This plan is a long-term effort to **identify** transportation network needs, **recommend and prioritize** improvements, **develop** performance metrics and measurement tools, and help the City and the community **achieve their transportation goals**.
KEY OUTCOMES

• Multimodal MOBILITY PLAN – incorporate accessibility needs for all types of travelers across the citywide network

• PARKING MANAGEMENT PLAN – strategies to address parking availability as part of an integrated, multimodal network

• Updated STREETS PLAN – listing prioritized improvements, including
  • Green Streets Network
  • Transit-Related Improvements
  • Enhanced Streetscape Design Guidelines
  • Citywide policies to improve transportation
# MOBILITY PLAN GOALS

<table>
<thead>
<tr>
<th>Goal</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prioritizes a walk-friendly environment at popular destinations</td>
<td>58%</td>
</tr>
<tr>
<td>Manages parking to support local businesses, visitors, safety, and convenience</td>
<td>47%</td>
</tr>
<tr>
<td>Considers the needs of diverse populations</td>
<td>46%</td>
</tr>
<tr>
<td>Enhances access to and use of local transit services</td>
<td>46%</td>
</tr>
<tr>
<td>Invests in state of good repair before investing in new projects</td>
<td>45%</td>
</tr>
<tr>
<td>Has reliable connections and travel times to where people want to go</td>
<td>45%</td>
</tr>
<tr>
<td>Provides multiple transportation options</td>
<td>44%</td>
</tr>
<tr>
<td>Prioritizes safety for people over vehicles</td>
<td>43%</td>
</tr>
<tr>
<td>Encourages street design that supports surrounding land uses</td>
<td>40%</td>
</tr>
<tr>
<td>Expands dedicated and comfortable bicycle facilities</td>
<td>32%</td>
</tr>
</tbody>
</table>
INTERACTIVE MAP

FAYETTEVILLE MOBILITY

COMMUNITY SUGGESTIONS
- Bicycling
- Walking & ADA
- Transit
- Parking
- Driving
- Information & Signage

We need your help! Where would you improve transportation in Fayetteville?
Click ADD POINT to add to the map.

850 separate comments received, July 2016
WHAT WE’VE LEARNED
-50% of workers stay in Fayetteville for work
TRAFFIC SAFETY in FAYETTEVILLE

• 25% of traffic collisions occurred within 15-min walk of school, library, or recreation center

• 58% of survey respondents identify walkability as a priority (top rated response)
WALKING in FAYETTEVILLE

• the City can add 80 miles of routes and trails to the Active Transportation Network by 2030 (at current funding levels)

• 58% of survey respondents identify walkability as a priority (top rated response)
BIKING in FAYETTEVILLE

- ~40% of commute trips are <3 miles, but about 8% of workers walk or bike to work
- bike facilities are the most desirable transportation feature in neighborhood commercial areas (according to the Spring 2016 survey)
TRANSIT in FAYETTEVILLE

• 50% of transit stops are within a few blocks of the Razorback Greenway, offering opportunities to connect to transit

• 25% of jobs are within a 5 minute walk to transit, yet 1% of workers commute by transit
DRIVING in FAYETTEVILLE

- Peak-period congestion is focused on specific corridors and intersections
- Congestion and road maintenance are among top concerns
- East-west connections can be difficult or circuitous
PARKING SUPPLY

3,800 Publicly-Owned Spaces
Over 9,000 Spaces Total
KEY FINDINGS: WEEKDAY

OVERALL WEEKDAY UTILIZATION

Parking is never more than 50% full, though certain local areas do see greater than 50% occupancy at certain times

Many unoccupied spaces are not open to the public

In the evening, the East Lot and Lot 55 are functionally full (~85-95%)

Other publicly owned facilities have availability farther from key destinations

PUBLICLY-ACCESSIBLE OFF-STREET WEEKDAY UTILIZATION

Normal fluctuations in the data collection process occasionally lead to missed counts on some facilities throughout the course of the collection span. Therefore, the total number of observed spaces may vary by time period.
WEEKEND ENTERTAINMENT DISTRICT:
PARKING IS FUNCTIONALLY FULL IN THE CORE
WEEKEND ENTERTAINMENT DISTRICT:
PARKING IS FUNCTIONALLY FULL IN THE CORE - ALL SPACES
24-7 paid parking → paid parking after 2, which means that university students park on Dickson for free

Development concerns re: WAC lot

WAC could take control of lot for event parking

Block Street business folks like the look + feel of physical meters

Lots behind Hugos are empty at night

Permit system has no rationale

Student parking is a major concern, as is employee parking

Bus parking in WAC lot

It should be one price to park in Fayetteville

“System is confusing to outsiders/visitors”
PEOPLE WANT TO PARK ONCE AND WALK BETWEEN DESTINATIONS

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Percentage</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive and park multiple times at each destination</td>
<td>5%</td>
<td>95% Park once and walk comfortably to multiple destinations</td>
</tr>
<tr>
<td>Reinvest parking revenues in parking and transportation improvements</td>
<td>82%</td>
<td>18% Have parking revenues go to the General Fund</td>
</tr>
<tr>
<td>Park behind my destination</td>
<td>70%</td>
<td>30% Park in front (between the street and my destination)</td>
</tr>
<tr>
<td>Have free parking farther from my destination</td>
<td>71%</td>
<td>29% Pay and park close to my destination</td>
</tr>
</tbody>
</table>
58% of all survey respondents at fall workshops identified walkability as a priority.
DRAFT FINDINGS

INTERNAL CAPTURE: Some parking demand is “internally captured”
Shared parking in Fayetteville accommodates a variety of uses with fewer parking spaces

**SHARED PARKING:**
- Efficiently utilizes existing parking resources
- Saves $$ on parking construction
- Creates a more walkable environment for site users
- Dedicates more land to productive land uses
PUBLICLY ACCESSIBLE LOTS

Public and private lots have mixed regulations and times. Signage can be confusing.
OVERALL KEY FINDINGS

Sometimes there is a parking problem!
There is availability, but spaces can be challenging to find
Fayettevillians want walkability
Stakeholders want a system visitors can understand
Multimodal barriers encourage driving and a desire to park “right out front”
Parking users have very different needs and understanding of the system
Fayetteville’s compact downtown encourages shared parking
BEYOND THE DATA
STAKEHOLDER INTERVIEWS

- Transportation Department Staff
- Planning Commission
- Walton Arts Center
- Arkansas Highway and Transportation Department
- Parking Staff
- Block Street Merchants
- Ped/Bike Staff and Stakeholders
- Development Services Staff and Stakeholders
- Dickson Street Merchants
WHAT’S NEXT?

• Initial concepts & strategies
• Feedback on findings
• Initial strategies
• Stakeholder meetings

Fall 2016

Fall 2016

• Revise strategies
• Draft recommendations
• Additional workshops & outreach

Winter/Spring 2017

Summer 2017

• Final recommendations
• Parking Management Plan
• Proposed multimodal networks
• Potential early action plan

Summer 2017
NOW: CONCEPTS & STRATEGIES

SAT 10/22

SUN 10/23

MON 10/24

TUES 10/25

thru early Nov

MOBILE WORKSHOPS

STAKEHOLDER MEETINGS

COUNCIL MEETING

OPEN HOUSE

Online Workshop
This week—give us your thoughts!

• Any surprising information? How/Why?
• Any additional critical challenges to note?
• How do you feel about potential strategies? How would you adjust them?
• Voting with dots
• online workshop: www.fayetteville-ar.gov/mobility
THANK YOU! QUESTIONS?