLE COME TO WORK IN FAYETTEVILLE?

Those employed within the City of Fayetteville itself come from all around the Northwest Arkansas region. For most of the surrounding municipal area, **the flow of workers into Fayetteville is greater than the flow of workers leaving Fayetteville.**

Fayetteville Worker Residence



WHAT DO INTERNAL COMMUTE PATTERNS LOOK LIKE?



34,000

People are employed in Fayetteville and are non-residents

17,000

People live in Fayetteville and are employed outside of the City.

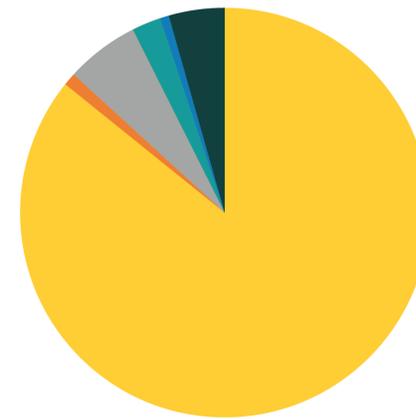
15,000

People are employed in Fayetteville and are residents

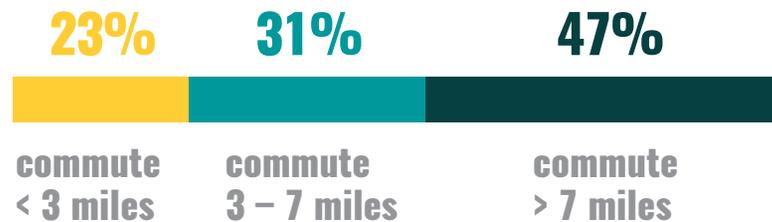
◀ Commute patterns in the City move generally north-south between several neighborhoods around the City's center and the industrial areas in the southern part of the City. Commute patterns in the satellite neighborhoods of the City tend to be spread more evenly throughout higher-density employment areas of Fayetteville.

HOW DO PEOPLE GET TO WORK?

According to the 2014 U.S. Census Bureau American FactFinder Survey, the City of Fayetteville had 43,895 workers 16 years or older. Of these, 5.8% walked for their daily commute, 2.3% bicycled to work, 1.0% used public transportation and 0.7% used a taxicab or motorcycle. Rideshare or car-pooling constituted 5.5%, and 4.4% reported working from home.



3 miles or less is the ideal distance for bike commuting



23% of Fayetteville's workers commute less than 3 miles but only 2.3% bike to work.

Car, truck, or van	86%
Walked	6%
Worked at home	4%
Bicycle	2%
Public transportation (excluding taxicab)	1%
Taxicab, motorcycle, or other means	1%



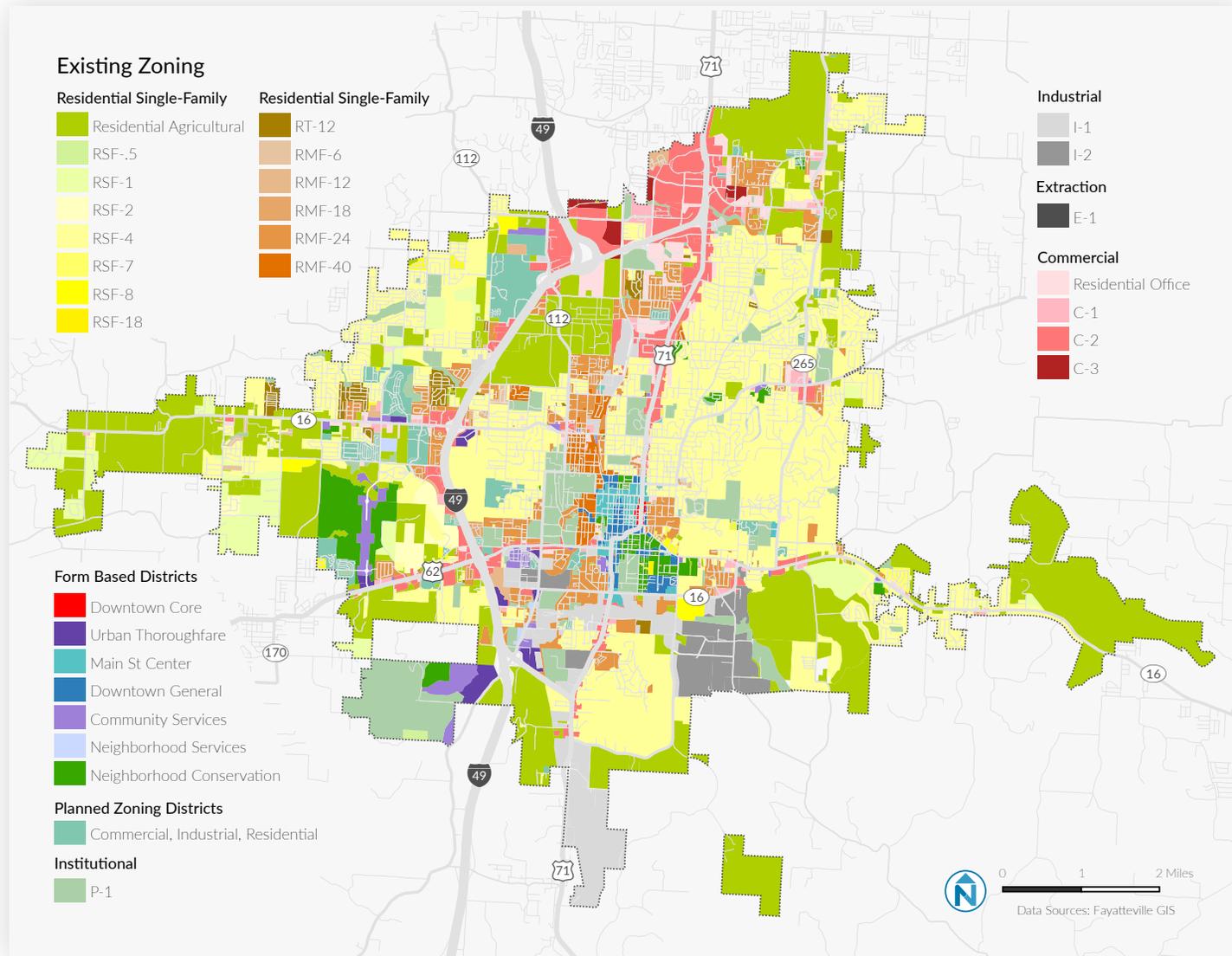


DEVELOPMENT

The Future Land Use Map identifies and promotes a form-based development pattern that recognizes a sequence of built environments, emphasizing mixed uses at the neighborhood, block and building level.

The City Plan 2030 guiding policies encourage the reduction of the length and number of vehicle trips generated by residential developments. This is done by enhancing the accessibility to these areas, encouraging walkability as part of the street function, and adding neighborhood shopping within a one-quarter mile distance.

CURRENT ZONING



Commercial

Concentrated downtown and along College Avenue, Martin Luther King Jr. Boulevard, and I-49.

Residential

Occupies 34% of land area: vast sections of the central, eastern, and western portions of the City.

Institutional

Along Highway 112 and Highway 71, much of which includes the University of Arkansas and the Veterans Hospital.

Parks

Concentrated in the City's periphery.

Transportation

The airport occupies 2.5% of City square footage.

Natural/Rural

One-fifth of land area corresponds to natural and rural parcels.

FUTURE LAND USE PATTERNS (2030)

Urban Center Areas

High-density commercial areas around high capacity transportation nodes.

City Neighborhood Plan

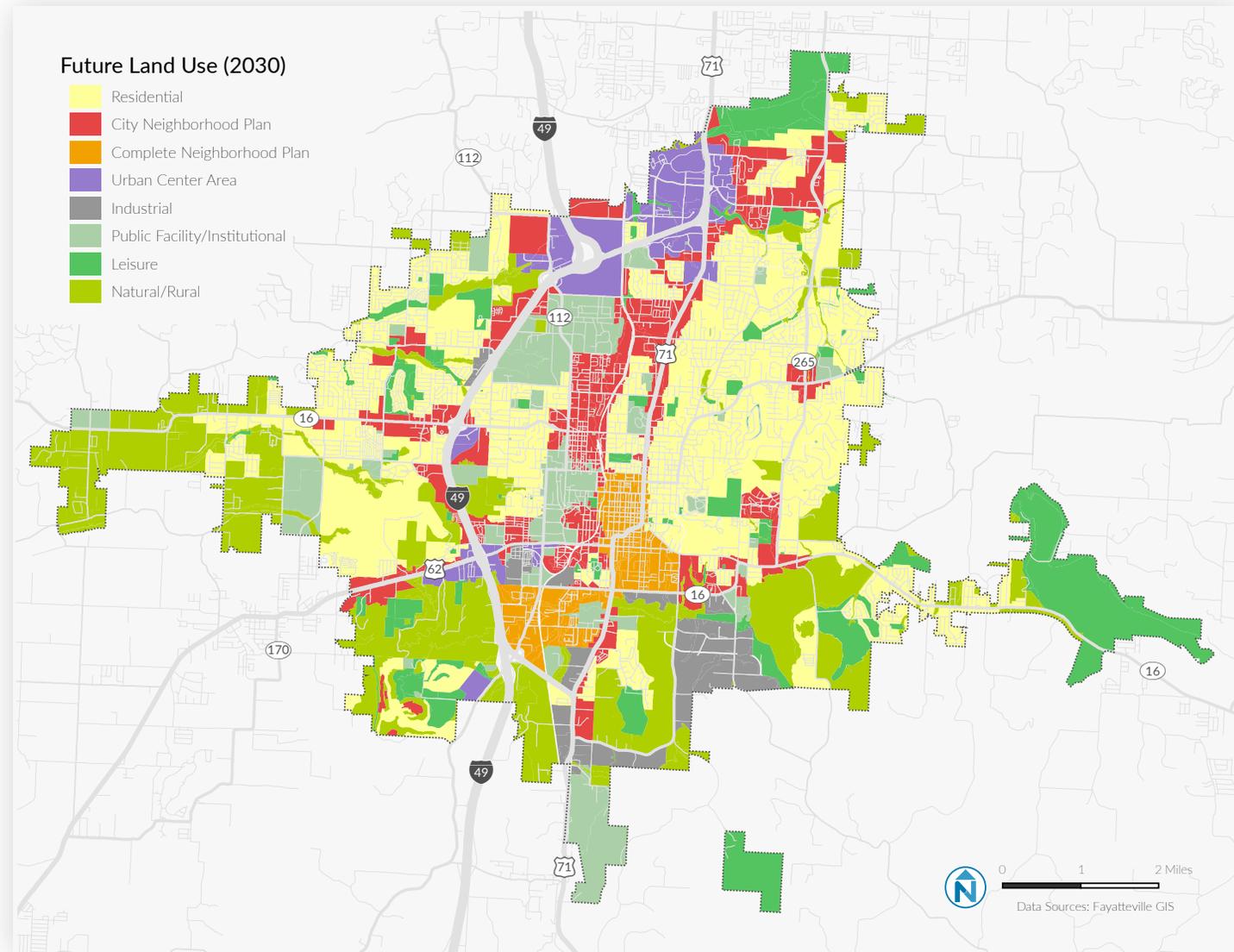
These are long-range neighborhood plans that use mixed-use and pedestrian-friendly concepts, as well as form-based codes.

Complete Neighborhood Plan

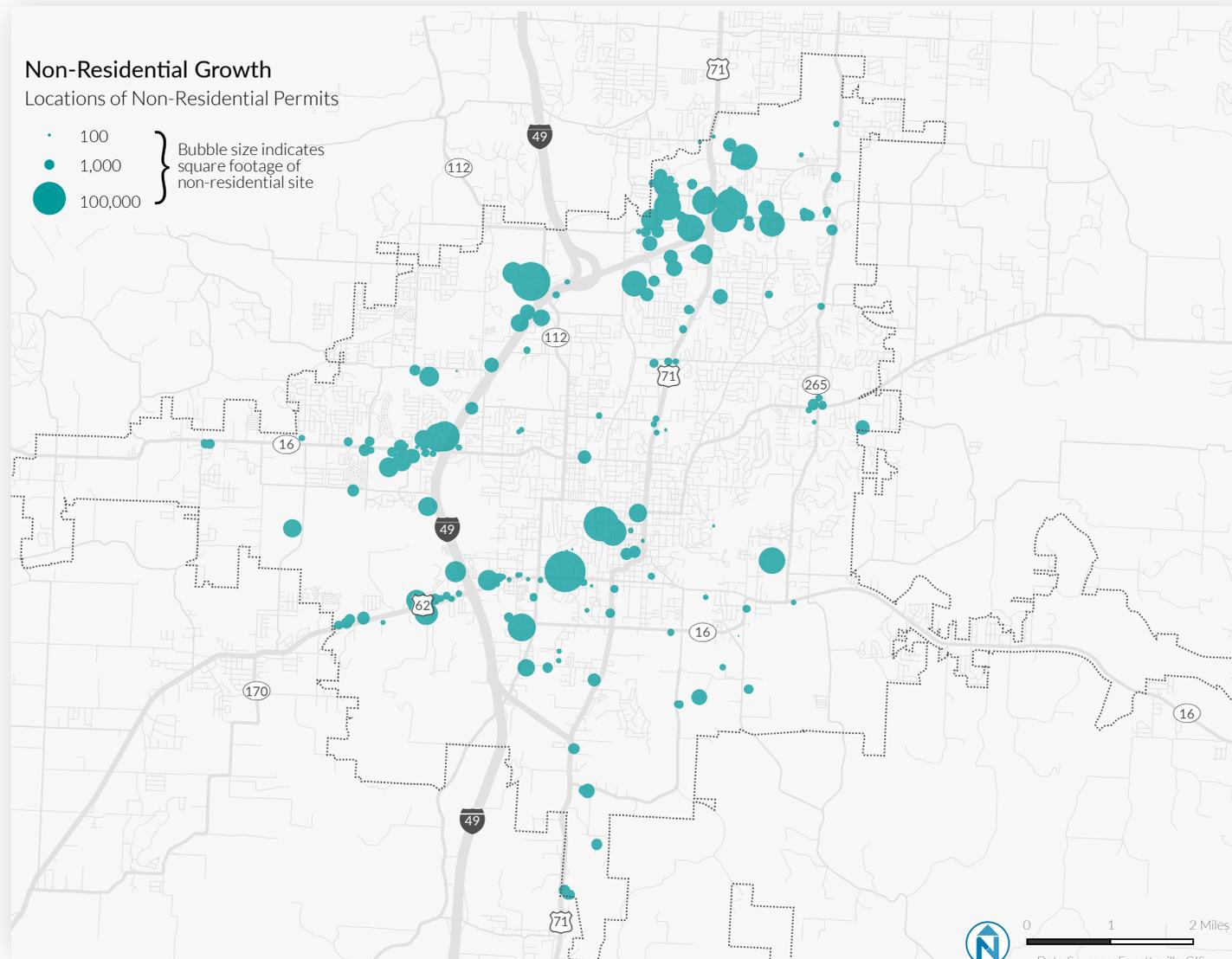
Areas with a Master Development Plan created through a public input process that has been approved by the City Council and includes the elements of a complete, compact and connected neighborhood.

Residential

Residential, Rural and Neighborhood Areas are primarily residential in nature and support a variety of housing types of appropriate scale and context, including single family, multifamily and rowhouses.



PAST NON-RESIDENTIAL GROWTH

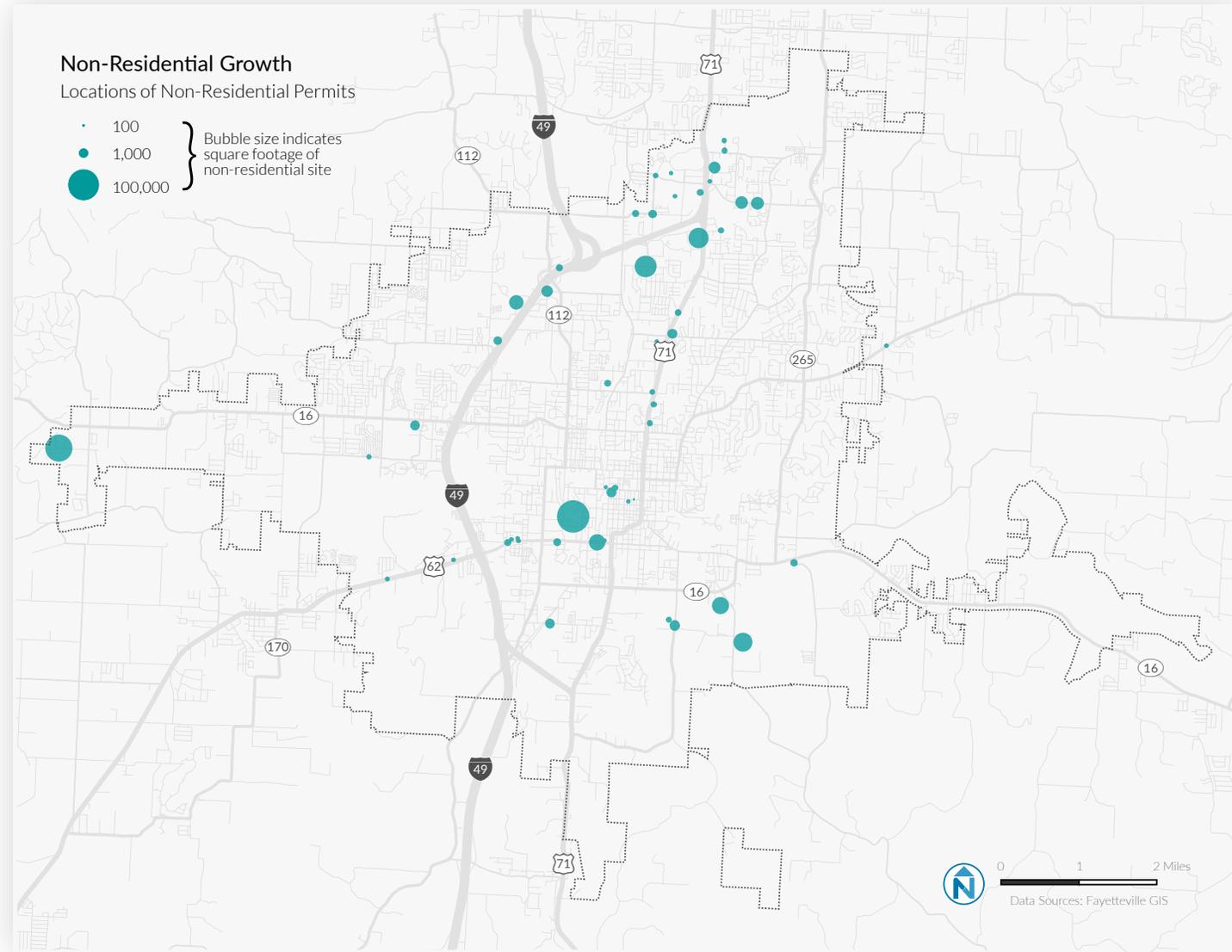


There were approximately 4,000,000 square feet of commercial, industrial, and institutional space added in Fayetteville between 2006 and 2015.

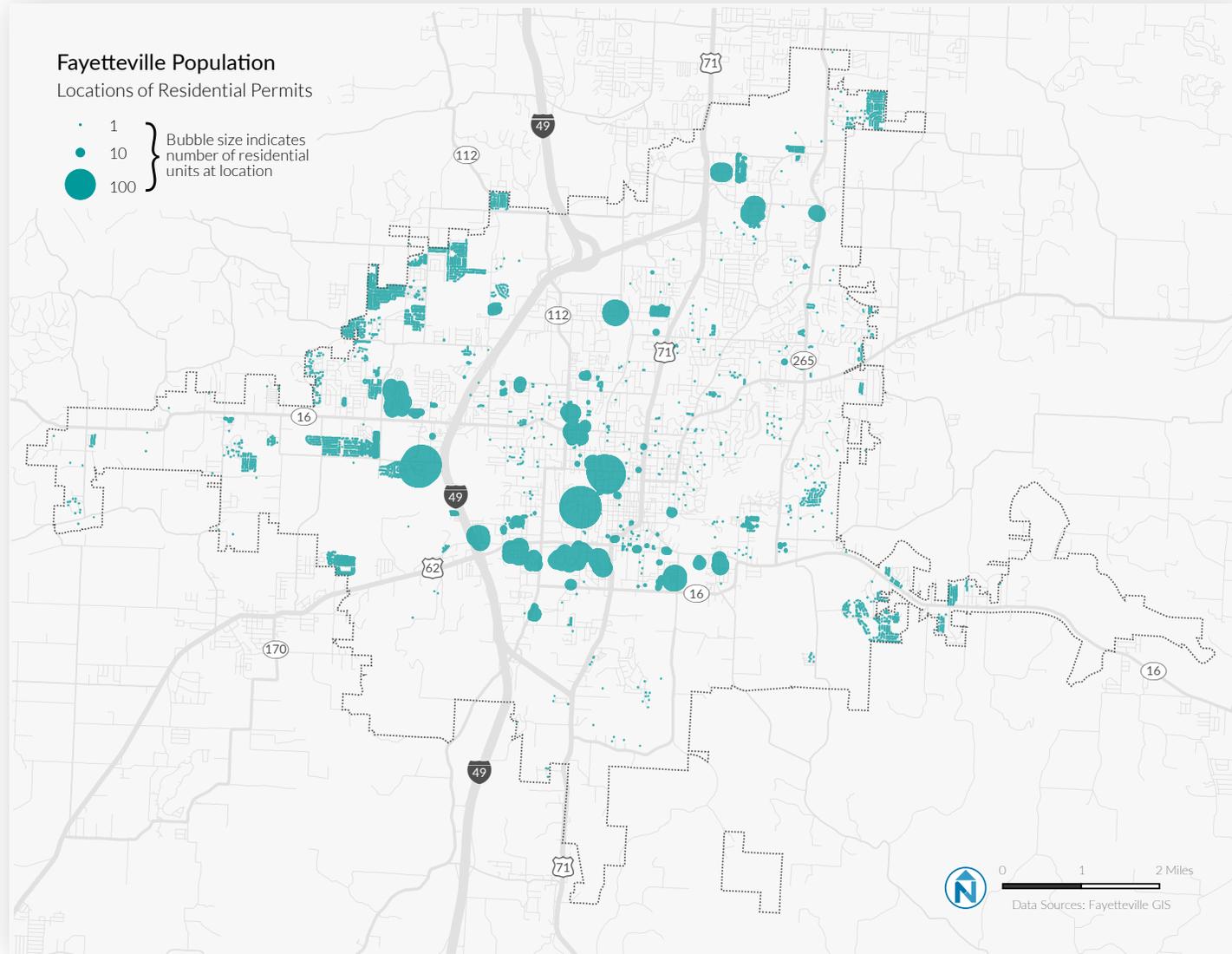
Most significant non-residential growth during the last decade was concentrated near intersections with I-49 and along Martin Luther King Jr. Boulevard..

RECENTLY COMPLETED AND PLANNED NON-RESIDENTIAL GROWTH

About 900,000 square feet of commercial space and 116,000 square feet of industrial space, including warehouses, has been recently constructed or is in the development review process, mostly concentrated along I-49 and Highway 71 (College Avenue).



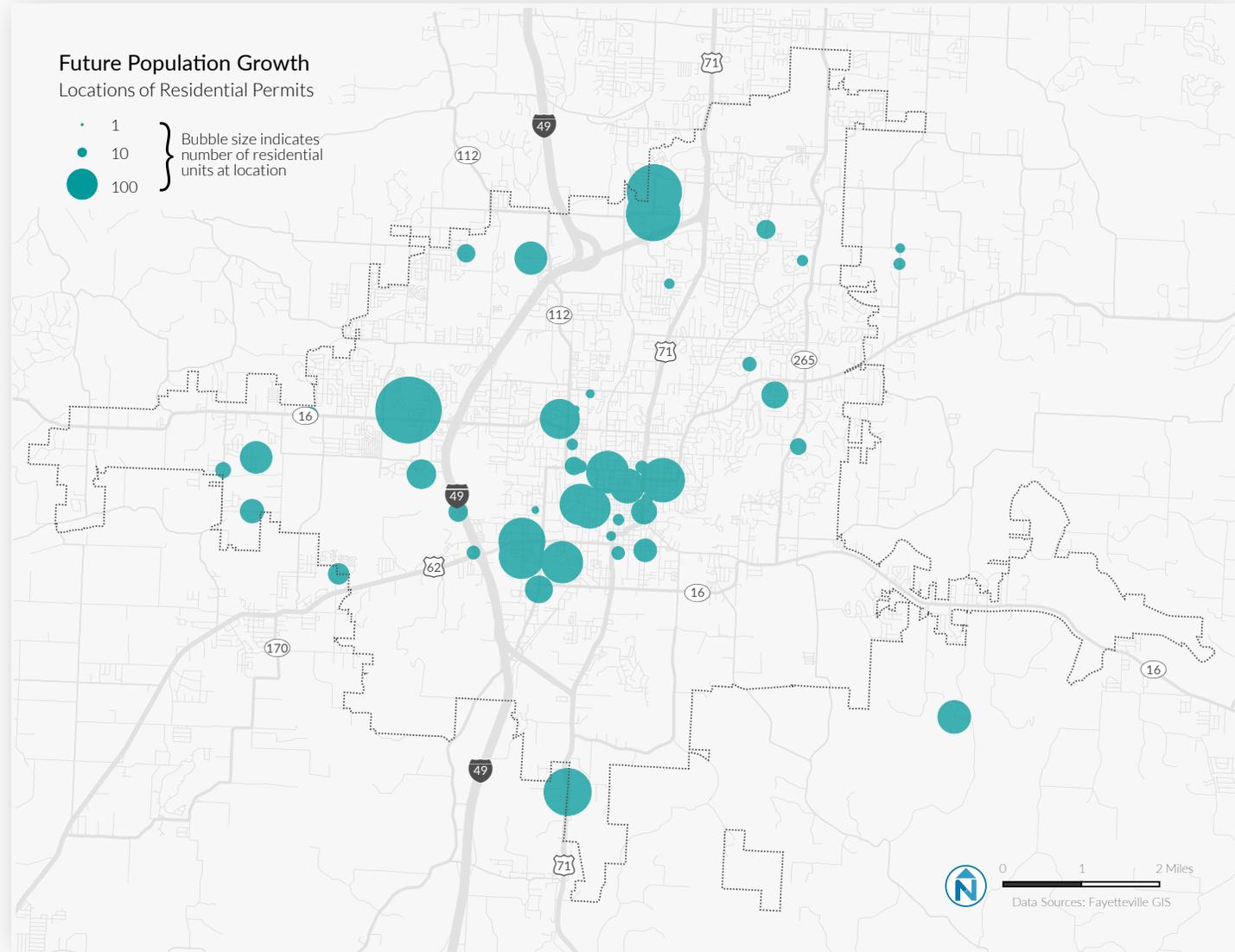
PAST RESIDENTIAL GROWTH



From 1/1/2011 through 12/31/2015 the estimated population growth in Fayetteville was 6,515. During this time period the main residential growth occurred in the City center along Martin Luther King Jr. Boulevard, as well as in the northwestern quadrant of the City, with 2,918 new residential units constructed in Fayetteville.

RECENTLY COMPLETED AND PLANNED RESIDENTIAL GROWTH

3,518 units in multifamily residences have been recently constructed or are going under a planning/approval process, as well as 914 single family units.







STREET NETWORK

The Street Network comprises all streets and roads that channel all trips done by motorized vehicles, pedestrians and cyclists, and have the potential to foster business activity, serve as front yard for residents and provide a safe place for people to get around.

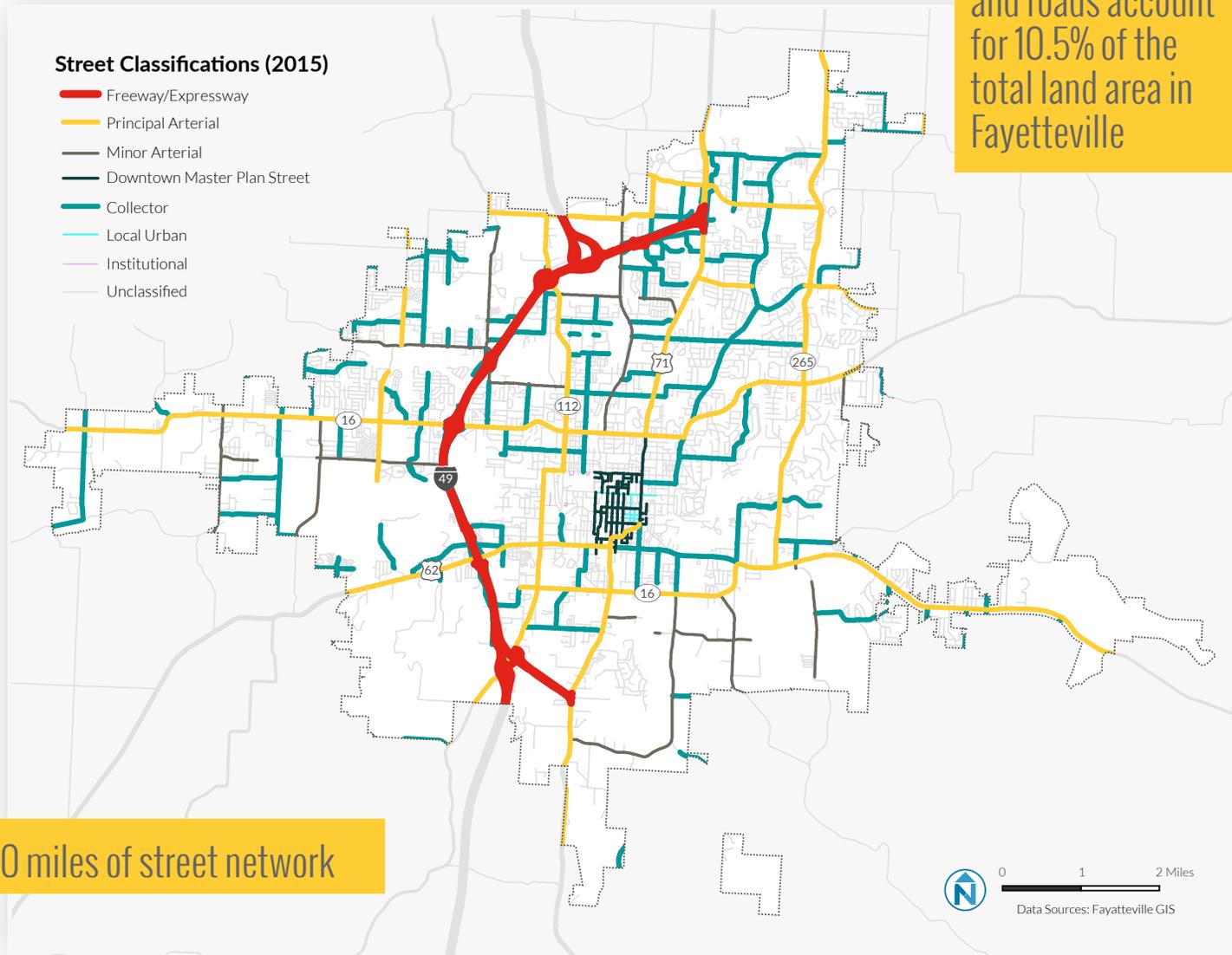
Streets in Fayetteville represent 50% of the public space and have been originally designed to accommodate motorized vehicles.

The City recognizes that public space, including streets, is for living and doing businesses; transport is a means to access these destinations.

STREET CLASSIFICATIONS

Street Classifications (2015)

- Freeway/Expressway
- Principal Arterial
- Minor Arterial
- Downtown Master Plan Street
- Collector
- Local Urban
- Institutional
- Unclassified



470 miles of street network

Together streets and roads account for 10.5% of the total land area in Fayetteville

15.0%
AHTD-maintained Streets

include freeways (high-capacity with controlled access) and a portion of the "Principal Arterials"

16.2%
Arterials

are any segment listed as "Principal Arterials," "Minor Arterial," or "Main Street 63" in the City of Fayetteville Master Street Plan

68.8%
Others

Neighborhood streets, downtown commercial streets, and other local streets making up the remainder of the network

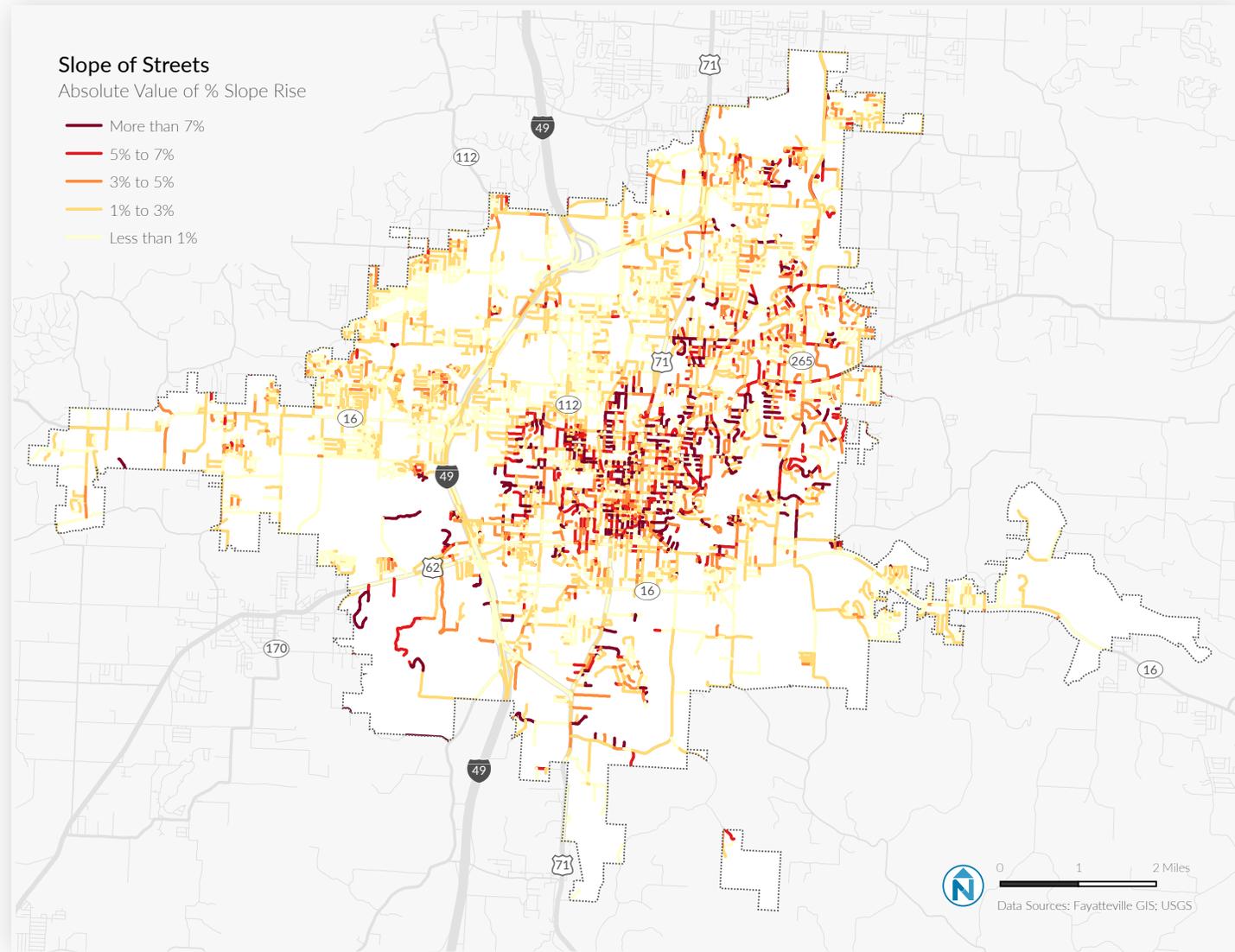
SLOPES



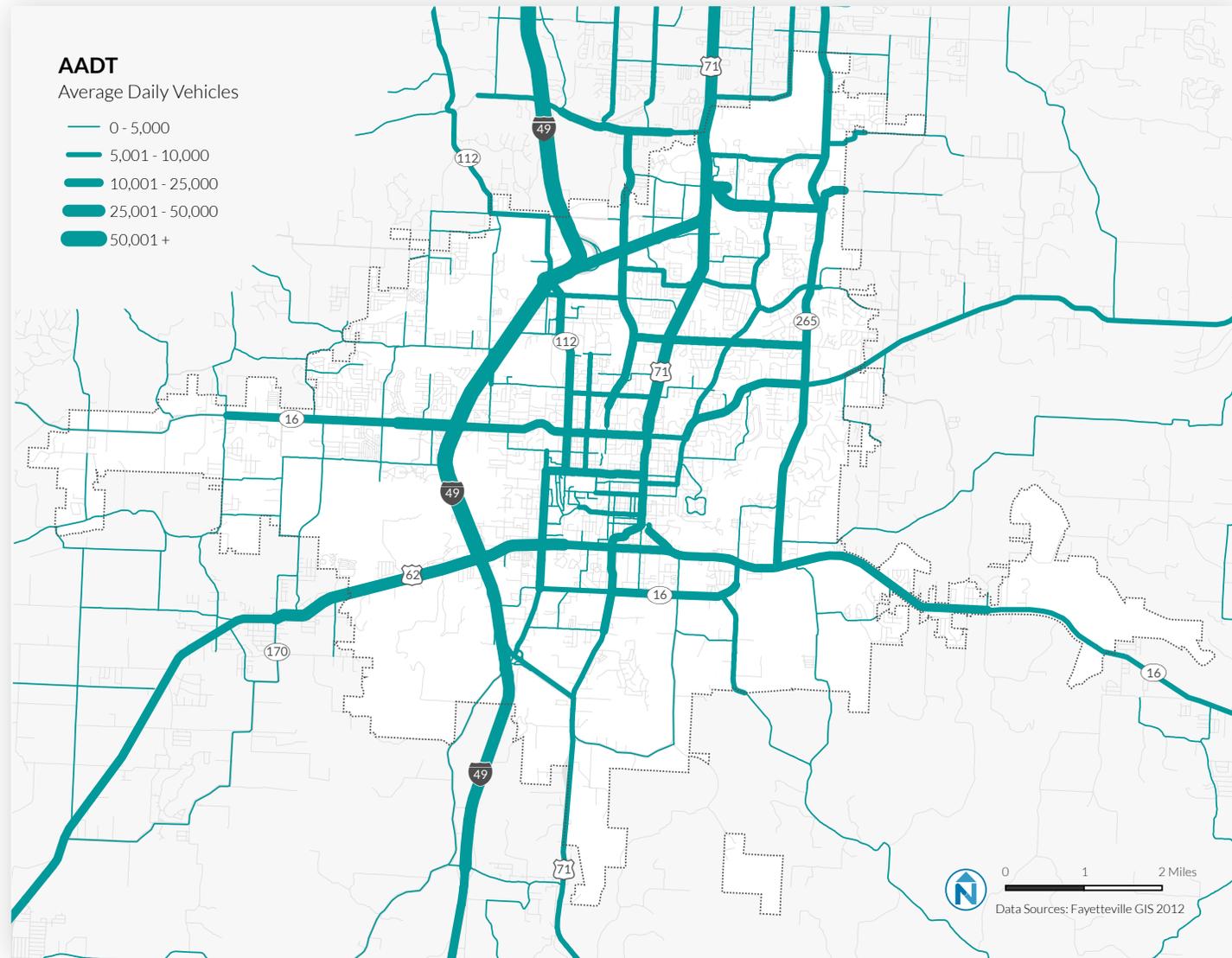
**Average
Street Slope**
2.5%

11%
**of the Street
Network has
Slopes Over 5%**

Founded on hilly terrain, Fayetteville grew beyond the hills and spread to the plains over the years.



TRAFFIC VOLUME



I-49

is the busiest thoroughfare in Fayetteville, with daily traffic ranging from 65,000 to 80,000 vehicles per day in the Fulbright Expressway/ Highway 16 segment, decreasing to 50,000 vehicles per day south of Highway 16

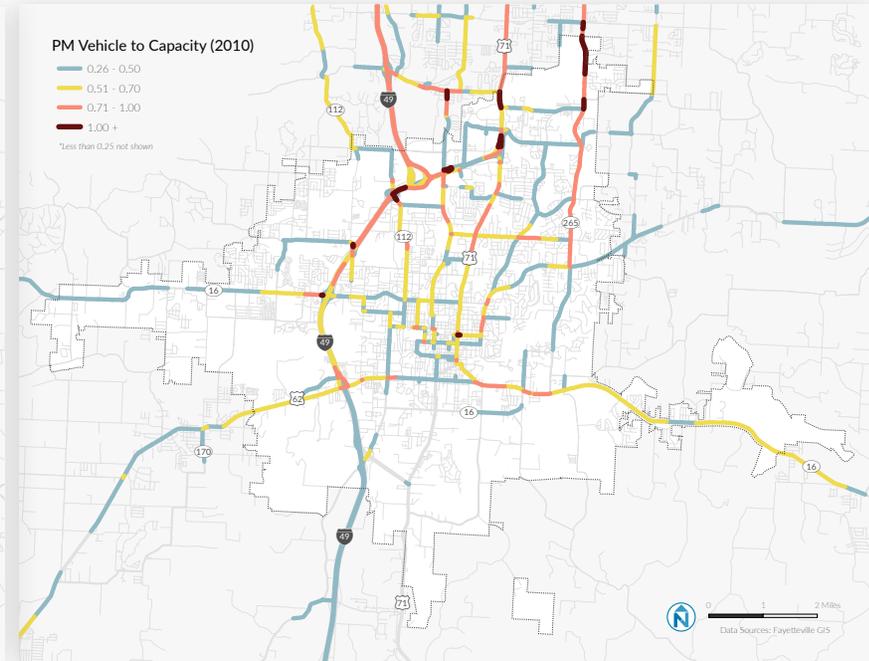
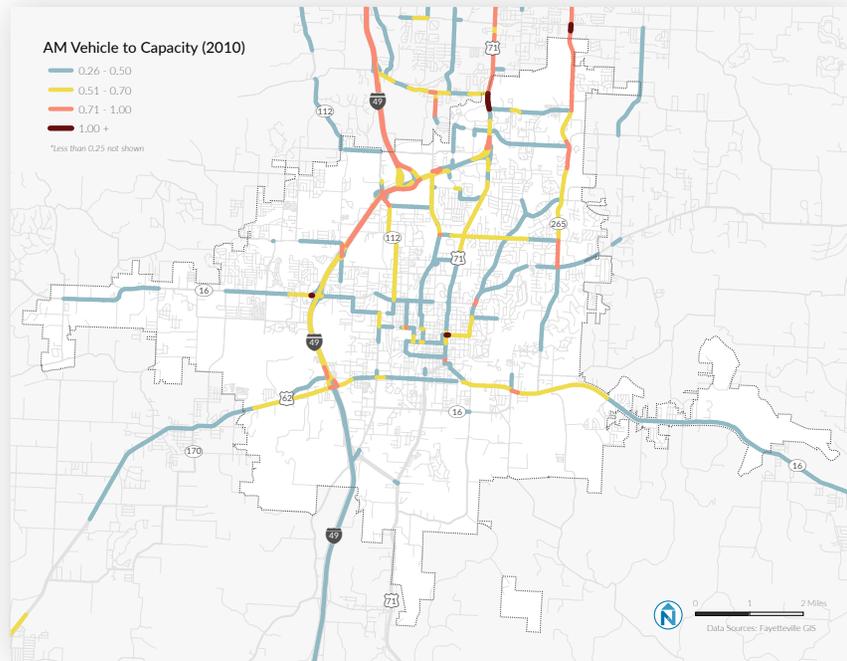
College

College Avenue (Highway 71B) traffic load varies, from 39,000 vehicles per day from Zion Road to Millsap Road to 24,000 vehicles per day from Meadow Street to Rock Street

East-West Corridors

The most heavily traveled east-west corridors are: Martin Luther King Jr. Boulevard with 30,000 vehicles per day, Wedington Drive with 20,000 vehicles per day and Township Street with 12,000 vehicles per day

TRAFFIC CONGESTION



Source: Northwest Arkansas Regional Travel Model, 2010

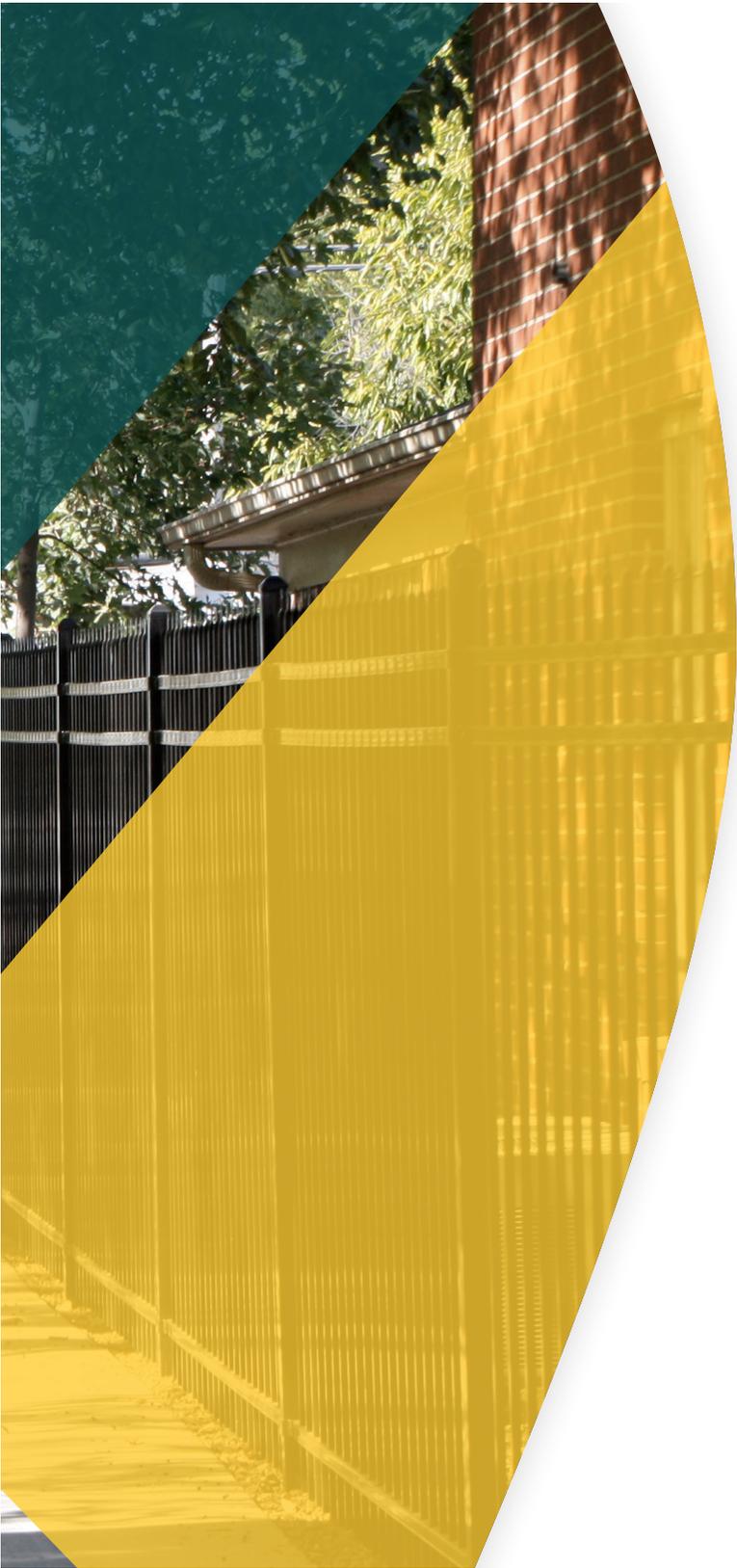
I-49, College Avenue, and Martin Luther King Jr. Boulevard are the most congested corridors during AM and PM peak hours, although congestion is more severe during the PM peak when intersections along I-49 appear most congested.



Note: Vehicle to Capacity ratio (V/C) is a conventional level-of-service measure for roadways, comparing roadway demand (vehicle volumes) with roadway supply (carrying capacity).

A V/C of 1.00 indicates the roadway facility is operating at its capacity, and ratios over 0.9 indicates that the roadway has capacity deficiency in that segment.





ACTIVE TRANSPORTATION NETWORK

Fayetteville endeavors to develop and promote an interconnected and universally accessible network of sidewalks, trails and on-street bicycle facilities that encourage citizens to use active/non-motorized modes of transportation to safely and efficiently reach any destination.

The City adopted an updated Active Transportation Plan in 2015 as the guiding document for identifying and prioritizing bicycle and pedestrian infrastructure improvements.

WHERE CAN PEOPLE WALK SAFELY?

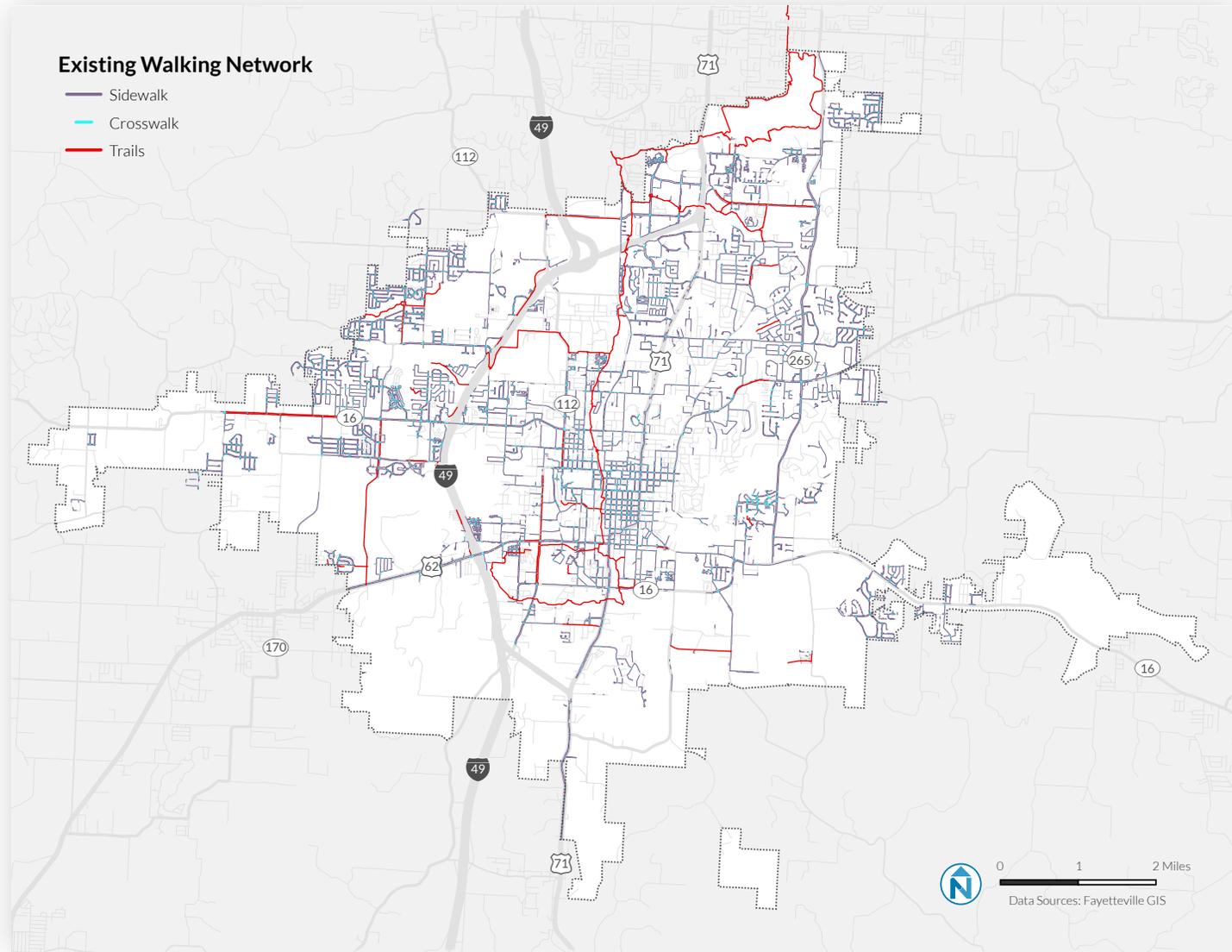


435 miles
existing public
sidewalks

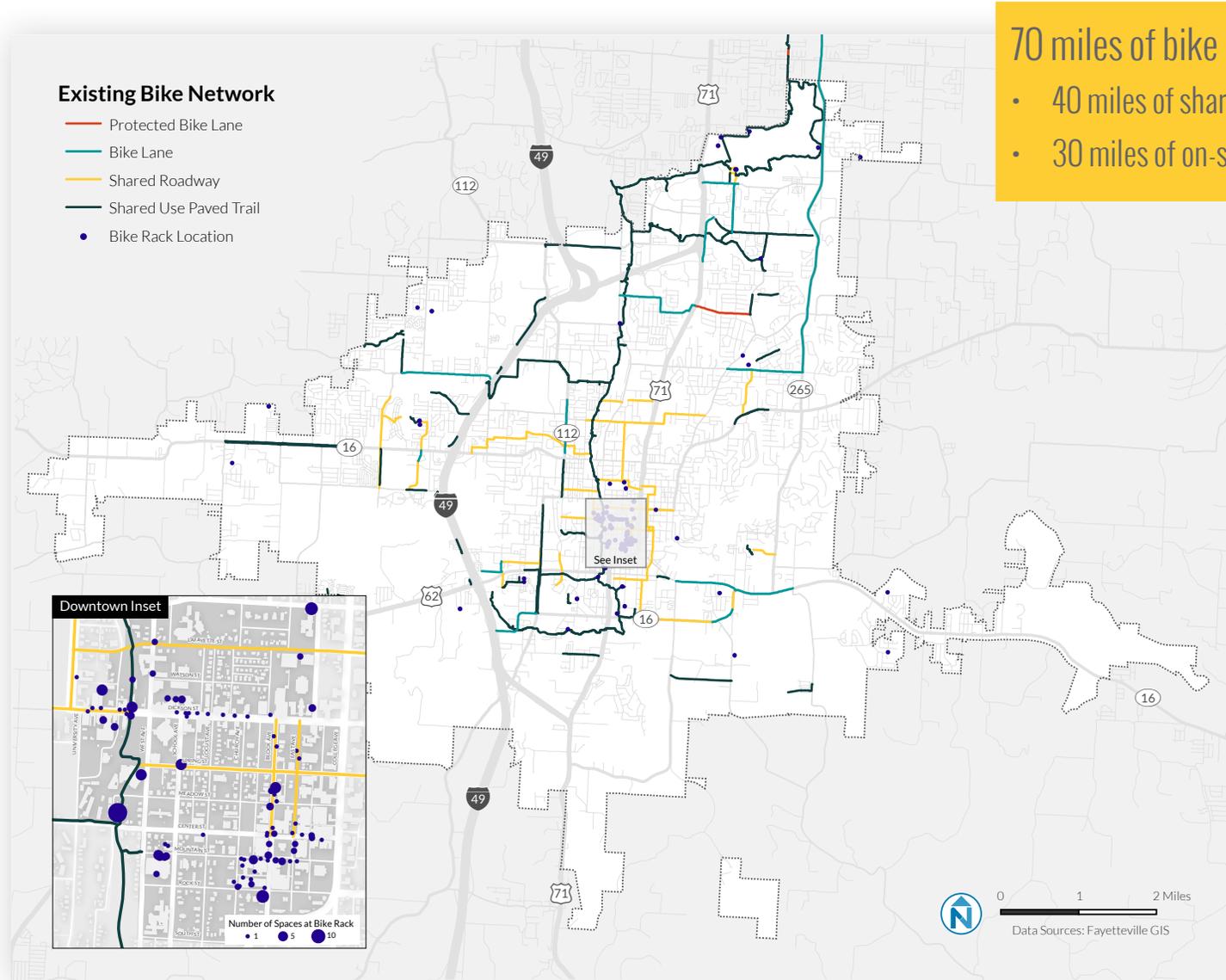
40 miles
existing shared-use
paved trails



Construction of
sidewalks is required
for most new
development along
public streets.



WHERE CAN PEOPLE BIKE SAFELY?



70 miles of bike network

- 40 miles of shared trails
- 30 miles of on-street bikeways

There are 124 bike racks with a capacity for 277 bikes. The City recently installed the first bike corral with a capacity of 12 bikes.



The speed limit on the paved shared trails is 15 mph

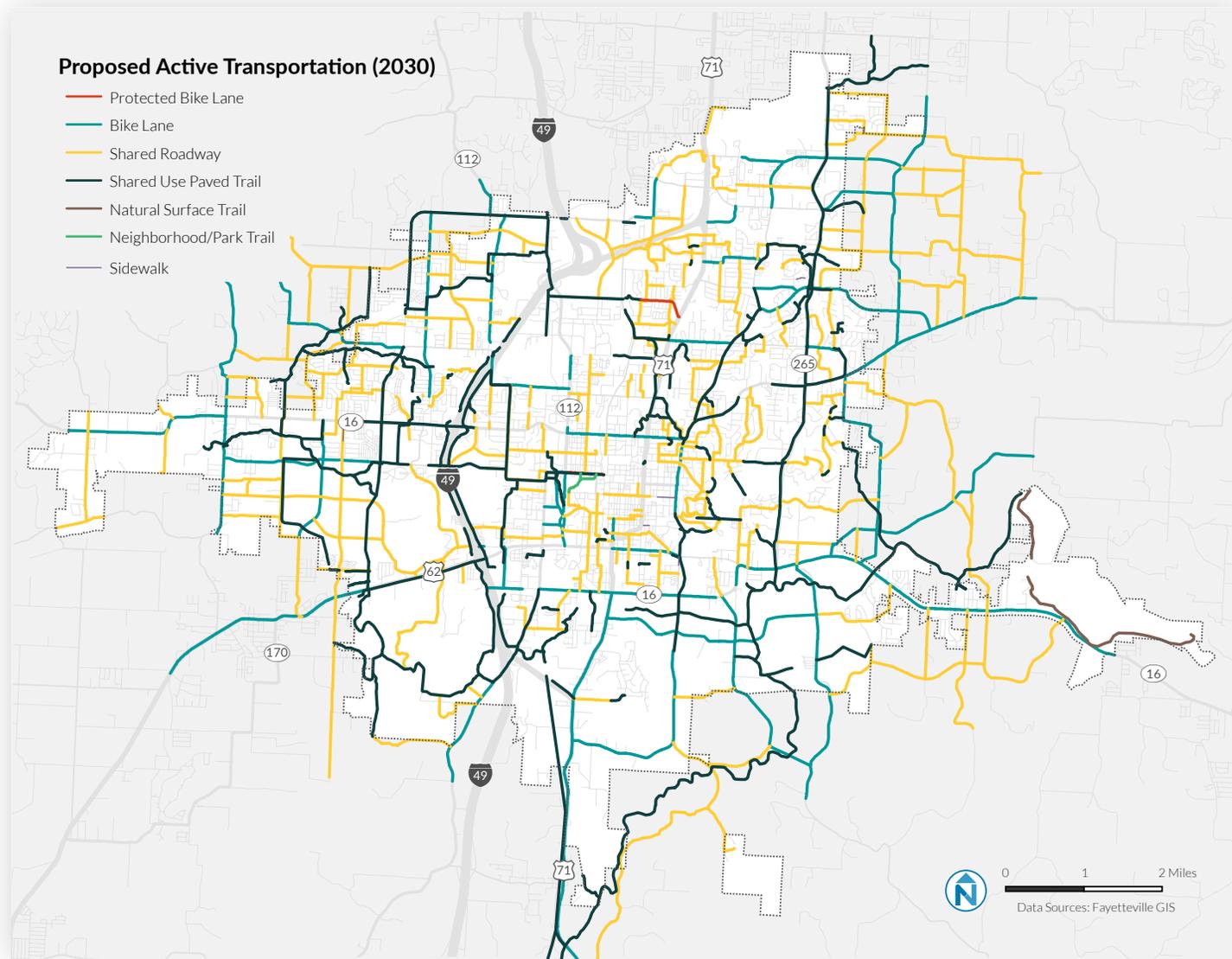
The City Plan 2030 requires all new street projects and significant street reconstruction to incorporate some form of bicycle infrastructure in the public right-of-way where the City Plan indicates bicycle infrastructure is appropriate in accordance with Master Plan cross sections

Bike racks in private developments are not included.

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ACTIVE TRANSPORTATION NETWORK

FUTURE ACTIVE TRANSPORTATION NETWORK (2030)



80 miles

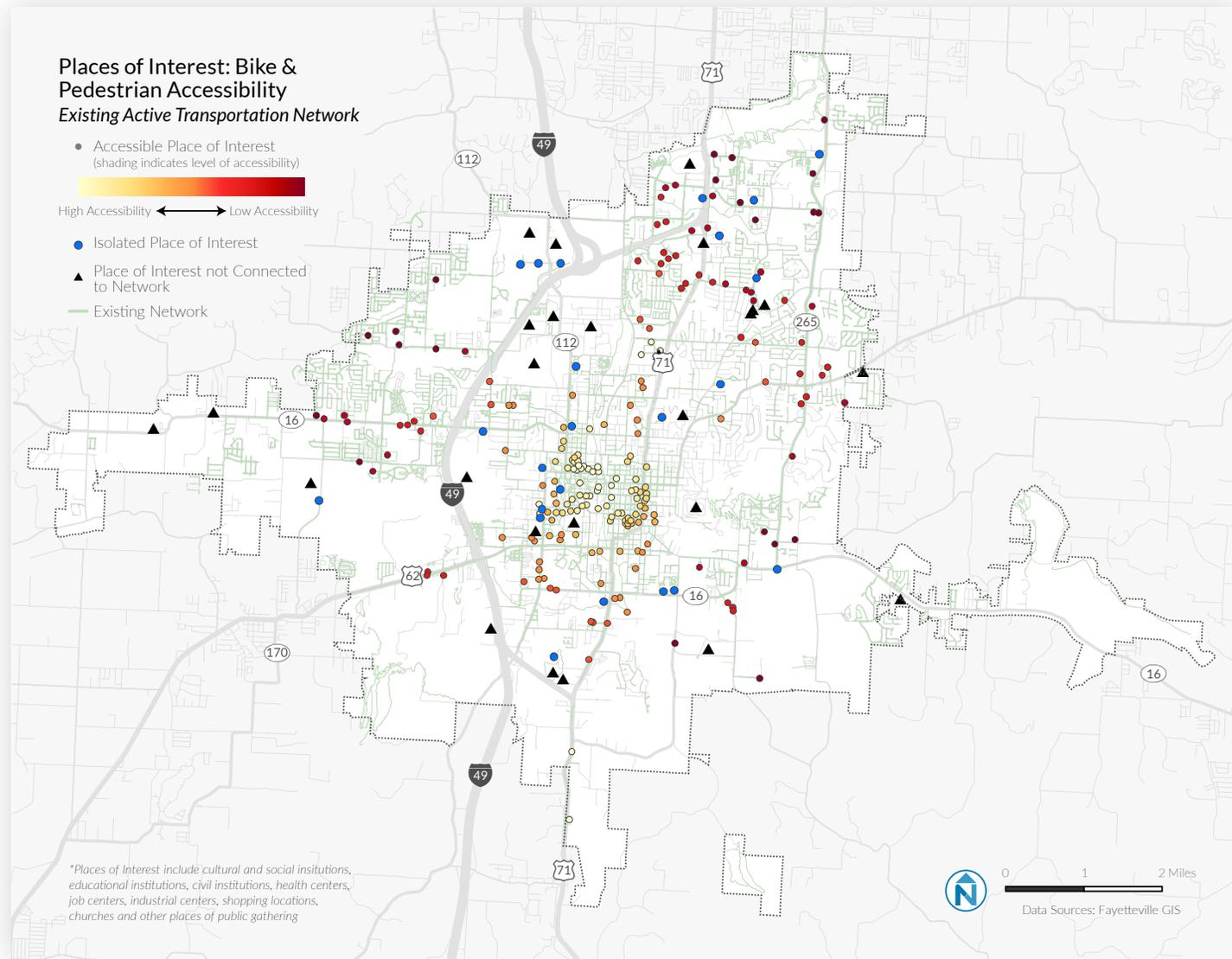
will be added to the existing AT network in 2030, at current funding levels

83%

of population will be living within 1/2 mile of the AT future network in 2030



EXISTING ACTIVE TRANSPORTATION (AT) NETWORK



79%

of the POI are connected to the existing AT network, and accessible from at least another POI



3.1 miles

is the average travel distance between AT-accessible POI



9%

of the POI are connected to the existing AT but not connected through this network to the rest of POI



12%

of the POI are not connected to the existing AT network

PLANNED ACTIVE TRANSPORTATION NETWORK



84%

of the POI are connected to the planned AT network, and accessible from at least another POI.



3.0 miles

is the average travel time between AT-accessible POI



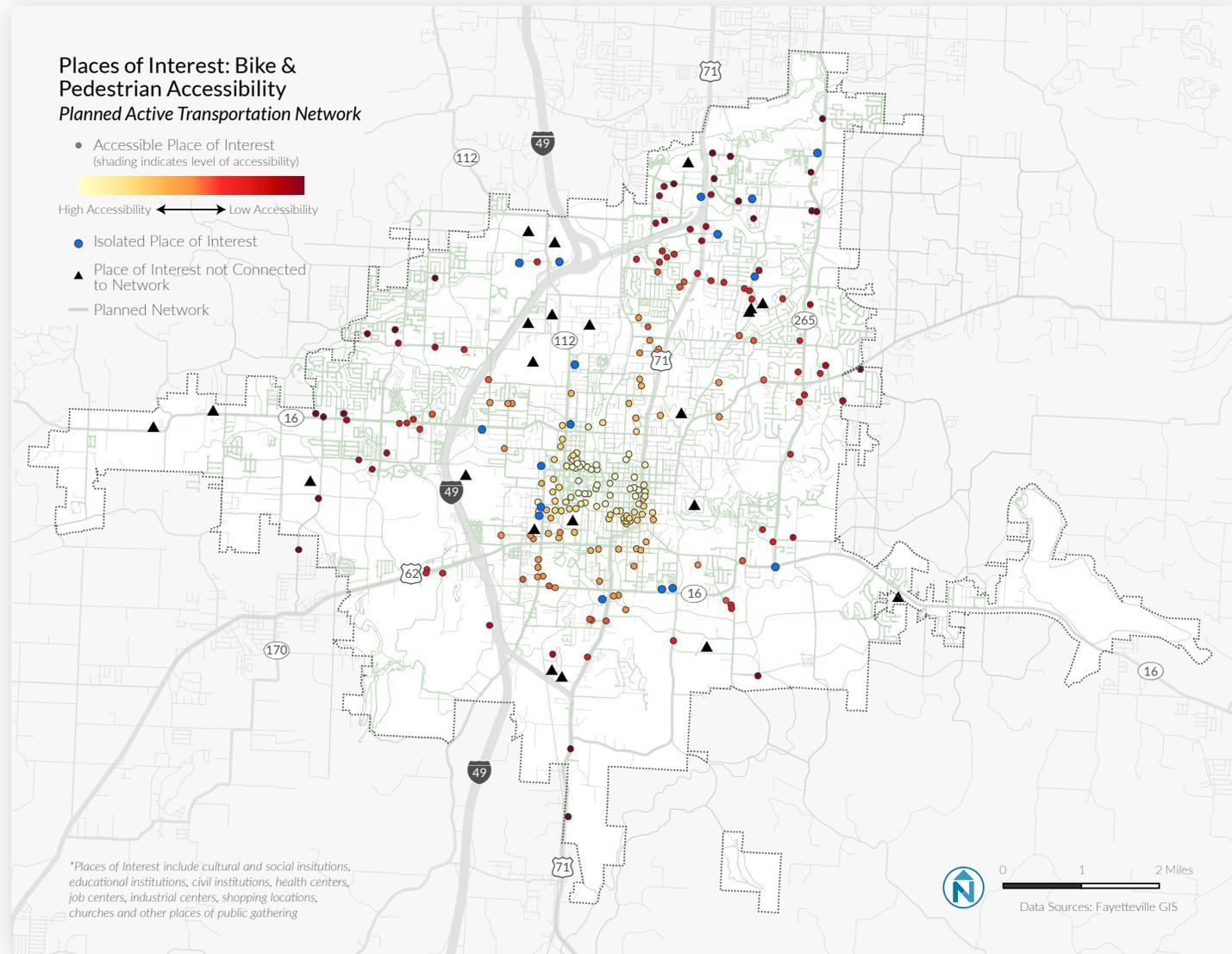
6%

of the POI are connected to the planned AT but not connected through this network to the rest of the POI.



10%

of the POI are not connected to the planned AT network





START CROSSING



Watch For
Vehicles



DON'T START
Finish Crossing
If Started

FLASHING



TIME REMAINING
To Finish Crossing

TIMES

STEADY



DON'T CROSS

PUSH BUTTON

TO CROSS

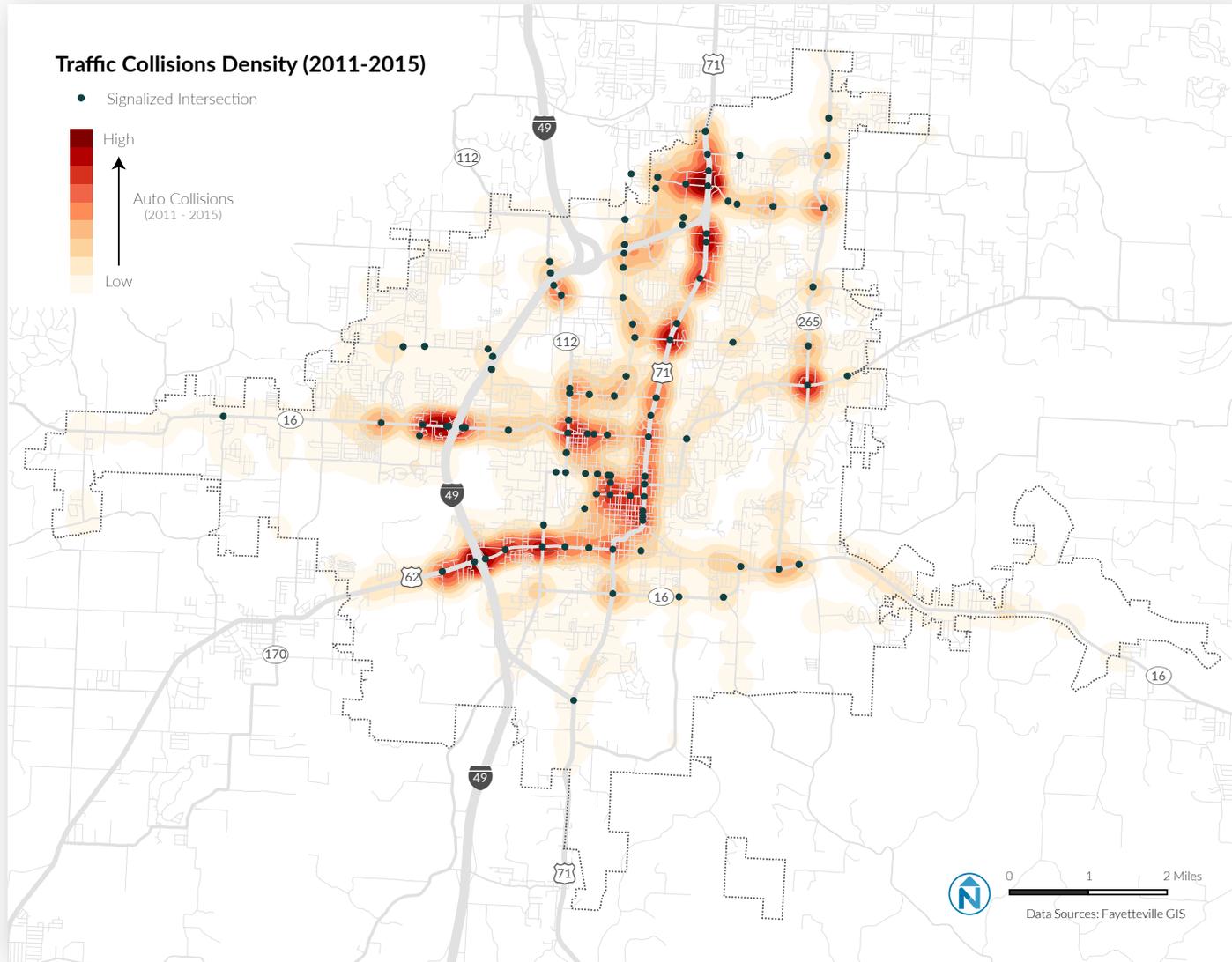




TRAFFIC COLLISIONS

Traffic collisions occur when a vehicle collides with another vehicle, pedestrian, bicyclist or other stationary obstruction, and may result in injury, death and several levels of material damage. The Fayetteville Mobility Plan seeks to identify where and how to improve user safety, including pedestrians, bicyclist and motorists.

DENSITY OF TRAFFIC COLLISIONS



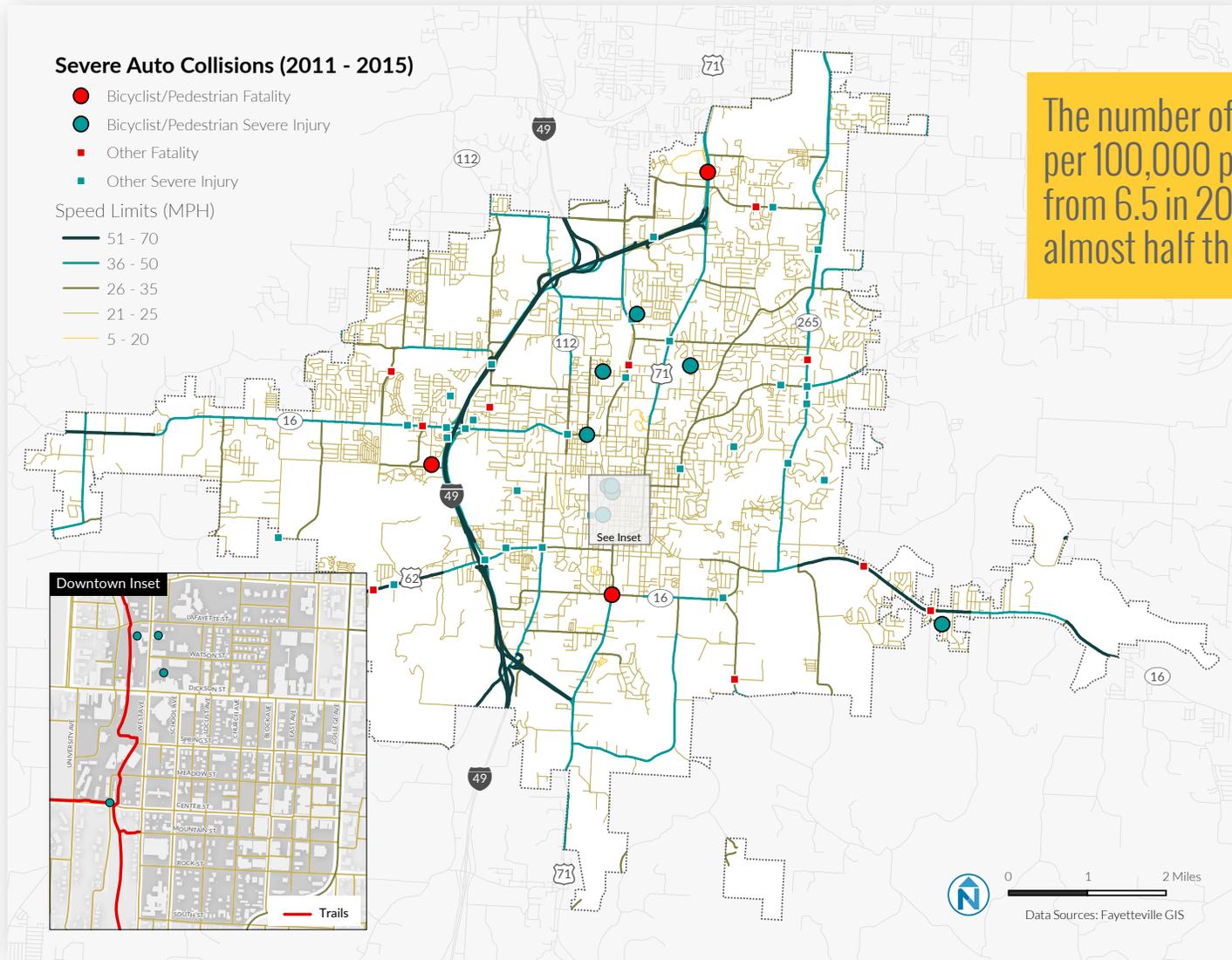
14,058

auto collisions occurred in Fayetteville between 2011 and 2015.

The number of reported traffic collisions has increased during the period 2011-2015, from 2,474 collisions in 2011 to 3,296 in 2015, but the number of severe collisions has decreased.

▶ The highest density is found in or close to the intersections along main corridors, such as College Avenue (Highway 71), Martin Luther King, Jr Boulevard, and North Street and W. Wedington Drive. The city center is also a significant focus of collisions.

SEVERE TRAFFIC COLLISIONS



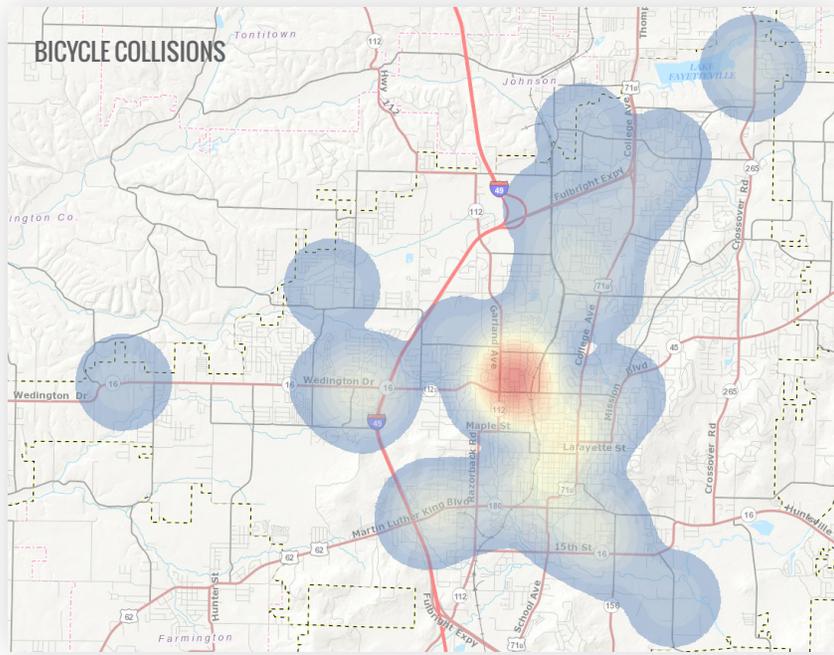
The number of traffic fatalities per 100,000 people dropped from 6.5 in 2012 to 3.7 in 2014—almost half the state average

41
Severe collisions without fatalities
One involving pedestrians

17
Fatal collisions
Three involving pedestrians

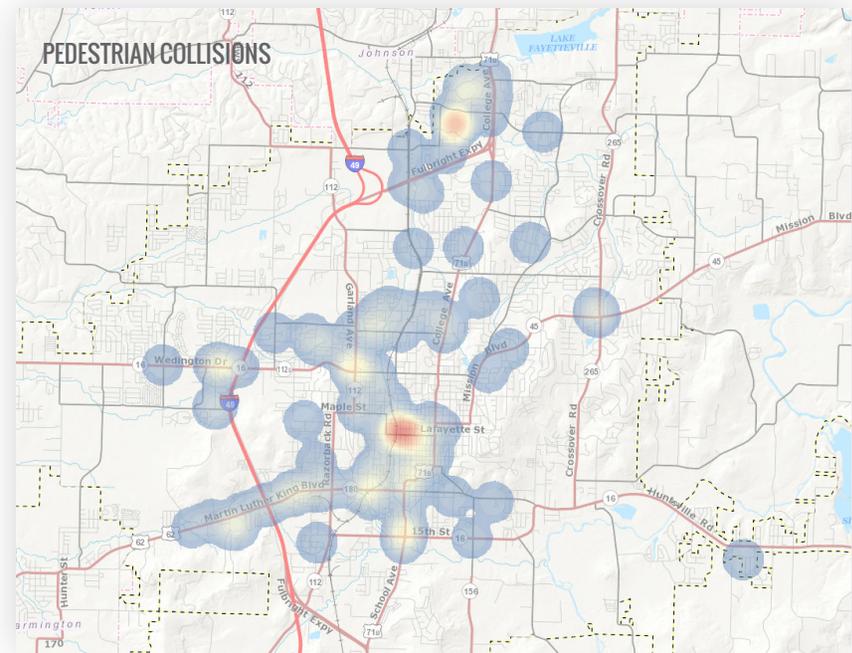
TRAFFIC COLLISIONS

DENSITY OF TRAFFIC COLLISIONS INVOLVING PEDESTRIANS & CYCLISTS



Source: City of Fayetteville

◀ 52 collisions involving a bicyclist in Fayetteville were reported from January 2011 through December 2015.

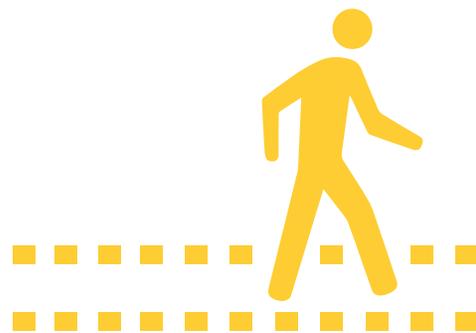


Source: City of Fayetteville



Low number of collisions

High number of collisions



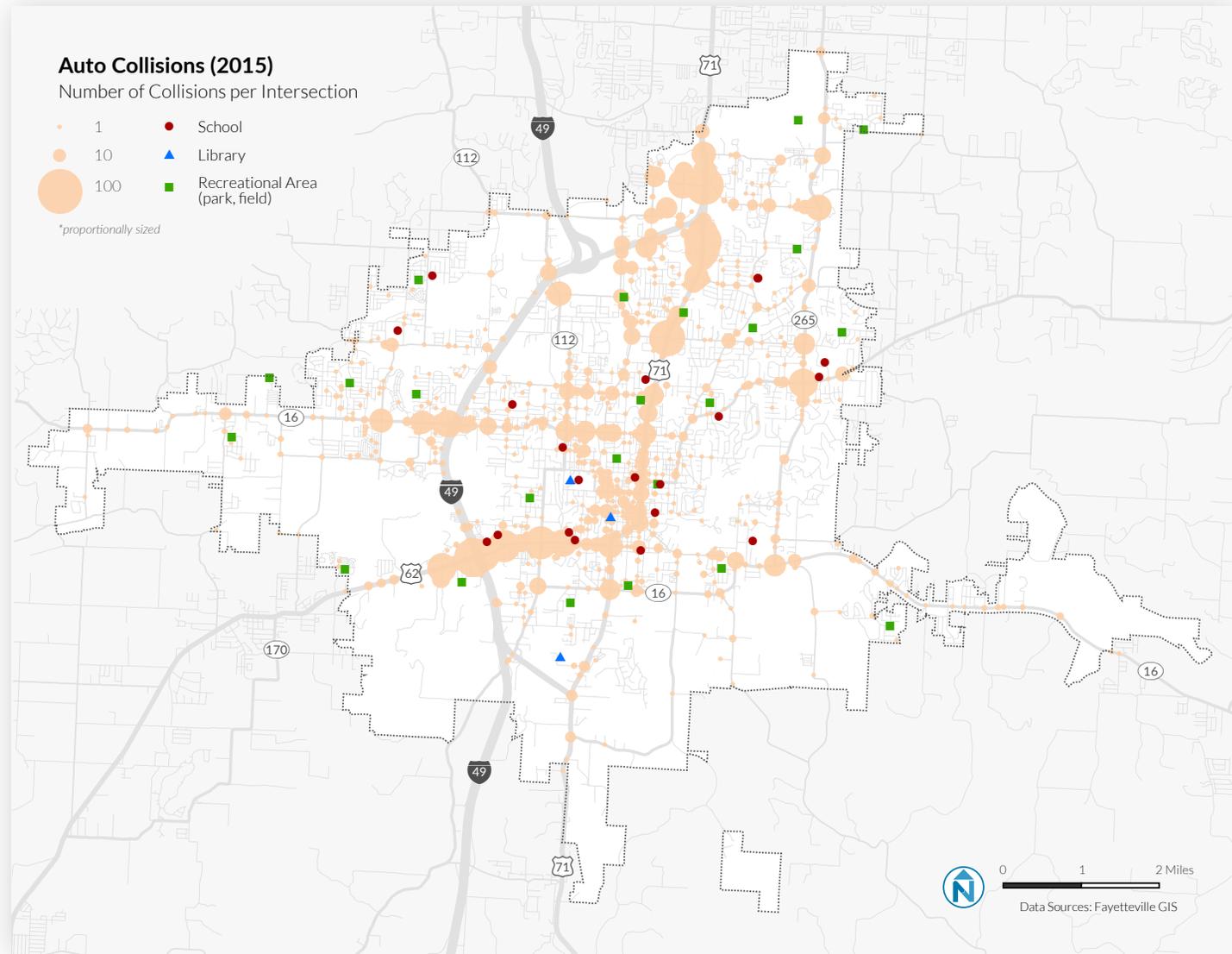
▶ 121 collisions involving a pedestrian in Fayetteville were reported from January 2011 through December 2015.

TRAFFIC COLLISIONS AND SCHOOLS, LIBRARIES, AND PARKS



25%

25% of auto collisions in 2015 took place within the 15 minute walkshed of a school, library or recreational center.







PUBLIC TRANSIT

Fayetteville is served by two transit operators, UA Razorback Transit and Ozark Regional Transit. Both systems have transfer points that allow users to access to more destinations.

This chapter exposes the main characteristics of both transit systems in terms of coverage, usage and key transfer points.

RAZORBACK TRANSIT

The University of Arkansas Razorback Transit runs 11 fixed routes plus paratransit vans, with a ridership of **almost 1,800,000 passengers** in Fayetteville during FY 2015-16.



Razorback Transit ridership varies according to the University of Arkansas academic calendar.

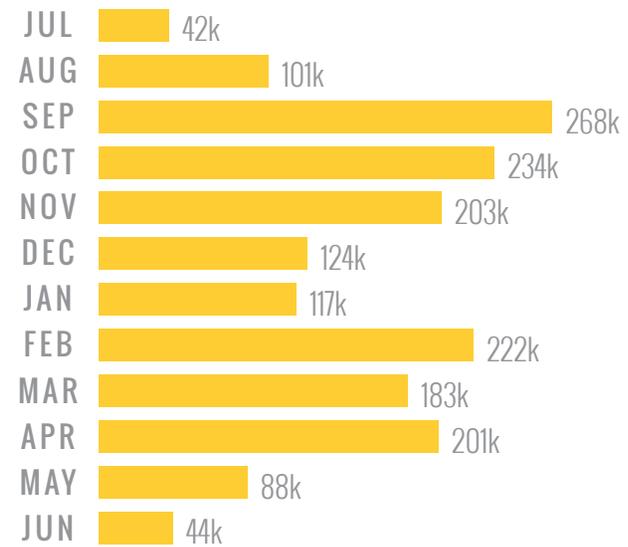
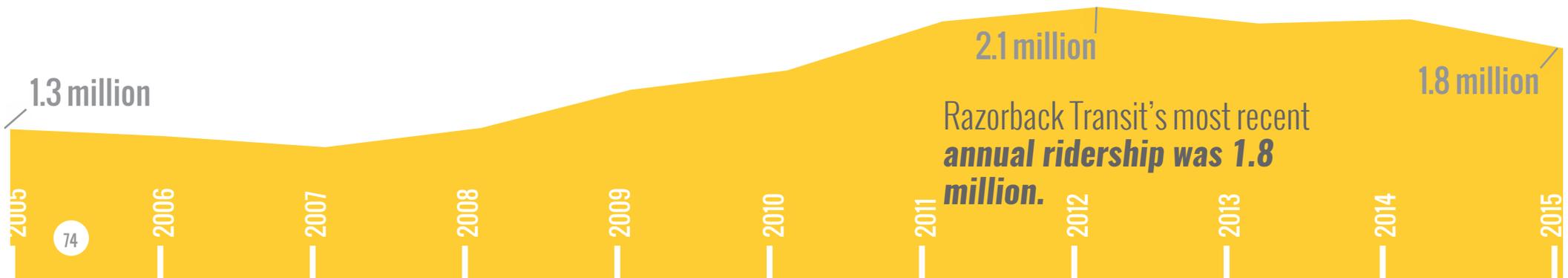
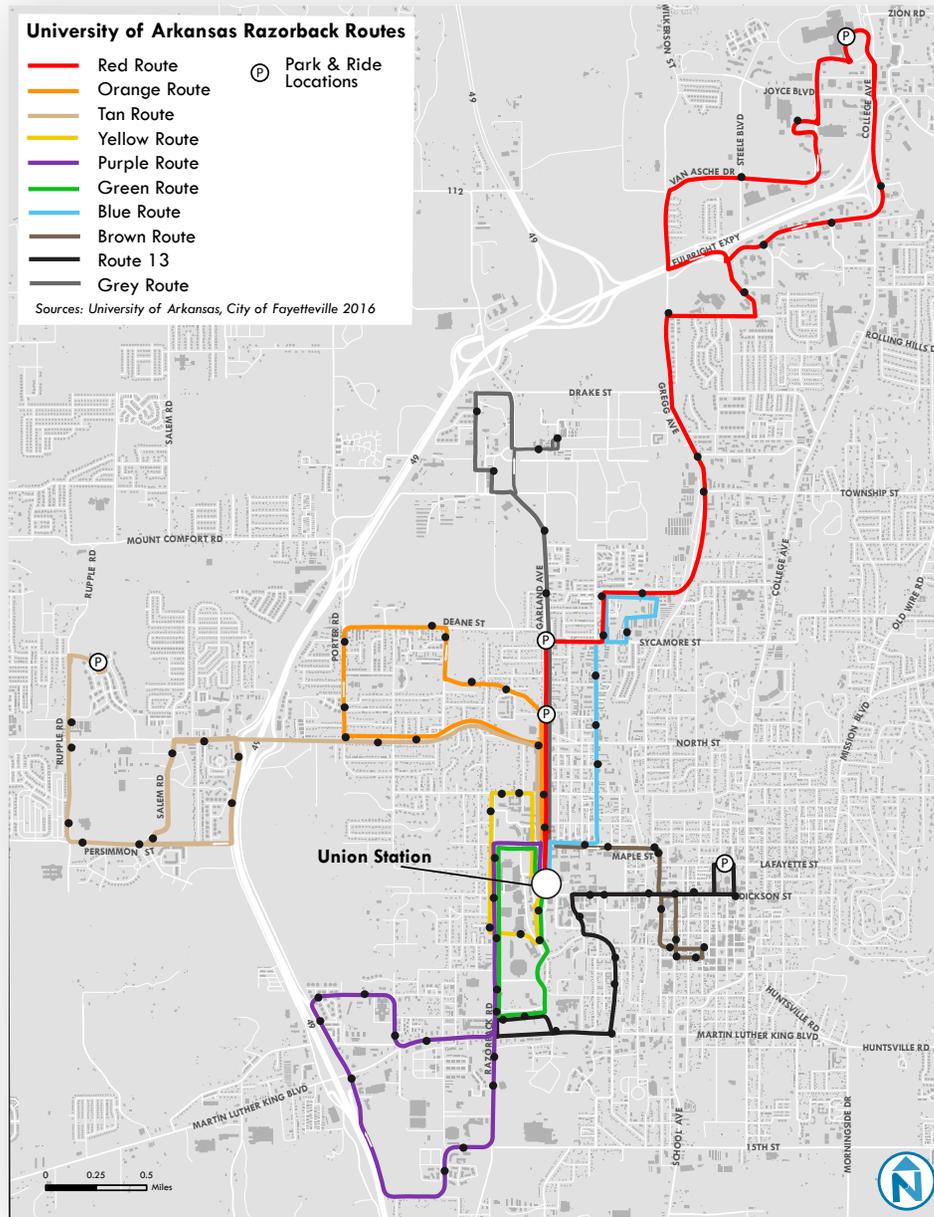


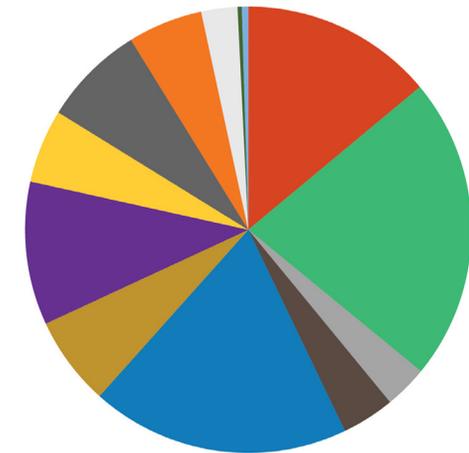
Chart: Annual ridership for Razorback Transit between July 2015 and July 2016





RAZORBACK RIDERSHIP BY ROUTE (2015)

Green	22%
Blue	19%
Red	14%
Purple	10%
Tan	7%
Route 56	7%
Orange	5%
Yellow	5%
Brown	4%
Gray	3%
Silver	3%
PT Van	1%
Gold	0%



- Green, Red and Blue routes carry more than half of the ridership.
- The routes run on weekdays every 8-30 minutes (depending on the route) until 6 p.m., and seven of them operate until 10:30 p.m. on a modified schedule and route.
- Union Station is the main hub where all routes except one stop.

OZARK REGIONAL TRANSIT (ORT)

ORT provides daily mass transit service to Northwest Arkansas, connecting Fayetteville, Springdale, Rogers, and Bentonville. Its nine routes serve a **cumulative ridership of more than 300,000** each year.

Routes run hourly from 6 a.m. to 7 p.m. on weekdays only.

42% of ORT riders are from Fayetteville

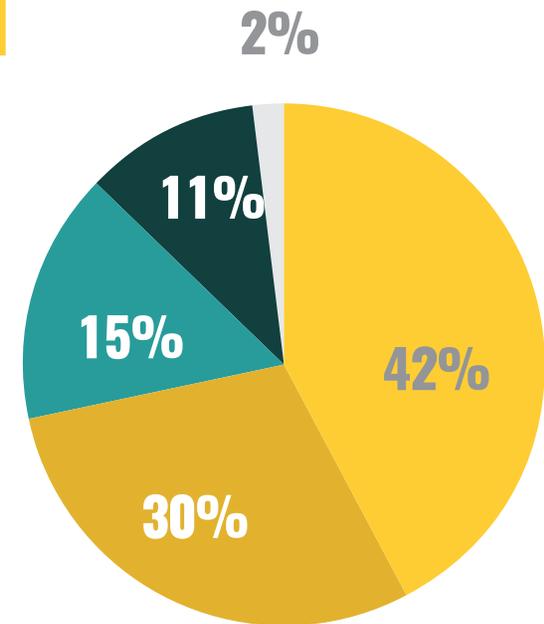
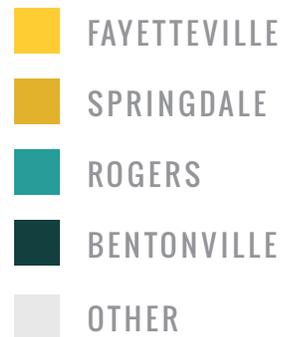


Chart: Ridership for Ozark Regional Transit by city

Although ORT has much less ridership than Razorback, the system has seen a **steady increase in ridership over the past six years.**

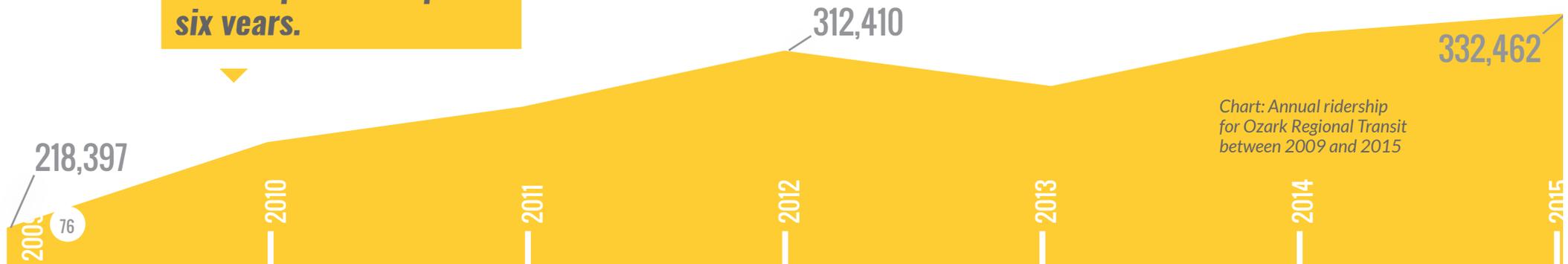
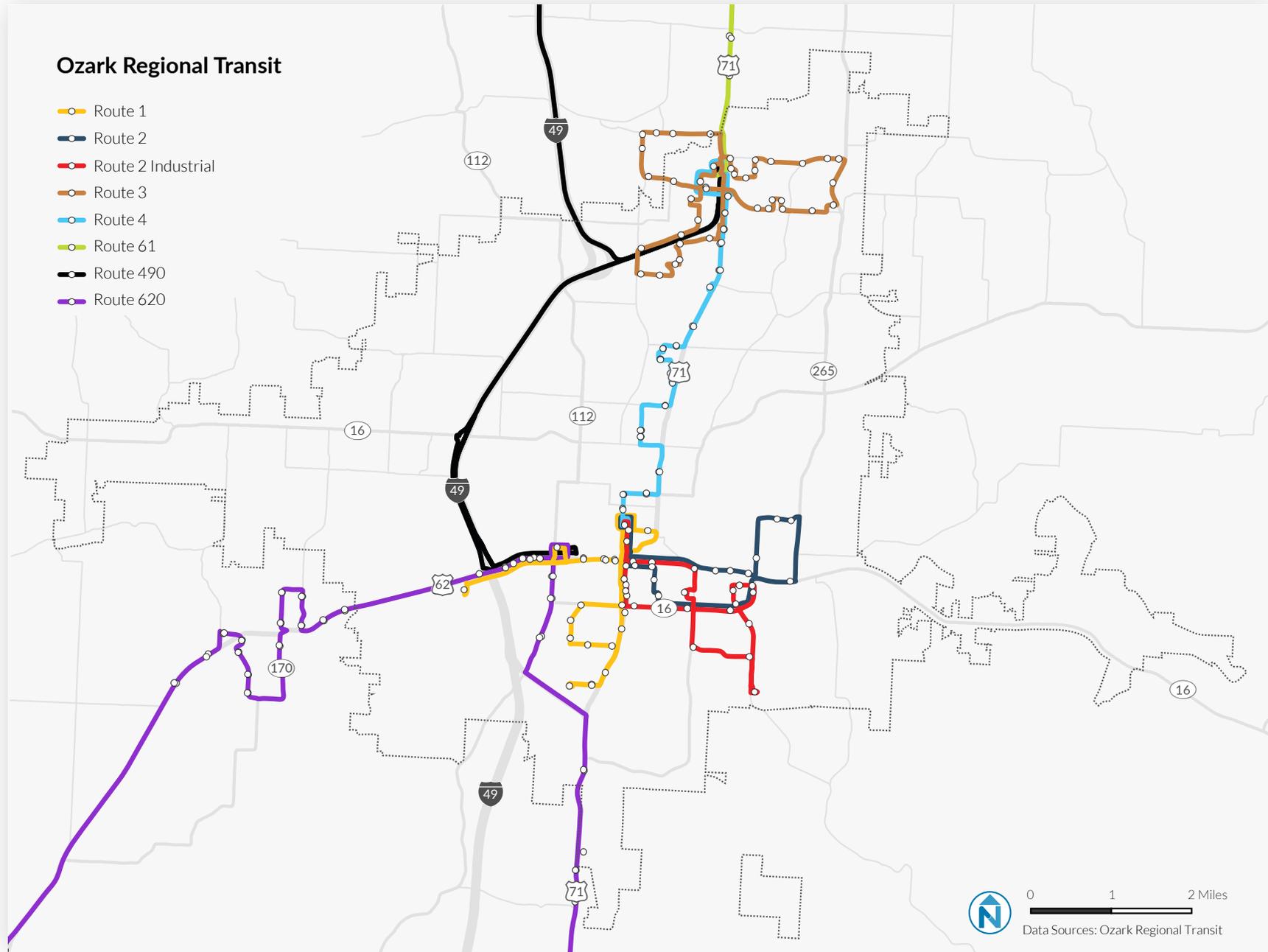
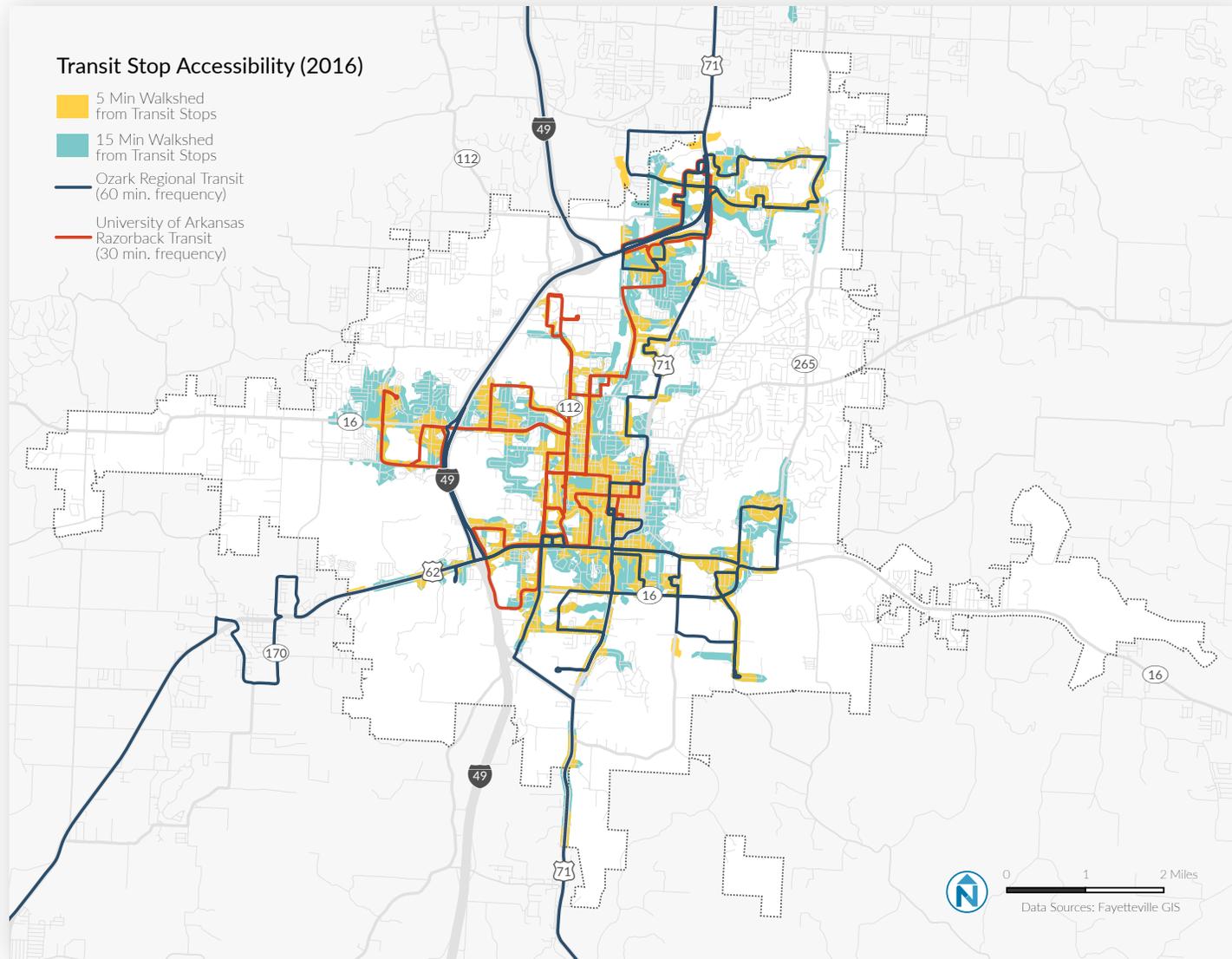


Chart: Annual ridership for Ozark Regional Transit between 2009 and 2015

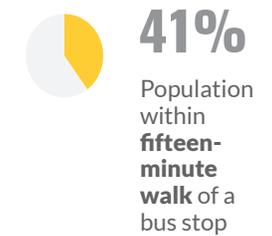
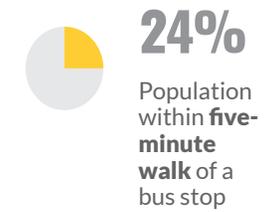


HOW ACCESSIBLE IS PUBLIC TRANSIT?



Note: The walkshed has been calculated with the existing sidewalk and crosswalks

HOME



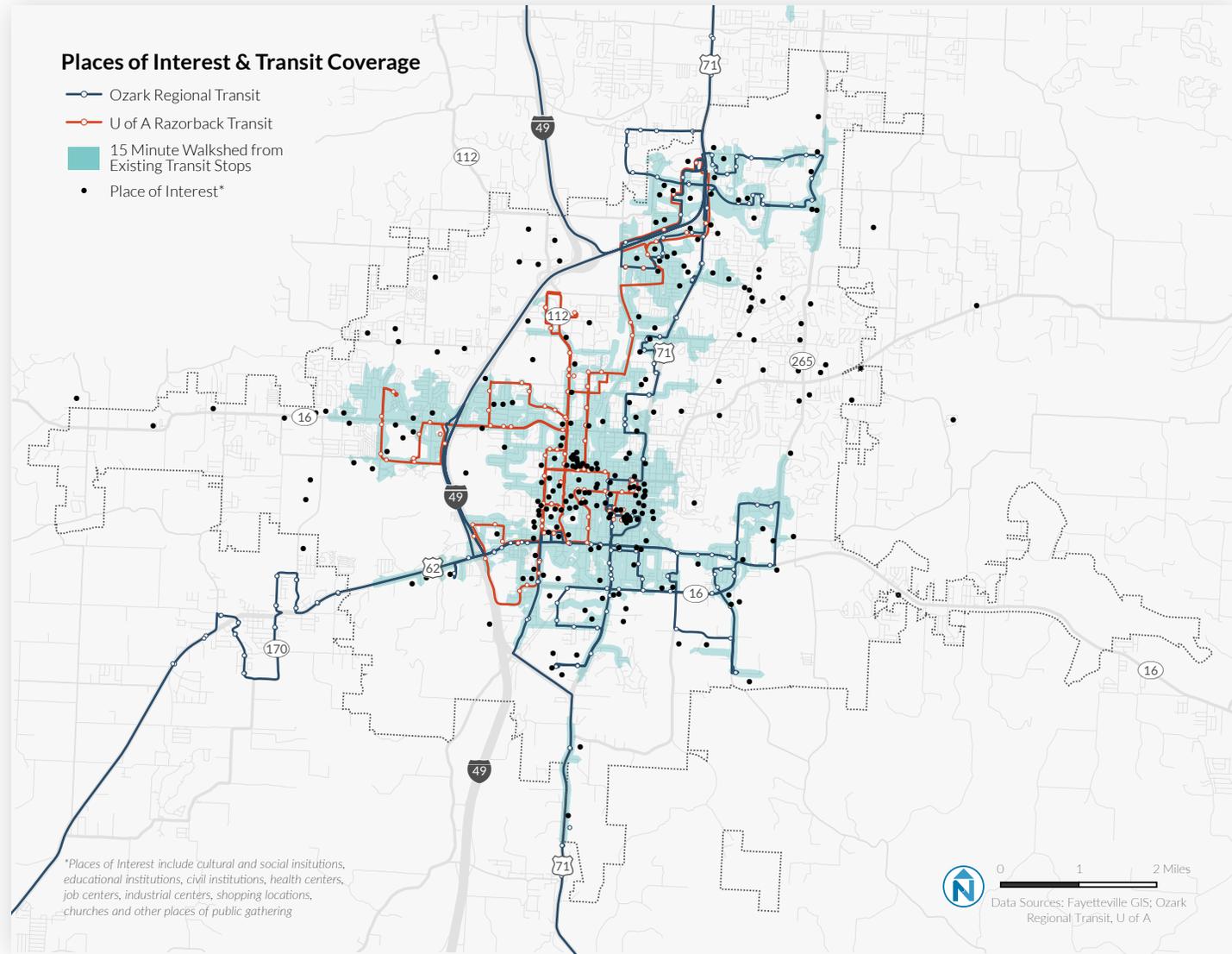
WORK



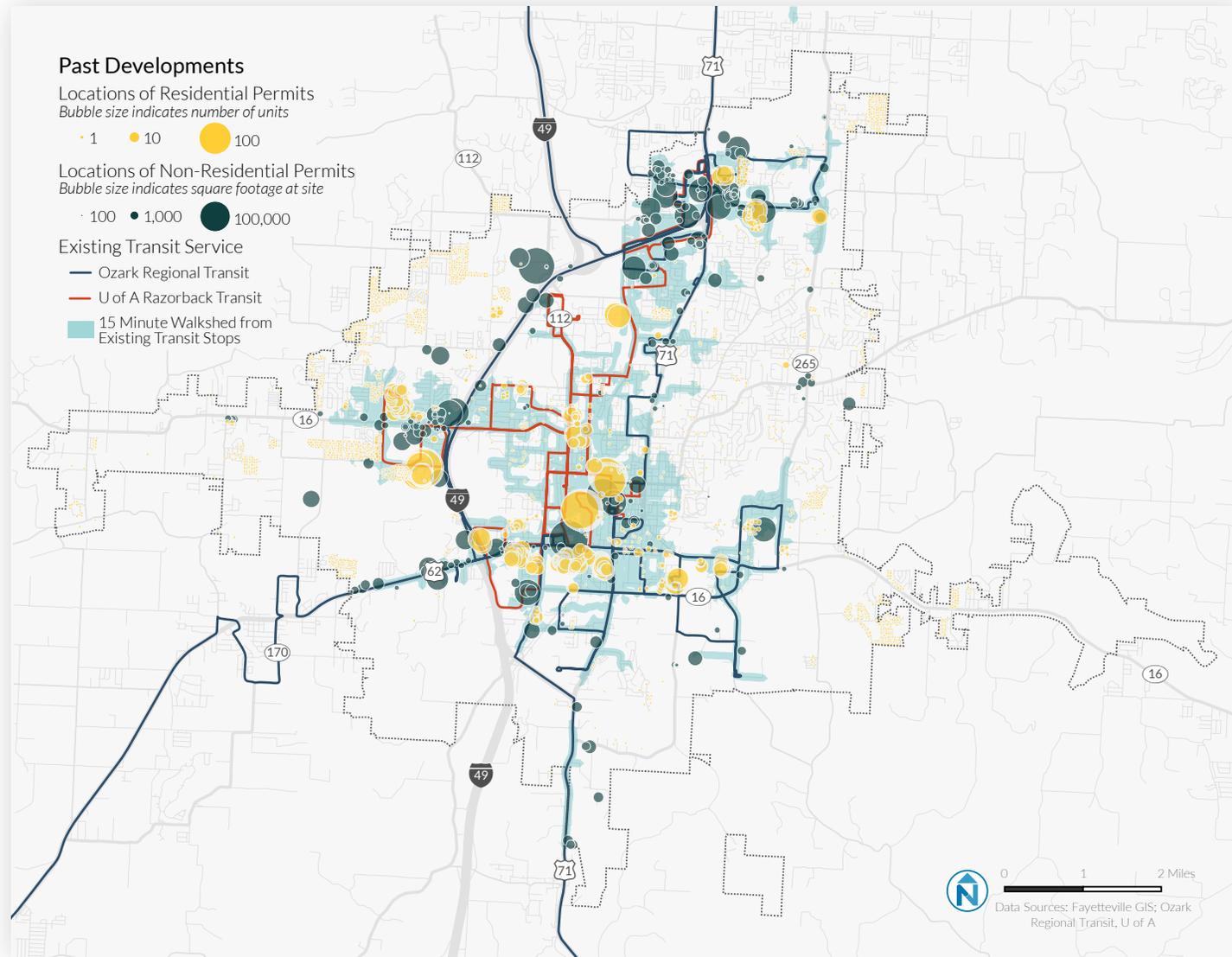
TRANSIT COVERAGE OF KEY PLACES OF INTEREST

Almost three quarters of designated Points of Interest in Fayetteville, including Educational, Cultural, Religious, Governmental, Health Care, Industrial, and Shopping destinations, are within a 15 minute walk to existing bus stops.

Only a little over half of Shopping destinations are within a 15 minute walk of transit, even though they serve as economic hubs, recreational destinations, and employment centers



TRANSIT COVERAGE OF PAST DEVELOPMENTS



79%

of residential units approved in the last decade are within a 15 minute walk from transit



78%

of non-residential square footage approved in the last decade is within a 15 minute walk from transit

TRANSIT COVERAGE OF RECENTLY COMPLETED AND PLANNED DEVELOPMENTS



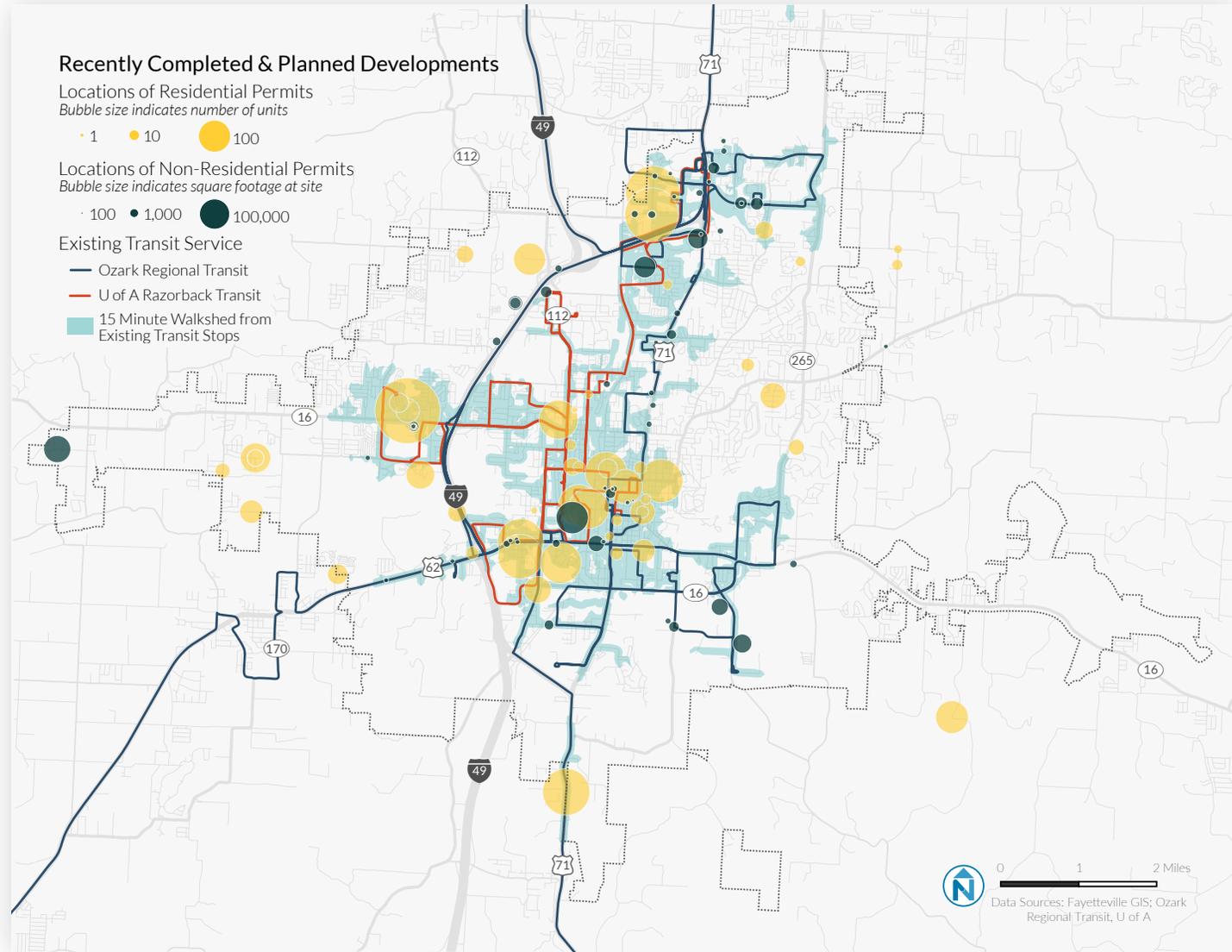
95%

of residential units recently completed and planned are within a 15 minute walk from transit

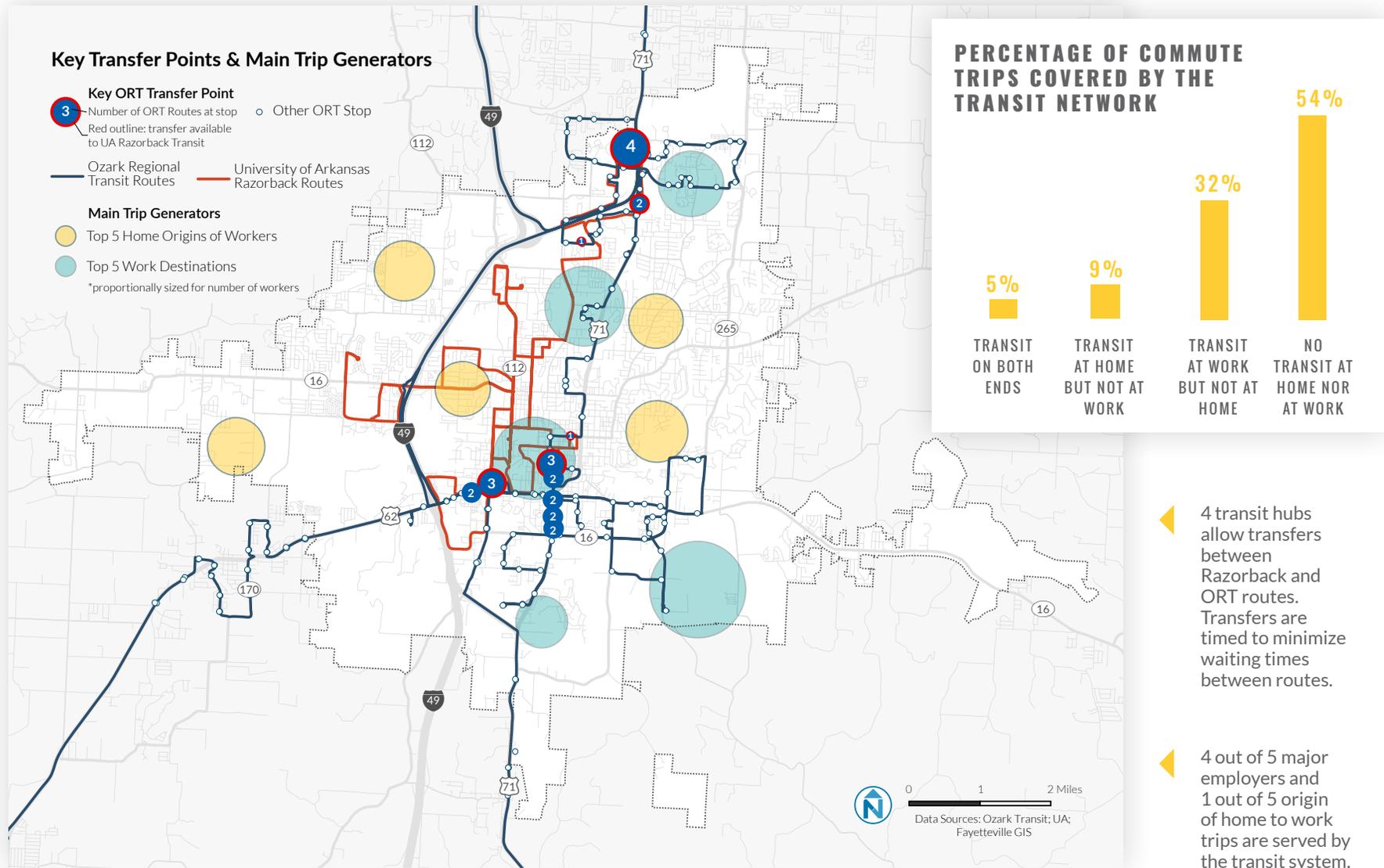


83%

of non-residential square footage recently completed and planned is within a 15 minute walk from transit



DO KEY TRANSIT HUBS HELP RESIDENTS COMMUTE BY TRANSIT?



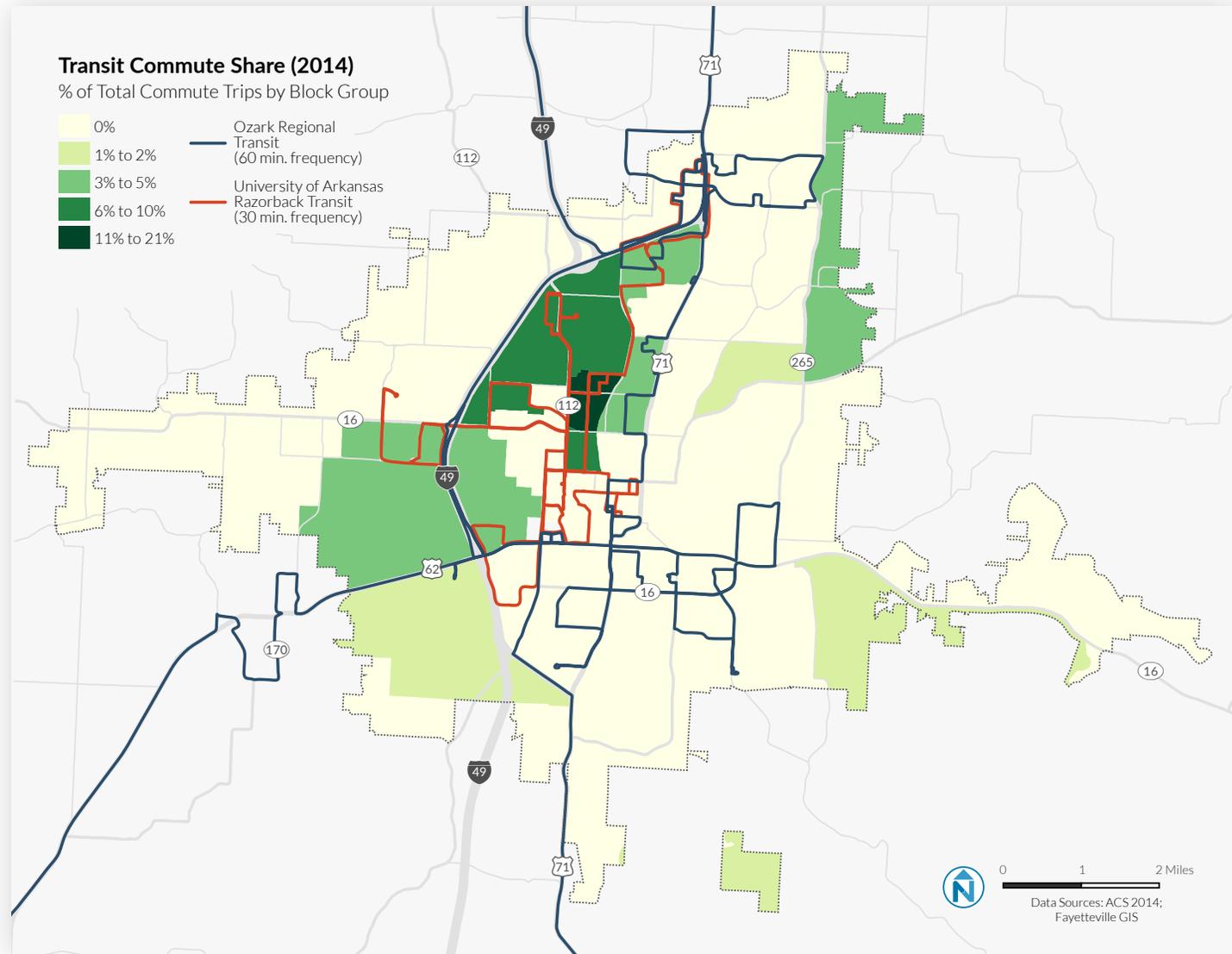
HOW MANY PEOPLE TAKE PUBLIC TRANSIT?



1%

The percent of Fayetteville residents who commute by transit is 1%

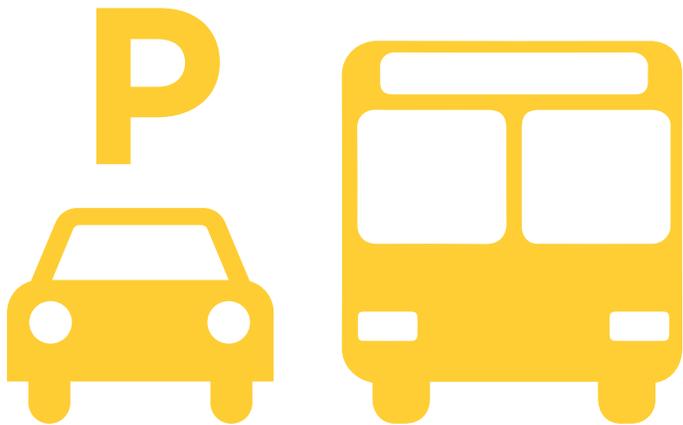
Areas served by the Razorback Transit routes have higher transit share in commute trips than other areas in the City served only by the Ozark Regional Transit system or with no service at all.



Note: Transit commute data does not include students

PUBLIC TRANSIT

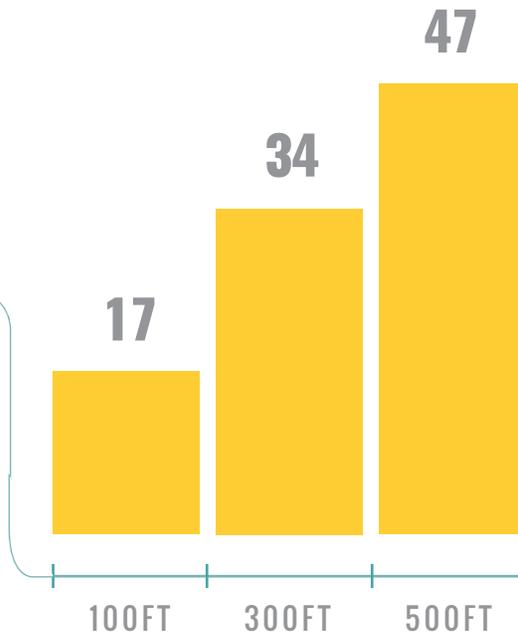
TRANSIT SYSTEMS ARE INTEGRATED WITH OTHER MODES



PARK & RIDES
Razorback Transit System has five park and rides spread across the City.



BUS STOPS NEAR GREENWAY
ORT currently has 47 bus stops within 500 feet of the Razorback Greenway. Within one-half mile there are 191 stops. Within one mile there are 293 stops.



BIKE RACKS ON BUSES
Both Razorback Transit System and ORT have bike racks on all of their vehicles to facilitate multimodal trips amongst their users.





SPRING STREET PARKING DECK

8'-2" Clearance 8'-2"

Do Not Enter



PARKING

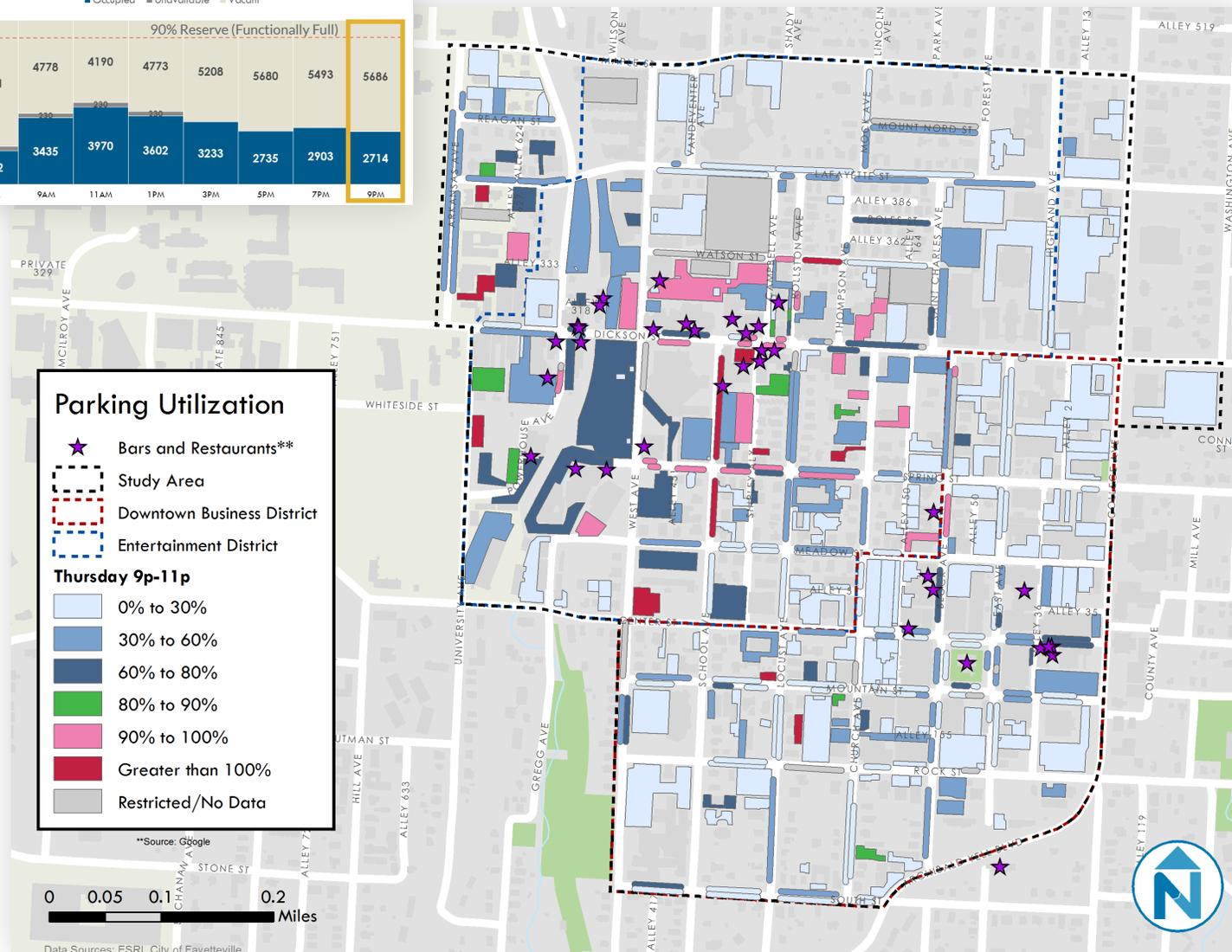
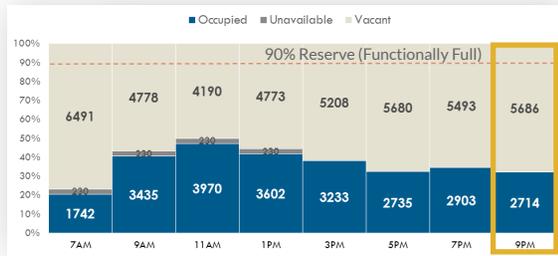
Parking is about what people do after they park, where they go and how long they plan to stay, as well as the connection to the rest of transportation networks.

Critical to this is the degree to which parking supply is integrated with Fayetteville's overall transportation network and variety of destinations. With free rides for the public on Razorback Transit and several high-quality bicycle trails, Fayetteville offers more than just driving and parking.

This sections includes the key findings of the existing parking amenities, regulations and demand, as well as some recommendations on parking management in Downtown and the Entertainment Districts. Furthermore, it explains how parking amenities are connected to the existing transportation networks.

PARKING

HOW OCCUPIED ARE PARKING SPACES ON WEEKDAYS?



< 50%

Overall, parking supply during the evening peak is less than 50% occupied, meaning the parking spaces closer to the key destinations are near capacity, while other lots located farther from these points are less than 10% occupied.

HOW OCCUPIED ARE PARKING SPACES ON WEEKENDS?



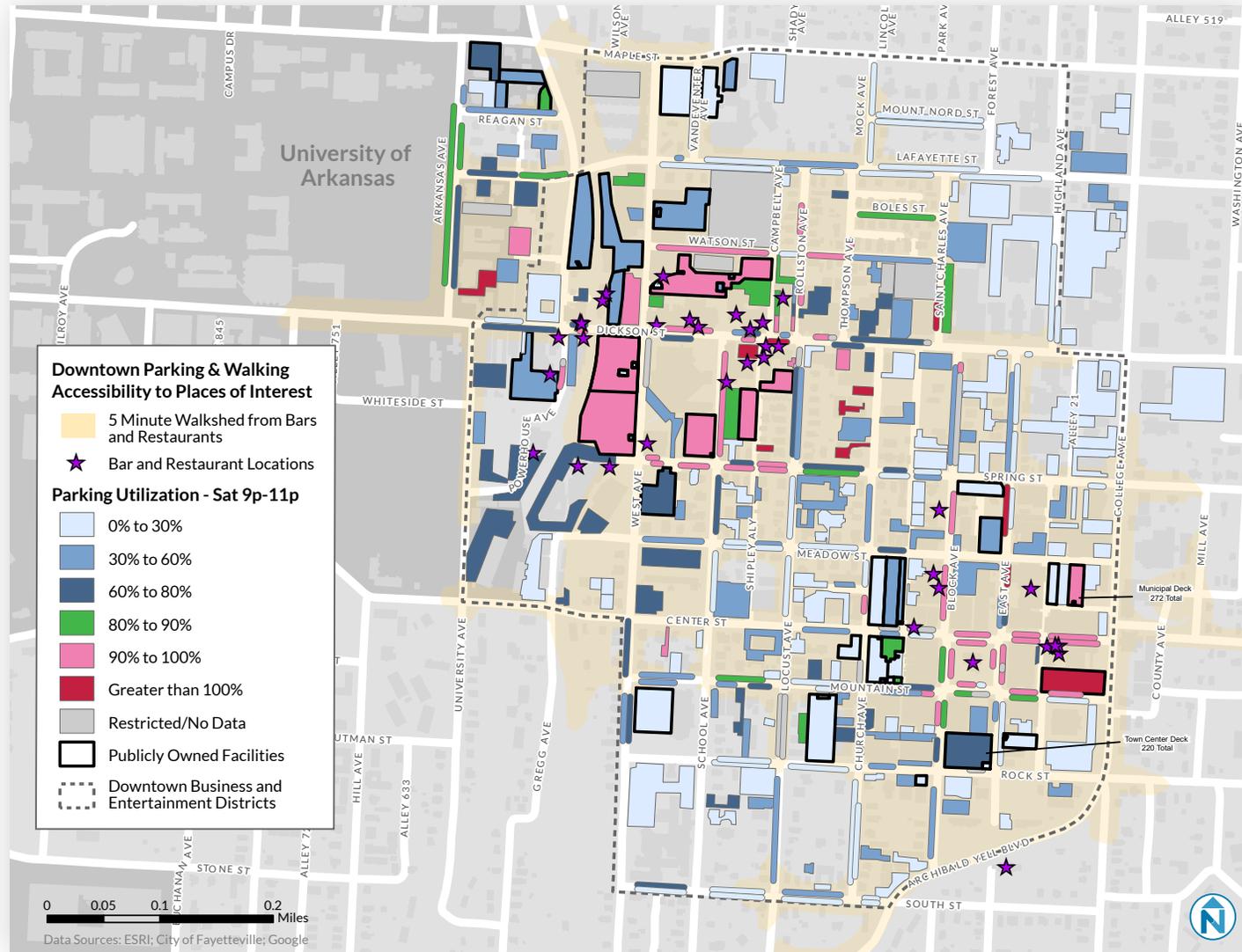
85%

of parking spaces are within a 5 minute walk of bars and restaurants

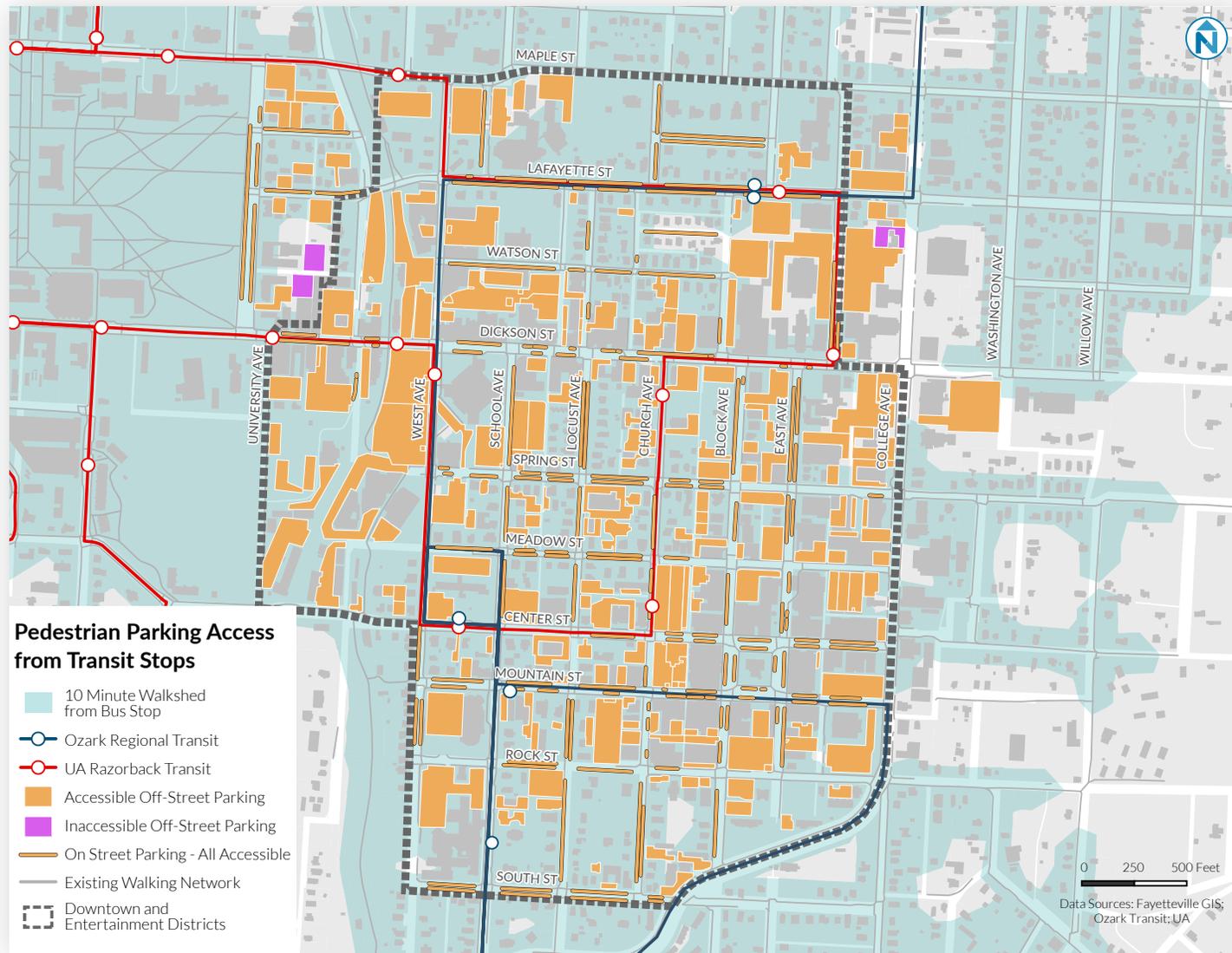


40%

is the average occupancy of parking supply on Saturday nights (9p.m. - 11p.m.) but higher occupancies are found in the heart of the Entertainment District and Downtown Square



HOW MUCH OF THE PARKING SUPPLY IS CLOSE TO TRANSIT?



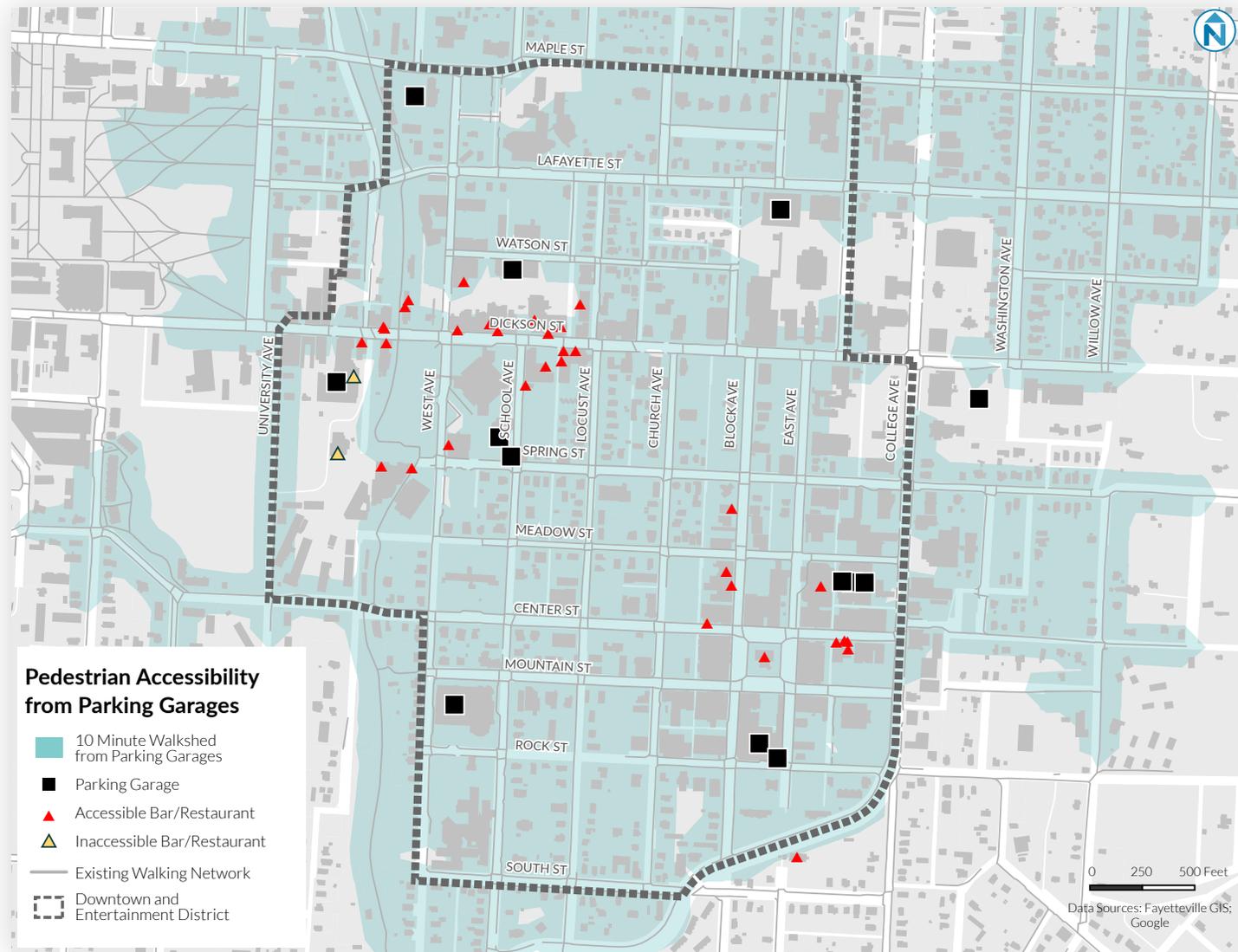
Most of the parking supply is located within 10 minutes of a bus stop.

ACCESS TO KEY DESTINATIONS FROM DOWNTOWN PARKING GARAGES



6%

Only 6% of key destinations (bars/restaurants) are not covered by the walkshed from downtown parking garages.







WHAT'S NEXT?

SCHEDULE OF NEXT STEPS

**Fall
2016**

- Concept workshops
- Feedback on survey findings
- Initial feedback on strategies
- Stakeholder meetings

**Winter
2016**

- Revise strategies based on feedback
- Draft recommendations
- Additional workshops

**Spring
2017**

- Final recommendations
- Parking Management Plan
- Proposed multimodal networks
- Potential early action items





DRAFT



FAYETTEVILLE MOBILITY