AGENDA

1. Plan Status \ Plan Timeline
2. Economic Impacts of COVID-19
3. Transportation impacts of COVID-19
4. Reconsider Themes
5. Moving Forward
PLAN DEVELOPMENT TIMELINE

Develops Goals and Strategies for plan (December 2020)

Board Approves Goals and Strategies (Early 2021)

Plan Development (2021 - 2022)

Board Adopts Plan (Year end 2022)
COVID-19 AND THE ECONOMY IN CENTRAL ARKANSAS

A Very Early View
A SLIGHTLY SOFTER BLOW

• An unprecedented economic crisis
• Fewer cases, fewer deaths than the U.S. average
• Fewer cases, fewer deaths than neighboring states
• Economic statistics we have are very early, we’ll know a lot more soon
WHY RETAIL SALES MATTER

• Large number of jobs
• Sizeable industry in Central Arkansas
• Vital source of tax revenue to local governments
JOBS DATA

- We have U.S. figures through May
- We have state and local figures through April
- The local area lost 37,000 jobs in April 2020, when compared with April 2019.
- This amounts to -10.1 percent
- U.S. Job loss over the same period was -12.9 percent.
Job Loss by Sector April 2019 to April 2020

- Job Loss by Sector:
  - Gov
  - Other svcs
  - Leisure + Hospitality
  - Ed + Health svcs
  - Professional / bus svcs
  - Financial
  - Information
  - Transp+Whr+Util
  - Retail Trade
  - Wholesale Trade
  - Manufacturing
  - Construction + Mining
  - Tot nonfarm

- Percentage Changes:
  - -50.0%
  - -40.0%
  - -30.0%
  - -20.0%
  - -10.0%
  - 0.0%

- US
- LR
SINGLE-FAMILY HOUSING PERMITS

Down 14.7 percent in April 2020, compared with the average for 2015-2019.
COVID-19 AND TRANSPORTATION IN CENTRAL ARKANSAS

A Very Early View
TRANSPORTATION IMPACTS OF COVID-19

- Dramatically decreased VMT
- Dramatically decreased AM/PM peak volumes
- Increased fatal crashes per VMT
- Dramatically decreased transit ridership
- Increased bicycling
Travel Speeds April 2019 vs April 2020

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Speed 2019</th>
<th>Speed 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-30 Bridge</td>
<td>36</td>
<td>58</td>
</tr>
<tr>
<td>I-30 (Saline County)</td>
<td>27</td>
<td>67</td>
</tr>
<tr>
<td>I-40 (US-67 to 30)</td>
<td>28</td>
<td>61</td>
</tr>
<tr>
<td>I-430 Bridge</td>
<td>45</td>
<td>64</td>
</tr>
<tr>
<td>I-530 NB</td>
<td>30</td>
<td>61</td>
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</tbody>
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VMT Trend March 4 to May 27
LR-NLR- Conway MSA Employment by Sector

- Professional and Business Services: 20%
- Manufacturing: 7%
- Trade, transportation, Utilities: 24%
- Financial Services: 17%
- Leisure and Hospitality: 2%
- Information: 7%
- Education and Health: 11%
- Other Services: 6%
- Mining, logging, construction: 6%
RECONSIDERING THEMES

Navigating the Unknown
<table>
<thead>
<tr>
<th>Critical features of a livable community</th>
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<tbody>
<tr>
<td>Proximity to park, library, grocer (Walking distance, biking)</td>
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<tr>
<td>Bike and Pedestrian Network (Trails)</td>
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<tr>
<td>For all ages</td>
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<tr>
<td>Good Transit</td>
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<tr>
<td>Walkable streets</td>
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<tr>
<td>Sidewalks</td>
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<tr>
<td>Active transportation (walk, bike, public transit)</td>
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<tr>
<td>Accessibility</td>
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<tr>
<td>Multimodal Transportation</td>
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<tr>
<td>Pedestrian Accessibility</td>
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<tr>
<td>Walkable neighborhoods</td>
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<tr>
<td>Infrastructure/Transportation</td>
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<tr>
<td>Infrastructure</td>
</tr>
<tr>
<td>Strong Infrastructure</td>
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<tr>
<td>Access (walk, bike, ride)</td>
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<tr>
<td>Easy access to transportation</td>
</tr>
<tr>
<td>Infrastructure (streets, utilities, etc.)</td>
</tr>
<tr>
<td>Walkable community with safe sidewalks, shaded pedestrian infrastructure</td>
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<tr>
<td>Thriving alternative transportation options</td>
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