



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

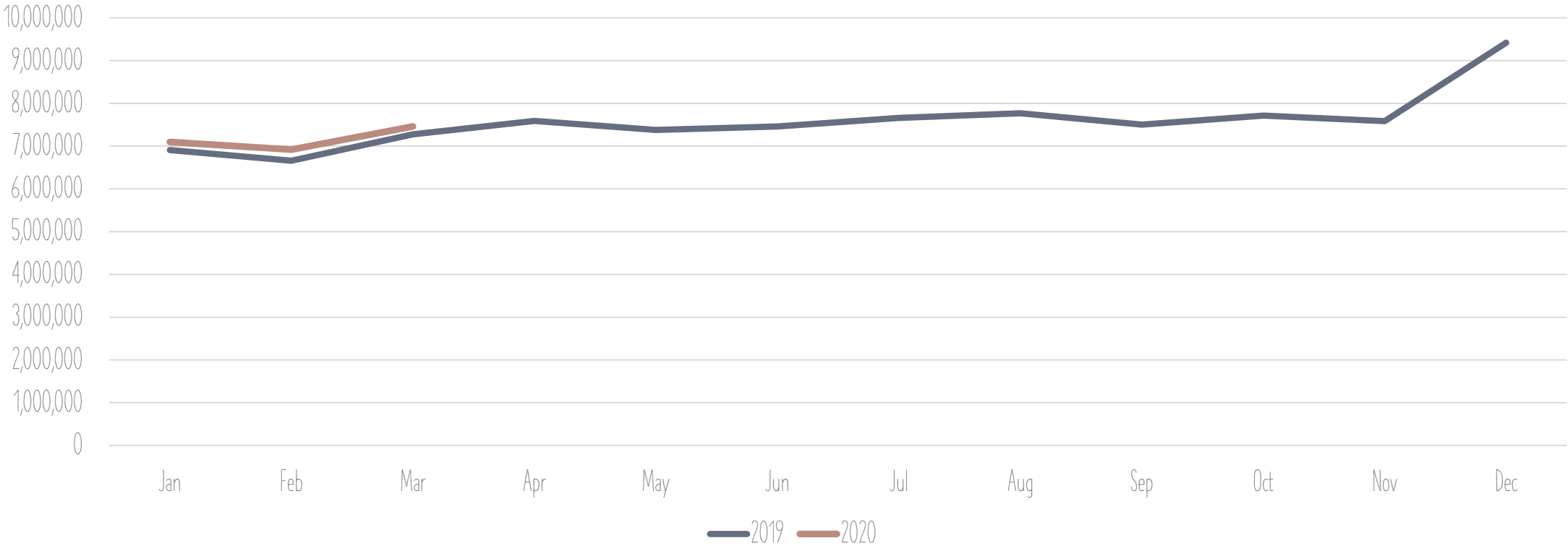
A Very Early View

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

RETAIL SALES (DATA AS OF 6/6/2020)

Pulaski County Retail Sales Tax Revenue 2019-2020



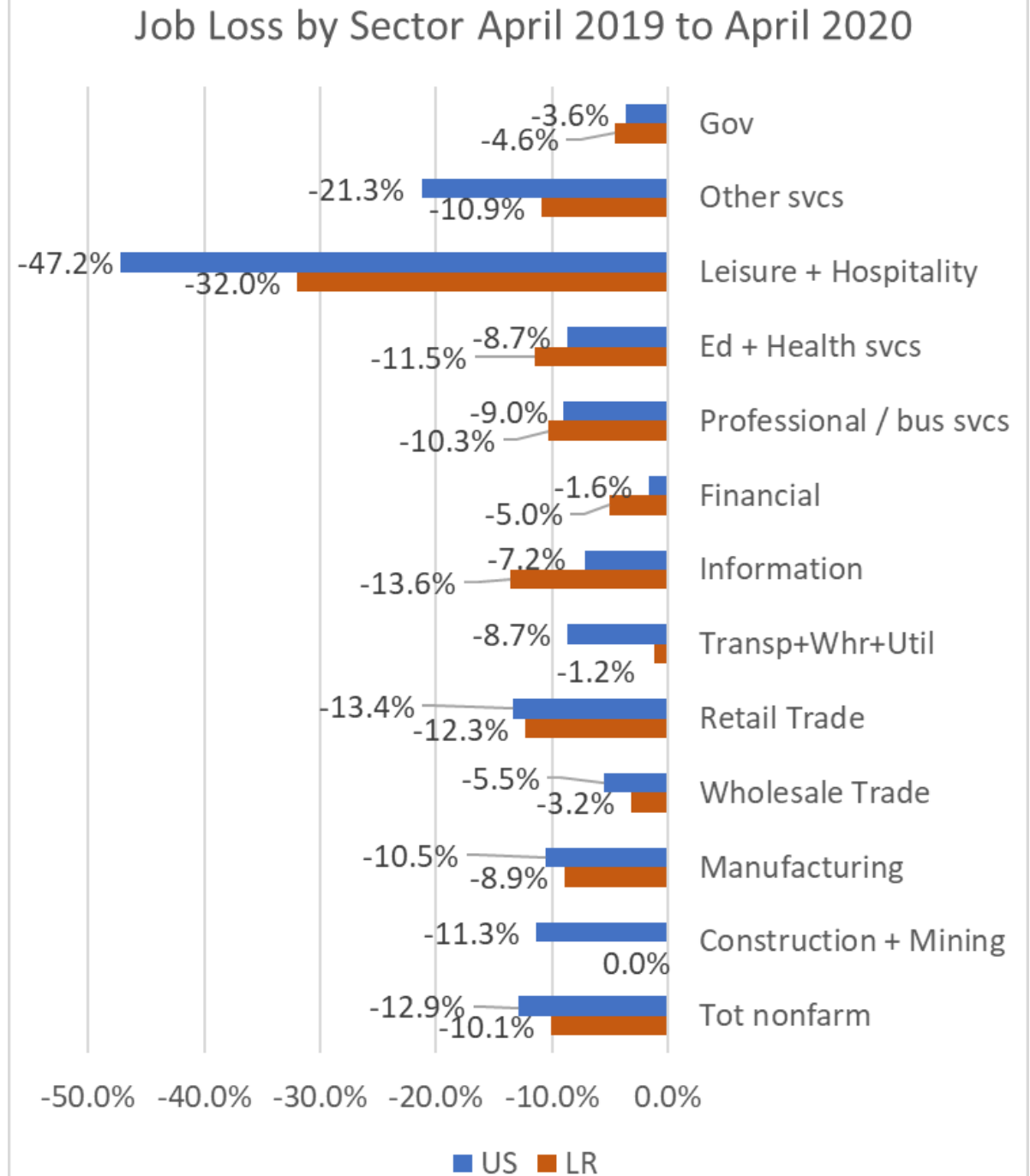
WHY RETAIL SALES MATTER

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

JOBS DATA

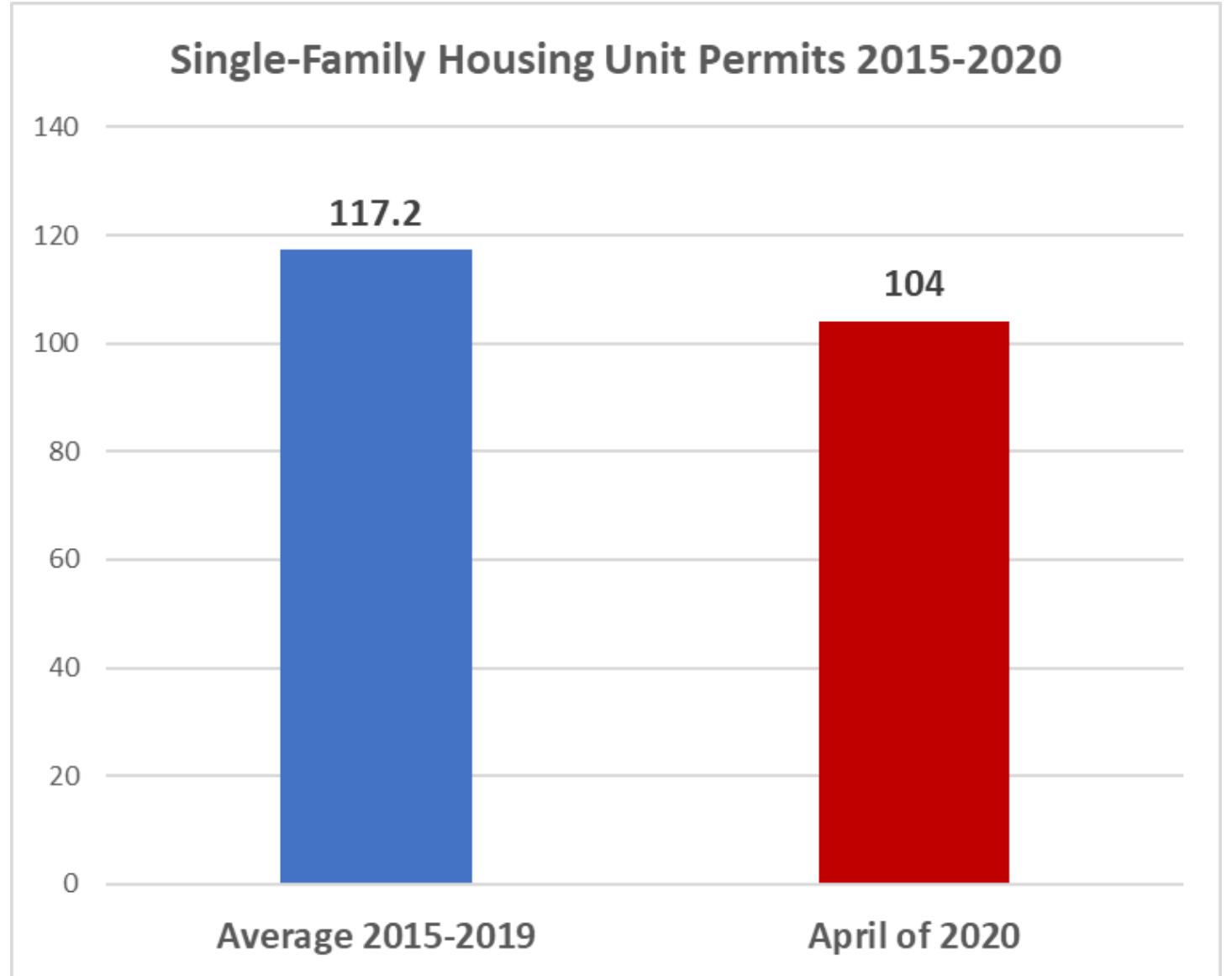
- We have U.S. figures through May
- We have state and local figures through April
- The local area lost 37,000 jobs in April 2020, when compared with April 2019.
- This amounts to -10.1 percent
- U.S. Job loss over the same period was -12.9 percent.

JOB LOSS BY SECTOR



SINGLE-FAMILY HOUSING PERMITS

Down 14.7 percent in April 2020,
compared with the average for 2015-
2019



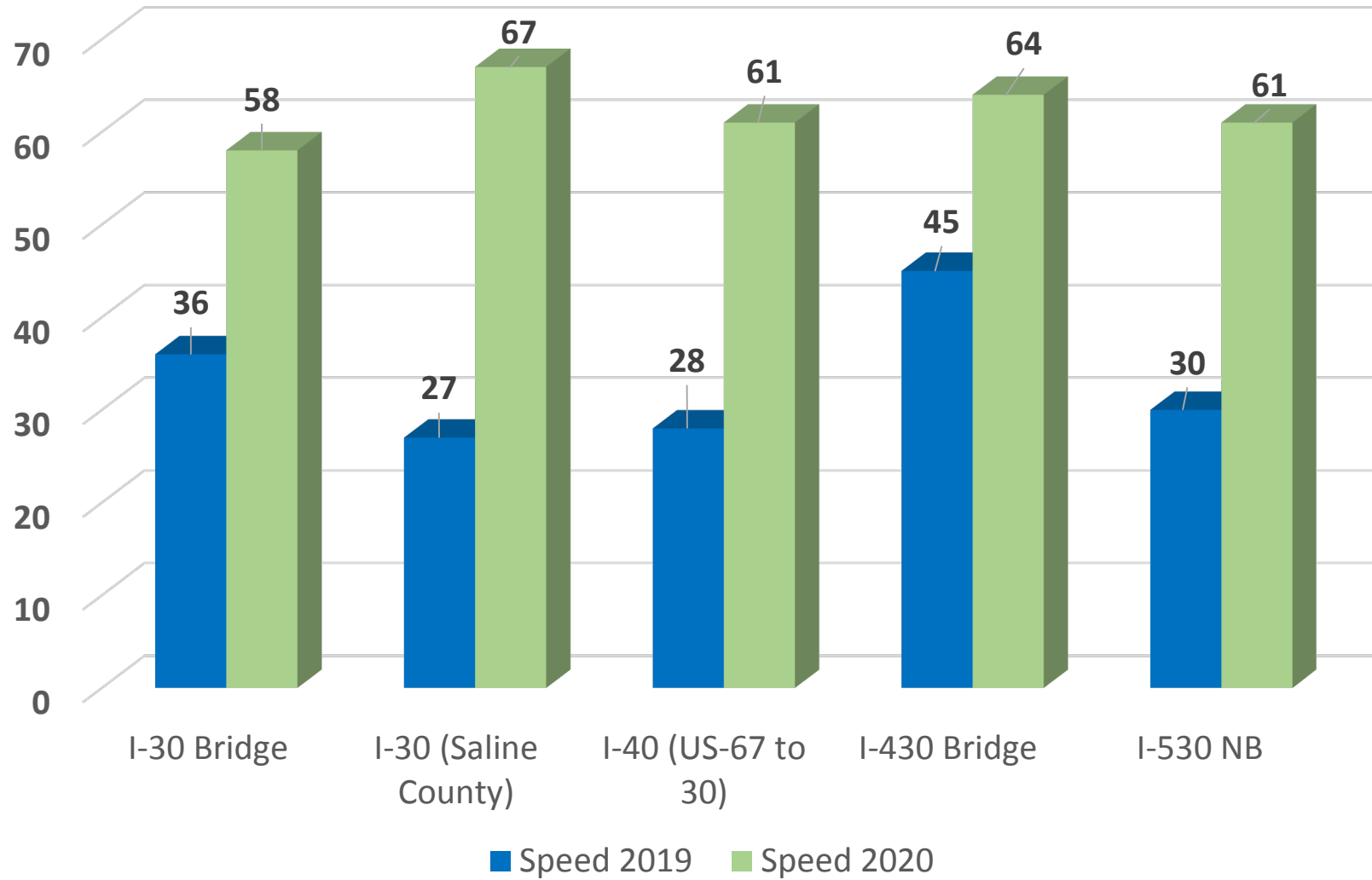
COVID-19 AND TRANSPORTATION IN CENTRAL ARKANSAS

A Very Early View

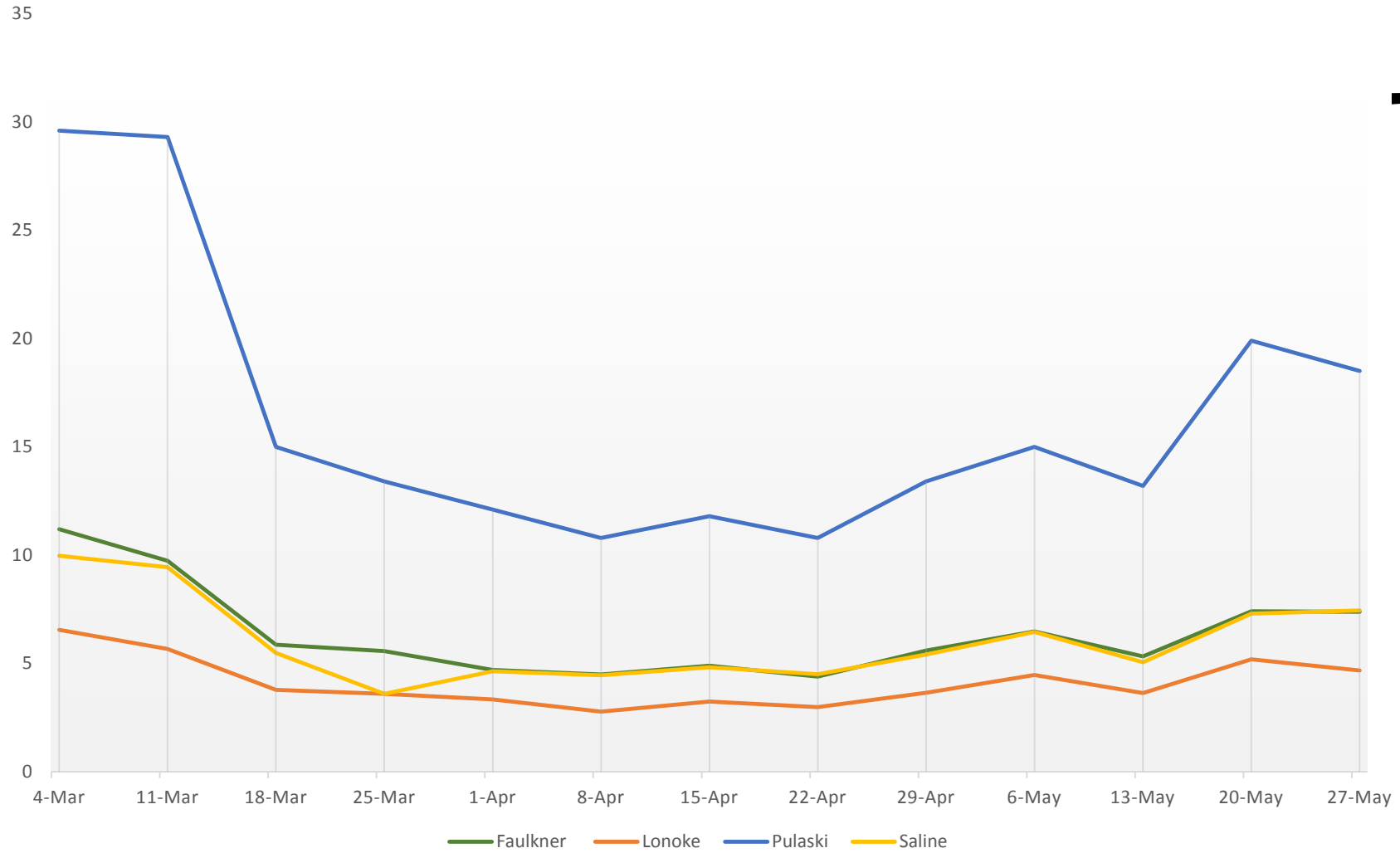
TRANSPORTATION IMPACTS OF COVID-19

- Dramatically decreased VMT
- Dramatically decreased AM/PM peak volumes
- Increased fatal crashes per VMT
- Dramatically decreased transit ridership
- Increased bicycling

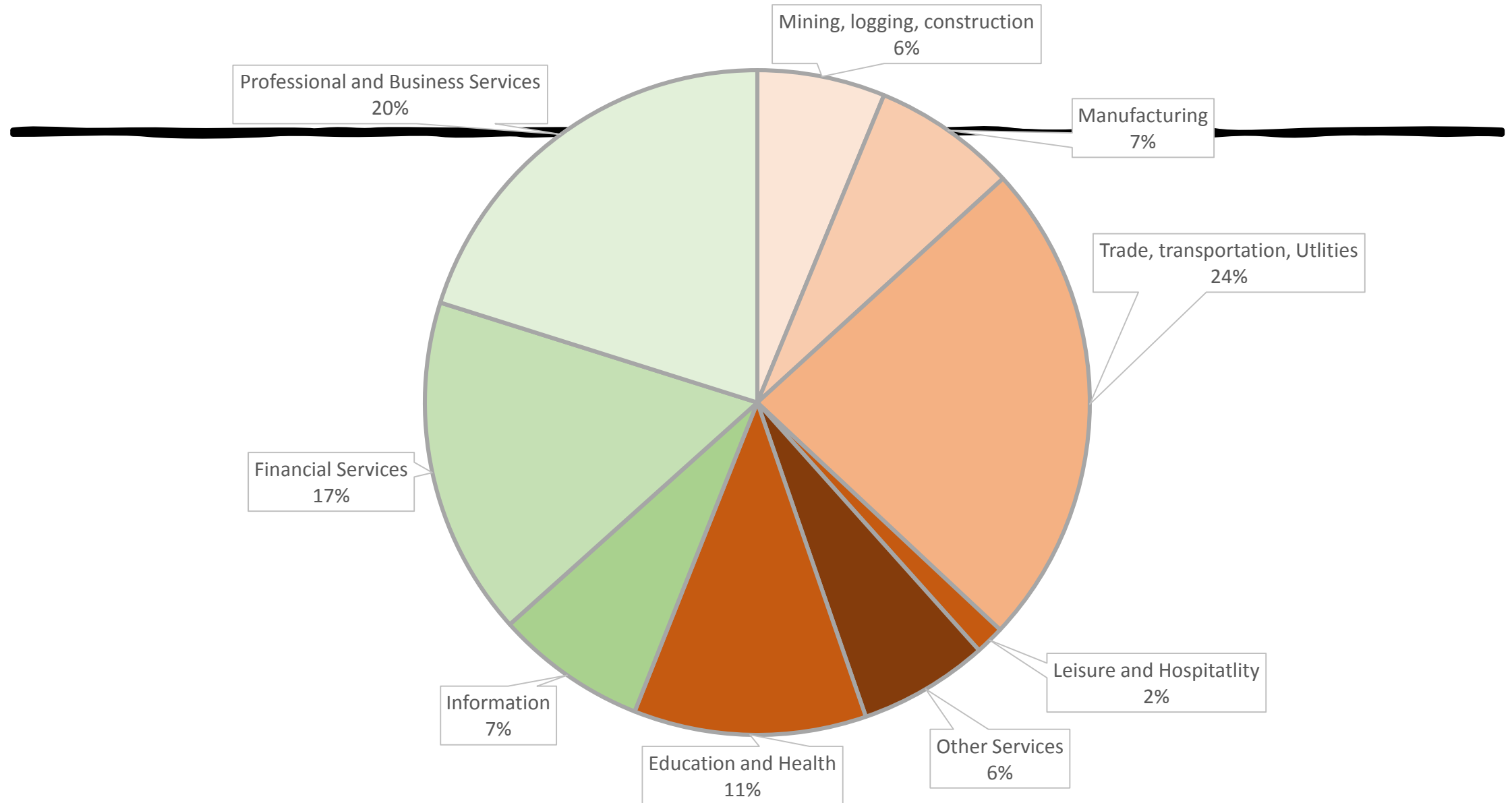
Travel Speeds April 2019 vs April 2020



VMT Trend March 4 to May 27



LR-NLR- Conway MSA Employment by Sector



RECONSIDERING THEMES

Navigating the Unknown

Critical features of a livable community

Proximity to park, library, grocer (Walking distance, biking)	Safety	Reasonably priced family homes	Streets as public spaces (Active streets)	Good schools	Diverse Job opportunities	Environmental protection; protection of natural resources
Bike and Pedestrian Network (Trails)	Access to healthy foods and services	Affordable, accessible housing options	Greenspaces & trees within walking distance	Diverse cultural backgrounds	Employment for all	Access to availability of nature
For all ages	Safety	Affordable quality housing	Porches	Opportunities to connect with others	Opportunity	Parks and Recreation
Good Transit	Safe and secure		Shared outdoor spaces and activities	Intergenerational	Access to shops and restuarants	Convenience of/ accessibility to parks and recreation
Walkable streets	Allows for independence		Mix of uses, diverse amenities	Openness		Parks and Recreation
Sidewalks	Safety		Mixed use	Quality education/ early childhood		
Active transportation (walk, bike, public transit)	Safe and Secure environment		Amenities and services locally available	Engaged community/ cooperative		
Accessibility			Thriving mixed density and use neighborhoods	Supportive community		
Multimodal Transportation			Smart growth	Supportive services		
Pedestrian Accessibility			Strong downtown	Appearance		
Walkable neighborhoods			Public community spaces			
Infrastructure/Transportation			Accessible services			
Infrastructure			Accessible housing			
Strong Infrastructure			Amenities schools, libraries, banks, good grocery stores			
Access (walk, bike, ride)			Close proximity to shopping, healthcare, jobs			
Easy access to transportation						
Infrastructure (streets, utilities, etc.)						
Walkable community with safe sidewalks, shaded ped infrastructure						
Thriving alternative transportation options						