TOOLE DESIGN

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

RAZORBACK TRANSIT BUS STOP ENHANCEMENT PLAN

October 2025 | FINAL

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change.

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INTRODUCTION

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Razorback Transit plays a critical role in providing reliable, safe, and accessible transit services that connect residents, students, and visitors throughout Fayetteville and the broader Northwest Arkansas region. As public transportation demand continues to grow and evolve, bus stops have become increasingly important not just as transit waiting points, but as integral elements of community mobility and multimodal connectivity.

The Razorback Transit Bus Stop Enhancement Plan aims to systematically evaluate existing conditions, identify gaps in infrastructure and amenities, and develop actionable strategies for enhancing rider comfort, safety, accessibility, and convenience.

This Plan is grounded in a comprehensive methodology that includes a full systemwide field inventory, detailed ridership analysis, and targeted engagement with key stakeholders, operators, and riders. Through this process, the project team assessed stop access, amenity conditions, safety features, pedestrian connectivity, and ridership activity across all Razorback Transit stops. Assessments and analysis were conducted by trained professionals using state-of-the-art mobile data collection tools and GIS technology.

Our approach is informed by industry best practices, including accessibility guidelines provided by organizations like Easter Seals Project ACTION, to ensure compliance with the Americans with Disabilities Act (ADA). The findings will serve as a roadmap, guiding investments in infrastructure improvements, prioritizing enhancements based on clear, data-driven criteria, and leveraging opportunities to integrate multimodal transportation solutions.

By addressing gaps and deficiencies systematically, this Plan will position Razorback Transit to improve rider experience, attract new transit users, support regional multimodal connectivity, and ensure equitable transportation access for all community members. The resulting Plan identifies strategic opportunities to enhance the safety, comfort, and visibility of Razorback Transit stops. It serves as a practical roadmap for phased improvements that will better support existing riders, attract new users, and strengthen the role of public transportation in the University of Arkansas and Fayetteville communities.

PLANNING CONTEXT

This plan builds upon several important planning efforts and initiatives already underway in Northwest Arkansas. By integrating these established plans and strategies, the Enhancement Plan aligns closely with regional transportation objectives, leverages previous investments, and ensures cohesive implementation across different jurisdictions and service areas.

Connect Northwest Arkansas Transit Development Plan (TDP)

The Connect Northwest Arkansas TDP outlines strategic transit expansions and improvements designed to address growing demand, enhance multimodal connectivity, and improve equity in transit access across the region. Key recommendations include enhancing bus stop amenities, improving route frequency, and developing mobility hubs. This TDP provides critical guidance for identifying priority areas for Razorback Transit, reinforcing opportunities to coordinate local stop enhancements with broader regional transportation objectives.

ORT Bus Stop Enhancement Plan

The Ozark Regional Transit (ORT) Bus Stop Enhancement Plan serves as a valuable benchmark, offering transferable lessons and methodologies that inform this current effort. The ORT Plan emphasizes systematic assessment of bus stop accessibility, clear prioritization frameworks, practical design standards, and actionable recommendations for improvement. By referencing the ORT's best practices, Razorback Transit ensures that its own enhancement efforts are grounded in proven approaches tailored to regional transit environments.

Fayetteville Mobility and Master Transportation Plans

The City of Fayetteville's Mobility Plan and Master Transportation Plan provide detailed guidance on pedestrian, bicycle, and multimodal infrastructure improvements throughout the city. These plans stress the importance of integrating transit infrastructure with pedestrian-friendly developments, Complete Streets designs, and active transportation networks. Alignment with Fayetteville's vision ensures that bus stop enhancements complement existing city plans and support broader community mobility and safety goals.

NWA Regional Bicycle and Pedestrian Master Plan

The NWA Regional Bicycle and Pedestrian Master Plan offers comprehensive guidance on enhancing active transportation infrastructure, identifying priority corridors, and promoting regional connectivity for cyclists and pedestrians. The Razorback Transit Bus Stop Enhancement Plan incorporates insights from this regional initiative, particularly in ensuring seamless connectivity between transit stops and the active transportation network. Coordination ensures investments amplify benefits to the overall transportation network, supporting multimodal travel options throughout Northwest Arkansas.

NWA Regional Vision Zero Plan

The NWA Vision Zero Plan, adopted in 2023, outlines strategies and actions for the region to reduce—and eventually eliminate—fatal and serious injuries on streets and roadways in Northwest Arkansas. The Plan pairs detailed safety analysis with robust community and stakeholder engagement to identify a regional High Injury Network. It includes a comprehensive set of recommendations, including infrastructure improvements and systemic safety measures to address four regional goals:

- Promote a culture that prioritizes people's safety
- Reduce conflicts between roadway users
- Establish policies, practices, and programs that focus on safety at all levels
- Slow vehicle speeds

Phase Two of the NWA Regional Vision Zero Plan includes a city-specific Fayetteville Safety Action Plan focused on citywide safety priorities.

NWA Regional Complete Streets Design Guide

The NWA Regional Complete Streets Design provides decision-makers, planners, and designers guidance for planning, designing, and implementing complete streets. The Complete Streets approach gives people walking, rolling, bicycling, and taking transit the same access to safe and comfortable streets as those driving a motor vehicle. The design guide can help the NWARPC, local governments, and project sponsors implement a Safe System Approach to achieve Vision Zero, better define multimodal projects for funding through federal and state programs, and implement the long-term vision of the 2050 Metropolitan Transportation Plan.

KEY STAKEHOLDERS

The Razorback Transit Bus Stop Enhancement Plan is a collaborative effort involving key partners across multiple agencies and organizations, each playing a vital role in its development and eventual implementation. Close coordination and clear communication among these stakeholders ensure a plan that is responsive, realistic, and supported by the community.

Northwest Arkansas Regional Planning Commission (NWARPC)

Responsible for regional planning coordination, NWARPC provides strategic oversight to ensure this project aligns with broader regional transportation goals, facilitates consistency with other transportation initiatives, and supports funding applications.

Razorback Transit

As the direct provider of transit services, Razorback Transit has a critical role in overseeing operational considerations, infrastructure upgrades, and ongoing maintenance. Insights from transit staff regarding daily operations and maintenance challenges directly inform the practicality and effectiveness of proposed improvements.

City of Fayetteville

The City plays a crucial role in infrastructure provision, local approvals, and implementation coordination. Their involvement ensures enhancements align with local development regulations, infrastructure standards, and community vision.

University of Arkansas

A major contributor to ridership, infrastructure funding, and transit demand, the University's engagement is essential for identifying student and staff transit needs, priorities, and opportunities to enhance transit services around campus and nearby neighborhoods.

Arkansas Department of Transportation (ARDOT)

ARDOT provides regulatory oversight, coordination on state-owned roadways, and assistance in meeting statewide transportation standards and guidelines. Their involvement helps facilitate smoother approvals, funding assistance, and compliance with state-level standards.

VISION FOR BUS STOP ENHANCEMENTS

The planning process for the Razorback Transit Bus Stop Enhancement Plan included the development of a guiding vision for bus stop infrastructure and rider amenities across the University of Arkansas campus and the broader Fayetteville community. This vision emerged from a collaborative, multi-phase process that built upon prior work by regional partners — including the ORT Bus Stop Enhancements Plan and Connect Northwest Arkansas — and was refined through stakeholder engagement, operator input, rider feedback, and a detailed assessment of existing conditions. It reflects both regional best practices and the specific operational and cultural context of Razorback Transit.

The recommendations and implementation strategies presented in this Plan are oriented toward achieving a system of bus stops that supports Razorback Transit's goals for safety, accessibility, reliability, and user comfort. This vision includes the following principles:

- **Bus stops are safe, comfortable, and inviting**, presenting Razorback Transit as a high-quality transportation option and an integral part of the campus and community environment.
- **Enhancements to bus stops are integrated into public infrastructure projects and private development activities adjacent to transit corridors**. Street, sidewalk, trail, and site development projects include bus stop improvements in planning, design, and construction.
- **Bus stop improvements are closely coordinated with service changes and operational upgrades undertaken by Razorback Transit**. This ensures that infrastructure investments support evolving service needs.
- **Safety is the highest priority when planning, designing, and implementing bus stop enhancements.** Riders safely reach, wait at, board, and alight from buses. Driver safety and the safety of all street users are also primary considerations.
- **All bus stops meet ADA accessibility standards.** Every stop provides safe, independent boarding and alighting opportunities for all riders, regardless of mobility limitations.
- **Stop improvements are prioritized at locations where they have the highest impact**, particularly at stops with high ridership, significant accessibility barriers, or proximity to major campus and community activity centers.

HOW TO USE THIS PLAN

This document is designed as a flexible, decision-support framework to guide future improvements to Razorback Transit bus stops. It is not a one-time capital plan — rather, it functions as a toolkit for identifying, prioritizing, and implementing improvements across a range of contexts: service changes, development review, infrastructure upgrades, and grant funding. Stakeholders should coordinate with Razorback Transit and NWARPC to use the plan in the following situations:

Planning Bus Stop Enhancements

The Recommendations and Implementation Plan chapter provides a five-year set of Phased Recommendations for improving 51 bus stops prioritized based on ridership activity, operational needs, and feasibility of implementing needed improvements. These lists should serve as a draft work plan of priority locations and include general cost estimates that can aid in developing project budgets and funding requests. The chapter also

includes potential “package” improvements, giving planners and stakeholders an alternative approach focused on certain types of improvements, for example, shelters, that may present efficiencies in purchasing and contracting.

When Making Stop Improvements

Step 1: Review the Bus Stop Profile in Appendix A
Check the evaluation for the stop in question. Each profile includes ridership, condition, stop type (boarding, alighting, or balanced), and current amenities.

Step 2: Apply the Scoring Framework
Use the scoring rubric to evaluate the stop across key criteria:

- Accessibility
- Visibility
- Amenity Gaps
- Ridership Level
- Operational Importance

If already scored, use the existing priority classification. If not yet scored, apply the framework to place the stop into a priority tier.

Step 3: Reference the Recommended Enhancement Levels
Each profile includes a suggested enhancement level (Level 1–4). Use this to determine the likely scope of work (e.g., loading platform only, full shelter package, lighting, signage).

Step 4: Check Implementation Readiness and Phasing
Use the phasing guidance to group stops into fundable packages or coordinate with other projects (e.g., sidewalk repair, trail construction). Identify potential barriers such as ARDOT right-of-way or utility conflicts.

When Coordinating with Capital or Development Projects

Step 1: Confirm if the adjacent project is near a stop listed in this plan.

Step 2: Reference the stop profile to identify:

- Accessibility deficiencies (curb ramps, landings)
- Amenity gaps (seating, lighting)
- Safety or visibility concerns

Step 3: Incorporate recommended improvements into project design or developer obligations.

When Reviewing Service or Network Changes

Use this plan to evaluate which stops can support increased service (e.g., frequency upgrades). Consider stop removal or consolidation only after reviewing:

- Physical condition and amenity level
- Ridership trends
- Access to nearby alternatives

When Pursuing Funding

Step 1: Use the priority tiers and packaged improvements (e.g., “Shelter Package A”) to define shovel-ready projects.

Step 2: Refer to estimated costs by enhancement type and level in the “Enhancement Guidance” section of the Recommendations and Implementation Plan.

Step 3: Use the stop-specific evaluations and systemwide analysis to support competitive grant applications.

Keeping the Plan Updated

This document should be reviewed and updated annually, or as new stops are added. Future updates should:

- Score new stops using the existing rubric
- Track implemented upgrades
- Incorporate changes from major development or route shifts

Additional resources to aid practitioners in implementing the Razorback Transit Bus Stop Enhancement Plan, including a list of Frequently Asked Questions (FAQs), can be found in Appendix B.

EXISTING CONDITIONS AND NEEDS ASSESSMENT

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RAZORBACK TRANSIT OVERVIEW

Razorback Transit provides public transportation services to the City of Fayetteville, with a particular emphasis on serving the University of Arkansas community with frequent, simple, and dependable service during the academic year. Its service model is designed around the unique mobility needs of students, faculty, staff, and visitors, while also offering important regional connections to key destinations across Northwest Arkansas.

Razorback Transit operates a fixed-route bus network composed of **11 weekday fixed routes** and a smaller set of **reduced service routes on weekends**, aligned closely with the University of Arkansas academic calendar. The system runs **fare-free** for all users, significantly lowering barriers to access and supporting equitable transportation for students and community members alike.

Transit services are primarily operated **Monday through Saturday**, with no service on Sundays or designated university holidays. Razorback Transit also adjusts service levels during summer sessions and semester breaks, operating a reduced schedule that reflects decreased campus activity while maintaining core community connections.

Service is concentrated around the University of Arkansas campus, Downtown Fayetteville, major retail and employment centers (such as the Northwest Arkansas Mall and Walmart locations), and adjacent neighborhoods. Razorback Transit's core network includes frequent campus circulators, park-and-ride connectors, and off-campus routes that extend service to major commercial, residential, and recreational destinations in the greater Fayetteville area.

Within the campus core, Razorback Transit operates a series of high-frequency routes that link academic buildings, residence halls, parking lots, and key student amenities. Outside of campus, major service corridors include routes connecting to Downtown Fayetteville, the Northwest Arkansas Mall, Fayetteville High School, medical facilities, and high-density residential areas popular with students and staff. Strategic connections to major retail centers, such as Walmart and Target locations, further expand the system's reach and usability.

Transfer points are strategically located at multimodal hubs like Union Station on campus and the Northwest Arkansas Mall, where passengers can connect to Ozark Regional Transit services for regional mobility.

In addition to fixed-route service, Razorback Transit provides **ADA Complementary Paratransit** for eligible individuals who are unable to use regular bus service due to a disability. Paratransit operations mirror fixed-route schedules and geographic coverage, ensuring that accessible transportation is available wherever fixed-route service operates.

All Razorback Transit buses are **fully accessible** and equipped with **bicycle racks**, supporting multimodal travel for riders. Vehicles are maintained to rigorous safety and performance standards to ensure reliability, cleanliness, and comfort for all passengers.

As a transit system fundamentally reliant on walking connections, campus mobility, and multimodal accessibility, Razorback Transit's success is closely linked to the quality of its bus stop infrastructure. Stops must provide safe, comfortable, and accessible boarding environments to meet the expectations of a largely pedestrian and bicycle-oriented ridership.

The network's design prioritizes accessibility, pedestrian connectivity, and proximity to major generators of transit demand, ensuring that riders can safely and conveniently travel between home, school, work, and community destinations.

BUS STOP INVENTORY

To establish a robust baseline of existing conditions across all Razorback Transit stops, the project team conducted a comprehensive bus stop inventory over a seven-day period from November 14-20, 2024, and during follow up visits to specific locations through early spring 2025. Trained field surveyors systematically visited and evaluated each bus stop within the Razorback Transit service area, employing standardized procedures to ensure data consistency and reliability.

To streamline data collection and management, the survey team utilized Fulcrum, a sophisticated mobile data collection tool designed for precise, efficient, and georeferenced data capture. Fulcrum enabled real-time documentation, geocoding, and seamless integration with Geographic Information Systems (GIS), facilitating immediate quality control checks, mapping visualization, and subsequent spatial analysis.

Prior to deployment, survey personnel underwent detailed training on survey protocols, data collection best practices, and accurate use of equipment, including mobile tablets and GIS interfaces. This rigorous preparation ensured consistent, high-quality data across the entire survey effort.

INVENTORY INSTRUMENT AND METHODOLOGY

Accessibility at bus stops is a fundamental component of the rider experience, directly influencing the ease and dignity with which riders, particularly those with mobility challenges, can use public transportation. The bus stop survey instrument was specifically designed to capture detailed, actionable data across several critical categories and multiple specific data points within each category. This approach ensured a robust assessment that addressed every critical aspect of bus stop conditions:

- **Mobility Accessibility:** The survey assessed elements that influence how people with reduced mobility experience the stop environment. This included the presence and condition of loading platforms, surface materials, slopes, drainage features, and potential obstructions that may affect maneuverability for mobility devices. While not a formal ADA compliance study, this evaluation helps identify stops that present barriers to safe and independent access for riders with limited mobility.
- **Amenities:** Comprehensive documentation of shelters (presence, dimensions, accessibility), seating types and conditions, signage clarity, presence of route schedules and maps, availability of trash receptacles, and bicycle and scooter parking availability.
- **Safety Features:** Assessments covered lighting adequacy, posted speed limits, parking restrictions, potential visibility issues, identification of immediate traffic hazards, and overall security conditions.
- **Connectivity:** Evaluations focused on pedestrian and bicycle infrastructure quality, including sidewalk widths and conditions, barriers constricting sidewalk accessibility, proximity and conditions of pedestrian crossings, intersection safety amenities, and access to nearby trail networks.
- **Context and Operations:** Additional context was documented, including bus stop placement relative to intersections, adjacent property characteristics, stop spacing, and relevant operational feedback such as route direction and usage.

The survey methodology incorporated best practices and standards established by authoritative industry guidelines, notably the Easter Seals Project ACTION Accessible Pathways Toolkit and the National Aging and Disability Transportation Center (NADTC) guidelines. Leveraging these tools provided a structured framework for evaluating the physical conditions that influence stop usability, particularly for individuals with limited mobility. While the assessment was not intended to determine legal compliance with national accessibility standards, it offers valuable insights into common barriers that may impact independent access.

Centering the Rider Experience

The inventory was designed to center the experience of riders and assess the conditions and elements that passengers directly encounter when accessing, waiting at, boarding, and alighting from Razorback Transit stops. This encompasses a range of factors that significantly influence rider convenience, comfort, safety, and accessibility.

Specifically, the rider experience includes:

- Accessibility: Ease of access and use for riders, particularly those with mobility impairments or special accessibility needs.
- Connectivity: Integration of bus stops within broader pedestrian, bicycle, and multimodal transportation networks.
- Safety and Comfort: Conditions at and around bus stops, including traffic safety, visibility, lighting, and passenger amenities such as shelters and seating.
- Information and Clarity: Availability and clarity of transit information provided to riders, including signage, maps, schedules, and real-time updates.

The following sections objectively present findings from the detailed bus stop inventory, breaking down each of these critical elements based on documented, factual data. This inventory sets a clear baseline and—paired with the connectivity analysis and stakeholder engagement findings—begins to identify targeted improvements to enhance the overall rider experience throughout the system.

BUS STOP CONDITIONS

Overall, the field inventory revealed that while many Razorback Transit stops benefit from strong pedestrian infrastructure and basic amenities, substantial gaps in mobility access, comfort, and connectivity remain across the system. Although a majority of stops have adjacent sidewalks and some form of lighting, many stops present physical barriers that may limit access for individuals with reduced mobility — such as missing or uneven landing areas, lack of clear connections to sidewalks, or insufficient space for maneuvering.

Passenger amenities such as shelters and seating are also inconsistently provided. Conditions vary significantly between campus-core stops, residential corridors, and park-and-ride locations, reflecting a wide range of user experiences and infrastructure quality.

These findings establish a critical baseline for understanding how current stop conditions impact the day-to-day experience of Razorback Transit riders.

Accessibility Conditions

Approximately **64%** of bus stops evaluated include landing areas with stable, level surfaces that generally support safe boarding and alighting, particularly for individuals using mobility aids such as wheelchairs or walkers. While not a formal determination of ADA compliance, these observations help identify locations where the built environment may better accommodate riders with limited mobility. However, the percentage reflects the share of

stops—not ridership—meaning that highly used stops without adequate conditions may still pose significant access challenges.

Approximately **39%** of bus stops have issues with landing area surfaces, which riders may experience as uneven pavement, cracks, or obstructions like debris or vegetation. However, significant accessibility challenges were commonly reported, including uneven landing areas, drainage obstructions, and slopes that compromise usability, especially for individuals using mobility devices. Several stops specifically noted conditions such as uneven pavement and the requirement to step over drainage inlets

Most bus stops utilize durable materials such as concrete or asphalt for landing areas. However, stops with non-paved surfaces (e.g., grass or gravel) present accessibility challenges, particularly in adverse weather. Riders, particularly those using mobility devices or those with limited mobility, may experience increased difficulty or even become unable to use these stops independently. Such conditions can present significant barriers to access, creating discomfort or even safety risks, especially for passengers using mobility devices or with visual impairments. These issues underscore the importance of maintaining surface conditions that accommodate all riders safely.

Bus Stop Amenities

Razorback Transit, the city, and other stakeholders have installed transit shelters at **19%** of bus stops across the system. In most cases, shelters provide seating and meet basic accessibility standards, such as allowing adequate space for wheelchair maneuverability. Seating availability and conditions varied significantly across the transit system, with **28%** of bus stops providing adequate seating, including at shelter locations. At these locations, the condition ranged from excellent to requiring immediate repair, and the limited availability of shelters and seating leaves many passengers exposed to weather conditions and potentially affects rider comfort in general.

Nearly all Razorback Transit bus stops featured some form of signage; however, clarity and the level of detail varied. While basic route identification was commonly provided and many signs included a scannable QR code to access online information, the presence of detailed schedule and route information at eye level, particularly accessible to wheelchair users, was less consistent. This inconsistency can negatively impact user confidence and transit system navigation, especially for infrequent users or those unfamiliar with the system.

While the majority (**91%**) of bus stops have some form of lighting present, whether streetlights, pedestrian lighting, or lighting from an adjacent property, several routes have a number of stops without adequate lighting, limiting safety and visibility during early morning/evening service.

CONNECTIVITY ANALYSIS

The Connectivity Analysis further evaluated bus stop conditions alongside sidewalk and trail access, multimodal connections, and roadway design and safety considerations across the Razorback Transit system. Across the system, common themes emerged:

- Roadway Hazards: A high proportion of stops require buses to load directly from travel lanes, often on high-speed or high-volume corridors, creating conflicts with vehicles and reducing rider safety.
- Pedestrian & Crossing Limitations: Many stops lack proximate, safe crossing opportunities or have sidewalks in poor condition.
- Micromobility Integration: Although some stops are near shared-use trails or scooter/bike zones, formal micromobility infrastructure is sparse, limiting first-/last-mile access.
- Disconnected Landings: Approximately 26% of stops have landing areas that lack a direct accessible connection to adjacent sidewalks.

These findings highlight the need for systemwide investments in boarding surfaces, shelters, lighting, and sidewalk/crossing improvements, particularly at high demand stops. The full analysis results for the ten routes summarized below is included in **Appendix C: Connectivity Analysis and Route Evaluation**.

SIDEWALK AND TRAIL CONNECTIVITY

Sidewalk connectivity directly impacts riders' ability to access bus stops safely and conveniently, influencing the overall effectiveness of the transit system. The inventory provided clear, factual insights into the following sidewalk connectivity conditions at Razorback Transit stops.

Sidewalk Presence

Approximately 79% of bus stops are located adjacent to sidewalks and 42% of stops have direct access to the city's growing paved shared use trail network. The high prevalence of sidewalk and trail connectivity indicates generally strong pedestrian infrastructure supporting rider access throughout the transit network.

Connectivity Between Landing Areas and Sidewalks

At approximately 74% of bus stops, the boarding and alighting areas connect directly to adjacent sidewalks. However, this data reveals that about one-quarter of stops lack a direct sidewalk connection, potentially requiring riders to navigate grass, dirt, or other non-paved surfaces when accessing the transit stop, which could pose particular challenges for individuals with mobility impairments or in adverse weather conditions.

Sidewalk Width and Condition

Sidewalk widths and conditions vary across bus stops. Most sidewalks were observed to be adequately wide for comfortable pedestrian use. However, instances were documented where sidewalks were notably narrow, uneven, or obstructed, presenting potential issues for riders, particularly those using wheelchairs or mobility devices. Additionally, about half of stops require improvements to sidewalk networks, such as new curb ramps or accessible path connections.

MULTIMODAL CONNECTIVITY

Multimodal connectivity is essential for ensuring that bus stops effectively link riders to various transportation modes, creating a seamless mobility network. An evaluation of Razorback Transit's bus stops revealed significant variation in multimodal infrastructure across the system.

Route and Transit Integration: Razorback Transit bus stops serve an average of approximately two routes each, with major transfer points accommodating as many as eight routes. This reflects the presence of high-traffic hubs that facilitate smooth transfers and improve system efficiency.

Six stops in the Razorback Transit system currently function as shared locations with **Ozark Regional Transit (ORT)**, enabling critical regional connectivity across Northwest Arkansas. These locations include:

- Downtown Square (Stop ID: 149490)
- Fayetteville Library (Stop ID: 149495)
- Hill & Treadwell (Inbound) (Stop ID: 149528)
- NWA Mall (Stop ID: 149585)
- Walmart (Stop ID: 149623)
- N. Mall Avenue (Stop ID: 179328)

These stops play a key role in linking university-centered Razorback Transit service with regional ORT routes, expanding mobility options for both students and the general public. Their infrastructure, visibility, and amenity levels are especially important for facilitating seamless interagency transfers and supporting multi-purpose trips.

Bicycle and Scooter Infrastructure: The availability of bicycle and scooter parking amenities remains limited across the network:

- Bicycle parking is available at 14 stops (8.5%)
- Scooter parking is more prevalent, found at 24 stops (14.6%),

While several bus stops provide strong multimodal connections and amenities, overall infrastructure improvements are needed to enhance regional transit connectivity and accommodate multimodal users more effectively. The limited provision of bicycle and scooter parking, along with few direct connections to ORT, highlights opportunities to strengthen multimodal integration systematically.

SAFETY AND ROADWAY CONDITIONS

Roadway safety conditions significantly impact the transit rider experience, influencing perceptions of comfort and security while accessing bus stops. The following inventory data highlights key aspects of roadway conditions and safety at Razorback Transit bus stops.

Intersection Traffic Controls:

The most prevalent intersection traffic control near bus stops was Stop/Yield signage (58 stops), closely followed by traffic signals (52 stops). A minority of stops (20) reported the absence of traffic control devices, at least for crossing the primary street, at the nearest intersection, presenting potential challenges for pedestrian safety when crossing the street to access a stop or to travel from the bus stop to a destination.

Number of Roadway Lanes:

Bus stops in the Razorback Transit network typically exist along roadways averaging approximately 2.4 lanes, indicating moderate road width and crossing complexity. However, several stops are located on or adjacent to four-lane or multi-lane corridors, which present increased risks and discomfort for pedestrians, especially where crosswalks or signalized intersections are limited.

Many of these higher-volume corridors — including segments of MLK Jr. Blvd (US-62), Highway 16, and Highway 265 — are state-maintained facilities under the jurisdiction of the Arkansas Department of Transportation (ARDOT). These corridors often lack pedestrian-friendly infrastructure and present challenges to implementing stop amenities due to ARDOT's current restrictions on installing benches, shelters, and other improvements within the state right-of-way.

Notably, Highway 112 is expected to be transferred to the City of Fayetteville in the coming months. This change in jurisdiction may open up new opportunities for Razorback Transit and the City to implement enhanced stop treatments — including accessibility upgrades, pedestrian crossings, and stop amenities — without the constraints typically associated with ARDOT-controlled facilities.

These roadway contexts underscore the importance of jurisdictional coordination and future planning that leverages upcoming street transfers to improve rider safety and multimodal access.

Posted Speed Limits:

The most frequently documented speed condition in the inventory was "Not Posted" (35 stops), which may indicate either missing signage or locations where traffic speeds are not clearly communicated. Among posted limits, 20 mph (29 stops) and 30 mph (26 stops) were most common.

Speed is a critical factor in pedestrian safety. At higher speeds, a driver's peripheral vision narrows (commonly referred to as the "cone of vision" effect), reaction times decrease, and the severity of injuries from crashes increases significantly. This is especially important at transit stops, where riders may cross streets to access the stop or be walking or biking nearby.

Vehicle Speed and Safety

National research shows a strong relationship between vehicle speed and pedestrian injury severity. According to the **National Highway Traffic Safety Administration (1999)**, a pedestrian struck at 20 mph has a 5–10% risk of death, compared to 40% at 30 mph and over 80% at 40 mph. These findings are further supported by the **AAA Foundation for Traffic Safety (2011)**.

Additionally, as vehicle speeds increase, a driver's field of vision narrows dramatically — a phenomenon often referred to as the "cone of vision." At lower speeds, drivers are more likely to notice pedestrians, signage, and unexpected activity on the sides of the road. But as speed rises, peripheral awareness drops sharply, and a driver becomes increasingly focused on the space directly ahead.

This reduced visual awareness is particularly important near transit stops, where riders may approach from side paths, wait near the curb, or cross at unsignalized locations. The narrowing cone of vision means that a driver traveling at **40 or 50 mph** may not detect a pedestrian or bicyclist until it is too late to stop safely.

The graphic at right illustrates how the driver's visual field tightens as speed increases — reinforcing the importance of lower speed environments, traffic calming, and enhanced visibility near bus stops.

These risks underscore the importance of implementing or advocating for lower speed limits, traffic calming, and safe crossings near bus stops — particularly along high-volume or multi-lane corridors with frequent rider activity.

ROADWAY CONTEXT AND CROSSING CONDITIONS

The number of lanes at and around Razorback Transit stops plays a significant role in shaping the safety and comfort of the rider experience. While the system-wide average is approximately 2.4 lanes, several stops are located adjacent to wider roadways with four or more lanes, including divided arterials. These conditions can increase pedestrian exposure, lengthen pedestrian crossing times, meaning greater distances between bus stops and designated pedestrian crossing locations, and reduce perceived safety.

The Boys and Girls Club stop is an example of a location where a wide multi-use path—approximately [10–12 feet] wide—enhances pedestrian and bicycle access along the corridor. The pathway is physically separated from vehicle traffic, offering a sense of comfort and safety for users traveling parallel to the street. However, despite the high-quality path, the wide roadway and lack of visible crossing infrastructure—such as marked crosswalks or pedestrian signals—can still make crossing feel risky or unintuitive, especially during peak traffic periods or for youth traveling to the club.

At the Baum Stadium stop, the presence of a divided roadway median adds both complexity and potential opportunity. While the median may serve as an informal refuge for pedestrians crossing multiple lanes, its design and treatment are critical. In this case, no crosswalk markings or pedestrian signals are visible, raising concerns about unsanctioned or unsafe crossings to reach the stop. The location's proximity to major university facilities further underscores the importance of safe, visible, and direct pedestrian infrastructure.

These examples emphasize the need to align bus stop design with the roadway environment. On wider corridors, enhancing pedestrian crossing conditions—through tools like high-visibility crosswalks, refuge islands, reduced crossing distances, and pedestrian signalization—is essential to ensuring safe and comfortable access for all transit users.

BUS STOP ACTIVITY ANALYSIS

Between August 12, 2024, and February 28, 2025, Razorback Transit recorded substantial and consistent weekday ridership across its fixed-route network. Overall, this ridership review provides a snapshot of passenger activity during a typical academic year cycle, highlighting key trends that inform stop enhancement priorities throughout the system.

Based on daily analysis across 130 service days, the system averaged approximately **622 total stop activities per weekday**, including both boardings and alightings. Across the system, stops exhibit distinct usage patterns — some function primarily as boarding points (e.g., residential areas and park-and-ride lots), others as alighting destinations (such as academic buildings and employment centers), while a smaller number serve as balanced stops with roughly equal boardings and alightings. This differentiation supports targeted stop enhancements and service planning based on how riders use the system throughout the day.

Ridership data was aggregated and evaluated across multiple dimensions, including total stop activity by day of week, by time period, and by month. The analysis also identifies the highest activity stops systemwide, excluding Union Station to avoid skewing results given its role as a primary transfer hub.

Ridership patterns closely aligned with the University of Arkansas academic calendar. September and October represented the peak ridership months, accounting for **17.9%** and **15.0%** of total boardings, respectively. December ridership fell to **8.6%**, reflecting reduced service demand during the university's winter break.

Time-of-day analysis indicated a strong midday peak, with **57.9%** of boardings occurring between 9:00 AM and 3:00 PM. Weekend activity remained minimal, with limited Saturday service and no Sunday operations.

RIDERSHIP BY DAY OF WEEK

Weekday ridership patterns on Razorback Transit remained stable throughout the August to February analysis period. Activity was highest midweek, with Wednesday averaging the most stop activity systemwide. Tuesday and Thursday followed closely, reflecting consistent student and staff travel demand during peak academic days.

While ridership is closely tied to the University of Arkansas calendar, the system is open to the general public and also serves regular riders traveling to off-campus jobs, retail centers, and essential services across Fayetteville.

Mondays recorded slightly lower activity, likely due to lighter morning schedules and less on-campus requirements. Fridays showed the most notable decline among weekdays, consistent with reduced class schedules and fewer campus events toward the end of the week.

Saturday ridership was minimal across the system, reflecting both reduced service levels and lower demand. No Sunday service was provided during the analysis period.

These patterns reflect a highly weekday-oriented ridership base, driven by the University of Arkansas academic calendar and its influence on daily mobility needs. The consistency in Tuesday through Thursday volumes supports continued weekday scheduling emphasis, while reduced Friday and Saturday activity can help inform stop enhancement prioritization for off-peak days.

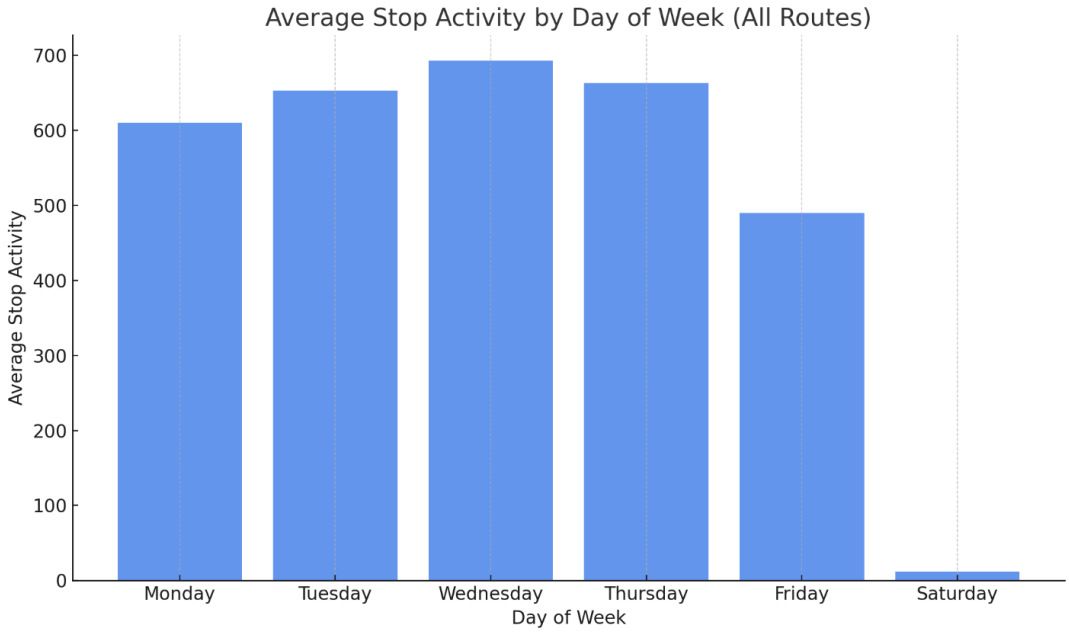


Figure 1: Activity by Day of the Week

RIDERSHIP BY TIME PERIOD

Analysis of daily ridership patterns by time period indicates that Razorback Transit activity is concentrated primarily during the mid-morning to mid-afternoon hours. For this analysis, four primary time periods were used:

- **AM (6:00 AM to 9:00 AM):** Early morning hours, representing arrivals for early classes, work shifts, and morning campus activities.
- **MIDDAY (9:00 AM to 3:00 PM):** Mid-morning through mid-afternoon period, corresponding to the core hours of academic, administrative, and student activity on campus.
- **AFTERNOON (3:00 PM to 6:00 PM):** Late afternoon and early evening window, reflecting class dismissals, end-of-day trips, and early evening transitions.
- **EVENING (After 6:00 PM):** Later evening period, encompassing reduced travel demand associated with fewer campus activities and limited Razorback Transit service hours.

Across all service days between August 12, 2024, and February 28, 2025:

- **MIDDAY (9:00 AM to 3:00 PM):** Accounted for **57.9%** of total stop activity.
- **AM (6:00 AM to 9:00 AM):** Represented **13.8%** of total stop activity.
- **AFTERNOON (3:00 PM to 6:00 PM):** Comprised **22.5%** of total stop activity.
- **EVENING (after 6:00 PM):** Accounted for **5.8%** of total stop activity.

The concentration of ridership during the midday hours highlights the strong influence of campus scheduling on travel demand. Lower evening activity corresponds with limited late-day service hours and reduced campus programming after 6:00 PM.

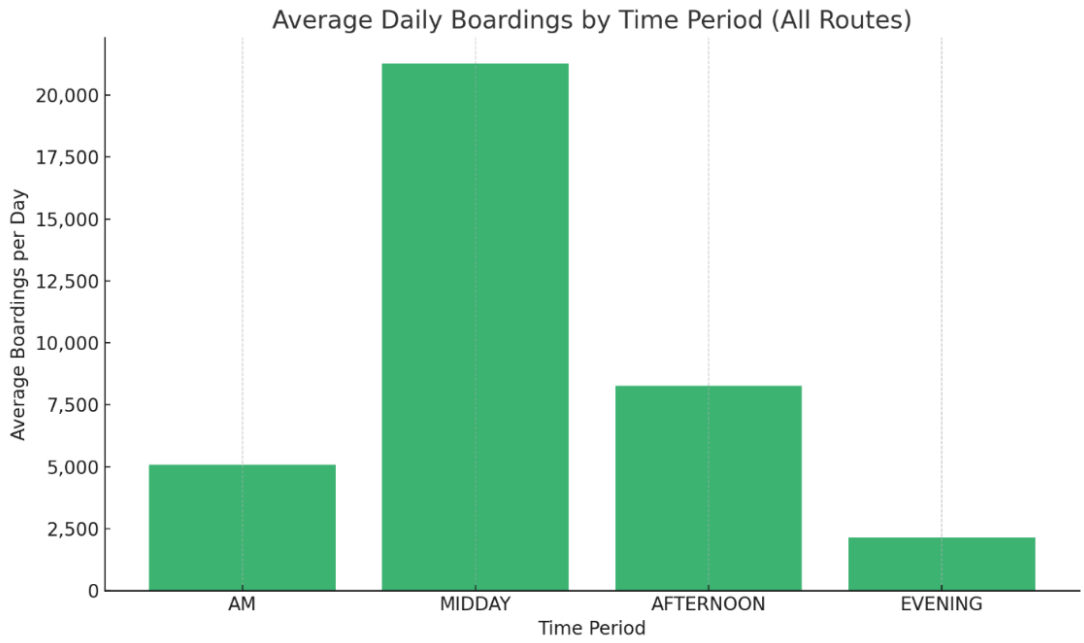


Figure 2: Activity by Time Period

RIDERSHIP BY MONTH (SEASONALITY)

Monthly ridership patterns for Razorback Transit align closely with the academic calendar of the University of Arkansas. Total stop activity peaked during September and October, coinciding with the start of the fall semester and the full return of campus operations.

Across all routes and stops between August 12, 2024, and February 28, 2025:

- **September** accounted for **17.9%** of total system activity, the highest of any month.
- **October** represented **15.0%** of total ridership.
- **November** recorded **16.8%**, maintaining strong fall semester demand.
- **August** contributed **14.0%**, reflecting partial month service during the lead-up to the fall term.
- **February** comprised **14.3%** of total ridership.
- **January** represented **13.4%**, consistent with the spring semester's early weeks.
- **December** experienced a substantial seasonal drop, contributing only **8.6%** of total ridership due to the academic break period.

These monthly fluctuations emphasize the strong linkage between Razorback Transit ridership and the university's academic and operational calendar.

TOP STOPS

An analysis of stop-level activity from August 12, 2024, to February 28, 2025, identified the locations with the highest daily usage across Razorback Transit routes. Union Station, Razorback Transit's central transfer hub, was excluded from the Top Stops chart to prevent skewing the analysis given its uniquely high volume.

Outside of Union Station, the most active stops included major parking areas such as Lot 320 West, Lot 322 East, and Lot 212, as well as key residential and academic locations like The Locale/Harps and 1021 Dining Hall. These stops consistently recorded the highest average daily stop activity during the analysis period.

High stop activity at park-and-ride lots, residential complexes, and campus hubs reflects the strong commuter and student user base that defines Razorback Transit ridership patterns.

The identification of these top-performing stops will inform bus stop improvement prioritization, with a focus on enhancing accessibility, amenities, and rider comfort at the most heavily used locations.

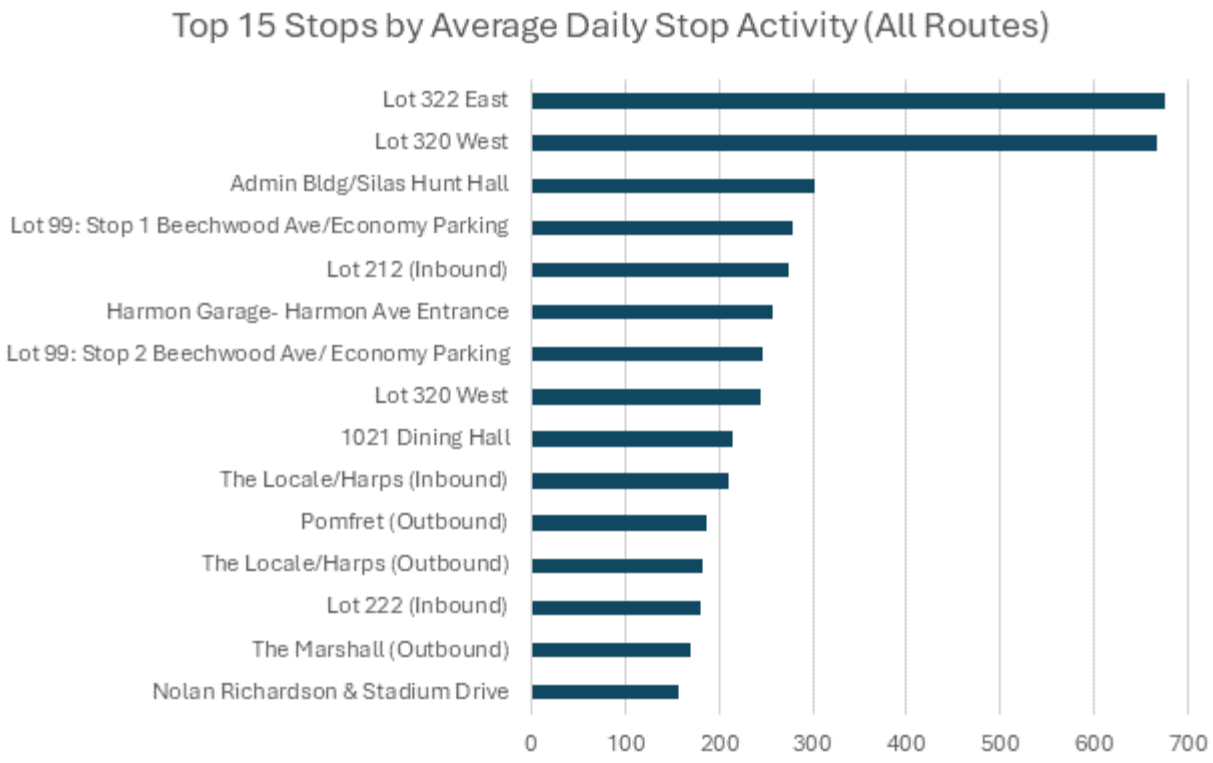


Figure 3: Top 15 Stops by Daily Activity

STAKEHOLDER ENGAGEMENT

To ensure that this Plan is representative and actionable, the team implemented a comprehensive engagement strategy, including ongoing coordination and working sessions with the key stakeholder agencies identified in the Introduction. In order to learn more about the daily operations and customer experience, the team also conducted outreach directly to both operations staff and ridership. A cross-agency workshop and bus tour with local and regional staff working on transit-related infrastructure and development convened key decision-makers in refining draft recommendations and the implementation strategy.

Each of these stakeholder groups plays a distinct role in transit system operations, infrastructure investment, or broader multimodal planning within Fayetteville and the university community. Stakeholders were engaged throughout the process to review conditions, provide operational insights, and guide the development of realistic and impactful recommendations.

OPERATIONS FOCUS GROUP

Razorback Transit operators, dispatchers, and maintenance staff offer essential perspectives on bus stop conditions, safety, and functionality—insights that often go unseen in traditional planning processes. To capture these experiences, Toole Design facilitated a focus group session with Razorback Transit personnel in January 2025. The session was held during the monthly operations meeting at Razorback Transit main campus office to maximize participation. It created space for staff to share recurring concerns, systemwide observations, and specific locations where infrastructure impedes safe and efficient transit service.

The operator focus group highlighted several recurring themes, including:

- Upgrading lighting at critical stops with high evening or early morning activity.
- Installing ADA-compliant landing pads systemwide to improve safety, reduce mess, and support ramp deployment.
- Improving visibility and clarity of signage, particularly at major stops and transfer points.
- Upgrading onboard audio announcements for consistency, clarity, and earlier queueing.
- Addressing sidewalk gaps that force passengers through grass, dirt, or driveways, especially along high-ridership corridors.

These operator insights provide valuable ground-truth context for interpreting field data and shaping stop-level recommendations. They reinforce the importance of consistent lighting, accessible infrastructure, and real-time information tools as core components of a more comfortable and functional bus stop network.

RIDER ENGAGEMENT

Razorback Transit riders bring firsthand experience to understanding how bus stop conditions affect safety, comfort, and access. To ensure rider voices were central to the planning process, Toole Design developed and

distributed an online survey using ArcGIS Survey123. The survey was open from December 5, 2024, to February 5, 2025, and promoted through on-board posters, bus stop flyers, and targeted outreach coordinated with Razorback Transit and NWARPC staff.

The survey received **244 responses**, offering robust insight into daily rider experiences and priorities. Respondents represented a diverse cross-section of transit users, including University of Arkansas students, staff, and members of the broader Fayetteville community. Key themes emerging from the survey include widespread concerns about lighting and sidewalk access, as well as strong rider interest in shelters and real-time information.

Thirty-seven percent of riders reported being *very satisfied* with the ease of finding bus stops, and **32%** responded with the same level of satisfaction in the ease of getting to and from stops. That said, a roughly equal percentage indicated they are only *somewhat satisfied* with the ease of finding and accessing bus stops, and between **18%** and **34%** indicated neutral attitudes or dissatisfaction. Viewed as a whole, the responses do seem to indicate a broader pattern of connectivity gaps across the system.

Figure 4: Rider Survey Flyer

A strong majority of respondents indicated being *very* or *somewhat satisfied* with cleanliness and lighting conditions at bus stops. When asked about personal safety, the presence of amenities like seating and shelters, and the availability of service information at stops, results were more mixed. For example, about **45%** of riders expressed satisfaction with seating availability and quality, but **28%** expressed dissatisfaction, often describing stops as having “no place to sit” or “nowhere to wait that isn’t in the mud.”

In open-ended responses, many riders described common obstacles including missing sidewalks, informal paths through grass or mud, and unclear or unsafe street crossings. These barriers are particularly problematic for people with mobility limitations or riders traveling during inclement weather. Several comments mentioned that stops felt “tacked on” to existing street infrastructure without any formal access, leading to uncertainty about where to wait or how to reach the stop safely.

Survey comments pointed to missed opportunities at stops that serve large apartment complexes, medical facilities, and commercial areas—where riders wait for long periods or in uncomfortable weather. The lack of basic shelter at these locations was described not just as inconvenient, but as a deterrent to regular use.

Riders also suggested that stops with shelters felt “more official,” safer, and more comfortable—especially in areas with high pedestrian volumes or long waits between buses.

This feedback strongly reinforces the need for improved sidewalk connections, better wayfinding, and more visible and accessible stop locations—especially near student housing, retail destinations, and transfer points. The responses also reinforce the importance of investing in consistent, functional lighting—especially at stops with evening service, isolated locations, or frequent pedestrian crossings.

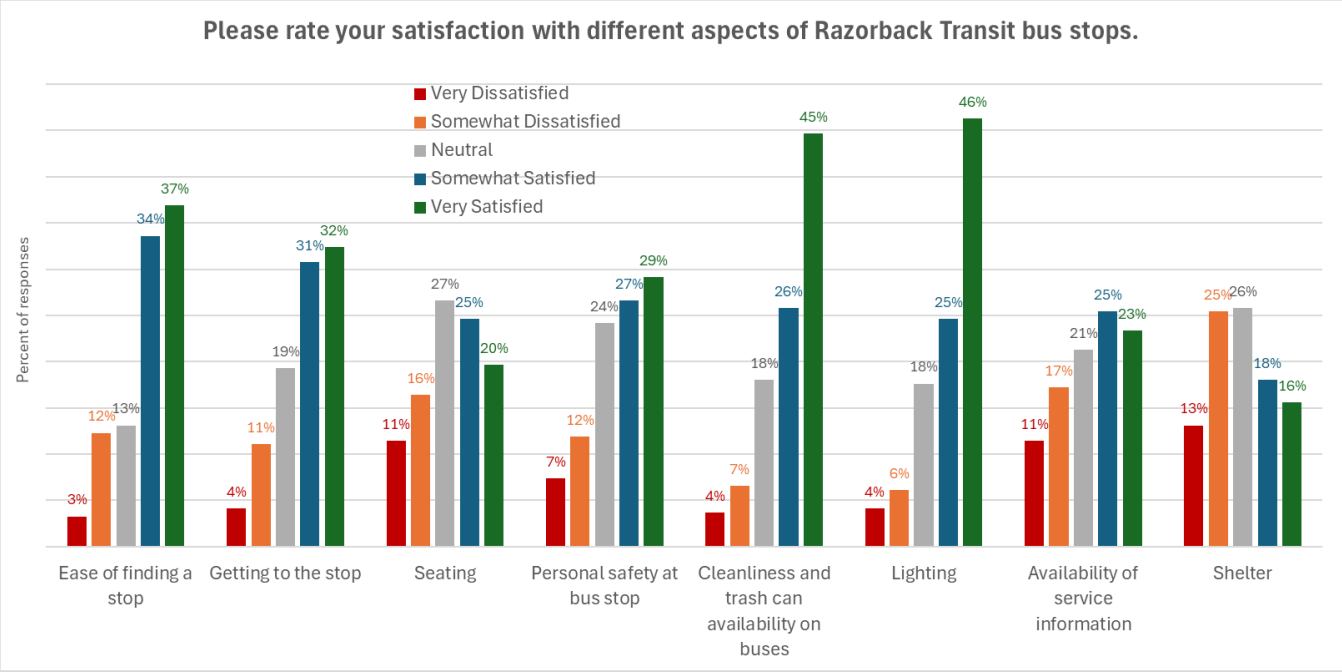


Figure 5: Overall Stop Satisfaction

When asked which improvements would most enhance their waiting experience at bus stops, riders overwhelmingly prioritized the availability of real-time bus arrival information at the stop (68%). Comments indicated that relying solely on the mobile app is unlikely to completely satisfy this need for all users.

Responses also showed strong support for providing additional shelters, seating, and wayfinding and system information at stops across the system. Lighting followed closely, with many respondents framing it as both a comfort and safety issue. Shelter requests emphasize the need for weather protection at exposed or high-volume stops.

Other requested amenities included benches, trash receptacles, bike racks, and more visible signage. A few riders noted that stops near the university felt overbuilt while others across town had “nothing but a sign.” The consistency of these themes—across both multiple-choice and open-ended questions—offers clear guidance for investment priorities moving forward.

Survey responses show that **Routes 48 and 26** were the most frequently used, with many riders reporting usage **five or more times per week**. These routes primarily serve high-density student housing, commercial destinations, and key transfer points. In contrast, **Routes 14 and 21** had lower regular usage among respondents. Open-ended responses suggest that while these routes may have lower frequency or coverage, they still play a vital role for specific communities or destinations. Understanding where riders are most reliant on the system helps prioritize improvements at high use stops, while also identifying underused locations where visibility, access, or awareness may be lacking.

Optional demographic questions revealed that most respondents were **college-aged**, which aligns with Razorback Transit’s core user base serving the University of Arkansas. However, responses also included working adults, older riders, and people with mobility limitations—reflecting the system’s broader role in community transportation.

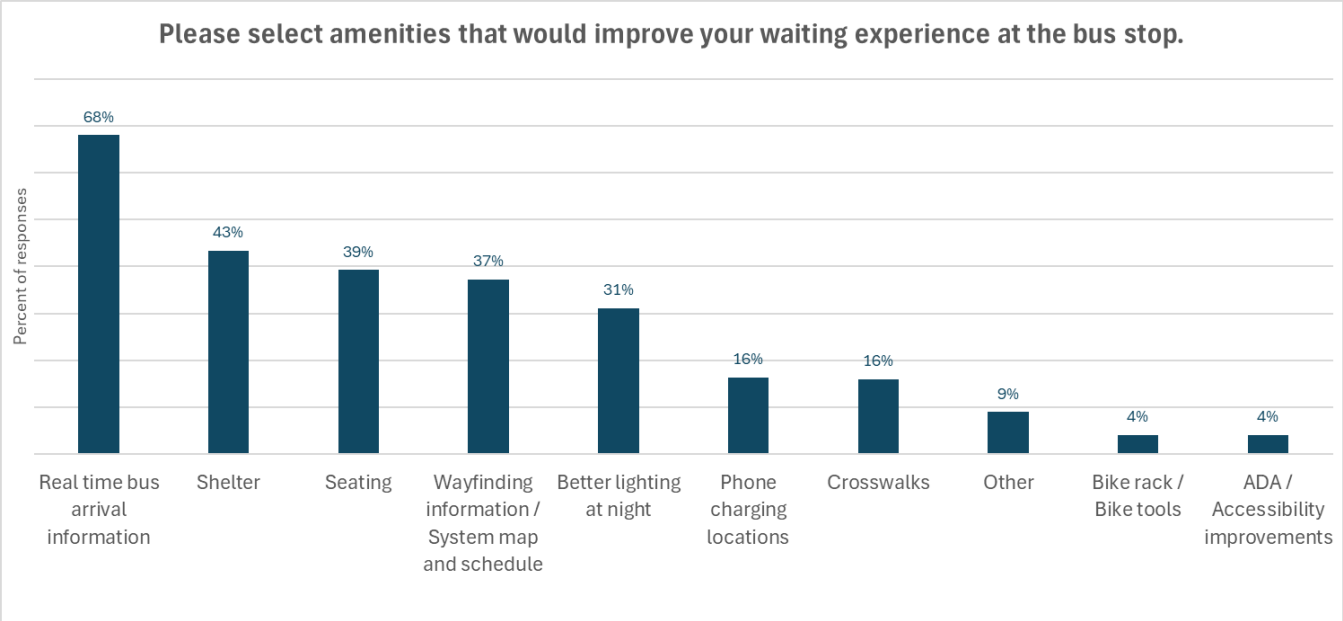


Figure 6: Amenity Priorities

Notably, **17%** of respondents indicated having a disability—physical or otherwise—that presents challenges to mobility and accessibility, including difficulty walking long distances. These responses reinforce the need for accessible stop infrastructure, including concrete landing pads, ramps, and well-marked sidewalk connections. Broad representation across income and gender also affirms the importance of transit equity and universal design. Well-designed stops benefit not only those with mobility needs, but also caregivers, children, older adults, and those carrying groceries or using strollers.

STAKEHOLDER WORKSHOP

Razorback Transit and Toole Design Group hosted a Partners and Stakeholders Workshop in June 2025 to develop a better understanding of the Bus Stop Enhancement Plan and the roles various agencies and departments play in improving transit facilities in Fayetteville. Participants reviewed the Plan methodology, bus stop best practices, and initial recommendations for Razorback Transit bus stops. The group also discussed how to prioritize new and emerging opportunities for transit infrastructure and visited approximately 10 stops by bus to verify needs and field test the Plan methodology and example recommendations.

Figure 7: Workshop Field Visit

SYSTEMWIDE NEEDS AND THEMES

Across the Razorback Transit system, the story is consistent: many stops meet a basic functional standard, but there are significant gaps in access, comfort, safety, and visibility—especially at stops with high ridership, key destinations nearby, or barriers to pedestrian access.

The recommendations in this plan are shaped by what we found on the ground and what we heard from the people who know the system best—drivers, staff, and riders.

WHAT THE INVENTORY SHOWED

Out of 151 active stops:

- **60% have accessible boarding areas**
  That means 40% are still missing a clear, stable place to stand, wait, or board the bus—often due to uneven surfaces, grass or gravel, or poorly located curbs.
- **79% have sidewalks nearby, but only 74% are connected to the stop pad**
  In many cases, riders must walk through grass, across driveways, or over drainage features to reach the stop—posing challenges for anyone using a mobility device or walking with a stroller, cane, or cart.
- **Only 19% of stops have a shelter**
  And just 28% offer any kind of seating. That means more than two-thirds of riders wait without protection from the weather—often at stops with steady daily use.
- **Lighting is inconsistent and often ambient**
  About 30% of stops rely on spillover from nearby buildings or streetlights. Many stops are still dark or poorly lit, especially on high-speed corridors or near student housing.
- **Bike and scooter integration is limited**
  Fewer than 10% of stops have designated bike racks, and scooter clutter is a recurring issue at high-volume or campus-adjacent stops without formal parking areas.

WHAT RIDERS AND OPERATORS TOLD US

Operators and riders helped validate and deepen what we saw in the data. Key takeaways from focus groups and surveys include:

- **“We need a clean, flat place to pull over.”**
  Drivers frequently noted that missing or uneven pads make it harder to deploy ramps safely and keep buses clean—especially when passengers board through grass or mud.
- **“It’s not about having more stops. It’s about having better ones.”**
  Many stops are lightly used, but the ones that matter most—transfer points, near housing, or at medical buildings—should be comfortable, visible, and well-maintained.
- **“Lighting and visibility matter.”**
  Riders and operators both emphasized how much harder it is to use or serve a stop that isn’t well-lit—especially in winter or on routes that run past 6 PM.
- **“People still don’t know where the stops are.”**
  Inconsistent signage and missing route info lead to confusion, especially for new riders or those unfamiliar with the system.

SYSTEMWIDE THEMES

- **Lighting Deficiencies**
  Operators repeatedly cited poor lighting as one of the most urgent systemwide issues. At several stops, passengers are forced to wave phone flashlights to signal approaching buses. This not only compromises rider safety and comfort but also reduces visibility for operators—particularly at night or in adverse weather. Stops on Route 21 and Route 35 were called out as particularly problematic.

- **Inconsistent Signage and Wayfinding**
  Operators reported frequent rider confusion about whether they were at the correct stop, especially at locations lacking route numbers or visible stop IDs. This was particularly evident at stops near the former Uptown campus, where non-transit shelters created false impressions of service availability.

- **Onboard Annunciation Challenges**
  Riders often miss their intended stops due to unclear or inconsistent onboard announcements. Operators noted that the automated system needs better speaker volume control, improved enunciation, and earlier audio cues to help unfamiliar or mobility-limited passengers prepare to disembark.

- **Lack of ADA-Compliant Landing Areas**
  Many stops lack safe, flat, and durable surfaces for boarding and alighting. Operators emphasized that muddy or uneven ground not only poses a fall risk but also leads to excess dirt tracked onto buses—affecting cleanliness and maintenance workload.

- **Connectivity Gaps**
  Numerous stops lack direct sidewalk connections, forcing passengers to walk through grass or along road shoulders. Operators emphasized the importance of connecting landing pads to sidewalks—not just for accessibility, but also to reduce the spread of mud and debris.

OVERALL CONCLUSIONS

The connectivity analysis found systemwide inconsistencies in bus stop infrastructure. While some stops (e.g., Union Station, Bell Engineering, Health Center) provide strong amenities and connectivity, many lack basic accessibility features, shelters, or direct lighting. The most critical gaps relate to:

- Unsafe landing areas (grass, storm drains, gravel shoulders).
- Exposure to traffic due to travel-lane boarding on high-speed roads.
- Uneven distribution of shelters and seating, leaving many riders exposed.
- Inadequate lighting, compromising evening safety.
- Limited pedestrian crossings and sidewalk continuity, reducing accessibility.
- Sparse micromobility infrastructure, despite rider demand.

Targeted investments in boarding pads, shelters, lighting, crossings, and micromobility facilities—prioritized at high-ridership and high-risk stops—would significantly improve safety, equity, and usability across the Razorback Transit system.

RECOMMENDATIONS AND IMPLEMENTATION PLAN

RECOMMENDATIONS AND IMPLEMENTATION PLAN

The following recommendations are designed to help Razorback Transit, the University of Arkansas, the City of Fayetteville, and regional partners make thoughtful, consistent decisions over time. This section should be consulted by professionals of any local agency involved in updating a transit route, reviewing a development proposal or plan, planning a roadway project, or budgeting for infrastructure.

Recommendations are grounded in real-world conditions, shaped by rider and operator input, and aligned with campus, city, and regional goals. This plan should be considered a shared tool for making better decisions—one that can grow alongside the system.

Improving bus stops across a system takes time, coordination, and funding. It also requires flexibility—some sites are ready for immediate upgrades, while others depend on construction schedules, right-of-way constraints, or partnerships with the City, University, or ARDOT.

This plan is designed to deliver improvements in manageable phases, focusing first on high-impact, high-readiness locations while laying the groundwork for longer-term upgrades. Grouping stops into logical work packages—by improvement type, location, or delivery partner—will help keep the program cost-effective and achievable.

PHASED RECOMMENDATIONS

Phasing Approach

This Plan organizes bus stop enhancement recommendations into three general implementation phases. These aren't rigid timelines but represent a practical way to sequence work based on impact, complexity, and funding opportunities.

Priority 1 (Years 1–2):
Focus on essential access and safety improvements at high-impact locations.

- Install new or replacement loading platforms at critical stops lacking accessible boarding areas
- Add seating and signage at campus-adjacent and high-ridership neighborhood stops
- Pilot lighting improvements at a select set of evening-use stops
- Coordinate with active or upcoming projects where possible (e.g., MLK corridor, trail intersections)

Priority 2 (Years 2–4):
Build on foundational improvements with comfort and visibility upgrades.

- Shelter installation at medium- to high-ridership stops with strong walk access
- Lighting expansion at stops serving evening routes, especially near student housing
- Add bike racks or formalize micromobility zones at trail- and campus-adjacent stops
- Address midblock crossing needs where site conditions permit

Priority 3 (Years 4–5+):
Target more complex or longer-term opportunities.

- Improvements that require coordination with ARDOT or future development
- Stops with relocation or reconfiguration needs
- Full amenity upgrades at anchor stops or high-profile gateways
- Enhancements bundled with larger sidewalk, roadway, or facility projects

Phase-Level Investment Summary

Phase	*Number of Stops*	*Estimated Cost*
Phase 1	15	~$650,000
Phase 2	18	~$800,000
Phase 3	19	~$750,000
Total	**52**	**~$2,200,000**

Note: Slightly higher totals (up to $2.4M) may reflect contingency allowances for permitting, design coordination, or escalation.

PHASE 1: HIGH-READINESS, HIGH-IMPACT ENHANCEMENTS

Phase 1 represents the first wave of physical improvements under this implementation roadmap.

These 15 stops were selected because they combine strong ridership activity, operational need, and clear paths to delivery. They represent the most immediate opportunities for Razorback Transit to demonstrate the value of rider-facing investments—and build momentum for systemwide improvement.

These stops reflect a range of contexts: high-ridership student housing, regional retail anchors, multimodal access points, and overlooked stops in equity-priority neighborhoods. Each site was evaluated using the framework established in this plan and prioritized based on a combination of impact, feasibility, and visibility.

The goals of Phase 1 are to:

- Eliminate known access and amenity gaps at critical stops
- Improve safety, comfort, and visibility in high-use locations
- Deliver fast, cost-effective improvements with minimal permitting complexity
- Showcase early wins that build support among riders, staff, and agency partners

Anticipated Benefits of Phase 1

- **Universal Access:** All stops will receive a new or improved loading platform, creating safe, independent access for all riders.
- **Comfort and Safety:** 10+ stops will be upgraded with shelters, seating, and lighting—especially those with long wait times or poor natural coverage.
- **System Visibility:** High-traffic locations along key corridors (e.g., MLK, Harmon, Maple Hill) will be upgraded to reflect the quality-of-service Razorback Transit provides.

- **Geographic Balance:** Stops are distributed across campus, commercial corridors, and residential neighborhoods to ensure benefits are felt systemwide.
- **Multimodal Support:** Trail-connected and bike-friendly stops will include racks, lighting, or other features to support active transportation.
- **Operational Relief:** Many selected stops address challenges identified by drivers—such as insufficient pullouts or poor curb conditions.
- **Funding Readiness:** These sites are strong candidates for short-term grant applications and co-investment by the University, City of Fayetteville, or ARDOT

Recommended Phase 1 Enhancements

Stop ID	*Stop Name*	*Recommended Enhancement*
149548	Lot 222 (Outbound)	Install a bench to support comfort for waiting passengers. Add micromobility parking to organize bike and scooter use. Reevaluate shelter need if boarding activity increases.
149520	Harmon Garage – Harmon Ave Entrance	Potential mobility hub, add full shelter package, seating for large numbers, add lighting and micromobility parking (in addition to what is there).
149487	Dickson & School	Stripe a formal bus loading zone on the street to improve visibility and operations. Evaluate the potential for seating installation (e.g., knee wall or integrated design) if concerns about loitering can be addressed. Consider adding lighting and shelter where space allows, and coordinate improvements with other nearby high activity stops for consistency.
149478	Colonial Arms (Inbound)	Relocate the signpost for improved alignment with the sidewalk and future shelter placement. Coordinate improvements with the outbound stop across the street for a consistent experience.
149624	Walmart (MLK)	Consider installing a shelter and trash receptacle to accommodate volumes. Monitor for pedestrian conflicts with turning vehicles and shopping cart clutter.
149493	Epley Center	Install a full shelter package including seating and lighting to enhance passenger comfort. Leverage the existing loading platform to support quick implementation of upgrades.
149571	Maple & West	Recommend evaluating removal of cutout, improving lighting, and adding shelter if future ridership growth supports investment. Site lacks paved boarding area and is not currently shelter ready.
149591	Chestnut Apartments (South)	Recommend permanent signpost installation, a bench, and consideration of a shelter if space allows or pole relocation is feasible.
149526	Hill & Stone (Inbound)	A bench installation is planned at this location, which will improve comfort for waiting riders. Install a formal bus stop pole with signage to clearly mark the stop

		and reinforce visibility. Add lighting if feasible to improve safety during early morning or evening hours.
149528	Hill & Treadwell (Inbound)	Improvements at this stop are planned as part of adjacent development. Coordinate with the developer to ensure construction includes a widened sidewalk, accessible landing pad, and appropriate striping or signage to define the bus zone. Remove the existing bench if not retained in the final design and ensure the new stop layout supports safe boarding and alighting activity.
149483	Deane & Evening Shade	Install a full shelter package with bench and lighting to enhance rider comfort. Add micromobility parking to support scooter and bicycle access.
149606	South Creekside (Outbound)	Maintain shelter and monitor for wear. If sidewalk reconstruction occurs, consider extending hardscape to improve boarding access.
149618	University House	If bus cutouts are removed in the future, reconfiguration will be necessary to preserve safe and accessible boarding. Add in-shelter lighting for improved nighttime safety and install designated micromobility parking to manage scooter clutter and maintain clear walkways.
149453	15th & Razorback	Ensure landing platform is in accessible condition. Add seating.
149512	Grad Ed	Stop is part of Maple Street redesign. Redesign should include relocation this stop to be on far side of the Holly/Mt Comfort intersection to accommodate two shelters. Existing asphalt can be used for bike and scooter parking.

Phase 1 Summary and Cost Estimate

- Phase 1 delivers **immediate, measurable improvements** to Razorback Transit's core infrastructure.
- With **upgrades at 15 stops**, the program ensures that all sites meet minimum accessibility standards while substantially enhancing rider comfort and system visibility.
- **Estimated total investment: ~$650,000**, subject to final design and permitting

PHASE 2: IMPACTFUL ENHANCEMENTS IMPROVING ACCESS

Phase 2 continues the momentum established by Razorback Transit's initial investments—targeting 17 additional stops that are ready for improvement and serve as daily access points across the network.

These stops reflect a wider range of conditions than those included in Phase 1, but all exhibit clear opportunities to improve comfort, safety, and visibility for riders.

Phase 2 focuses on **moderate-activity stops** in strategic locations: neighborhood housing, off-campus corridors, trail-adjacent areas, and academic or commercial destinations. While these sites may not have been selected for Phase 1 due to cost, coordination timing, or project bundling, they remain important access points for current and potential riders.

This phase demonstrates Razorback Transit's commitment to equity, corridor consistency, and ongoing system enhancement—delivering upgrades that support a safer, more visible, and more dignified rider experience.

The goals of Phase 2 are to:

- Extend comfort and coverage into underserved corridors and residential zones
- Bring high-scoring, mid-complexity stops to boarding-ready condition
- Address gaps in sidewalk connectivity, seating, and shade
- Balance visible improvements with long-term geographic equity

Anticipated Benefits of Phase 2

- **Loading Platforms and Sidewalk Connections at All 17 Stops**
  These upgrades will improve accessibility for all users, especially in locations with uneven surfaces or no dedicated waiting area.
- **Shelters and Seating at More Than Half the Sites**
  12 of the 17 Priority 2 stops will receive full shelter packages, significantly expanding protected waiting areas across the system.
- **Enhancements at Moderate-to-High Activity Locations**
  Most Priority 2 stops serve residential zones, local businesses, or trail-connected destinations—places where transit is a daily option, and where comfort enhancements can meaningfully influence ridership.
- **Geographically Balanced Investments**
  Priority 2 includes stops on the north and south ends of campus, along MLK, Garland, and Maple corridors, and at key student and faculty destinations.
- **Visibility and Branding**
  Many of these stops currently lack even basic signage or seating. Enhancements will reinforce system presence in these zones and help Razorback Transit "show up" for more riders, more visibly.

Recommended Phase 2 Enhancements

Stop ID	*Stop Name*	*Recommended Enhancement*
149459	Appleby Apartments (Inbound)	The site is shelter-ready. Install bench to improve rider comfort.
151184	Porter & Deane	Consider installing a bench and adding lighting to support users with accessibility needs. Evaluate need for a shelter based on observed usage and coordination with the adjacent school.t
149612	The Locale/Harps (Inbound)	Relocate the stop closer to Joyce Blvd to align with rider desire lines and improve visibility. Construct an accessible loading platform connected directly to the sidewalk. Install a full shelter package with lighting, seating, and dedicated micromobility parking to accommodate high ridership and enhance safety and comfort.
149553	Lot 322 East	Site is not currently shelter ready due to limited sidewalk width but explore feasibility of shelter given activity level. Add micromobility parking to manage scooters.
149587	Plant Science	Stop is part of Maple Street redesign. Redesign should include relocating signpost to sidewalk edge, add full shelter package, formalize micromobility parking, and confirming placement complies with adjacent “No Parking Fire Lane” restrictions.
149504	Garland & Holly	Install in-shelter lighting to enhance safety and rider comfort during low-light conditions. Maintain existing amenities in good condition.
149620	Van Asche and Steele	Add a loading platform and shelter to improve waiting conditions. Add lighting to enhance safety and visibility.
149499	Food Science	Coordinate with ARDOT and UA facilities to establish an accessible boarding area with proper signage and lighting. Consider future shelter installation if demand increases or surrounding development intensifies. Remove or repurpose the old shelter to avoid confusion.
149474	CATO Springs Research Center	Install a bench to improve rider comfort. No additional improvements are needed at this time unless ridership increases.
149456	Admin Bldg/Silas Hunt Hall	Consider installing a shelter with integrated seating to better accommodate peak-period demand. Add micromobility parking to manage scooter activity and maintain clear pedestrian access.
149595	Reid Hall	Maintain existing infrastructure and consider adding in-shelter lighting to enhance comfort and visibility during early morning or evening hours.
149477	Colonial Arms (Outbound)	Relocate the stop in front of the adjacent block wall to improve visibility and access. Construct a loading platform and consider adding a shelter and seating to match improvements at the inbound stop (149478).

149532	HPER	The stop is currently impacted by adjacent construction, which limits pedestrian access and obscures visibility. Once construction concludes, maintain clear and accessible access to the stop, improve signage placement, and consider adding micromobility parking. A shelter is not recommended at this time due to low ridership.
149544	Lot 300 East (Inbound)	Relocate to accessible path with level access.
149615	The Marshall (Outbound)	Maintain existing shelter, review formal micromobility parking options and add in-shelter lighting.
149537	Leverett & Maple	Stop is part of Maple Street redesign. Redesign should include relocation of the stop slightly south to improve visibility and sidewalk access. Construct an accessible loading platform and add seating or shelter if space allows to enhance comfort and accessibility.
149599	Rupple & Congressional	Consider relocating the stop slightly north or south to avoid utility conflicts and enable installation of a loading platform and future shelter. Add bench once relocated.

Phase 2 Summary and Cost Estimate

- Expand boarding area enhancements to 18 additional stops across the Razorback Transit network.
- **12 shelters** will be installed across high-visibility and high-use locations
- **18 benches** and sidewalk connections will support waiting comfort and ADA access
- Improvements extend Razorback Transit's footprint along Garland Avenue, the MLK corridor, and residential neighborhoods
- **Estimated total investment: ~$800,000**, subject to final design and permitting

PHASE 3 STRATEGIC AND COORDINATED ENHANCEMENTS

Phase 3 focuses on stops that offer high value but require additional planning, coordination, or design effort to implement successfully.

These 19 stops are not less important—in fact, many serve as key multimodal connectors, campus gateways, or high-visibility locations. However, they were held for later implementation due to site constraints, jurisdictional issues, or opportunities to bundle with other planned projects.

This phase reflects Razorback Transit's shift from addressing low-hanging fruit to tackling complex, high-reward locations. These sites represent future-forward investments that will strengthen the system's long-term reach, visibility, and equity outcomes.

The goals of Phase 3 are to:

- Upgrade important stops with unresolved access or visibility issues
- Coordinate enhancements with city, campus, or ARDOT-led infrastructure projects
- Address multimodal and edge-of-network locations that require custom designs
- Prepare underbuilt or deferred locations for long-term growth and integration

Anticipated Benefits

- **Improved Accessibility at Challenging Sites:** Many Phase 3 stops currently lack a defined loading platform due to slope, obstructions, or incomplete sidewalk connections. These upgrades will extend boarding accessibility into more constrained areas.
- **Comfort and Shelter at Mid-Tier Activity Stops:** These stops serve moderate but consistent ridership—especially students, commuters, and transfer riders. Amenities like shelters and benches will significantly enhance usability at these locations.
- **Micromobility and Trail Integration:** Several Phase 3 stops are adjacent to Fayetteville's trail network or campus bike corridors. Improvements here can support first/last-mile connections and strengthen multimodal access.
- **Design and Funding Efficiency:** Some sites may be delivered more cost-effectively when bundled with larger capital efforts. Aligning design timelines and implementation with campus or city projects will reduce duplication and permitting delays.

Recommended Phase 3 Enhancements

Stop ID	*Stop Name*	*Recommended Enhancement*
149602	Science Engineering & Hillside	Add seating. Although a shelter is not needed for an alighting stop, the location could be made shelter-ready if paired with improvements at the boarding stop across the street (149603).
149603	Mechanical Engineering & Physics	Recommend replacing the temporary signpost with a permanent installation, adding a trash receptacle, and installing a shelter due to its boarding function. Consider adding lighting and improved signage visibility. Upgrades should align with improvements at 149602 to ensure consistency.
149560	Lot 201	Construct an accessible loading platform and install designated micromobility parking to reduce obstruction. Reorient the sign for better visibility along the travel path.
149458	Adohi Hall (Outbound)	Add micromobility parking to accommodate bikes and scooters commonly used in the area. No further improvements are recommended at this time given ridership levels and existing infrastructure quality.
149498	Wedington & Futral	Recommend relocating stop near adjacent retail. Coordinate with nearby developments to ensure stop upgrades are consistent with surrounding infrastructure improvements.
149457	Adohi Hall (Inbound)	Add in-shelter lighting to improve visibility during early morning and evening hours. Consider adding micromobility parking to support scooter use and reduce sidewalk clutter.
149530	Hotz Hall	Add in-shelter lighting to enhance comfort and safety. Maintain existing infrastructure and ensure stair access from the adjacent parking lot remains clear and accessible.
149540	Leverett & Sycamore (Inbound)	Stop in excellent condition but needs accessible parking for micromobility devices. Continue routine maintenance to preserve shelter quality and visibility and add micromobility parking as necessary.
149617	Union Station	Consider installing real-time arrival information displays outside the boarding area to improve visibility for passengers waiting outdoors. Given its central location, strong identity, and role as a campus gateway, Union Station is also a strong candidate for future placemaking and public art enhancements. These could be explored in coordination with the City of Fayetteville, the University of Arkansas, or local artists and campus partners.
149545	Lot 300 East (Outbound)	Stop is shelter-ready, consider adding shelter if demand increases.
149601	Sang & Old Farmington	Relocate the sign closer to the curb and construct a defined, accessible loading platform. Monitor ridership over time to evaluate the need for additional amenities such as seating or a shelter.

149605	South Creekside (Inbound)	Add a loading platform near the signpost and consider relocating signage to improve visibility. Install a shelter if ridership warrants.
149576	Mountain Ranch (Outbound)	While shelter is not recommended based on stop type, site could accommodate future improvements. Recommend relocating or raising sign for visibility and adding accessible loading platform. Site is not currently shelter ready.
149577	Mountain Ranch (Inbound)	Recommend replacing signpost and installing accessible loading platform. Coordinate with sister stop 149576 to ensure consistent treatment and improve visibility across the pair.
149579	Noble Oaks (Outbound)	Recommend pouring a loading platform and shelter pad to support comfort and future flexibility. Shelter not essential but feasible. Improve visibility and access through basic site upgrades.
149613	The Locale/Harps (Outbound)	Relocate stop to North and Garland intersection Consider adding, shelter with lighting and bench.
149616	UMC Garage	Add loading platform to provide accessible boarding. Trim landscaping to improve visibility. Site is not currently shelter-ready due to limited clearance and adjacent utility boxes.
149600	Saint Pete's	Evaluate relocating the stop to a safer, more accessible location with better sidewalk and curb infrastructure. If retained, construct an accessible loading platform and add lighting and a bench to improve safety and rider comfort.
149592	Porter & Houston	Relocate the stop sign to a lower, more visible position. Trim or remove surrounding vegetation and regrade the curb edge to improve accessibility. Due to space limitations, a shelter is not recommended at this time, but the stop should be monitored for future ridership growth.

Summary and Cost Estimate

- Phase 3 delivers a coordinated package of enhancements at **19 stops**
- Extends system access into harder-to-reach areas, supporting future growth in ridership, housing, and development
- Improves comfort and visibility at overlooked but essential stops and aligns with university, city, and regional transportation priorities
- **Estimated total Investment: ~$750,000,** subject to final design and permitting

WHY THESE STOPS WERE SELECTED

The 51 stops included in these three implementation phases were selected because they offer the **greatest near-term impact** for Razorback Transit riders, operators, and stakeholders. These locations scored well across the prioritization framework and met multiple selection criteria, including:

- **High Rider Benefit:** Stops with strong ridership, consistent weekday or weekend use, or proximity to student housing, commercial nodes, or healthcare destinations.
- **Feasibility:** Locations that do not face major site constraints, such as right-of-way conflicts, steep slopes, or utility obstructions.
- **Access Gaps:** Stops that currently lack a firm boarding area, seating, shelter, or visibility features like lighting or signage.
- **Geographic Balance:** A representative distribution of improvements across north and south campus zones, MLK corridor, trail-adjacent areas, and neighborhoods.
- **Coordination Potential:** Stops located near university facilities, city infrastructure projects, or areas where development interest or partnerships may support co-investment.

The intent is to select locations that both **serve current needs** and help Razorback Transit demonstrate how stop improvements can enhance access, comfort, and public visibility across the system.

Why Other Stops Were Deferred

While this plan prioritizes 51 stops for near-term investment, Razorback Transit's network includes more than 150 active stop locations, many of which remain outside the initial implementation phase. This does **not** mean they are less important. Instead, these stops were deferred for a range of **strategic, logistical, and operational reasons**, many of which are expected to evolve over time.

Stops not included in the initial phase typically fall into one or more of the following categories:

- **Already Functional:** Many stops already include accessible boarding platforms, sidewalk connectivity, and basic amenities. These locations may not require near-term investment to meet baseline functionality or rider comfort expectations.
- **New or Recently Improved:** Since the 2024 inventory, several stops have been constructed or upgraded to updated standards. These stops often feature newer infrastructure, such as shelters, benches, and lighting—and will be monitored before being programmed for additional investment.
- **Feasibility Constraints:** Some locations face substantial barriers to construction, such as narrow ROW, steep slopes, drainage issues, or utility conflicts. While valuable, these stops will likely require additional design coordination or be more cost-effective when bundled with future capital projects.
- **Low Observed Use or Demand:** A number of stops have very limited ridership and minimal adjacent development, making large-scale investment less impactful in the near term. However, they may still serve essential access needs or hold long-term strategic value as development patterns shift.
- **Timing and Coordination Factors:** Several stops are located near future development sites or along corridors slated for public infrastructure upgrades. Deferring enhancements at these sites allows Razorback Transit to coordinate improvements with larger projects—reducing costs and ensuring better long-term integration.

By identifying and documenting these deferred stops in the Bus Stop Profiles, Razorback Transit preserves a clear path for future action. As funding becomes available, land use changes, or capital projects are scheduled, these locations can be re-evaluated using the same scoring and enhancement framework established in this plan. In this way, the profiles function as a **long-term investment toolkit**—ensuring all stops remain in view, even if they are not part of the current priority roadmap.

Flexibility and Scalability

This plan is designed to scale based on available funding and implementation bandwidth. If full capital investment is not immediately available, Razorback Transit can:

- Deliver basic access improvements (boarding areas + signage) first
- Phase in shelters and multimodal amenities as site readiness improves
- Use the Bus Stop Profiles and Future Consideration list to opportunistically add or defer sites

This approach ensures that every dollar is directed toward **visible, impactful, and rider-focused improvements**, while preserving a flexible roadmap for future waves of investment.

The enhancements recommended in this plan represent a significant—but manageable—investment in Razorback Transit's future. Over a five-year period, the plan outlines a total of 52 stop upgrades across three priority levels, along with a set of future consideration stops that may be implemented based on available funding, coordination opportunities, or shifting ridership needs.

This section summarizes the projected costs of implementing those enhancements, based on unit cost estimates and the assigned enhancement levels.

BROAD IMPLEMENTATION CONSIDERATIONS

While the scoring framework and enhancement level system offer a structured way to evaluate stop needs and identify appropriate improvements, actual implementation depends on a range of real-world factors. These include site readiness, funding availability, jurisdictional constraints, and opportunities to coordinate with other projects. This section outlines how Razorback Transit and its partners can navigate those factors to deliver improvements over time.

This framework is designed to be flexible. The evaluation tools described earlier help identify *what* should be done, but *when and where* action occurs depends on feasibility, local coordination, and available resources. Implementation is not fixed or linear—it is an evolving process shaped by readiness and opportunity.

Stakeholder Engagement and Local Knowledge

Input from Razorback Transit drivers, maintenance staff, and riders played a critical role in shaping this framework. Operators offered valuable insight into daily stop conditions, recurring issues, and rider concerns. Rider feedback, collected via survey, highlighted key gaps in comfort, accessibility, and stop visibility. This qualitative input validated field data and flagged site-specific issues that might not be obvious on paper.

Ongoing engagement with university departments, city staff, and community partners will be essential throughout implementation. These voices help refine priorities, identify emerging needs, and inform the design and placement of future enhancements.

Right-of-Way Ownership and Jurisdiction

Many stops are located along corridors managed by the Arkansas Department of Transportation (ARDOT), where policies restrict the installation of fixed infrastructure such as shelters or benches. Razorback Transit should continue coordinating with ARDOT to:

- Explore design exceptions
- Identify relocation opportunities
- Integrate stop improvements into larger multimodal projects

When ARDOT corridors are transferred to local control, those segments may offer new flexibility for shelter installation and lighting.

Mayoral Policy: Shelter at Every Stop

The Mayor of Fayetteville has publicly stated that **every Razorback Transit stop should have a shelter**, regardless of ridership level. This policy establishes a long-term vision for a more equitable, consistent, and climate-resilient transit system.

In alignment with that vision:

- This document **recommends shelters at all high ridership stops** without exception.
- **Moderate-ridership and low-ridership stops** are evaluated for shelter feasibility based on:
    - **Available space**
    - **Accessibility readiness**
    - **Visibility and safety**

- Where constraints exist (e.g., ADA barriers, limited ROW), the recommendation may be phased or contingent on a future capital project or relocation.

Utility Conflicts and Site Constraints

Some stops face physical limitations such as narrow buffers, utility poles, or sloped terrain. While the feasibility scoring captures many of these issues, detailed field review will still be necessary before construction. Minor grading, utility relocation, or retaining walls may be required to provide a safe, accessible boarding environment for all passengers.

Maintenance and Ownership Responsibilities

Installing new amenities requires a clear plan for upkeep. Razorback Transit and its partners should define maintenance responsibilities before implementation—particularly for stops on university property, near commercial centers, or within ARDOT right-of-way. These agreements should cover:

- Trash removal and disposal
- Shelter cleaning and repair
- Asset tracking and replacement

Shared maintenance models may be appropriate at select high-traffic stops.

Opportunities for Partnership

Some stops present natural opportunities for collaboration. Sites near retail, healthcare, or academic buildings may benefit from cost-sharing or maintenance agreements. These partnerships reduce operational costs, improve rider experience, and reinforce community ownership of the transit system.

Coordinating with Capital Projects

Whenever possible, stop enhancements should be bundled with capital improvements such as:

- Sidewalk construction or repair
- Street resurfacing or striping
- Trail extensions or signal upgrades

Razorback Transit should coordinate with City of Fayetteville, University of Arkansas, and ARDOT project timelines to:

- Reduce permitting barriers
- Minimize costs
- Maximize construction efficiency

Sample Work Packages

Grouping improvements into **implementation packages** (e.g., "Loading platform Package," "Lighting Pilot," "Shelter Package A") will help streamline delivery, align scopes with available funding, and support grant applications. Grouping may also simplify design, permitting, and construction. For example:

- “Loading platform Package”: Install boarding pads at 25–30 locations using standard design
- “Shelter Package A”: Add 8–10 shelters at Priority 1 sites with strong ridership and adequate space

- “Lighting Pilot”: Test lighting upgrades at 6–8 stops using solar or hardwired fixtures
- “Campus Connector Package”: Bundle upgrades at stops near Harmon Garage, Union Station, and Dickson Street to improve visibility and comfort

Each work package should be scoped to match available funding and implementation capacity. Some may be eligible for federal or state grants, especially where improvements support accessibility, safety, or multimodal access. Additional opportunities exist for streamlining project delivery and maximizing funding availability, such as:

- **Bulk procurement** of shelters, benches, and signage
- **Shared construction timelines** with city or university capital projects
- **Bundled contracting** for signage, lighting, and trash enclosures
- **Grant alignment** (FTA, ARDOT, regional multimodal funding)

The following breakdown of estimated costs by improvement type and program year can provide additional context for design, permitting, purchasing, and installation of the Plan recommendations.

Cost Breakdown by Improvement Type

Enhancement Type	***Estimated Unit Cost***	***Quantity***	***Total Cost Range***
Loading Platforms	$12,000–$15,000	~40 stops	~$480,000–600,000
Shelter Packages (Levels 3–4)	$30,000–$45,000	~40–42 shelters	~$1.3–1.5 million
Signage + QR Information	$1,500 per stop	~52 stops	~$75,000
Trash Receptacles	$1,500 each	~30–35	~$45,000–55,000
Lighting, Art, Bike Racks	Variable	Site-specific	~$100,000–200,000
Total (Phases 1–3)			**~$2.1–2.4 million**

Annual Investment Plan (Work Package Delivery)

Year	*Focus Areas*	*Estimated Cost*
Year 1	Boarding pads (Batch 1), signage, Phase 1 enhancements	~$525,000
Year 2	Boarding pads (Batch 2), QR rollout, first shelter batch	~$525,000
Year 3	Comfort upgrades (Phase 2), multimodal additions	~$400,000
Year 4	Phase 3 launch, lighting, and coordinated trail sites	~$350,000
Year 5	Final Phase 3 sites + optional Future Consideration stops	~$400,000
Total		**~$2.2–2.4M**

This phased, work-package approach ensures that Razorback Transit can deliver **measurable, visible improvements every year**—while staying adaptable to evolving needs, funding sources, and development timelines. The result is a stop improvement program that is:

- **Grounded in user needs**, based on rider feedback and operator input
- **Scalable over time**, using the Bus Stop Profiles as a living database
- **Efficient to implement**, even across a campus-integrated and multi-jurisdictional service area

This delivery model positions Razorback Transit to not only complete its first round of improvements efficiently, but to **institutionalize a long-term approach** for maintaining and enhancing stop infrastructure well into the future.

USING THE FRAMEWORK FOR FUTURE DECISIONS

This plan isn't just a snapshot of current stop conditions, it's a practical tool that can be used again and again as Razorback Transit and its partners make decisions about service, development, infrastructure, and access.

The scoring framework, stop profiles, and enhancement guidance can all be applied when new questions come up: Where should a stop be located on a new route? What is the right level of investment at a future development site? Is a stop move or removal justified? What should be included in the design of a capital project along a transit corridor?

This framework should be updated annually, or as new service or development projects are proposed. NWARPC staff should maintain the stop inventory and append new evaluations using the original scoring rubric.

This section outlines how to use the framework to support everyday decision-making.

1. Planning New Routes or Service Adjustments

When expanding service or reconfiguring routes:

- Use the evaluation criteria (access, context, expected ridership, network role) to assess proposed stop locations.
- Apply enhancement guidance to determine what level of investment is appropriate at each new stop.
- Consider how stops fit into nearby development or existing infrastructure plans.

This ensures consistency between new and existing stops, and helps integrate stop planning into the broader network design process.

2. Reviewing Development and Land Use Changes

When development is proposed near an existing or future stop:

- Reference the stop's evaluation profile to identify gaps or improvement needs.
- Use the enhancement guidance to recommend the right scale of upgrades—such as adding a pad, bench, or lighting.
- Incorporate stop improvements into development conditions or access plans.

This approach ensures that new development supports safe and visible transit access, and helps partners negotiate improvements that align with actual system needs.

3. Coordinating with Infrastructure and Capital Projects

When planning street, trail, or sidewalk projects:

- Cross-reference project limits with nearby stop recommendations.
- Identify opportunities to bundle transit improvements into the scope—such as installing a pad, fixing a sidewalk gap, or adding a lighting conduit.

Using the framework early in project design helps avoid missed opportunities and creates cost-effective, integrated upgrades.

4. Evaluating Stop Moves or Removals

If a stop relocation or removal is under consideration:

- Use the stop evaluation to determine its current role and physical conditions.
- Consider whether the proposed location improves safety, access, visibility, or network coverage.
- Evaluate tradeoffs in access or equity using the same criteria applied systemwide.

This gives Razorback Transit and its partners a consistent, data-supported process for stop changes that can be clearly communicated to stakeholders.

5. Pursuing Funding or Partnerships

When applying for grants or developing partner agreements:

- Use the prioritization tiers and impact assessment to demonstrate need and readiness.
- Highlight improvements that support equity, multimodal access, or campus-city coordination.
- Show how planned enhancements align with local and regional transportation goals.

This positions Razorback Transit as an implementation-ready partner—and helps translate local needs into competitive projects.

In short, this plan was designed not just to guide stop improvements in the near term, but to support smarter, more consistent decisions in the years ahead. Whether it's a simple bench install or a campus-wide redesign, the framework can be adapted to meet the moment—and support better access, safety, and comfort for everyone who uses the system.

Future Stop Enhancements

While this plan focuses on a defined set of 52 stops for near-term implementation, Razorback Transit has identified several additional locations that merit **future consideration**. These stops were not included in Phases 1–3 due to factors like lower current ridership, complex site conditions, or misalignment with current delivery partnerships—but they still demonstrate strong potential for future investment.

These stops serve neighborhoods with equity considerations, trail and bike access points, and corridors where development or infrastructure upgrades are anticipated. Many would benefit from bundling into future capital projects, grants, or private development coordination.

Rather than being a lower priority, this list functions as a **forward-looking queue**—a pool of shovel-worthy opportunities that can be drawn from as funding, coordination, or site conditions evolve.

Recommended Approach

- Keep these stops documented and ready for action in the Bus Stop Profiles
- Reassess regularly as service, development, and rider needs change
- Use these sites to flex up or substitute into future work packages
- Prioritize them when partnership opportunities arise (e.g., University, ARDOT, developers)

Anticipated Benefits (Future Stops)

If Razorback Transit advances the next 10–15 stops from this pool, expected outcomes include:

- **New loading platforms** at locations currently lacking defined boarding zones
- **Additional shelters and benches** to extend weather protection and comfort
- **Upgraded visibility and signage** in overlooked or edge-of-service areas
- **Expanded multimodal access** through bike- and trail-connected infrastructure
- **Greater system presence** in neighborhoods with high potential but limited service identity

Estimated investment for these additional enhancements is **~$450,000**, depending on site conditions, partnership opportunities, and bundling potential.

FUNDING STRATEGY

Implementing the full scope of bus stop enhancements recommended in this plan will require a combination of local, state, and federal funding. While the estimated cost of approximately $2.2–$2.4 million over five years is manageable, securing external resources will be essential to delivering high-quality upgrades across all priority tiers. This funding strategy identifies key sources of financial support and outlines the steps Razorback Transit can take to access those funds efficiently and strategically.

Federal Transit Administration (FTA) Programs

Several core FTA programs are well-suited to support the types of enhancements proposed in this plan:

FTA Section 5339 – Bus and Bus Facilities Grant Program

This program provides capital funding for the purchase and enhancement of bus-related infrastructure. Razorback Transit is eligible as a fixed-route provider and can apply directly or through ARDOT. Projects must demonstrate

impact on safety, accessibility, and state of good repair. A federal share of up to 80% is allowed, with a 20% local match. Applications are typically due in the summer, with about $400 million available annually.

FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

This program offers capital assistance for accessibility-related enhancements, including stop upgrades that benefit seniors and riders with disabilities. The federal share is also up to 80%. Razorback Transit can strengthen applications by documenting how the proposed enhancements address known mobility barriers and by securing letters of support from local disability and aging advocacy organizations.

RAISE (Rebuilding American Infrastructure with Sustainability and Equity)

RAISE is a highly competitive, multimodal grant program that funds surface transportation projects with local and regional significance. While broader in scope than other FTA programs, it can support stop enhancements that address access, equity, climate, and safety. Applications are reviewed twice annually and require strong community engagement, equity analysis, and potential matching funds.

State-Level Opportunities

Arkansas Department of Transportation (ARDOT)

ARDOT administers FTA and state transit funds for local agencies, including capital support for bus facilities and accessibility upgrades. Coordination with ARDOT is essential to understand current program timelines and application requirements. Razorback Transit should maintain regular contact with ARDOT to align this plan with the state's broader transit priorities and explore bundling stop upgrades with larger statewide applications.

Local and Institutional Resources

Razorback Transit may be able to leverage institutional partnerships to offset or match project costs:

- **University of Arkansas Capital Improvements**: Projects that support campus mobility, safety, or ADA compliance may be eligible for internal funding or joint implementation.
- **City of Fayetteville**: Bus stop enhancements that align with sidewalk, trail, or road projects may be funded or supported through the city's capital program.
- **Public-Private Partnerships**: Stops located near commercial or mixed-use developments may be eligible for partnership funding or maintenance agreements with property owners or business districts.

Strategic Application Considerations

To maximize the chances of securing external funding, Razorback Transit should:

- **Engage early** with funders and coordinating agencies to clarify eligibility and expectations
- **Prepare detailed cost estimates and site designs** for shovel-ready stops
- **Highlight community impact and equity benefits**, especially for stops in Title VI and low-income areas
- **Document accessibility outcomes**, including the number of Mobility device pads, improved boarding zones, and enhanced rider comfort
- **Bundle improvements into funding-ready work packages**, such as "ADA and signage enhancements at 30 stops" or "Shelters and lighting at high-ridership locations"

MONITORING AND EVALUATION FRAMEWORK

To ensure that bus stop enhancements are delivered effectively—and that their benefits are sustained over time, Razorback Transit should implement a clear and consistent process for monitoring, evaluation, and plan

maintenance. This framework supports transparency, accountability, and continuous improvement, while also providing the data needed for grant reporting, capital planning, and future prioritization updates.

Performance Metrics

The following key indicators should be tracked annually to evaluate implementation progress and systemwide impact:

Category	**Performance Indicator**
Accessibility	% of stops with Mobility device boarding areas
Rider Comfort	# of stops with seating and shelter
Safety and Visibility	# of stops with lighting, signage, and designated no-parking zones
Implementation Progress	# of stops improved vs. planned by year
Equity	% of upgrades in Title VI and low-income areas
Rider Feedback	Rider satisfaction with stop comfort, safety, and access

These metrics can be visualized annually using maps, dashboards, or simple tables to support presentations and reporting.

Evaluation Schedule

Razorback Transit should evaluate progress on a **rolling annual basis**, with a more detailed review every **two years**. This schedule allows the agency to:

- Track the pace of enhancements by priority tier
- Adjust work packages based on site constraints, cost escalation, or new funding
- Incorporate feedback from operators and riders
- Reassess priority rankings if conditions or ridership patterns change

Progress should be documented through brief memos, internal reports, or presentations shared with university and city partners.

Tools and Methods

- **Field Assessments**: Re-inspections of improved stops using Fulcrum or similar mobile GIS tools
- **GIS Tracking**: Map-based progress tracking of all improved and pending locations
- **Photo Documentation**: Before-and-after photos at each upgraded stop
- **Rider Surveys**: Incorporate stop-related questions into periodic on-board or digital surveys
- **Operator Feedback**: Continue periodic focus groups to assess safety, usability, and stop location issues

Roles and Responsibilities

- **Razorback Transit** will lead annual monitoring, using internal staff or consultants for field verification and data management.

- **University of Arkansas Planning or Facilities staff** should be consulted for stops on or adjacent to campus facilities.
- **City of Fayetteville** should be engaged annually to coordinate on shared right-of-way, sidewalk, or utility issues.
- **ARDOT** should be involved in biennial reviews for stops on state-owned corridors.

Plan Updates and Reprioritization

This Bus Stop Enhancement Plan should be revisited every **3–5 years** to:

- Integrate newly added stops into the prioritization framework
- Re-score stops based on updated ridership and accessibility data
- Adjust enhancement levels based on community feedback and capital investments already completed
- Re-evaluate future consideration sites as development, service levels, or funding conditions change

These updates will help keep the plan relevant and responsive while reinforcing a culture of continuous enhancement.

PLAN MAINTENANCE

This Bus Stop Enhancement Plan is intended to serve as a living document—a guide for decision-making, funding applications, and project coordination over the next five years. To ensure the plan remains relevant and effective, Razorback Transit should establish a routine process for maintaining and updating the plan as conditions evolve.

Update Cycle

The plan should be formally reviewed and updated every **3 to 5 years**, or sooner if triggered by major system changes. Updates may be conducted internally by Razorback Transit staff, in partnership with the University of Arkansas and the City of Fayetteville, or through a consultant-led effort as part of a broader transit infrastructure or short-range transit planning process.

Update Triggers

An off-cycle plan update may be warranted if:

- New bus stops are added, or major route changes are implemented
- A substantial share (e.g., >50%) of the current priority list has been completed
- New regional or campus master plans call for major infrastructure changes
- Grant funding becomes available that would justify a new prioritization cycle
- Rider feedback or performance data indicates persistent issues at previously deferred locations

What Should Be Updated

Each plan update should include:

- A refresh of field inventory data, including photos and ADA/accessibility verification
- Updated ridership metrics and equity overlays
- Re-scoring and reprioritization of all stops using the latest data

- Review and revision of enhancement level assignments, especially for newly added or significantly changed stops
- Progress summary: what's been completed, what's delayed, and what's still pending

COMMUNICATION AND TRANSPARENCY

Razorback Transit should share updates with university and city partners, post summaries on its website, and report progress annually in internal or public-facing planning documents. This transparency reinforces trust and creates new opportunities for collaboration, funding, and rider engagement.

By committing to regular updates, Razorback Transit ensures that the Bus Stop Enhancement Plan remains an actionable, forward-looking tool—capable of evolving alongside the system it supports.

Communications and Branding Strategy

As Razorback Transit implements stop enhancements across the system, clear, consistent, and proactive communication will be essential to reinforcing the value of those investments and maintaining public confidence. While this plan does not recommend a rebranding of Razorback Transit, it does outline strategies to ensure that every bus stop enhancement enhances the **visibility, consistency, and perceived quality** of the system.

Purpose of the Strategy

This strategy supports four key goals:

1. **Increase awareness** of Razorback Transit services and stop enhancements
2. **Reinforce trust** by clearly communicating what's changing and why
3. **Promote ridership** by highlighting safety, comfort, and accessibility upgrades
4. **Create a consistent user experience** across all stops and transit assets

Key Elements of the Strategy

Consistent Signage and Visual Identity

All signage and stop infrastructure should reflect Razorback Transit's existing brand identity—color palette, logo, typography—and be applied consistently across all locations. This includes:

- Bus stop signs
- Shelter decals or roof panels
- Real-time information displays
- Wayfinding maps or QR-coded schedule info

Even small branding elements on benches, poles, or lighting can reinforce system presence.

Construction and Upgrade Notification

For each annual work package, Razorback Transit should develop a short communications campaign to inform the public about:

- Which stops are being improved and when
- How long will construction last

- Alternate boarding locations (if needed)
- The benefits of the upgrade

Tools might include:

- Temporary on-site signage ("Improvements Coming Soon")
- Website and social media updates
- Email or SMS alerts (opt-in rider communications)
- Visual maps or before-and-after photos

Celebrating Completed Upgrades

Completed enhancements are an opportunity to highlight progress and reinforce system quality. Razorback Transit should:

- Post signage or stickers at improved stops ("This stop was upgraded in 202X to improve ADA access, comfort, and visibility")
- Share photos and brief write-ups through campus and city newsletters
- Create social media campaigns that feature upgraded stops and rider testimonials

Highlighting Partnerships

For stops supported by grants or partner funding (e.g., City of Fayetteville, University of Arkansas, ARDOT), include logos or recognition on signage, press releases, or social media posts to build goodwill and transparency.

Maintaining Visibility in Underserved Areas

Branding should be used intentionally to raise system visibility in lower-ridership or lower-income areas, especially where shelter or seating may not yet be feasible. Consistent signs, stop markers, and QR access to real-time info reinforce that transit is active, available, and valued.

Rider Engagement Tools

- **QR Codes and Mobile Info**: Use QR codes at stops to link to route maps, schedules, or real-time bus arrivals.
- **Onboard Announcements**: Use on-bus systems to announce major stop changes or enhancements.
- **Feedback Loop**: Offer simple surveys or comment tools at key stops to gather rider feedback post-implementation.

CONCLUSION

This Bus Stop Enhancement Plan provides a comprehensive, prioritized, and practical roadmap for improving Razorback Transit's stop infrastructure over the next five years. Grounded in extensive field data, stakeholder engagement, and national best practices, the plan emphasizes accessibility, safety, rider comfort, and visibility—recognizing that every stop is a gateway to the system and a reflection of its overall quality.

By categorizing stops into Priority 1, 2, and 3 tiers and grouping work into efficient, thematic packages, Razorback Transit can implement enhancements strategically, starting with the most impactful and shovel-ready locations while preparing more complex sites for future investment. This approach balances urgency with flexibility, enabling the agency to deliver meaningful upgrades each year, even as funding, ridership, or construction conditions evolve.

The plan also helps Razorback Transit to successfully compete for federal, state, and local funding by aligning with key policy goals: equity, ADA compliance, multimodal connectivity, and environmental sustainability. With clear metrics, a phased delivery strategy, and tools for ongoing monitoring and evaluation, the plan offers more than just a list of projects—it provides an adaptable framework for continuous improvement.

Ultimately, this is not just a capital plan. It's a commitment to the people who ride Razorback Transit—students, workers, seniors, and neighbors—who deserve a safe, comfortable, and accessible place to wait for the bus. By investing in stops, Razorback Transit is investing in its riders, its reputation, and the future of mobility in Fayetteville.

APPENDIX A:
BUS STOP PROFILES

PURPOSE OF THIS SECTION

This section provides detailed profiles for each active Razorback Transit bus stop, summarizing existing conditions and offering tailored improvement strategies. It is intended as a **practical decision-making tool** to guide:

- Infrastructure investments and capital planning
- Transit-supportive development review
- Accessibility upgrades and compliance efforts
- Grant applications and funding justification
- Coordination across City departments, University stakeholders, and Razorback Transit operations staff

The profiles are not static—they are meant to support **ongoing evaluation, implementation, and refinement** of the Razorback Transit network.

Total Number of Stops

This document includes **151 active bus stops** in the Razorback Transit system, based on field observations conducted in Fall 2024. Each stop was evaluated based on physical condition, accessibility, amenities, ridership levels, and surrounding context.

How to Use This Document

Each stop profile includes:

- Stop ID and Name
- Routes Served
- Ridership Data (average weekday and weekend activity)
- Physical Attributes (landing area, sidewalk, lighting, etc.)
- Evaluation and Recommendations

Locating a Specific Stop

- On a computer: Press Ctrl + F (Windows) or Command + F (Mac)
- On mobile: Use the “Find in Page” or search option in your PDF/Word viewer

You can search by:

- Stop ID (e.g., 149556)
- Stop name (e.g., Downtown Square, Gregg & Township)

- Street name (e.g., Wedington, Maple)
- Nearby destination (e.g., Library, NWA Mall)

Tip: If you're scanning multiple stops along the same corridor or route, consider cross-referencing with a route map or list of Stop IDs by route.

Interpreting the Profiles

Each evaluation uses a consistent format to describe:

- Stop usage (ridership levels and activity type)
- Current conditions (amenities, access, visibility)
- Improvement suggestions, including:
    - Installation of benches, landing pads, or shelters
    - Sign or lighting adjustments
    - Accessibility or safety upgrades
    - Stop relocation (if needed for safety or function)

Terminology such as "balanced stop," "shelter-ready," or "high ridership" is explained in Section 5: *Glossary of Terms*.

Ridership Definitions

Ridership Levels

Stop usage is measured by average **weekday activity**, which includes both boardings (passengers getting on) and alightings (passengers getting off). For consistency, the following thresholds are used:

- **Low ridership**: Fewer than 20 average weekday riders
- **Moderate ridership**: 20–49 average weekday riders
- **High ridership**: 50 or more average weekday riders

These levels are used throughout the evaluations to provide a sense of scale and to guide improvement priorities.

Stop Type

Each stop is described as one of the following, based on observed activity patterns:

- **Boarding stop**: More people get on than off
- **Alighting stop**: More people get off than on

- **Balanced stop**: Boardings and alightings are roughly equal

This classification helps guide amenity needs. For example, boarding stops may require better lighting and more visible signage, while alighting stops may benefit from improved sidewalk connections.

GLOSSARY OF TERMS

This glossary defines the technical and planning terms used throughout the stop evaluations and recommendations. Terms are listed alphabetically.

Accessibility / Accessible

Indicates that a bus stop includes physical features that support independent access for people with mobility limitations. These may include a firm, level boarding surface, clear space to maneuver, a direct connection to a sidewalk, and no major barriers such as curbs or obstructions. *Note: This document did not include a formal ADA compliance audit*.

Alighting Stop

A stop where most riders **get off** the bus. These stops may need strong pedestrian access but often have lower demand for seating or shelters.

Balanced Stop

A stop with relatively equal **boarding and alighting** activity. These stops often serve housing or destinations where riders both start and end trips.

Boarding Stop

A stop where most riders **get on** the bus. These are often good candidates for seating, shelters, lighting, and schedule information.

High-Ridership Stop

A stop with **50 or more** average weekday boardings and alightings combined. These stops are prioritized for immediate infrastructure upgrades and **always warrant shelter installation** under this plan.

Landing Pad/Loading Platform

A firm, stable, and level surface where passengers board or alight from the bus—typically at least 26 feet long to accommodate both bus doors. A loading platform supports accessible, level boarding and is most effective when integrated into the adjacent sidewalk. Note: This is preferred terminology for Razorback Transit stops.

Lighting

Illumination at or near a stop provided by streetlights, in-shelter fixtures, or ambient sources (e.g., adjacent buildings). Lighting improves safety, visibility, and comfort—particularly for evening and winter service.

Low-Ridership Stop

A stop with **fewer than 20** average weekday riders (combined boardings and alightings). These stops are still important, but may not be prioritized for high-cost amenities unless required for safety or equity.

Micromobility Parking

Designated area for **scooter and bicycle** parking near the stop, ensuring that micromobility users have a place to park without blocking sidewalks or boarding zones.

Micromobility Space

A designated area for bike racks, scooter parking, or other personal mobility devices located near the bus stop. These spaces support multimodal access and should be included when pouring new concrete for shelters or loading platforms.

Moderate-Ridership Stop

A stop with **20–49** average weekday riders. These stops are considered for amenities like shelters and seating depending on accessibility and available space.

Ridership Activity

The sum of **average weekday boardings and alightings**. Used to classify stops as low, moderate, or high-ridership. This measure helps prioritize infrastructure investments.

Shelter

A three-sided structure with a roof that provides **weather protection** for waiting passengers. Often includes a bench, lighting, and space for a mobility device. Shelters may also display route information, maps, or advertising.

Shelter-Ready

Describes a stop with sufficient space, sidewalk connection, and clearances to support shelter installation. A shelter-ready stop typically includes a level boarding area and surrounding space that can accommodate future infrastructure upgrades. This designation refers to physical feasibility only—not formal accessibility certification.

Signpost

The pole and sign that mark the official bus stop location. Some signposts include route numbers, schedule info, or wayfinding decals. A stop with poor visibility may require the signpost to be replaced or relocated.

STOP ID:149451

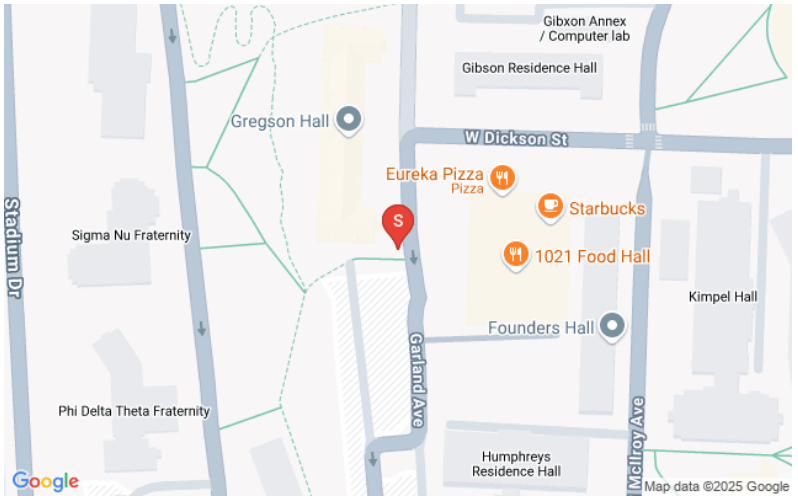
STOP NAME: 1021 Dining Hall

ROUTES SERVED: Route 11 Peak (Outbound)

Evaluation and Recommendation

High-ridership boarding stop with a fully built-out landing area, sidewalk access, seating, lighting, and both bike and scooter parking. However, a bollard has been removed from the sidewalk, creating a potential hazard or accessibility issue. Repair or replace the missing bollard to maintain safe pedestrian conditions and prevent unauthorized vehicle access. Ensure the sidewalk and boarding area remain clear and fully accessible.

Weekday Activity	215
Weekend Activity	0
Stop Position	Far-side
Adjacent Property Description	University Hall
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	2 = Poor Shape, some cracks or breaks
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	Yes



STOP ID:149452

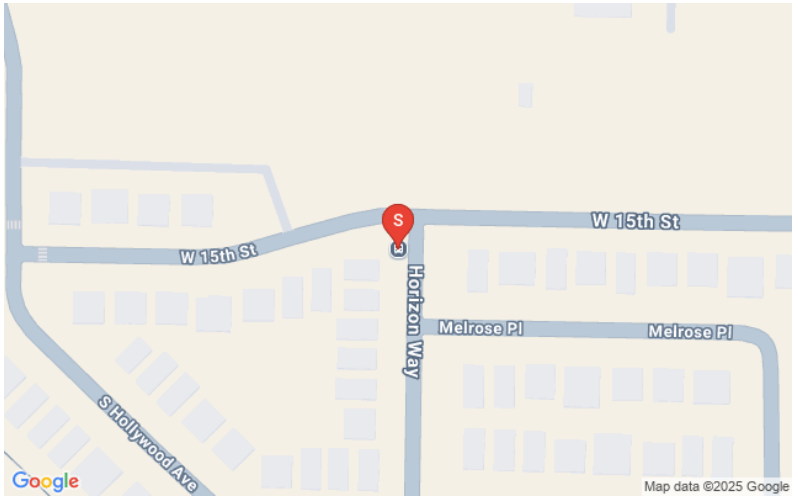
STOP NAME: 15th & Horizon

ROUTES SERVED: Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership boarding stop with an accessible landing area, sidewalk connectivity, seating, lighting, and scooter parking. The shelter is in good condition but lacks interior lighting, which limits visibility during early morning and evening hours. Install in-shelter lighting to enhance safety and rider comfort during low-light conditions. Maintain existing amenities in good condition.

Weekday Activity	38.8
Weekend Activity	0.6
Stop Position	Near-side
Adjacent Property Description	Residence - Townhouse, University Student Housing
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



STOP ID:149453

STOP NAME: 15th & Razorback

ROUTES SERVED: Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

High-ridership boarding stop adjacent to a Park and Ride lot, with boarding occurring from a narrow strip along a driveway. The current sign is mounted on a shared pole and partially obscured, and there is no accessible landing pad, seating, or micromobility parking. The site is not currently shelter ready but could be upgraded with modest improvements. Construct an accessible landing pad with a clear sidewalk connection and install a bench. Add micromobility parking to manage scooters and reduce clutter. Coordinate improvements with nearby stops 149553 and 149556 to ensure a consistent and accessible experience across this segment.

Weekday Activity	56.2
Weekend Activity	2.5
Stop Position	Near-side
Adjacent Property Description	Park and Ride
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

Click to go back to [Phase 1 Enhancements Table]

STOP ID:149456

STOP NAME: Admin Bldg/Silas Hunt Hall

ROUTES SERVED: Route 11 Peak (Inbound), Route 44 Non Peak (Inbound), Route 44 Peak (Inbound)

Evaluation and Recommendation

High-ridership alighting stop in excellent condition with wide, smooth sidewalk access and good visibility near key campus destinations. The stop lacks a formal shelter, bench, or dedicated micromobility parking, but ornamental street lighting is present and effective. The sign is mounted to a decorative pole, set back slightly from the curb. Consider installing a shelter with integrated seating to better accommodate peak-period demand. Add micromobility parking to manage scooter activity and maintain clear pedestrian access.

Weekday Activity	314.5
Weekend Activity	2.8
Stop Position	Near-side
Adjacent Property Description	University Hall
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

Click to go back to [Phase 2 Enhancements Table]

STOP ID:149457

STOP NAME: Adohi Hall (Inbound)

ROUTES SERVED: Route 44 Non Peak (Inbound), Route 44 Peak (Inbound)

Evaluation and Recommendation

Low-ridership boarding stop located adjacent to Adohi Hall student housing. The stop features a high-quality shelter with seating, an adjacent sidewalk and paver boarding area in excellent condition, and nearby street lighting. While basic infrastructure is fully built out, no dedicated in-shelter lighting or micromobility parking is present. Add in-shelter lighting to improve visibility during early morning and evening hours. Consider adding micromobility parking to support scooter use and reduce sidewalk clutter.

Weekday Activity	12
Weekend Activity	3.3
Stop Position	Near-side
Adjacent Property Description	Park and Ride
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

Click to go back to [Phase 3 Enhancements Table]

STOP ID:149458

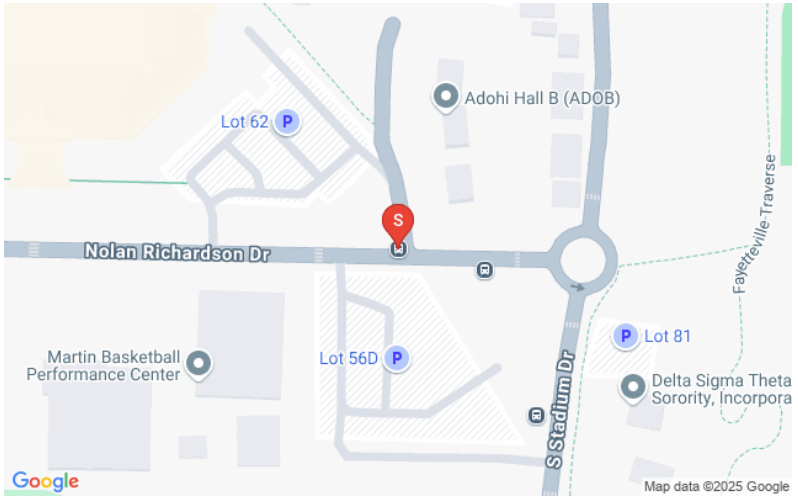
STOP NAME: Adohi Hall (Outbound)

ROUTES SERVED: Route 44 Non Peak (Outbound), Route 44 Peak (Outbound)

Evaluation and Recommendation

Low-ridership balanced stop located outside Adohi Hall, adjacent to a well-maintained sidewalk with a new landing pad and nearby street lighting. While core infrastructure is in excellent condition, there is no seating, shelter, or designated micromobility parking. The site is situated along a mid-block crosswalk with good visibility and open space nearby that could accommodate additional amenities if needed. Add micromobility parking to accommodate bikes and scooters commonly used in the area. No further improvements are recommended at this time given ridership levels and existing infrastructure quality.

Weekday Activity	5.7
Weekend Activity	2.2
Stop Position	Far-side
Adjacent Property Description	University Hall
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



Click to go back to Phase 3 Enhancements Table

STOP ID:149459

STOP NAME: Appleby Apartments (Inbound)

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership balanced stop with an adequate landing area, sidewalk connectivity, and existing lighting. No seating is present. The site is shelter-ready. Install bench to improve rider comfort. Add a shelter to provide weather protection and enhance visibility, leveraging the existing infrastructure.

Weekday Activity	28.1
Weekend Activity	8.3
Stop Position	Near-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

Click to go back to [Phase 2 Enhancements Table]

STOP ID:149460

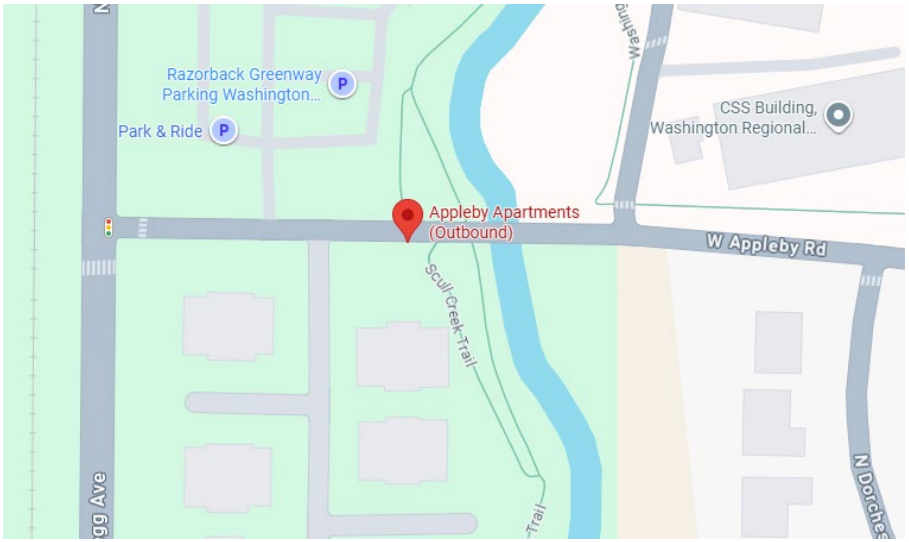
STOP NAME: Appleby Apartments (Outbound)

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

This stop has an adequate landing area, sidewalk connectivity, and existing lighting. No seating is present. The site is shelter-ready. Install bench to improve rider comfort. Add a shelter to provide weather protection and enhance visibility, leveraging the existing infrastructure.

Weekday Activity	
Weekend Activity	
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	-



STOP ID:149464

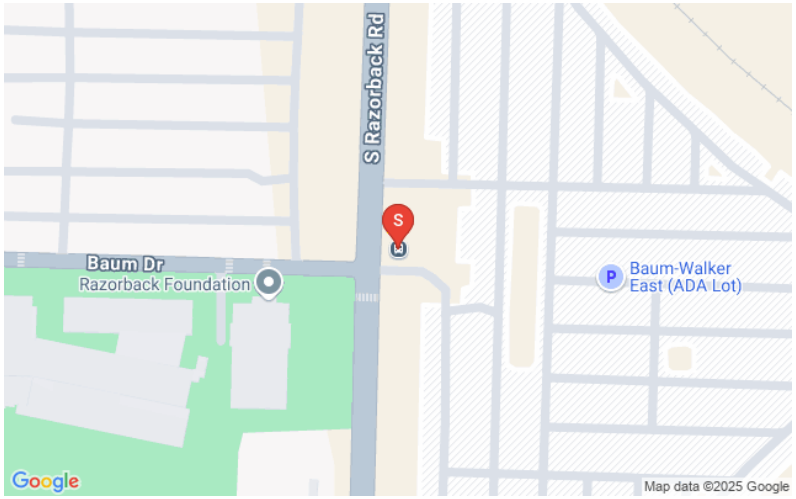
STOP NAME: Baum Stadium (Inbound)

ROUTES SERVED: Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

This is a high-impact, moderate-ridership boarding stop located near Baum Stadium, serving multiple peak and non-peak routes. The stop lacks a defined landing area, has no seating, and is partially obstructed by tree roots and uneven surfaces. While lighting is available from an adjacent parking lot, the sidewalk is narrow and borders a sloped grass strip with no formal connection to the nearby Park and Ride. The current location places buses within the crosswalk, posing operational and safety concerns. This stop should be relocated north of the existing driveway to remove the bus from the crosswalk zone. The relocated stop should include an accessible landing area, pedestrian connection to the Park and Ride, and micromobility parking. If space permits, a bench and shelter should be considered to improve comfort and visibility.

Weekday Activity	47.5
Weekend Activity	1.9
Stop Position	Far-side
Adjacent Property Description	University - Sport Center/Stadium
Landing Area	Concrete, Dirt, Grass
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



STOP ID:149465

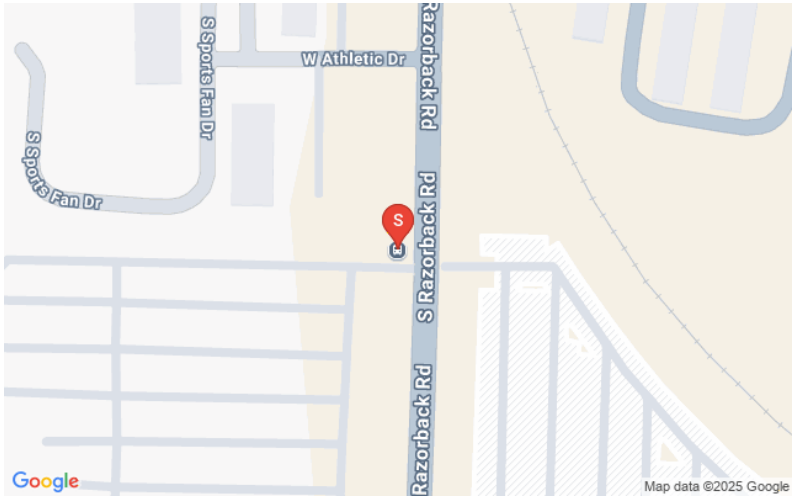
STOP NAME: Baum Stadium (Outbound)

ROUTES SERVED: Route 48 Non Peak (Outbound), Route 48 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership outbound stop located near a major campus destination. The site currently lacks a defined landing pad and has no dedicated micromobility parking, limiting accessibility and multimodal connectivity. Install an accessible landing pad to support safe boarding. Add micromobility parking to accommodate bikes and scooters. Upgrade sidewalk connections as needed to ensure full accessibility and visibility.

Weekday Activity	28.1
Weekend Activity	1.2
Stop Position	Far-side
Adjacent Property Description	Apartment Building, University Student Housing
Landing Area	Concrete, Grass
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149467

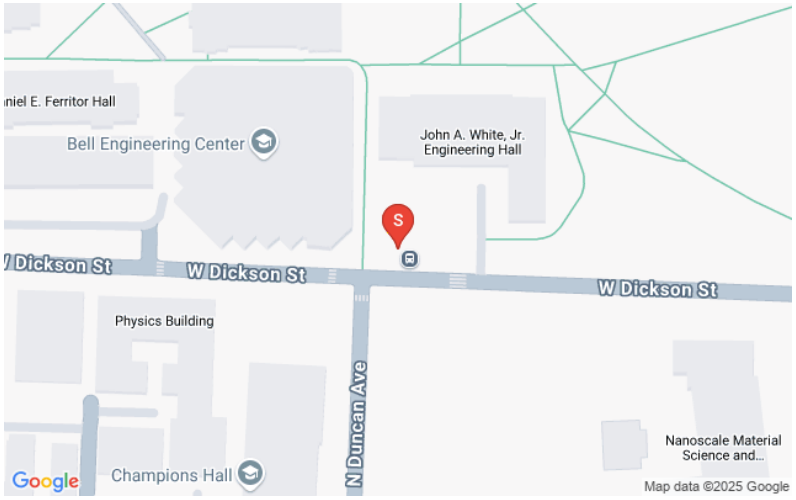
STOP NAME: Bell Engineering

ROUTES SERVED: Route 14 Non Peak (Outbound), Route 17 Detour Peak (Outbound), Route 45 Engineering Research Shuttle (University Affiliates) (Inbound & Outbound)

Evaluation and Recommendation

Moderate-ridership stop adjacent to the Bell Engineering building. The site includes a shelter but has limited accessibility for wheelchair users due to shelter orientation and pull-out design. There is no dedicated micromobility parking, and the surrounding area experiences high scooter and bike activity. Upgrade the shelter to improve wheelchair access, particularly when the shelter reaches the end of its useful life. Convert the stop from a pull-out to an in-lane configuration to simplify operations. Add marked micromobility parking and consider covered bike and scooter facilities to support multimodal use. Conduct a deeper site review due to its function as a loading zone.

Weekday Activity	26.5
Weekend Activity	0
Stop Position	Near-side
Adjacent Property Description	School
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	Yes



STOP ID:149468

STOP NAME: Bev Lewis Center

ROUTES SERVED: Route 44 Non Peak (Outbound), Route 44 Peak (Outbound)

Evaluation and Recommendation

Low-ridership stop near the Bev Lewis Center, currently lacking a defined, accessible boarding area. Boarding occurs directly from the street or grass, which presents safety and accessibility concerns. Construct a landing pad to provide a safe and stable boarding area. Ensure the pad connects to any nearby sidewalk or pathway to support accessibility.

Weekday Activity	1.1
Weekend Activity	0.3
Stop Position	Near-side
Adjacent Property Description	University - Sport Center/Stadium
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:149469

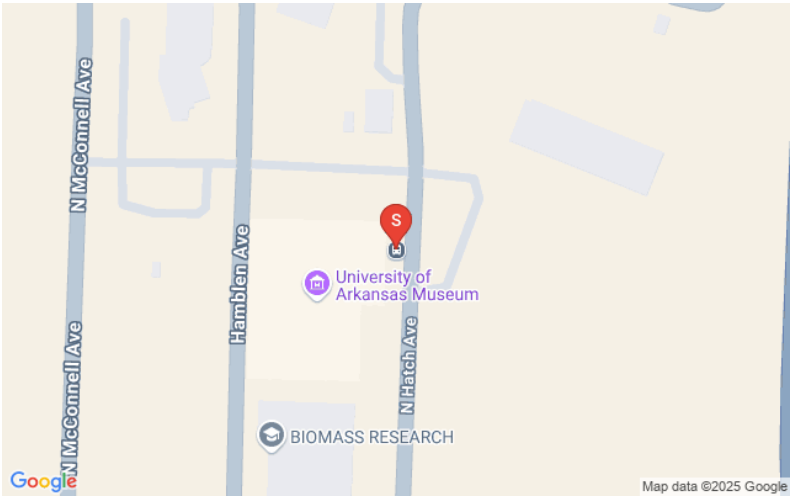
STOP NAME: Biomass

ROUTES SERVED: Route 21 Non Peak (Outbound), Route 21 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership stop located near a trail connection, currently lacking a defined landing pad and bike parking. The absence of infrastructure limits accessibility and multimodal integration. Add a bike rack to accommodate trail users and encourage multimodal connections.

Weekday Activity	32
Weekend Activity	1.6
Stop Position	Mid-block
Adjacent Property Description	School
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149470

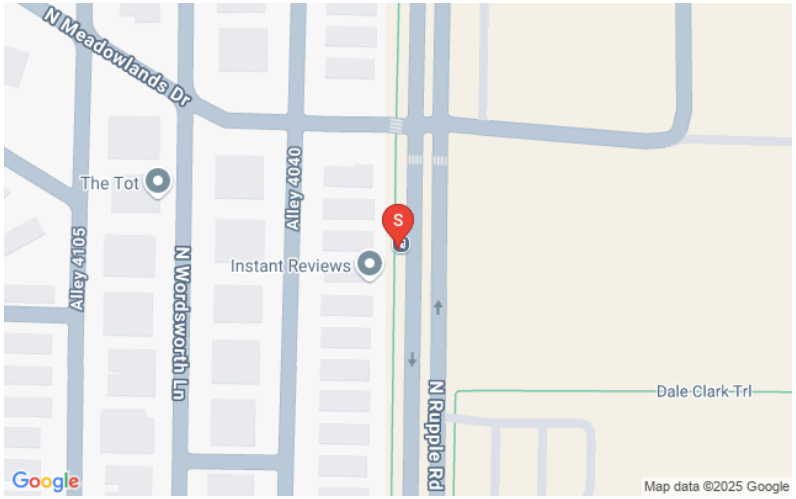
STOP NAME: Boys & Girls Club (Inbound)

ROUTES SERVED: Route 35 Non Peak (Inbound), Route 35 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership inbound stop serving the Boys & Girls Club. The current location is not well-positioned for safe access or visibility and lacks a defined landing pad and other basic amenities. Relocate the stop closer to the entrance of the Boys & Girls Club to improve access and visibility. Construct an accessible landing pad and install seating, lighting, and micromobility parking to support youth and family use.

Weekday Activity	22.6
Weekend Activity	1
Stop Position	Far-side
Adjacent Property Description	Residence - Townhouse, Residence - detached
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149471

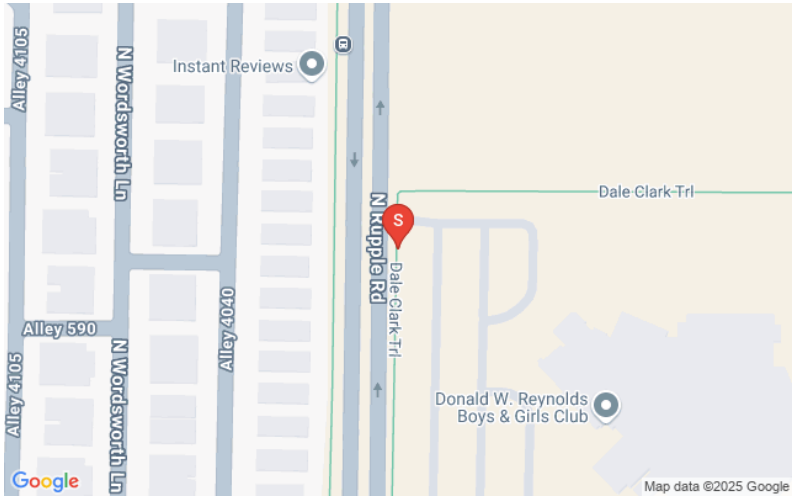
STOP NAME: Boys & Girls Club (Outbound)

ROUTES SERVED: Route 35 Non Peak (Outbound), Route 35 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership outbound stop that serves the Boys & Girls Club. The current location offers limited visibility and is poorly positioned for safe boarding and alighting. The stop lacks a defined landing pad and essential rider amenities. Relocate the stop closer to the Boys & Girls Club entrance to enhance accessibility and rider safety. Construct an accessible landing pad and install basic amenities such as seating, lighting, and micromobility parking to support multimodal access.

Weekday Activity	42.1
Weekend Activity	1.8
Stop Position	Mid-block
Adjacent Property Description	School
Landing Area	Concrete, Grass
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149474

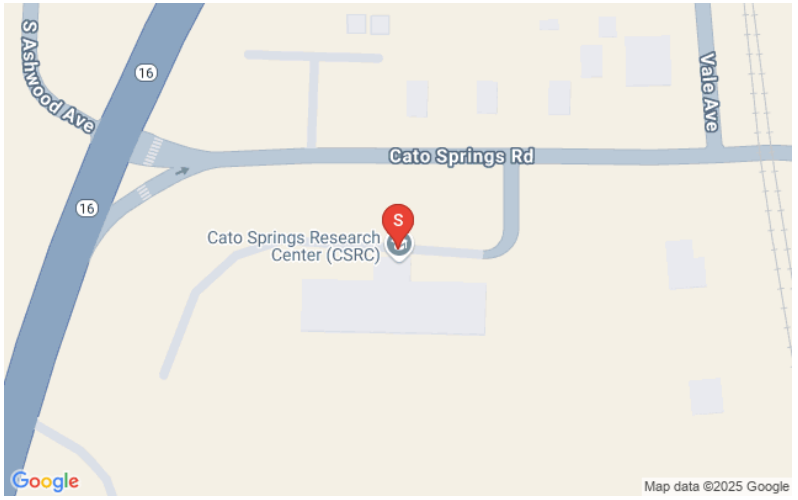
STOP NAME: CATO Springs Research Center

ROUTES SERVED: Route 45 Engineering Research Shuttle (University Affiliates) (Inbound)

Evaluation and Recommendation

This is a stop with an adequate landing area, sidewalk access, and lighting. No seating is provided, but bike parking is available. The stop serves a low-demand area and is not currently a high-impact location. Install a bench to improve rider comfort. No additional improvements are needed at this time unless ridership increases.

Weekday Activity	No Data Available
Weekend Activity	No Data Available
Stop Position	Near-side
Adjacent Property Description	University Building - Off Campus
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	No



Click to go back to [Phase 2 Enhancements Table]

STOP ID:149475

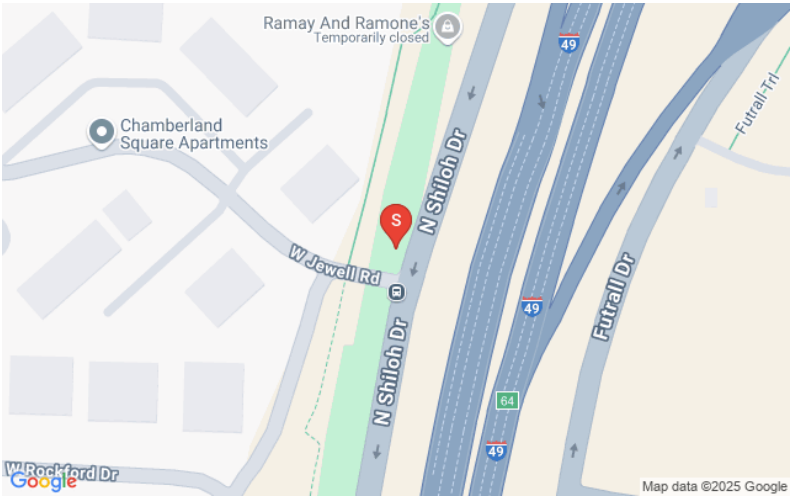
STOP NAME: Chamberland Square

ROUTES SERVED: Route 35 Non Peak (Outbound), Route 35 Peak (Outbound)

Evaluation and Recommendation

Low-ridership stop in poor condition with no defined landing area and limited passenger protection. Located along a high-speed corridor with inadequate lighting, poor visibility, and no clear connection between the sidewalk and boarding area. Current configuration lacks comfort, safety, and accessibility for regular use. Install a full shelter package with lighting and seating. Construct an accessible landing pad and connect it to the existing sidewalk network. Add bollards for passenger protection from traffic. Install speed limit signage and paint pavement markings (e.g., “SLOW,” hatch lines) to calm traffic near the stop. Include placemaking features to improve visibility and encourage use.

Weekday Activity	14.4
Weekend Activity	3.7
Stop Position	Near-side
Adjacent Property Description	Apartment Building
Landing Area	Asphalt, Gravel
Sidewalk	No
Sidewalk Condition	N/A
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:150491

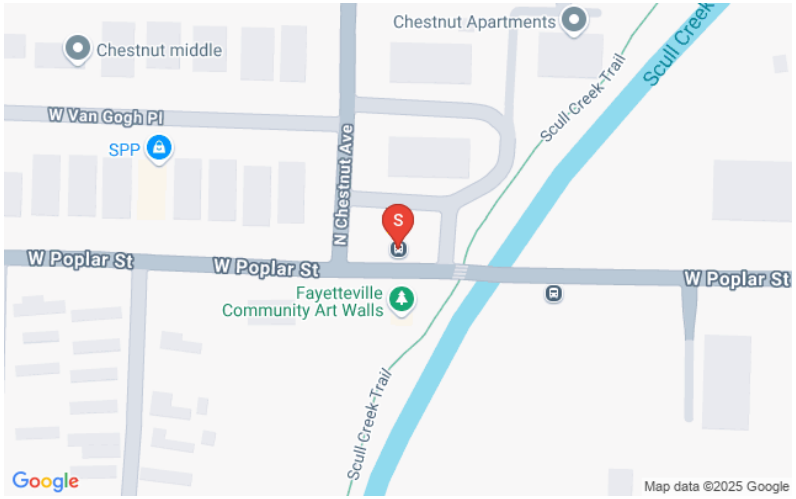
STOP NAME: Chestnut Apartments (North)

ROUTES SERVED: Route 26 Non Peak (Outbound)

Evaluation and Recommendation

Bus stop recently improved with new sidewalks and addition of landing area adjacent to the curb and shelter pad. Consider adding lighting and shelter and relocating bus stop sign closer to the street to improve visibility. Monitor for any increase in demand that might justify additional amenities.

Weekday Activity	No Data Available
Weekend Activity	No Data Available
Stop Position	Near-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149591

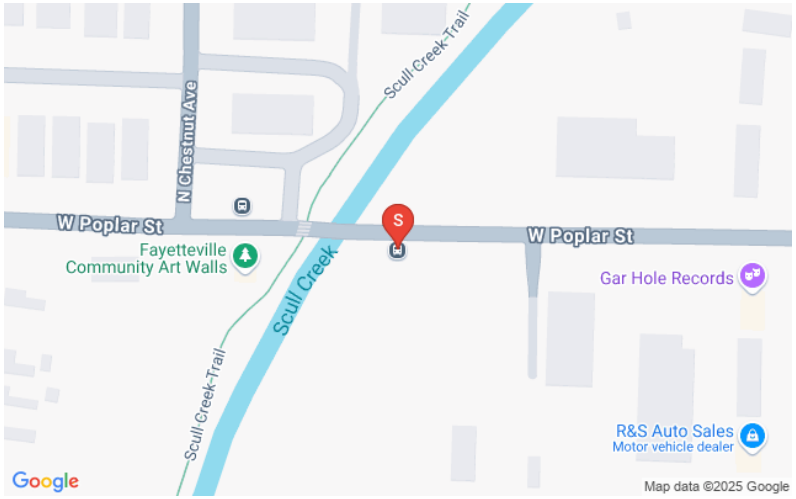
STOP NAME: Chestnut Apartments (South)

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership balanced stop with new concrete landing area, wide sidewalk, and tactile warning surface. No seating or shelter currently present. Sign is mounted on a permanent base near a utility pole, which may constrain future shelter placement. Lighting appears adequate from adjacent streetlights. Recommend installing a bench to improve comfort. Consider a shelter if space allows or utility relocation becomes feasible.

Weekday Activity	27.5
Weekend Activity	7.7
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149478

STOP NAME: Colonial Arms (Inbound)

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership inbound stop serving the Colonial Arms apartments. The stop is positioned in a way that limits accessibility and visibility. Although the sidewalk has been recently redone, the pole placement and landing area are not optimized for shelter installation. This stop pairs with outbound stop 149477. Relocate the signpost for improved alignment with the sidewalk and future shelter placement. Construct an accessible landing pad and install a shelter to support rider comfort and visibility. Coordinate improvements with the outbound stop across the street for a consistent experience.

Weekday Activity	48.9
Weekend Activity	10.7
Stop Position	Near-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

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STOP ID:149477

STOP NAME: Colonial Arms (Outbound)

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership outbound stop currently located in a constrained area with limited visibility and poor access. The stop lacks a defined accessible landing pad and other basic amenities. It is the sister stop to 149478 across the street. Relocate the stop in front of the adjacent block wall to improve visibility and access. Construct a landing pad and consider adding a shelter and seating to match improvements at the inbound stop (149478).

Weekday Activity	37.7
Weekend Activity	9.2
Stop Position	N/A
Adjacent Property Description	Place of Worship
Landing Area	Asphalt, Dirt, Grass
Sidewalk	No
Sidewalk Condition	N/A
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

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STOP ID:149480

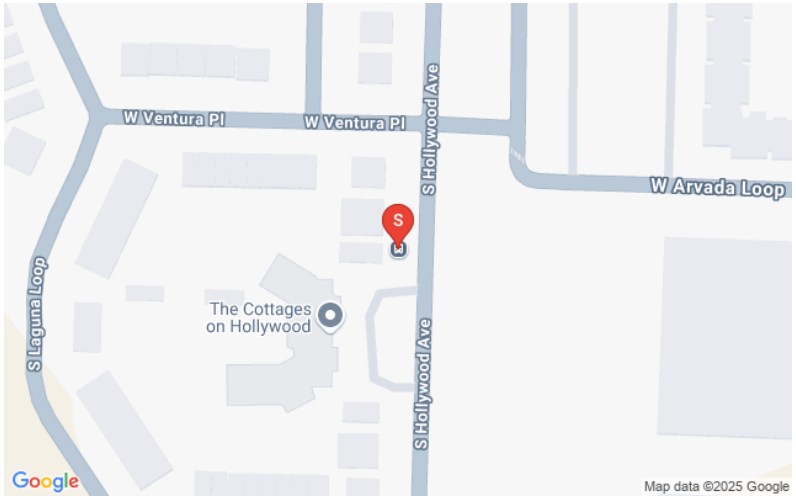
STOP NAME: Cottages Hollywood

ROUTES SERVED: Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

High-ridreship, balanced stop full shelter package in excellent condition, including seating and paved landing area. Lighting is provided by nearby street fixtures but no in-shelter lighting is visible. Sidewalk access is direct and unobstructed. No designated outbound stop exists across the street. Maintain existing infrastructure and evaluate feasibility of formal outbound stop to support bidirectional access and improve network connectivity. Add in-shelter lighting to enhance visibility and nighttime comfort.

Weekday Activity	57.9
Weekend Activity	1.1
Stop Position	Far-side
Adjacent Property Description	Apartment Building, Residence - Townhouse, University Student Housing
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



STOP ID:149481

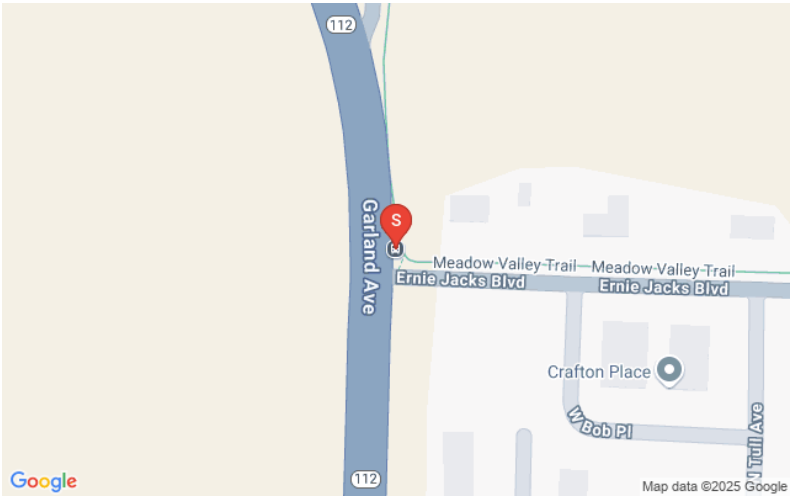
STOP NAME: Crafton Place

ROUTES SERVED: Route 21 Non Peak (Inbound), Route 21 Peak (Inbound)

Evaluation and Recommendation

Low-ridership stop located near an active ARDOT project area. The site currently lacks a formal shelter, accessible landing pad, and fully connected sidewalk infrastructure. Trail access is nearby, and coordination with future construction is essential. Coordinate with ARDOT to ensure installation of an ADA-compliant landing pad and shelter as part of planned median and trail improvements. Ensure sidewalk connections are incorporated to support safe and accessible multimodal access.

Weekday Activity	19
Weekend Activity	1.1
Stop Position	Far-side
Adjacent Property Description	Apartment Building, Residence - detached
Landing Area	Asphalt
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149483

STOP NAME: Deane & Evening Shade

ROUTES SERVED: Route 33 Non Peak (Outbound), Route 33 Peak (Outbound)

Evaluation and Recommendation

Low-ridership balanced stop with an adequate landing area, sidewalk access, and lighting present. No seating or shelter is currently provided. The site has sufficient space to support additional amenities. If funding, demand, or policy require it: Install a full shelter package with bench and lighting to enhance rider comfort. Add micromobility parking to support scooter and bicycle access.

Weekday Activity	9.5
Weekend Activity	1.2
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete, Tactile, warning strip
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

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STOP ID:149486

STOP NAME: Dickson & Locust

ROUTES SERVED: Route 13 Ext Peak (Inbound), Route 14 Non Peak (Outbound)

Evaluation and Recommendation

Low-ridership stop located in a busy entertainment district with high pedestrian and micromobility activity. The existing street bulb is surfaced with pavers, and there is no defined landing pad. The site lacks shelter and micromobility parking, limiting functionality and comfort. Replace pavers in the boarding area with concrete to create a landing pad. Install lighting and seating. Add micromobility parking to accommodate bikes and scooters. Improvements should align with similar upgrades at nearby stops like Dickson & School to ensure a consistent rider experience.

Weekday Activity	0.2
Weekend Activity	1.5
Stop Position	Far-side
Adjacent Property Description	Retail Store
Landing Area	Grass, Pavers
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:149487

STOP NAME: Dickson & School

ROUTES SERVED: Route 14 Non Peak (Outbound), Route 17 Detour Peak (Outbound)

Evaluation and Recommendation

Low-ridership stop located in the heart of the entertainment district. The site lacks a defined loading zone and has no shelter or seating. Space constraints limit installation options, and pedestrian activity is consistently high. Stripe a formal bus loading zone on the street to improve visibility and operations. Evaluate the potential for seating installation (e.g., knee wall or integrated design) if concerns about loitering can be addressed. Consider adding lighting and shelter where space allows, and coordinate improvements with other nearby high-activity stops for consistency.

Weekday Activity	13.5
Weekend Activity	1.1
Stop Position	N/A
Adjacent Property Description	Bar
Landing Area	Concrete, Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	No

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STOP ID:149489

STOP NAME: Dickson & West

ROUTES SERVED: Route 17 Detour Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership boarding stop located in a high-activity district. The site includes an Accessible landing area, sidewalk access, seating, lighting, bike parking, and scooter parking. Despite this strong foundation, the stop currently lacks a shelter. Install a full shelter package with integrated lighting and seating to enhance comfort and visibility. Leverage existing infrastructure to support a high-quality, multimodal rider experience.

Weekday Activity	33.1
Weekend Activity	1.7
Stop Position	Far-side
Adjacent Property Description	Restaurant
Landing Area	Concrete, Pavers
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	Yes
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	Yes

STOP ID:149490

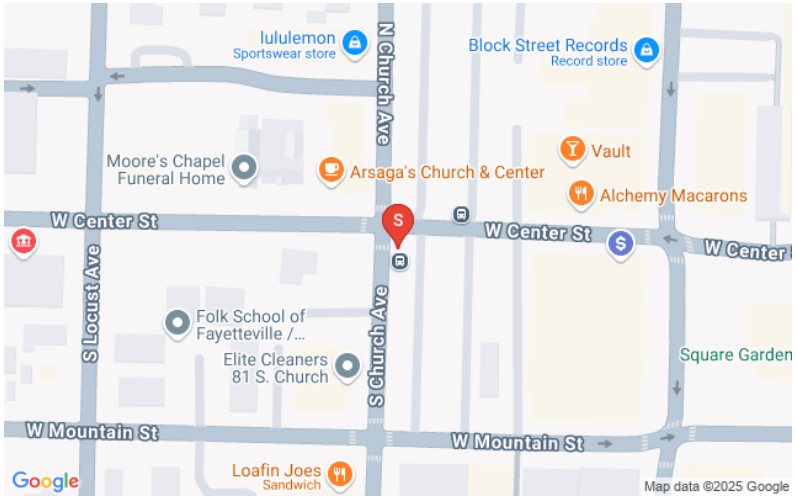
STOP NAME: Downtown Square

ROUTES SERVED: Route 14 Non Peak (Outbound), Route 17 Detour Peak (Outbound)

Evaluation and Recommendation

This is a low-ridership balanced stop located in a high-visibility downtown environment. The stop features a fully built-out shelter with solar-powered lighting and seating, a trash receptacle, and designated micromobility parking for scooters and bicycles. The shelter is placed along a wide, accessible sidewalk with clear curb ramps and tactile warning surfaces. No additional improvements are needed at this time. Continue routine maintenance to ensure cleanliness, visibility, and functionality of all amenities.

Weekday Activity	18
Weekend Activity	5.8
Stop Position	Near-side
Adjacent Property Description	Office Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



STOP ID:149492

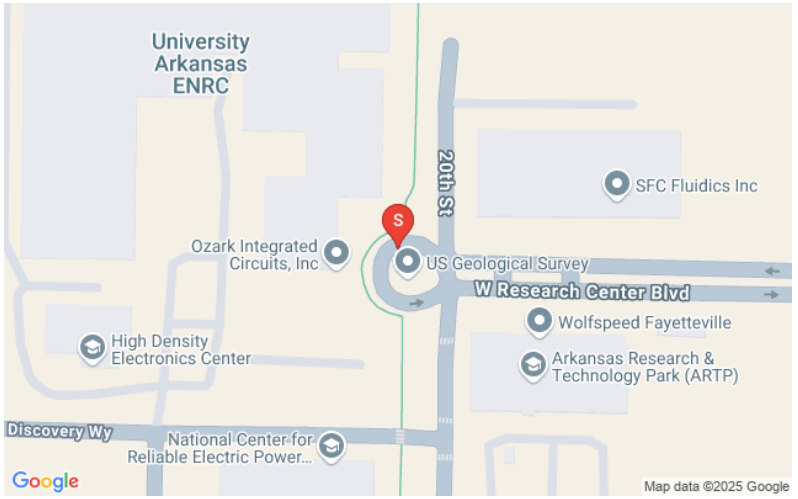
STOP NAME: Engineering Research Center

ROUTES SERVED: Route 45 Engineering Research Shuttle (University Affiliates) (Inbound & Outbound)

Evaluation and Recommendation

This is a stop serving a specialized university facility. The stop lacks formal signage, making it unclear where boarding occurs. No bike rack or micromobility infrastructure is present, despite frequent use by students traveling by scooter or bike. Install clear bus stop signage and pole to indicate the designated boarding location. Add a bike rack and scooter hub to accommodate multimodal users and reduce sidewalk clutter.

Weekday Activity	No Data Available
Weekend Activity	No Data Available
Stop Position	N/A
Adjacent Property Description	University Building - Off Campus
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149493

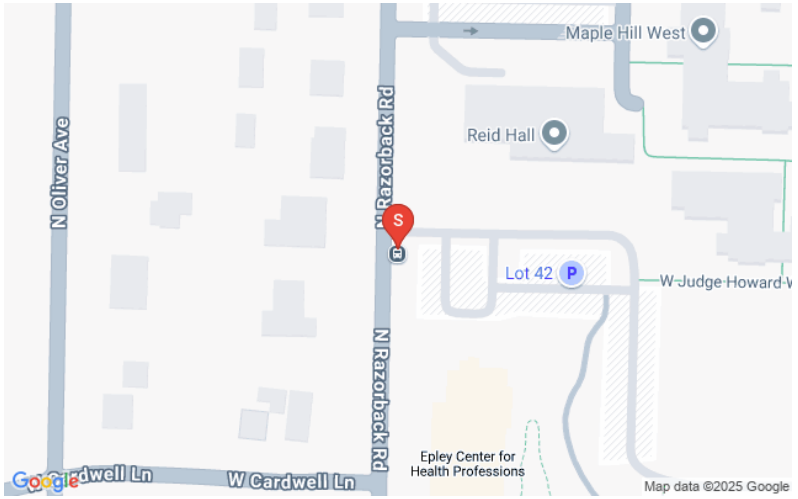
STOP NAME: Epley Center

ROUTES SERVED: Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership alighting stop with an accessible landing pad, sidewalk access, and lighting. No seating or shelter is currently provided, which limits comfort despite the site's readiness for additional amenities. Install a full shelter package including seating and lighting to enhance passenger comfort. Leverage the existing landing pad to support quick implementation of upgrades.

Weekday Activity	45.7
Weekend Activity	0.1
Stop Position	Mid-block
Adjacent Property Description	Parking Lot
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149494

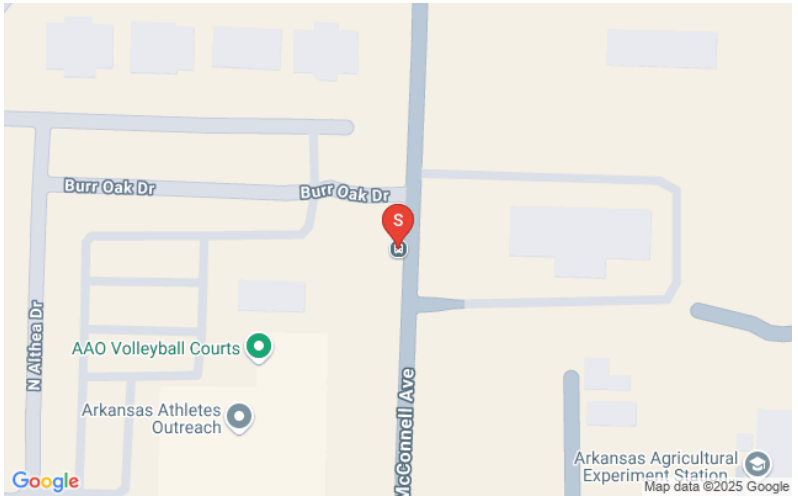
STOP NAME: Fair Park

ROUTES SERVED: Route 21 Non Peak (Inbound & Outbound), Route 21 Peak (Inbound & Outbound)

Evaluation and Recommendation

Moderate-ridership balanced stop near UA Athletic facilities, with no defined landing pad, seating, or shelter. Boarding occurs from a grassy strip with no accessible connection to the adjacent apartment complex. Street lighting is present, but there is no dedicated illumination or micromobility support. Construct an accessible landing pad and provide a sidewalk connection through the apartment frontage. Install a full shelter package with lighting, seating, and micromobility parking to support current ridership and improve comfort and visibility.

Weekday Activity	47.1
Weekend Activity	8.5
Stop Position	Far-side
Adjacent Property Description	School
Landing Area	Dirt, Grass
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149495

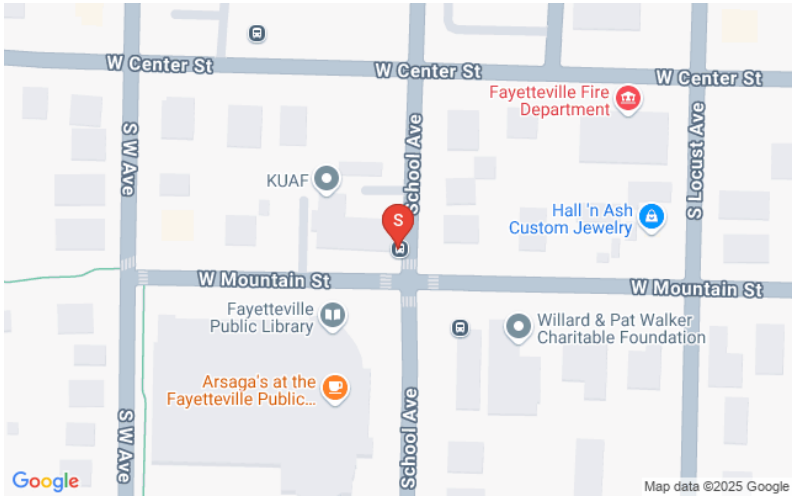
STOP NAME: Fayetteville Library

ROUTES SERVED: Route 14 Non Peak (Outbound), Route 17 Detour Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership balanced stop located on a rolled curb with no defined Accessible landing area. The sidewalk is present but not fully accessible due to grade and lack of a level boarding surface. No seating is provided. Lighting is present, but visibility and pedestrian access are limited. This stop is located near 149531, a midblock location just north of Center Street. Consolidate this stop with nearby Stop 149531 to establish a single, upgraded midblock location. Construct an accessible landing pad with direct sidewalk connection to replace the rolled curb. Install a full shelter package including seating and lighting. Add micromobility parking to support scooter and bike access. Improve sidewalk access and signage for enhanced visibility and safety.

Weekday Activity	32.9
Weekend Activity	7.1
Stop Position	Near-side
Adjacent Property Description	Library
Landing Area	Dirt, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149496

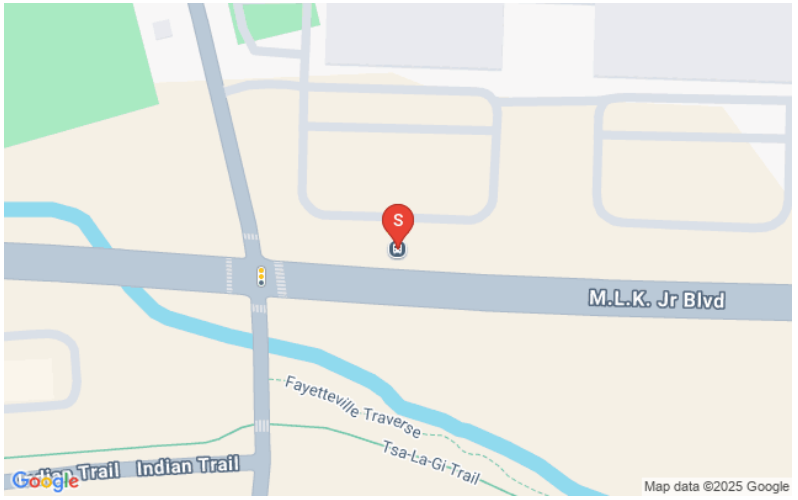
STOP NAME: FHS

ROUTES SERVED: Route 13 Ext Peak (Inbound), Route 13 Peak (Outbound), Route 14 Non Peak (Inbound)

Evaluation and Recommendation

Low-ridership alighting stop near Fayetteville High School, located on a sloped grassy area next to the sidewalk. There is no landing pad, seating, shelter, or lighting. Construct a defined, accessible landing pad flush with the sidewalk to ensure safe alighting. If slope conditions allow, install a shelter and lighting to improve comfort and visibility for students and other passengers.

Weekday Activity	10.5
Weekend Activity	1.6
Stop Position	Near-side
Adjacent Property Description	School
Landing Area	Dirt, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149497

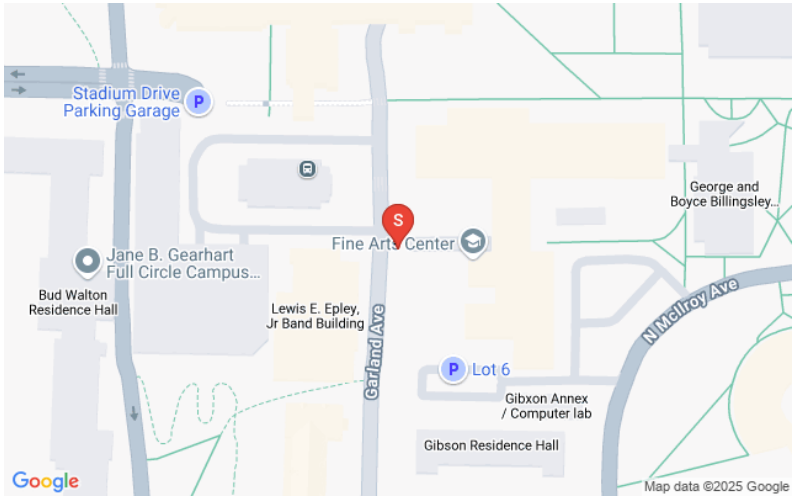
STOP NAME: Fine Arts

ROUTES SERVED: Route 17 Detour Peak (Inbound & Outbound)

Evaluation and Recommendation

High-ridership balanced stop with adequate landing area, sidewalk present, and no seating, lighting present. full shelter package plus micromobility parking similar to 1021 dining hall, remove pullout and replace with in lane stop, potential bus bulb.

Weekday Activity	129.9
Weekend Activity	0
Stop Position	Far-side
Adjacent Property Description	University Hall
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149499

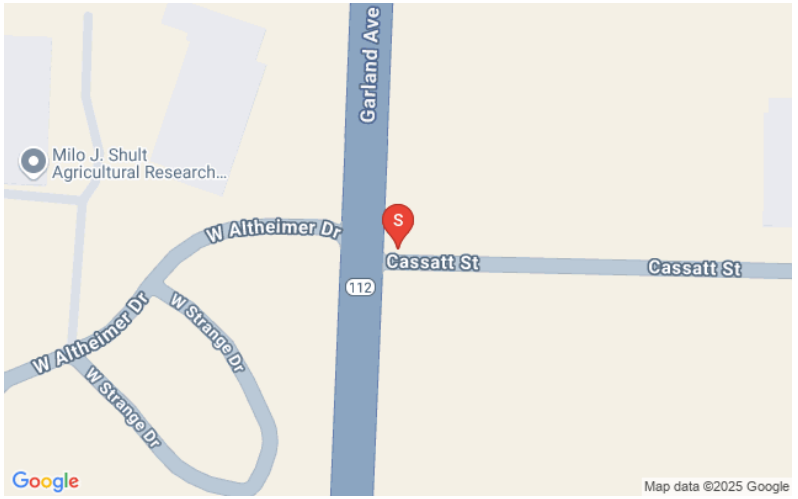
STOP NAME: Food Science

ROUTES SERVED: Route 21 Non Peak (Inbound), Route 21 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership balanced stop recently relocated to the corner of Cassatt Street and Highway 112, adjacent to a stop sign. The former shelter near the Food Science facility has been decommissioned. The new stop location lacks a defined landing pad, seating, or lighting and is not clearly visible to approaching operators. Coordinate with ARDOT and UA facilities to establish an accessible boarding area with proper signage and lighting. Consider future shelter installation if demand increases or surrounding development intensifies. Remove or repurpose the old shelter to avoid confusion.

Weekday Activity	43
Weekend Activity	2.5
Stop Position	Near-side
Adjacent Property Description	Empty Lot - Field
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149501

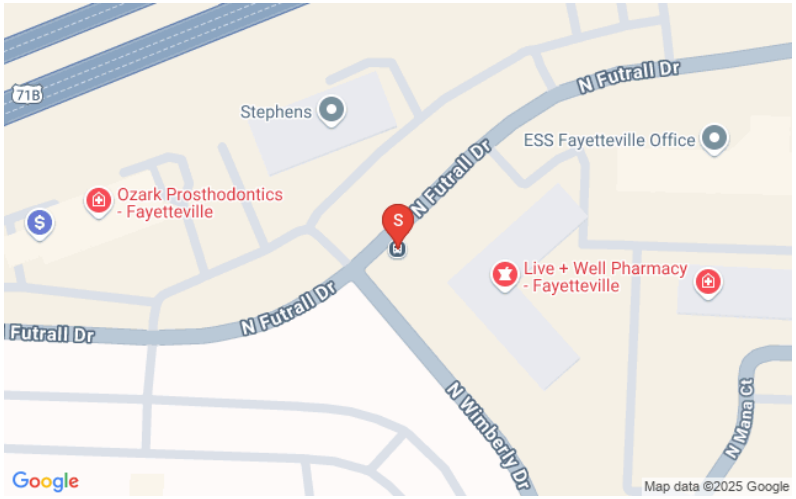
STOP NAME: Futrall & Wimberly

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop located near residential housing and a nearby pharmacy. The stop lacks a defined landing pad, seating, and shelter. Boarding occurs from a grass strip, limiting accessibility and rider comfort. Install an accessible landing pad and add seating to improve functionality. Lighting is present nearby, but site-specific lighting should be evaluated. A shelter may be considered in the future if ridership increases.

Weekday Activity	8.4
Weekend Activity	2.2
Stop Position	Far-side
Adjacent Property Description	Pharmacy
Landing Area	Grass
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149502

STOP NAME: Garden Park

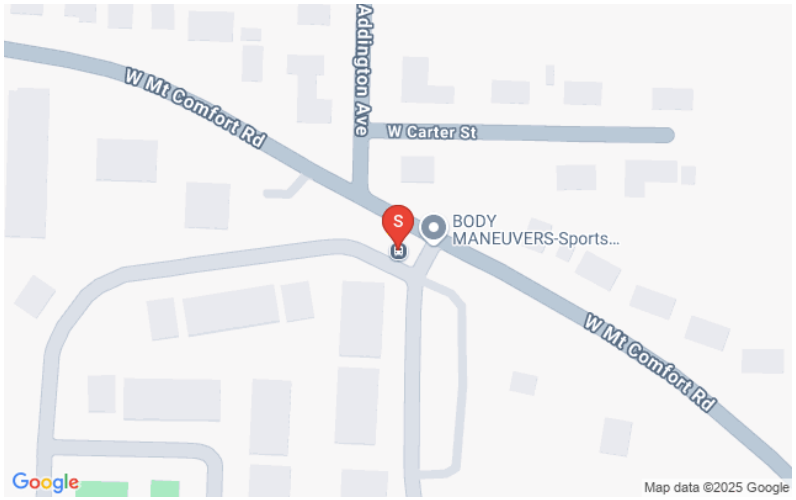
ROUTES SERVED: Route 33 Non Peak (Outbound), Route 33 Peak (Outbound)

Evaluation and Recommendation

High-ridership boarding stop with adequate landing area, sidewalk present, and seating available. No lighting. The shelter is located behind a fence within a gated apartment complex and is not accessible from the public sidewalk. Passengers in mobility devices cannot reach the curb from the shelter. The current layout creates a physical barrier to boarding and should be addressed to improve accessibility. Relocate or expand the shelter to connect directly to the sidewalk and provide access. Install lighting. Coordinate with property management to ensure the stop remains visible and accessible to the public.

.

Weekday Activity	59.7
Weekend Activity	2.5
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149504

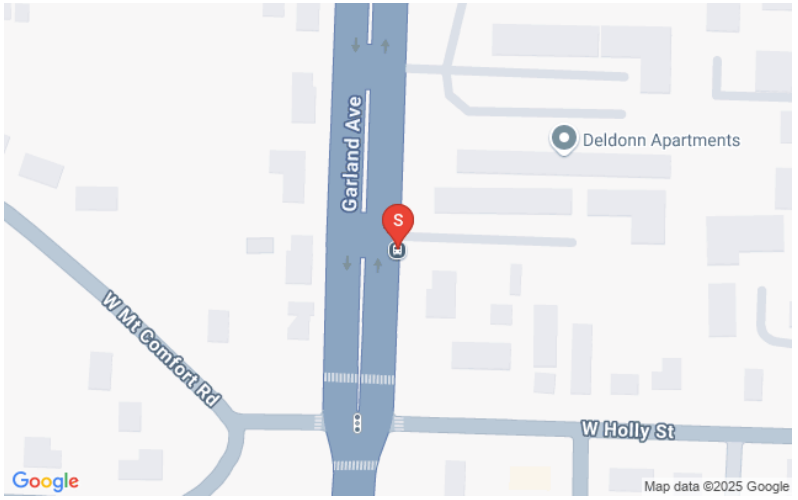
STOP NAME: Garland & Holly (Outbound)

ROUTES SERVED: Route 21 Non Peak (Inbound), Route 21 Peak (Inbound)

Evaluation and Recommendation

High-ridership alighting stop with a landing area and sidewalk access. The stop currently lacks lighting and seating, and its position near a driveway creates potential conflicts and safety concerns. Relocate the stop just past the adjacent driveway to improve safety and sightlines. Install a full shelter package with seating and lighting to support high passenger volumes and enhance visibility.

Weekday Activity	67.3
Weekend Activity	4.2
Stop Position	Far-side
Adjacent Property Description	Apartment Building, Residence - detached
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149506

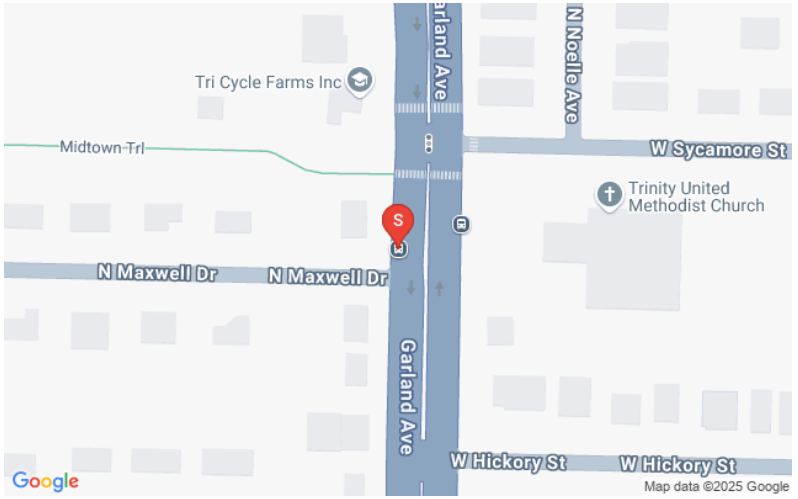
STOP NAME: Garland & Sycamore (Inbound)

ROUTES SERVED: Route 21 Non Peak (Outbound), Route 21 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership boarding stop located at the far side of the intersection with good sidewalk connectivity but no defined landing area, no seating, and no shelter. Lighting is provided by adjacent street infrastructure. The stop is directly adjacent to residential housing, which may limit opportunities for larger infrastructure but is also located near a trail and has potential for micromobility demand. Construct an accessible landing pad to improve boarding safety and functionality. If feasible, engage nearby property owners to determine receptiveness to a full shelter package. Should conditions allow, install a shelter with seating and designated micromobility parking to support heavy ridership and nearby trail connectivity.

Weekday Activity	58.2
Weekend Activity	2.6
Stop Position	Far-side
Adjacent Property Description	Residence - detached
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149507

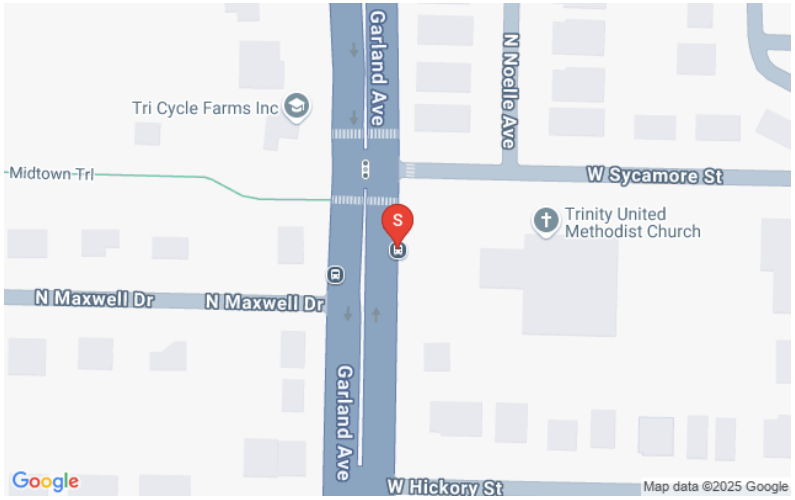
STOP NAME: Garland & Sycamore (Outbound)

ROUTES SERVED: Route 21 Non Peak (Inbound), Route 21 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership balanced stop with an accessible landing area, sidewalk connectivity, a shelter with seating, and street lighting nearby. The shelter lacks dedicated in-shelter lighting, which limits visibility and comfort during low-light conditions. Install in-shelter lighting to improve safety and passenger experience during early mornings and evenings. Maintain all existing infrastructure in good condition.

Weekday Activity	22
Weekend Activity	1.3
Stop Position	Near-side
Adjacent Property Description	Place of Worship
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149508

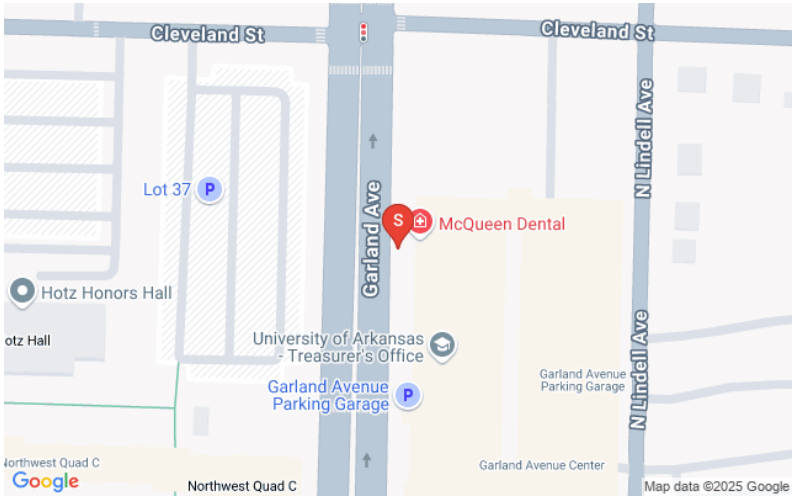
STOP NAME: Garland Center

ROUTES SERVED: Route 21 Non Peak (Inbound), Route 21 Peak (Inbound), Route 48 Non Peak (Outbound), Route 48 Peak (Outbound)

Evaluation and Recommendation

High-ridership balanced stop located at a major campus destination. The site includes an accessible landing area, sidewalk access, lighting, and micromobility amenities (bike and scooter parking). Seating is not currently provided, and the existing bus pullout limits efficiency and pedestrian visibility. Replace the existing bus cutout with an in-lane stop configuration to improve operations and visibility. Install a full shelter package with integrated lighting and seating to accommodate high ridership and provide weather protection.

Weekday Activity	69.5
Weekend Activity	3.5
Stop Position	Near-side
Adjacent Property Description	Mall/Shopping Center, Parking Lot
Landing Area	Concrete, Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	Yes



STOP ID:149510

STOP NAME: Gibson Hall

ROUTES SERVED: Route 17 Detour Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership stop near Gibson Hall with paved boarding area but no existing seating or shelter. The location has adequate space and conditions to support additional amenities. Install seating to improve passenger comfort. If funding is available, install a shelter either at the current location or at a nearby alternative site that best supports visibility and access.

Weekday Activity	25.4
Weekend Activity	0
Stop Position	Near-side
Adjacent Property Description	University Hall
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:149512

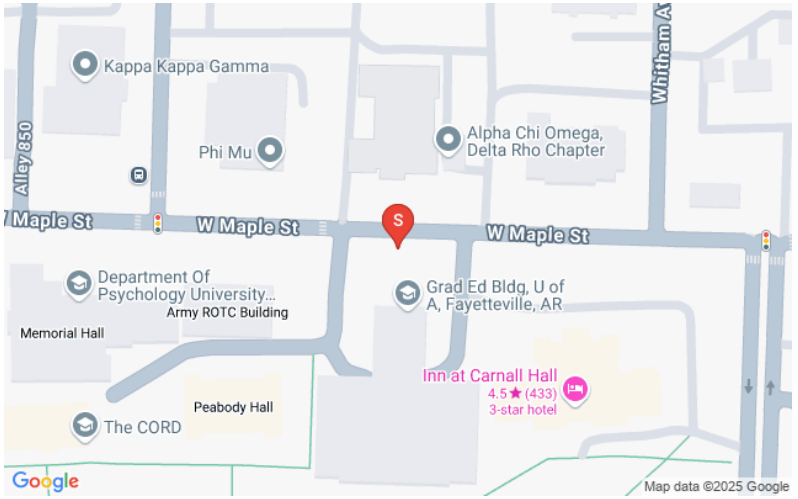
STOP NAME: Grad Ed

ROUTES SERVED: Route 17 Detour Peak (Inbound)

Evaluation and Recommendation

Low-ridership stop adjacent to the Graduate Education building. Existing infrastructure lacks a defined accessible boarding area, and the sidewalk is too narrow for safe use. If funding is available, expand the sidewalk to create an accessible landing pad and ensure an accessible connection between the sidewalk and the bus stop zone.

Weekday Activity	2.7
Weekend Activity	0
Stop Position	N/A
Adjacent Property Description	School
Landing Area	Asphalt, Concrete
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149514

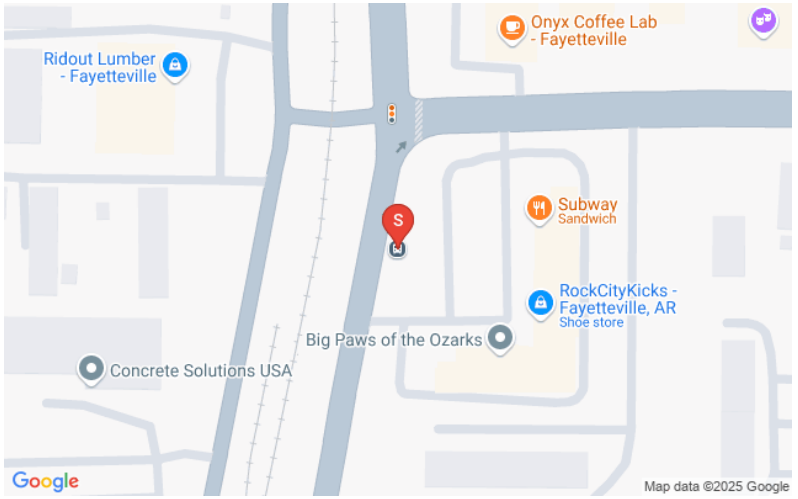
STOP NAME: Gregg & Township

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop located on a key corridor near a commercial area. The stop has sidewalk access and adjacent lighting from a nearby parking lot but lacks a dedicated landing pad, seating, or shelter. Riders currently board from the grass, which provides a poor surface and limits accessibility. Construct an accessible landing pad to create a stable boarding area. Add a bench to improve comfort, and consider installing a shelter if ridership increases in the future.

Weekday Activity	12.7
Weekend Activity	4.4
Stop Position	Near-side
Adjacent Property Description	Mall/Shopping Center
Landing Area	Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149515

STOP NAME: Gregg & Village Lake

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership balanced stop with an accessible landing area, sidewalk connectivity, shelter with lighting and seating, and a striped on-street bus loading zone. No additional improvements are recommended at this time. Maintain existing infrastructure and monitor conditions as development and ridership evolve.

Weekday Activity	37
Weekend Activity	14.6
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:149518

STOP NAME: Harmon Ave & Willard J Walker Hall

ROUTES SERVED: Route 13 Ext Peak (Inbound), Route 14 Non Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop adjacent to Willard J. Walker Hall, located in turf beside a wide sidewalk. No defined landing area, seating, or shelter is provided, and the sign is placed just off the path, limiting visibility and accessibility. Street lighting is present nearby, and scooters are frequently observed along the corridor. Relocate the stop slightly north to align with the existing concrete pad. Add an accessible landing pad and micromobility parking. A shelter is not recommended at this time due to ridership levels.

Weekday Activity	1.9
Weekend Activity	1.2
Stop Position	Far-side
Adjacent Property Description	University Hall
Landing Area	Dirt, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:150480

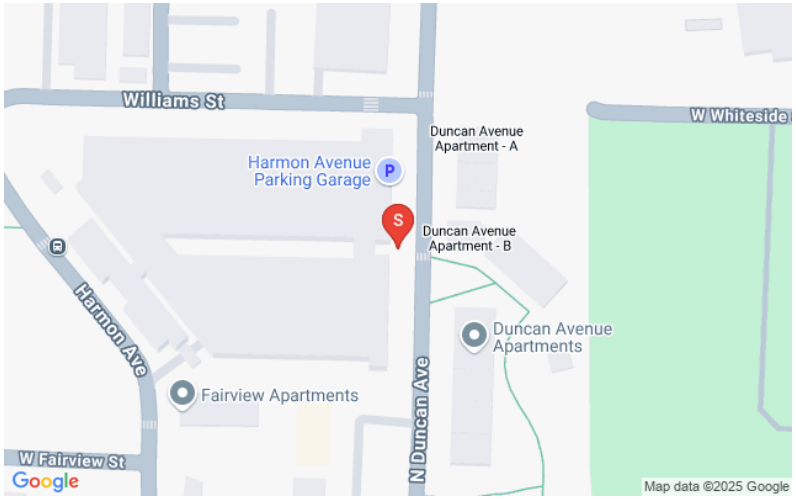
STOP NAME: Harmon Garage- Duncan Ave Entrance

ROUTES SERVED: Route 13 Peak (Outbound)

Evaluation and Recommendation

Stop with no defined landing area, sidewalk present, and no seating, lighting present, bike parking. Located midblock with minimal visibility and no boarding area. Signpost is set in a concrete base and partially obscured by a tree. No shelter, seating, or lighting present. Crosswalk and sidewalk connections exist nearby, but the stop lacks a defined landing pad and is set on uneven ground. Consider relocating to a more visible location with improved boarding conditions. Add landing pad and evaluate lighting needs if usage increases.

Weekday Activity	No Data Available
Weekend Activity	No Data Available
Stop Position	Near-side
Adjacent Property Description	Apartment Building
Landing Area	Dirt, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	No



STOP ID:149520

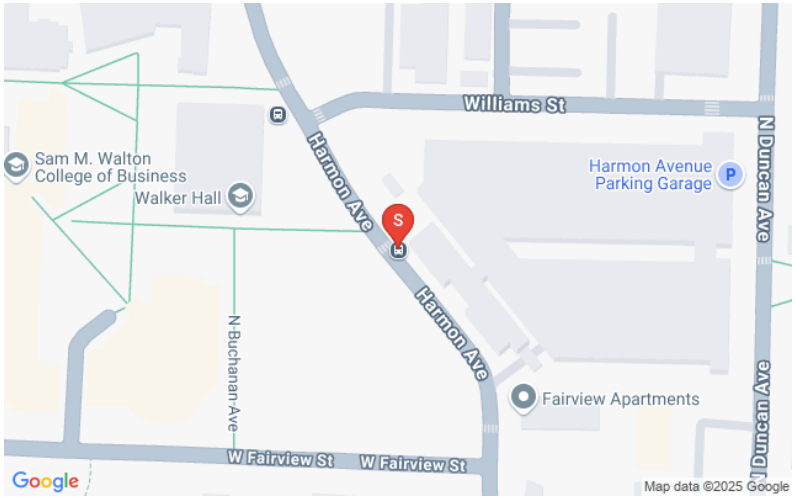
STOP NAME: Harmon Garage- Harmon Ave Entrance

ROUTES SERVED: Route 13 Ext Peak (Inbound), Route 13 Peak (Inbound & Outbound), Route 14 Non Peak (Inbound & Outbound)

Evaluation and Recommendation

High-ridership balanced stop with adequate landing area, sidewalk present, and no seating, lighting present, bike parking, scooter parking. potential mobility hub, add full shelter package, seating for large numbers, add lighting and micromobility parking (in addition to what is there).

Weekday Activity	307.3
Weekend Activity	1.1
Stop Position	Far-side
Adjacent Property Description	Park and Ride
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	Yes



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STOP ID:149521

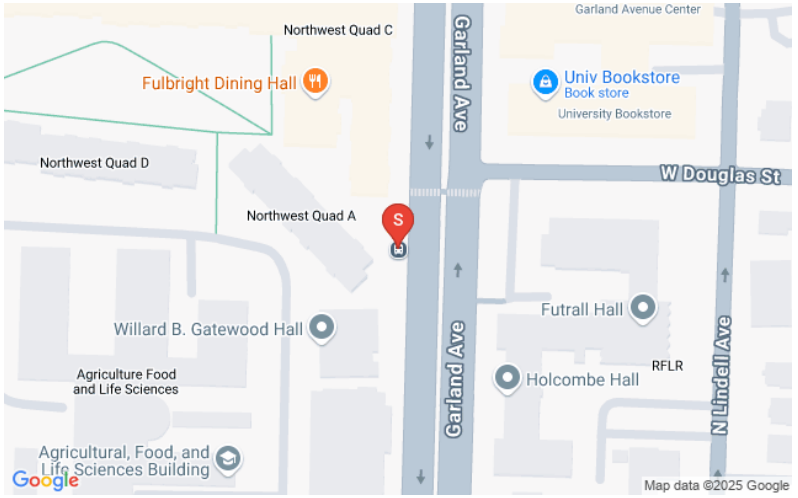
STOP NAME: Health Center

ROUTES SERVED: Route 21 Non Peak (Outbound), Route 21 Peak (Outbound), Route 33 Non Peak (Outbound), Route 33 Peak (Outbound), Route 35 Non Peak (Inbound), Route 35 Peak (Inbound), Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

High-ridership alighting stop adjacent to the campus health center with a modern shelter, excellent sidewalk access, and a high-quality paver boarding area. The current shelter is undersized for peak demand and lacks in-shelter lighting. Micromobility devices are staged nearby without a designated parking zone, creating clutter. Expand the existing shelter to accommodate crowding. Add in-shelter lighting to improve safety and comfort, and install formal micromobility parking to support scooter and bike users while keeping walkways clear.

Weekday Activity	183
Weekend Activity	10.4
Stop Position	Mid-block
Adjacent Property Description	School
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	Yes



STOP ID:149522

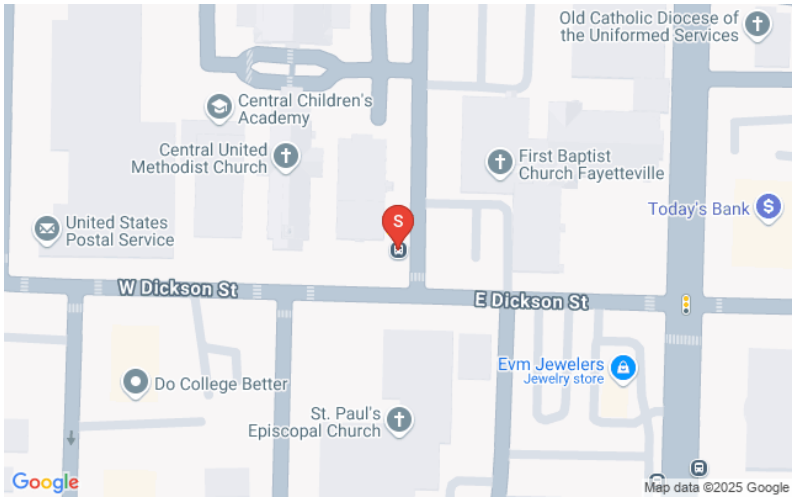
STOP NAME: Highland & Dickson

ROUTES SERVED: Route 17 Detour Peak (Outbound), Route 14 Non Peak (Outbound),

Evaluation and Recommendation

Moderate-ridership stop located at a key intersection near the edge of campus. Its position near on-street parking limits the ability to safely board and alight without infrastructure improvements. Remove one parking space to accommodate a shelter and improve bus alignment. Install a shelter with integrated lighting and a bench. Add micromobility parking to support access for bike and scooter users.

Weekday Activity	34.2
Weekend Activity	2.3
Stop Position	Near-side
Adjacent Property Description	Place of Worship
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:154308

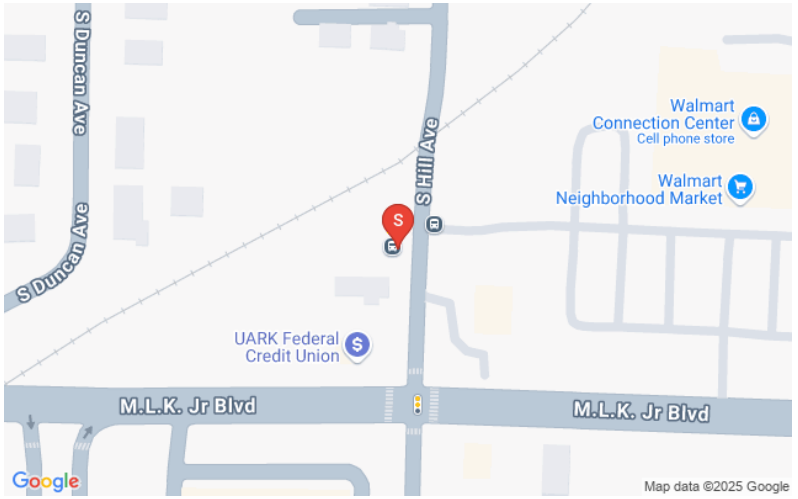
STOP NAME: Hill & MLK (Inbound)

ROUTES SERVED: Route 13 Peak (Outbound), Route 14 Non Peak (Inbound)

Evaluation and Recommendation

This is a boarding stop in excellent condition with a full shelter, accessible landing pad, sidewalk connectivity, and both in-shelter and adjacent lighting. The shelter is positioned well for queuing but currently lacks a bench, which limits seating capacity. Scooter clutter and occasional trash buildup suggest a need for routine maintenance. Install a bench inside the shelter to support comfort and consider adding a trash receptacle. Continue monitoring for overcrowding during peak academic hours.

Weekday Activity	No Data Available
Weekend Activity	No Data Available
Stop Position	Near-side
Adjacent Property Description	Bank
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149523

STOP NAME: Hill & MLK (Outbound)

ROUTES SERVED: Route 13 Peak (Inbound), Route 14 Non Peak (Inbound)

Evaluation and Recommendation

High-ridership stop serving as a primary boarding location along a major corridor. Existing shelter is well-used but undersized for peak demand. No dedicated micromobility parking present. Expand the existing shelter to better accommodate boarding volumes. Add micromobility parking to support bicycle and scooter access and reduce sidewalk clutter.

Weekday Activity	108.2
Weekend Activity	6.6
Stop Position	Far-side
Adjacent Property Description	Bank, Supermarket
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:149526

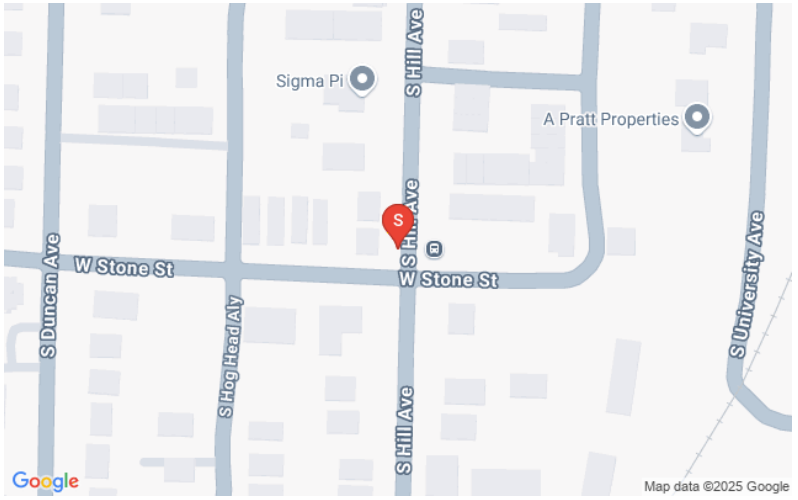
STOP NAME: Hill & Stone (Inbound)

ROUTES SERVED: Route 13 Peak (Outbound), Route 14 Non Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership alighting stop located along a residential street with no dedicated bus stop pole and minimal nighttime visibility. The sign is mounted to a utility pole, and no lighting, shelter, or seating is present. Sidewalk access is available, but the stop is not well-defined for riders or operators. Install a formal bus stop pole with signage to clearly mark the location. Add lighting if feasible to improve visibility and safety, particularly during early morning or evening hours.

Weekday Activity	54.1
Weekend Activity	0.6
Stop Position	Near-side
Adjacent Property Description	Residence - Townhouse
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149525

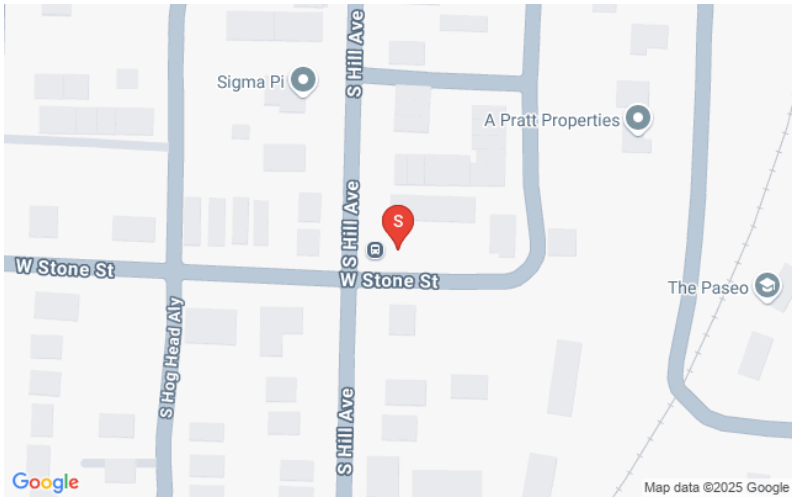
STOP NAME: Hill & Stone (Outbound)

ROUTES SERVED: Route 13 Ext Peak (Inbound), Route 13 Peak (Inbound), Route 14 Non Peak (Inbound)

Evaluation and Recommendation

Low-ridership outbound stop with sidewalk access but no defined lighting. The site currently lacks seating and has limited visibility, reducing comfort and safety for waiting passengers. Install lighting to improve visibility and enhance safety. Add a bench to support rider comfort and ensure the stop is clearly marked with a visible signpost.

Weekday Activity	12.2
Weekend Activity	1.8
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Asphalt, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	Yes
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149528

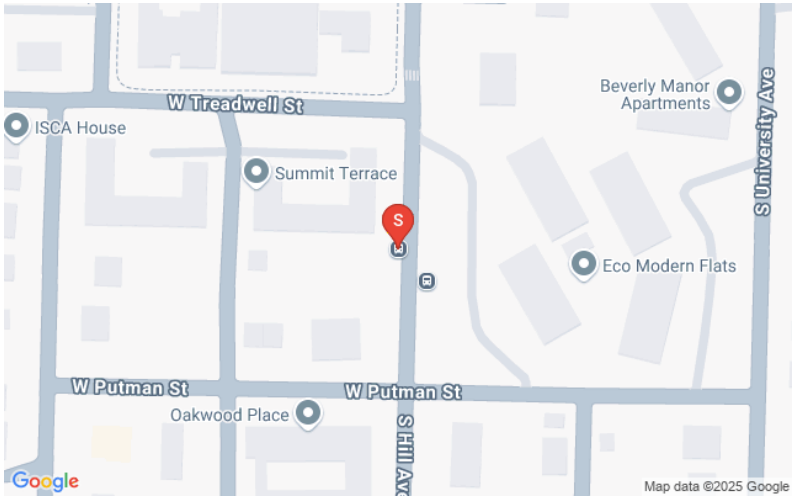
STOP NAME: Hill & Treadwell (Inbound)

ROUTES SERVED: Route 13 Peak (Outbound), Route 14 Non Peak (Inbound)

Evaluation and Recommendation

Low-ridership alighting stop with narrow sidewalk and no defined accessible landing pad. Existing seating is in poor condition and not well-suited for an alighting-focused stop. No marked loading zone is present. Expand the sidewalk to construct an accessible landing pad. Remove existing seating due to its condition and limited necessity. Stripe the roadway to establish a formal bus loading zone for improved safety and operations.

Weekday Activity	12.5
Weekend Activity	0.7
Stop Position	Mid-block
Adjacent Property Description	Apartment Building, Residence - detached
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	Yes
Lighting	No
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149527

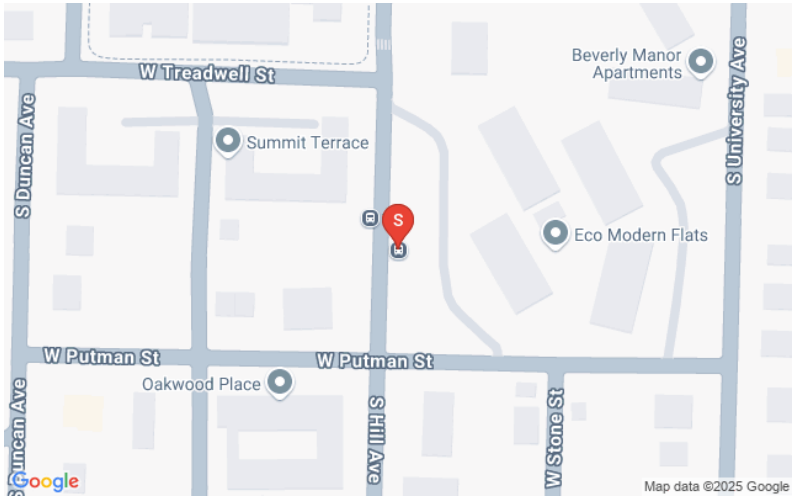
STOP NAME: Hill & Treadwell (Outbound)

ROUTES SERVED: Route 13 Ext Peak (Inbound), Route 13 Peak (Inbound), Route 14 Non Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership outbound stop located on a narrow sidewalk with limited boarding space and no defined landing area. The stop lacks formal identification and amenities, and street conditions pose challenges for safe boarding. Stripe a designated bus loading zone on the street. Expand the sidewalk to construct an accessible landing area. Install a formal bus stop pole and add a shelter to provide weather protection and enhance stop visibility.

Weekday Activity	39.6
Weekend Activity	1.2
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149530

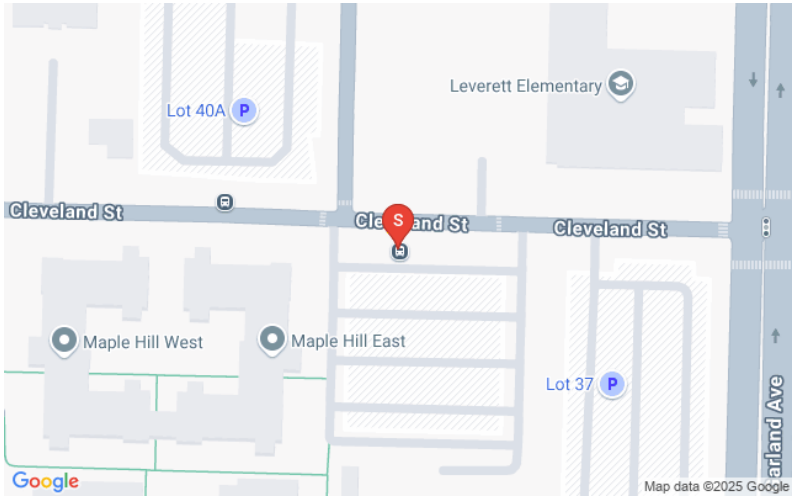
STOP NAME: Hotz Hall

ROUTES SERVED: Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership balanced stop adjacent to student housing, featuring two high-quality shelters with seating, a decorative paver landing area, sidewalk access, and scooter parking. Lighting is present along the sidewalk, but in-shelter lighting is not provided, limiting visibility during low-light hours. Add in-shelter lighting to enhance comfort and safety. Maintain existing infrastructure and ensure stair access from the adjacent parking lot remains clear and accessible.

Weekday Activity	30.1
Weekend Activity	1.5
Stop Position	Near-side
Adjacent Property Description	University Student Housing
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



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STOP ID:149531

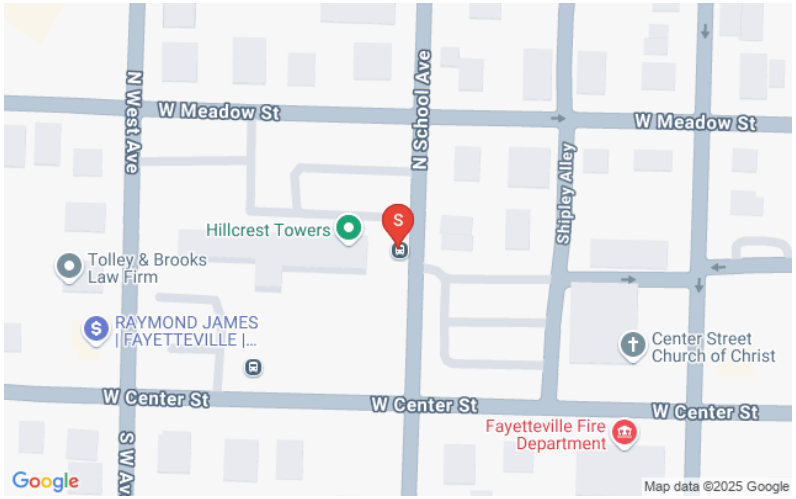
STOP NAME: Housing Authority

ROUTES SERVED: Route 14 Non Peak (Outbound), Route 17 Detour Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership balanced stop serving Hillcrest Towers senior housing, located along a narrow sidewalk with a rolled curb and no defined landing area. The stop lacks seating, lighting, shelter, and micromobility accommodations. Trash bins obstruct boarding space, and sidewalk conditions are poor with cracks and uneven surfaces. Combine this stop with nearby Stop 149495 to establish a midblock location north of Center Street. Construct an accessible landing pad, install a full shelter package with lighting and seating, and provide designated micromobility parking. Upgrade sidewalk infrastructure to support safe and inclusive access.

Weekday Activity	39.1
Weekend Activity	11
Stop Position	Mid-block
Adjacent Property Description	Community Center
Landing Area	Concrete, Grass
Sidewalk	Yes
Sidewalk Condition	2 = Poor Shape, some cracks or breaks
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149532

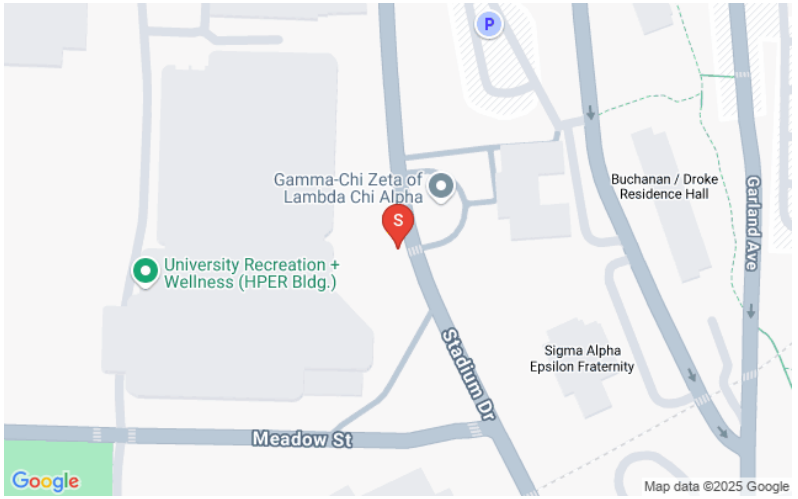
STOP NAME: HPER

ROUTES SERVED: Route 44 Non Peak (Outbound), Route 44 Peak (Outbound)

Evaluation and Recommendation

This is a low-ridership balanced stop serving the HPER facility, with an accessible landing area, sidewalk connectivity, lighting from adjacent buildings, and some seating. Scooter parking is present. The stop is currently impacted by adjacent construction, which limits pedestrian access and obscures visibility. Once construction concludes, maintain clear and accessible access to the stop, improve signage placement, and consider adding micromobility parking. A shelter is not recommended at this time due to low ridership.

Weekday Activity	2.8
Weekend Activity	0.4
Stop Position	Near-side
Adjacent Property Description	University - Sport Center/Stadium
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



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STOP ID:149533

STOP NAME: Indoor Track

ROUTES SERVED: Route 48 Non Peak (Outbound), Route 48 Peak (Outbound)

Evaluation and Recommendation

High-ridership alighting stop with sidewalk access and lighting present, but no defined landing area or seating. Riders currently board and alight from an unstructured surface, which reduces accessibility and safety. This stop is closely paired with Stop 149453 across the street. Construct an accessible landing pad and install seating to support comfort and accessibility. Coordinate with Stop 149453 to install a marked pedestrian crosswalk between the two stops to ensure safe street crossing and improve network connectivity.

Weekday Activity	155.1
Weekend Activity	4.9
Stop Position	Near-side
Adjacent Property Description	University - Sport Center/Stadium
Landing Area	Concrete, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:149535

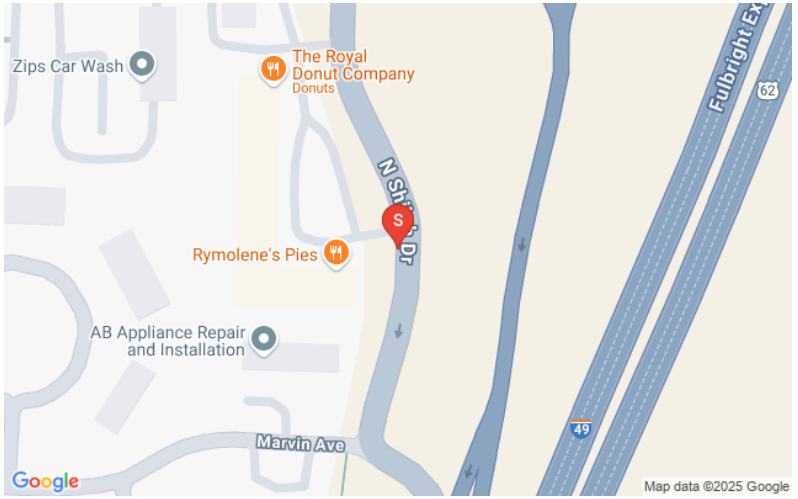
STOP NAME: Jefferson Lines

ROUTES SERVED: Route 35 Non Peak (Outbound), Route 35 Peak (Outbound)

Evaluation and Recommendation

Low-ridership stop with no visible sign or pole, making it difficult for riders to identify the stop location. No defined landing pad or accessible boarding surface is present. Install a new bus stop sign and pole in a visible, accessible location. Construct an accessible landing pad to support safe boarding and ensure the stop meets basic accessibility standards.

Weekday Activity	2.1
Weekend Activity	0.9
Stop Position	Mid-block
Adjacent Property Description	Mall/Shopping Center
Landing Area	Concrete, Grass
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149536

STOP NAME: Joyce & Mall Ave

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership stop located near commercial destinations with no defined accessible landing pad. The site lacks seating, shelter, and dedicated lighting, limiting accessibility and comfort for riders. Construct an accessible landing pad. Add lighting for safety and visibility, and install a bench to improve comfort. Consider a shelter if ridership demand increases.

Weekday Activity	33.3
Weekend Activity	19.7
Stop Position	Mid-block
Adjacent Property Description	Retail Store
Landing Area	Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:149537

STOP NAME: Leverett & Maple

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

High-ridership stop with existing sign and pole but without an accessible landing pad. The current location provides limited visibility and access, making boarding conditions suboptimal. Relocate the stop slightly south to improve visibility and sidewalk access. Construct an accessible landing pad and add seating or shelter if space allows to enhance comfort and accessibility.

Weekday Activity	105.1
Weekend Activity	8.4
Stop Position	Near-side
Adjacent Property Description	Student Living
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

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STOP ID:149539

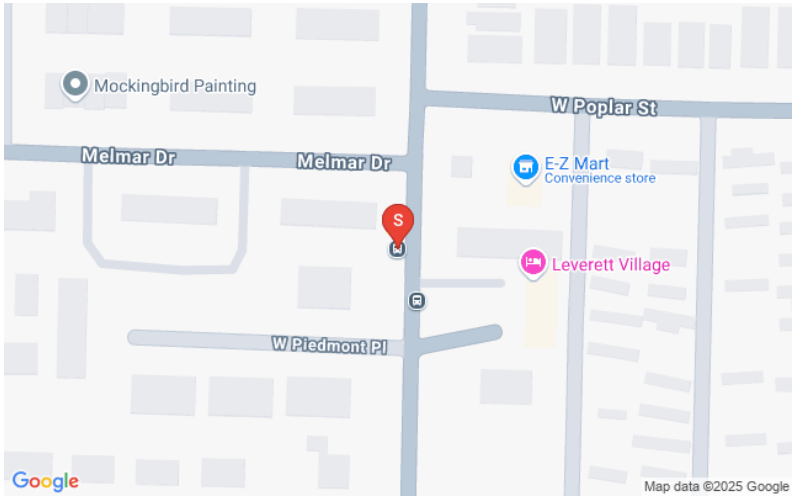
STOP NAME: Leverett & Melmar (Inbound)

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

High-ridership inbound stop with existing shelter and seating. While sidewalk access is available, the current landing pad is too narrow to support safe and accessible boarding, particularly for riders using mobility devices. Widen the landing area to meet accessibility standards and ensure safe boarding. Coordinate improvements with the outbound stop across the street to provide a consistent and accessible passenger experience.

Weekday Activity	70
Weekend Activity	16.6
Stop Position	Mid-block
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	2 = Poor Shape, some cracks or breaks
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149538

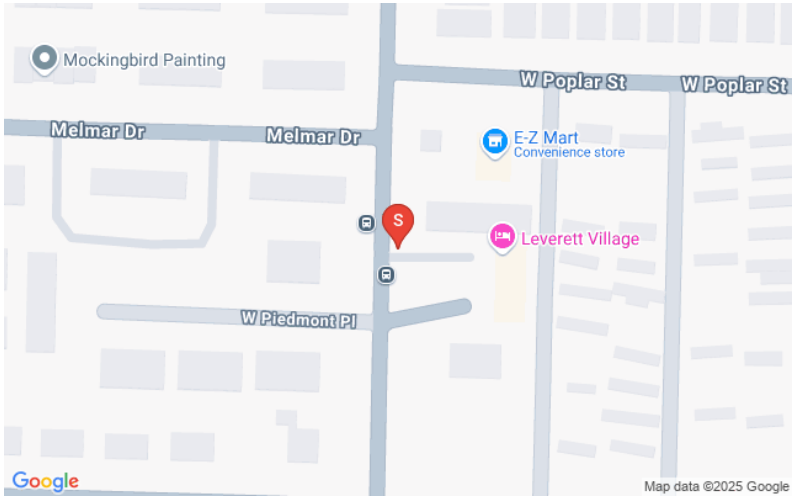
STOP NAME: Leverett & Melmar (Outbound)

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership outbound stop located mid-block in the travel lane with no safe waiting area. The stop lacks a defined landing pad and shelter, and the sign is in poor condition, reducing visibility and accessibility. Relocate the stop to a safer location that improves visibility and rider access. Install an Accessible landing pad and add a shelter to match the inbound stop across the street. Replace the existing sign and pole to clearly identify the stop.

Weekday Activity	52.1
Weekend Activity	15.8
Stop Position	Mid-block
Adjacent Property Description	Apartment Building
Landing Area	Asphalt, Grass
Sidewalk	No
Sidewalk Condition	N/A
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149540

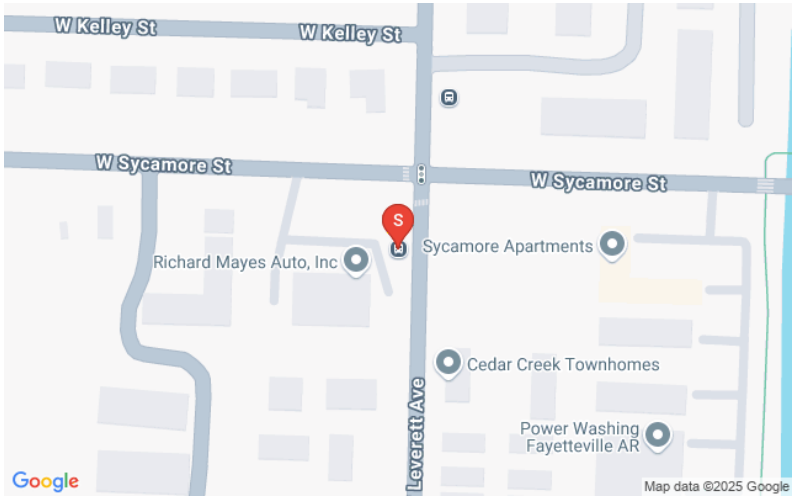
STOP NAME: Leverett & Sycamore (Inbound)

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

High-ridership stop in excellent condition with a new shelter, accessible landing pad, and clear, accessible connections to the sidewalk network. Lighting is present and functional. Stop needs parking for micromobility devices. Continue routine maintenance to preserve shelter quality and visibility.

Weekday Activity	70
Weekend Activity	10.2
Stop Position	Far-side
Adjacent Property Description	Auto Repair
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149541

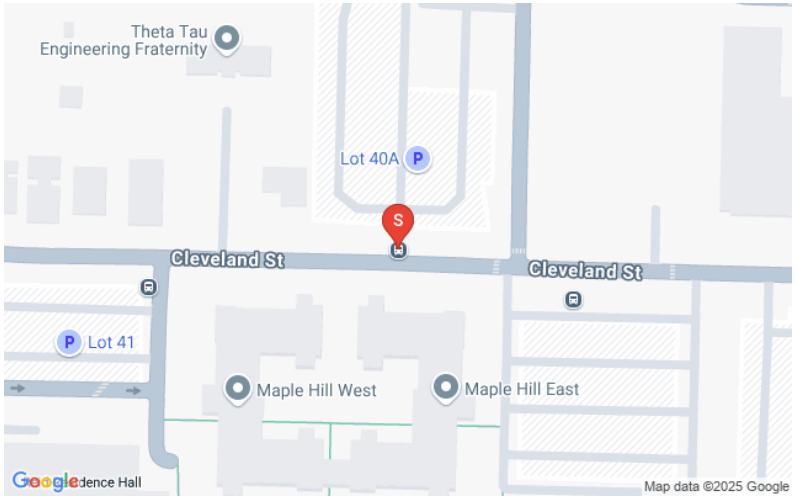
STOP NAME: Lot 108

ROUTES SERVED: Route 48 Non Peak (Outbound), Route 48 Peak (Outbound)

Evaluation and Recommendation

This is a low-ridership balanced stop adjacent to a large surface parking lot. The stop has sidewalk access but no defined landing area, no seating, and a temporary signpost mounted in turf. Lighting is available from the adjacent lot but not directly over the stop, and boarding occurs from a grass strip with no paved surface. Install an accessible landing pad to provide a safe, stable boarding area. Replace the temporary signpost with a permanent, properly positioned mount. Consider adding a bench to support comfort given moderate activity levels tied to nearby parking demand.

Weekday Activity	15.2
Weekend Activity	0.7
Stop Position	Far-side
Adjacent Property Description	Parking Lot
Landing Area	Dirt, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149560

STOP NAME: Lot 201

ROUTES SERVED: Route 48 Non Peak (Outbound), Route 48 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership balanced stop adjacent to Razorback Stadium with sidewalk access but no defined landing area, seating, or shelter. The site is not currently shelter-ready due to a narrow hardscape zone and adjacent slope, though installation could be feasible with expanded concrete. Street lighting is present, and scooter clutter was observed. Construct an accessible landing pad and install designated micromobility parking to reduce obstruction. Reorient the sign for better visibility along the travel path.

Weekday Activity	22
Weekend Activity	1
Stop Position	Far-side
Adjacent Property Description	University - Sport Center/Stadium
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

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STOP ID:149564

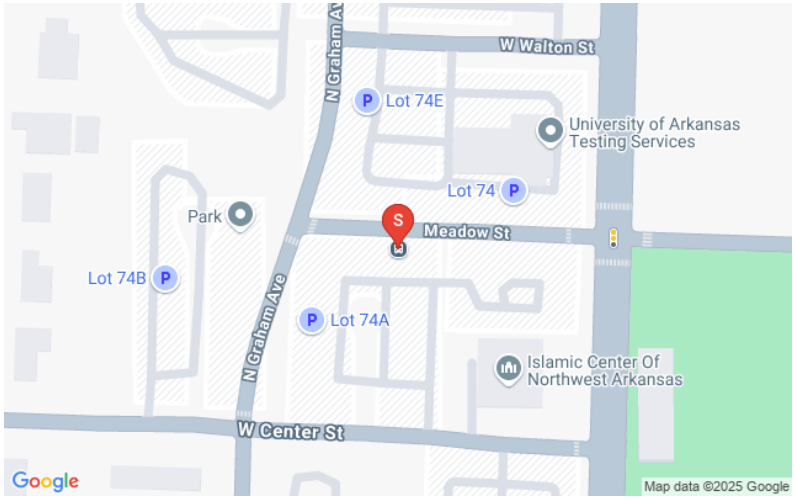
STOP NAME: Lot 212 (Inbound)

ROUTES SERVED: Route 11 Peak (Inbound), Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

High-ridership, boarding-oriented stop in good condition with two full shelters, benches, sidewalk-level boarding, and adjacent micromobility parking. Lightpole nearby provides ambient lighting, but shelters lack in-unit lighting. Monitor crowding and explore shelter lighting retrofit if usage continues to grow.

Weekday Activity	362
Weekend Activity	1.6
Stop Position	Near-side
Adjacent Property Description	Parking Lot
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



STOP ID:149547

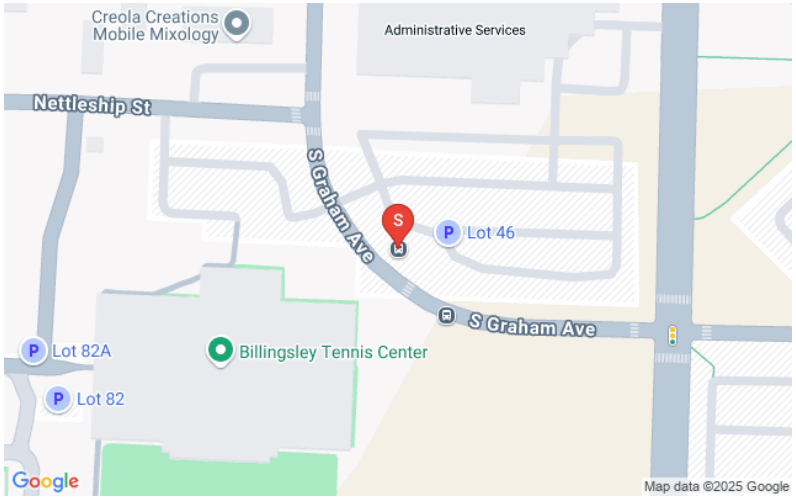
STOP NAME: Lot 222 (Inbound)

ROUTES SERVED: Route 11 Peak (Inbound), Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

High-ridership inbound stop with a paved waiting area but no passenger amenities. Riders regularly wait in this area, and the absence of seating, shelter, and micromobility accommodations limits comfort and contributes to sidewalk clutter. Install a shelter and bench to support passenger comfort and accommodate high boarding volumes. Add micromobility parking to manage scooter storage and maintain clear pedestrian pathways.

Weekday Activity	249.9
Weekend Activity	2.3
Stop Position	Far-side
Adjacent Property Description	Park and Ride
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



STOP ID:149548

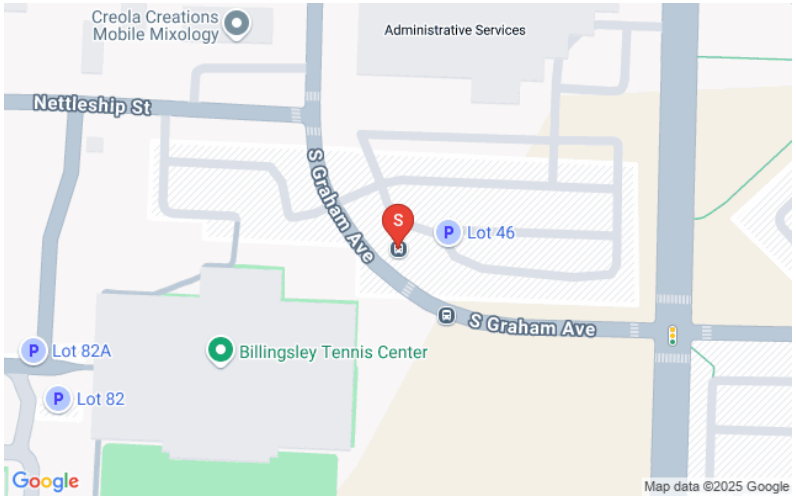
STOP NAME: Lot 222 (Outbound)

ROUTES SERVED: Route 48 Non Peak (Outbound), Route 48 Peak (Outbound)

Evaluation and Recommendation

High-ridership alighting stop with a paved waiting area and good visibility. While the site is shelter-ready, current usage patterns do not justify a shelter. No seating or micromobility accommodations are currently provided. Install a bench to support comfort for waiting passengers. Add micromobility parking to organize bike and scooter use. Reevaluate shelter need if boarding activity increases.

Weekday Activity	72.1
Weekend Activity	3.6
Stop Position	Near-side
Adjacent Property Description	University - Sport Center/Stadium
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149549

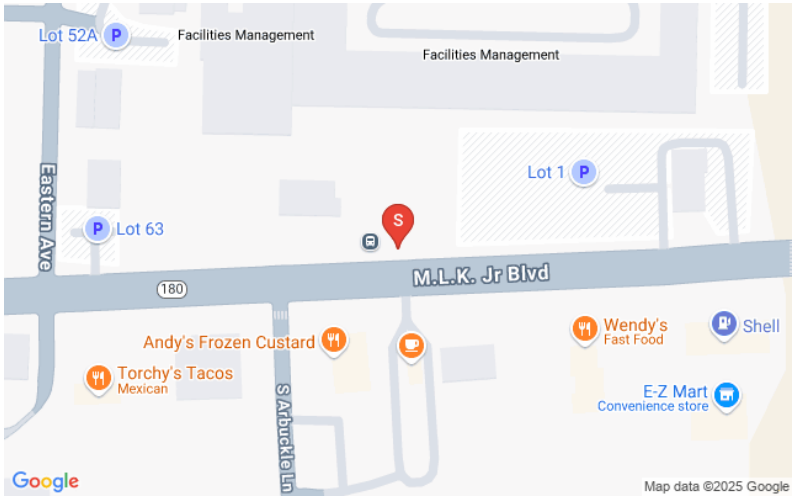
STOP NAME: Lot 232

ROUTES SERVED: Route 44 Non Peak (Outbound), Route 44 Peak (Outbound)

Evaluation and Recommendation

Low-ridership stop with a leaning signpost and no defined landing pad or seating. The site is not currently shelter ready due to a lack of concrete and a nearby driveway that limits available space. Reset the leaning signpost and install an accessible landing pad. Add a bench to improve rider comfort. Monitor site conditions for future shelter feasibility if infrastructure constraints are resolved.

Weekday Activity	13.4
Weekend Activity	6
Stop Position	Far-side
Adjacent Property Description	University Administration Building
Landing Area	Dirt, Grass, Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149549

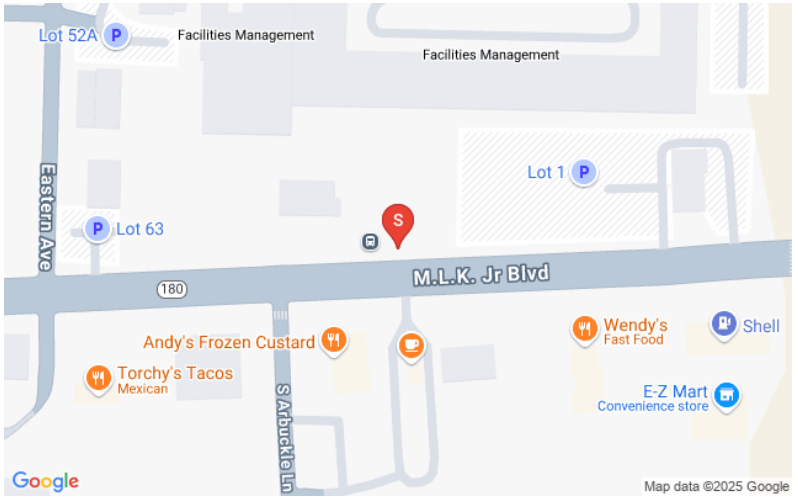
STOP NAME: Lot 232

ROUTES SERVED: Route 44 Non Peak (Outbound), Route 44 Peak (Outbound)

Evaluation and Recommendation

Low-ridership stop with a leaning signpost and no defined, concrete landing pad or seating. The site is not currently shelter ready due to a lack of concrete and a nearby driveway that limits available space. Reset the leaning signpost and install an accessible, concrete landing pad. Add a bench to improve rider comfort. Monitor site conditions for future shelter feasibility if infrastructure constraints are resolved.

Weekday Activity	13.4
Weekend Activity	6
Stop Position	Far-side
Adjacent Property Description	University Administration Building
Landing Area	Dirt, Grass, Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149543

STOP NAME: Lot 300 West

ROUTES SERVED: Route 11 Peak (Inbound), Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

High-ridership stop with a full shelter, adequate lighting, and a wide, accessible landing area. All infrastructure is in excellent condition and supports safe, comfortable boarding. No improvements needed at this time. Continue routine maintenance to preserve existing stop quality.

Weekday Activity	90.6
Weekend Activity	1.3
Stop Position	Near-side
Adjacent Property Description	University - Sport Center/Stadium
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:149557

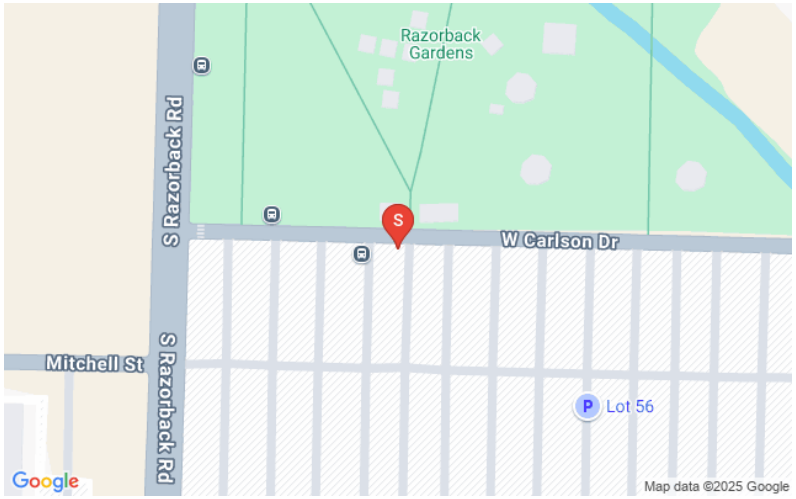
STOP NAME: Lot 320 West (Route 13)

ROUTES SERVED: Route 13 Ext Peak (Inbound), Route 13 Peak (Inbound & Outbound), Route 14 Non Peak (Inbound)

Evaluation and Recommendation

High-ridership balanced stop in good condition with paved surface and accessible boarding area. No shelter present at this post, but site is shelter-ready and adjacent to shelter-equipped stop 149556. Recommend coordinated improvements and signage with nearby stops. Good lighting and parking nearby; monitor for clarity and access during events.

Weekday Activity	290.5
Weekend Activity	2.7
Stop Position	Far-side
Adjacent Property Description	Park and Ride
Landing Area	Asphalt
Sidewalk	No
Sidewalk Condition	N/A
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149556

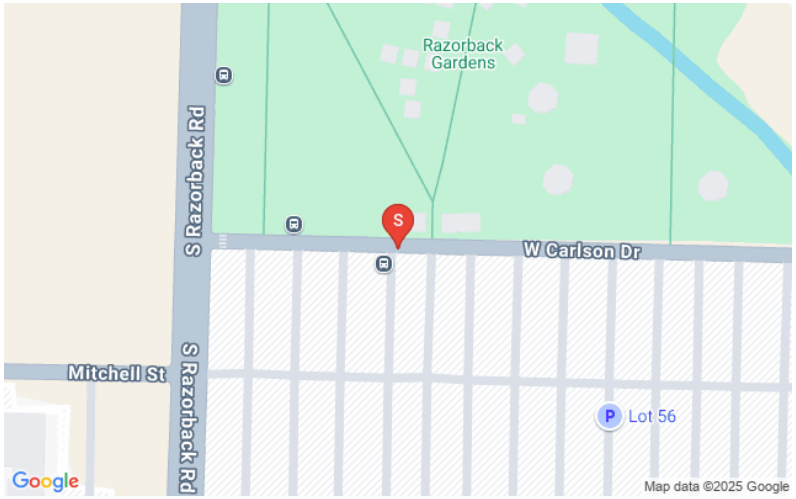
STOP NAME: Lot 320 West

ROUTES SERVED: Route 11 Peak (Inbound & Outbound)

Evaluation and Recommendation

High-ridership balanced stop in good condition with full shelter, seating, trash receptacles, lighting, and clear boarding area. One shelter has visible roof damage, repair recommended. Micromobility parking area exists but clutter persists; consider delineation or signage to better organize parking. Monitor for crowding during peak times.

Weekday Activity	667.1
Weekend Activity	0
Stop Position	Near-side
Adjacent Property Description	Park and Ride
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	Yes



STOP ID:149551

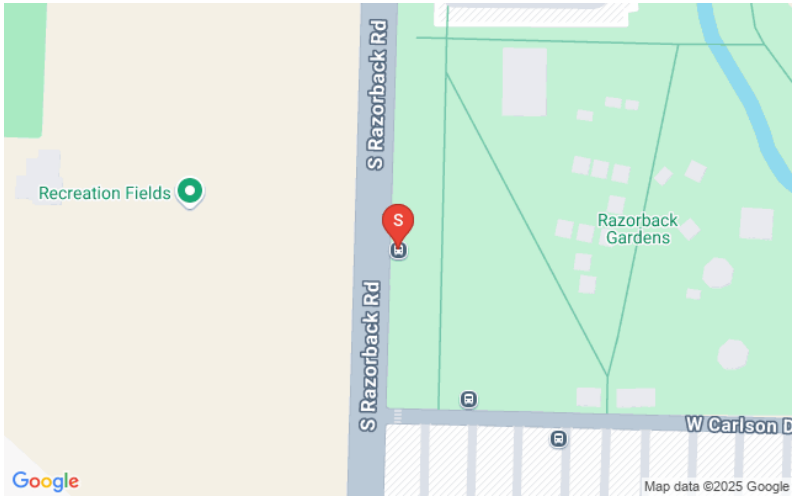
STOP NAME: Lot 320 West at Razorback Rd

ROUTES SERVED: Route 44 Non Peak (Inbound), Route 44 Peak (Inbound), Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership balanced stop located in a bus cutout adjacent to a wide sidewalk and open space near Razorback Road. The stop has no seating or shelter, and the posted sign is faded and difficult to see. The site is shelter-ready but does not currently warrant one based on use. Replace the sign to improve visibility and install an accessible landing pad and bench to enhance comfort. Coordinate with Razorback Transit if future removal of the bus cutout is pursued.

Weekday Activity	21.6
Weekend Activity	5
Stop Position	Near-side
Adjacent Property Description	Park
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149553

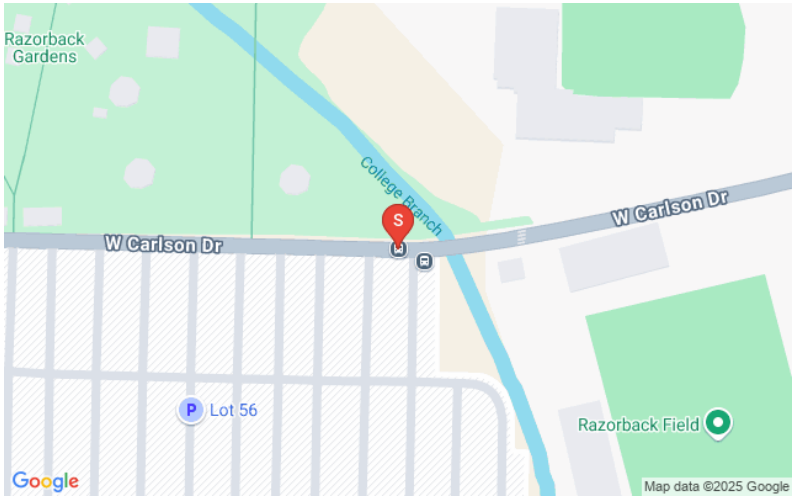
STOP NAME: Lot 322 East

ROUTES SERVED: Route 11 Peak (Outbound)

Evaluation and Recommendation

High-ridership stop with sign posted on fence, low visibility from curb. No seating or landing pad. Add accessible landing pad and bench. Site is not currently shelter ready due to limited space in the right-of-way, but explore feasibility of shelter given activity level. Add micromobility parking to manage scooters.

Weekday Activity	674.4
Weekend Activity	0
Stop Position	Far-side
Adjacent Property Description	Park and Ride
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149554

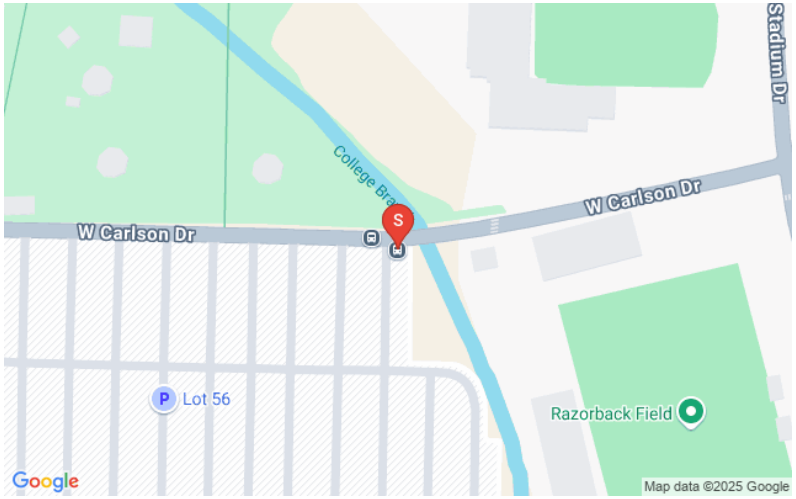
STOP NAME: Lot 322 East (Route 13)

ROUTES SERVED: Route 13 Ext Peak (Inbound), Route 13 Peak (Inbound), Route 14 Non Peak (Inbound)

Evaluation and Recommendation

High-ridership boarding stop adjacent to a Park and Ride lot, with boarding occurring from a narrow strip along a driveway. The current sign is mounted on a shared pole and partially obscured, and there is no accessible landing pad, seating, or micromobility parking. The site is not currently shelter ready but could be upgraded with modest improvements. Construct an accessible landing pad with a clear sidewalk connection and install a bench. Add micromobility parking to manage scooters and reduce clutter. Coordinate improvements with nearby stops 149553 and 149556 to ensure a consistent and accessible experience along this segment.

Weekday Activity	68.9
Weekend Activity	0.1
Stop Position	Near-side
Adjacent Property Description	Park and Ride
Landing Area	Concrete, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149544

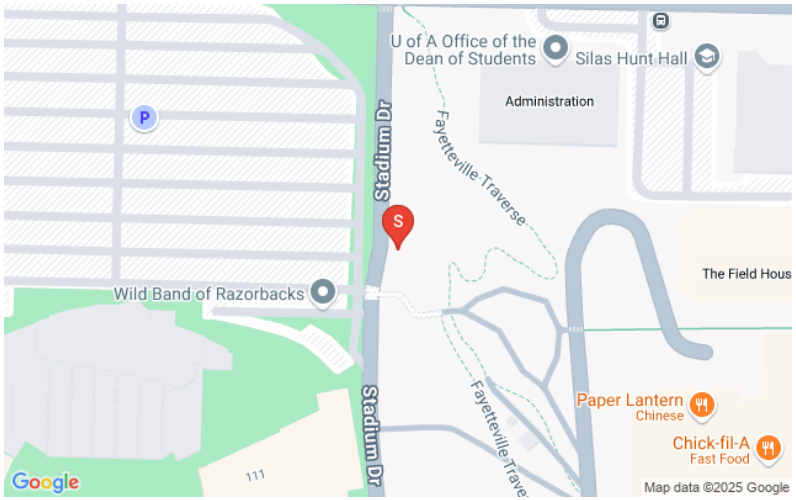
STOP NAME: Lot 300 East (Inbound)

ROUTES SERVED: Route 44 Non Peak (Inbound), Route 44 Peak (Inbound)

Evaluation and Recommendation

Low-ridership alighting stop with sidewalk present and no seating available. The sign is mounted to a light pole at the top of a stairway, creating a steep and inaccessible connection to the street. This location limits use by passengers with mobility challenges and offers no level access from adjacent paths. Evaluate relocation of the stop to a more accessible location with a direct sidewalk connection and level boarding area.

Weekday Activity	3.3
Weekend Activity	0.3
Stop Position	Far-side
Adjacent Property Description	University - Sport Center/Stadium
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149545

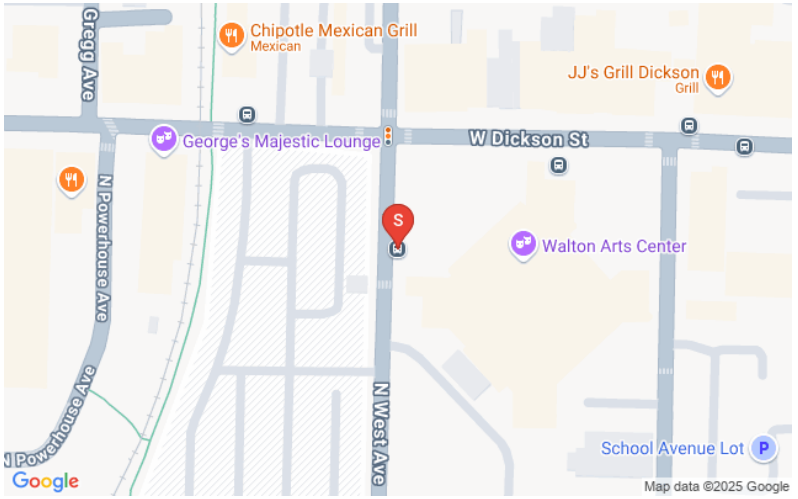
STOP NAME: Lot 300 East (Outbound)

ROUTES SERVED: Route 44 Non Peak (Outbound), Route 44 Peak (Outbound)

Evaluation and Recommendation

Low-ridership balanced stop with adequate landing area, sidewalk, seating and lighting present. Sign mounted on light pole with wide, paved waiting area. Stop is shelter-ready, consider adding shelter if demand increases.

Weekday Activity	3
Weekend Activity	0.3
Stop Position	Far-side
Adjacent Property Description	University - Sport Center/Stadium
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149566

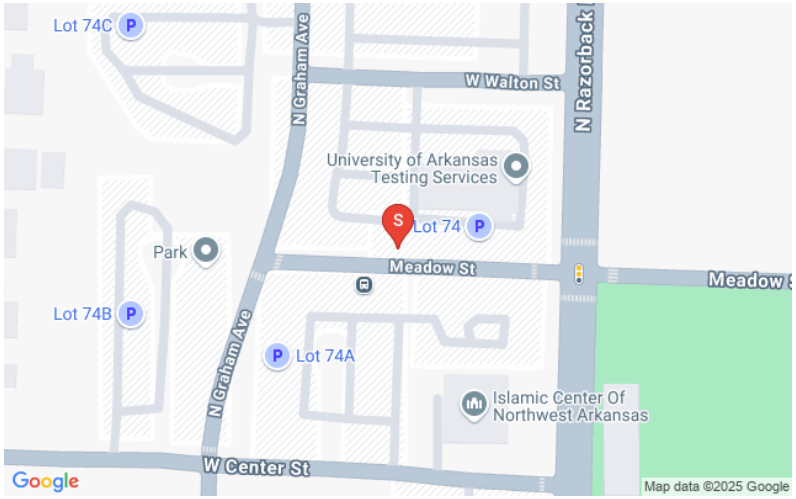
STOP NAME: Lot 209 (Outbound)

ROUTES SERVED: Route 48 Non Peak (Outbound), Route 48 Peak (Outbound)

Evaluation and Recommendation

High-ridership alighting stop in good condition, located directly across from the high-ridership boarding stop at 149564. Currently signed only with a pole; no boarding pad or amenities are provided. While shelter is not recommended due to stop function, the site has adequate space to accommodate a landing pad and potentially a shelter in the future if boarding demand increases. Consider coordinating improvements with 149564 for visual and functional consistency.

Weekday Activity	69
Weekend Activity	1.5
Stop Position	Far-side
Adjacent Property Description	University Administration Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149567

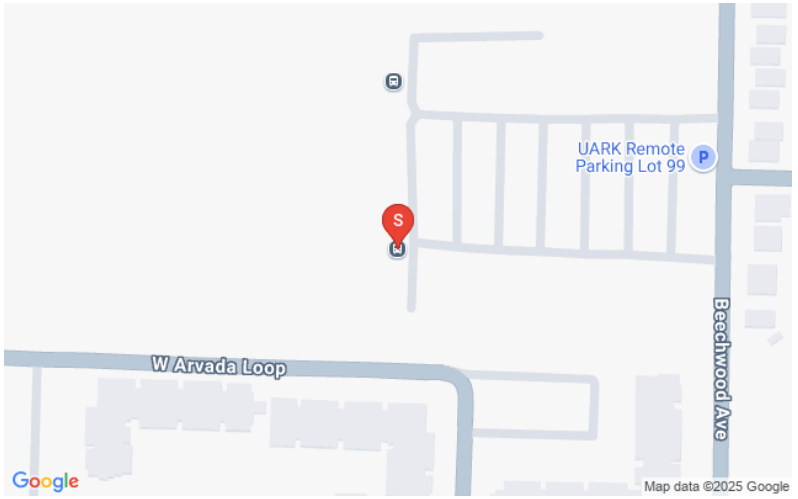
STOP NAME: Lot 99: Stop 1 Beechwood Ave/Economy Parking

ROUTES SERVED: Route 48 Non Peak (Outbound), Route 48 Peak (Outbound)

Evaluation and Recommendation

High-ridership balanced stop serving Economy Parking with existing shelter and sidewalk access. Recommend expanding shelter capacity to accommodate peak demand. No dedicated lighting in shelter,add lighting for safety and visibility. Scooter presence observed,add micromobility parking to reduce clutter and maintain clear boarding area. Stop is in good condition and not a relocation candidate.

Weekday Activity	331.2
Weekend Activity	7.8
Stop Position	Not Near an Intersection
Adjacent Property Description	Apartment Building, University Student Housing
Landing Area	Asphalt
Sidewalk	No
Sidewalk Condition	N/A
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



STOP ID:149568

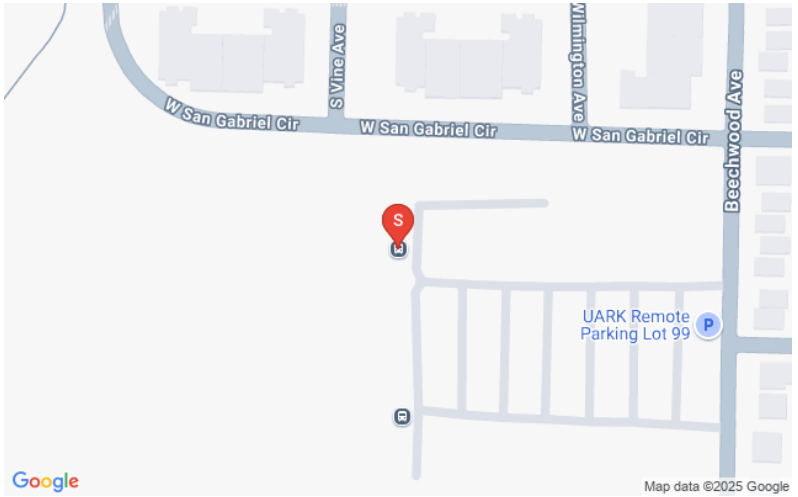
STOP NAME: Lot 99: Stop 2 Beechwood Ave/ Economy Parking

ROUTES SERVED: Route 48 Non Peak (Inbound & Outbound), Route 48 Peak (Inbound & Outbound)

Evaluation and Recommendation

High-ridership balanced stop across from 149567 serving Economy Parking. Existing shelter is well-used,recommend expansion to better support demand. Scooter presence noted,add micromobility parking to manage clutter. Coordinate improvements with sister stop 149567 to maintain consistency across the pair. Site is in good condition with accessible boarding.

Weekday Activity	291.8
Weekend Activity	11.7
Stop Position	Not Near an Intersection
Adjacent Property Description	Apartment Building, University Student Housing
Landing Area	Asphalt
Sidewalk	No
Sidewalk Condition	N/A
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



STOP ID:149571

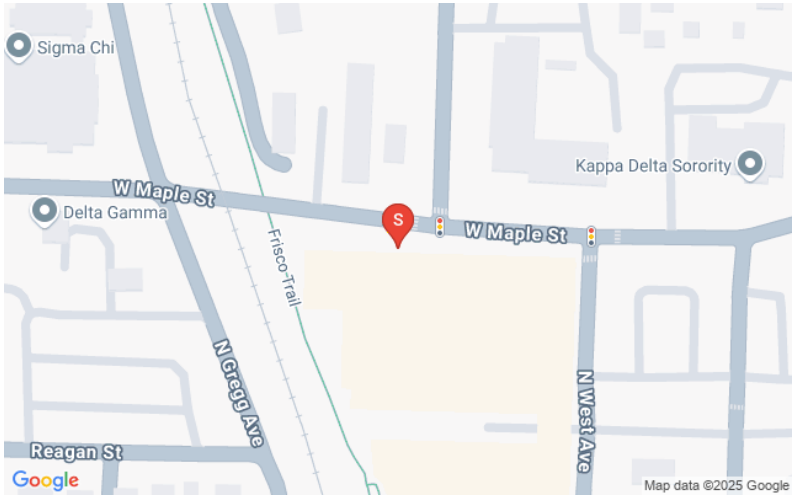
STOP NAME: Maple & West

ROUTES SERVED: Route 17 Detour Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop with signpost in grass and existing bus cutout. No shelter or lighting currently present. Recommend evaluating removal of cutout, improving lighting, and adding shelter if future ridership growth supports investment. Site lacks paved boarding area and is not currently shelter ready.

Weekday Activity	7.5
Weekend Activity	0
Stop Position	N/A
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	1 = Hazardous - large brakes, cracks, root uplifting, risk of injury from Normal use
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149572

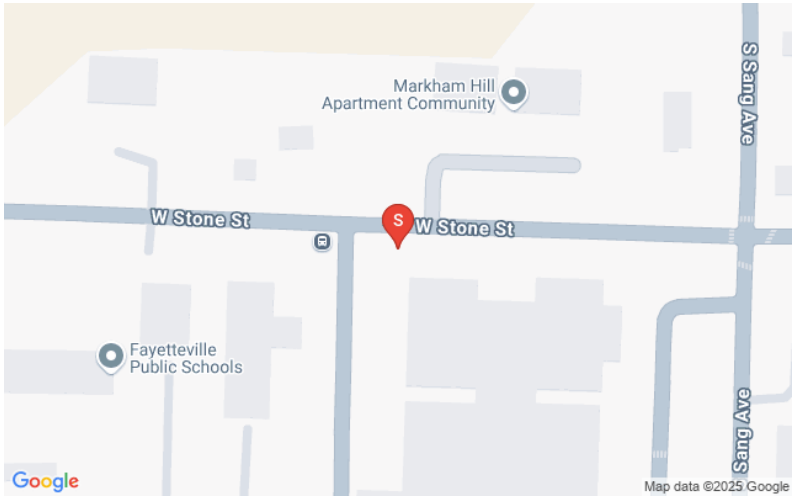
STOP NAME: Markham Hill

ROUTES SERVED: Route 44 Non Peak (Inbound), Route 44 Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop located on temporary concrete pad in grassy area with sloped terrain. Sidewalk is too narrow for shelter and site is not shelter ready. Stop is slated for relocation to the east where terrain allows for the addition of a loading platform.

Weekday Activity	7.3
Weekend Activity	1.3
Stop Position	Near-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149603

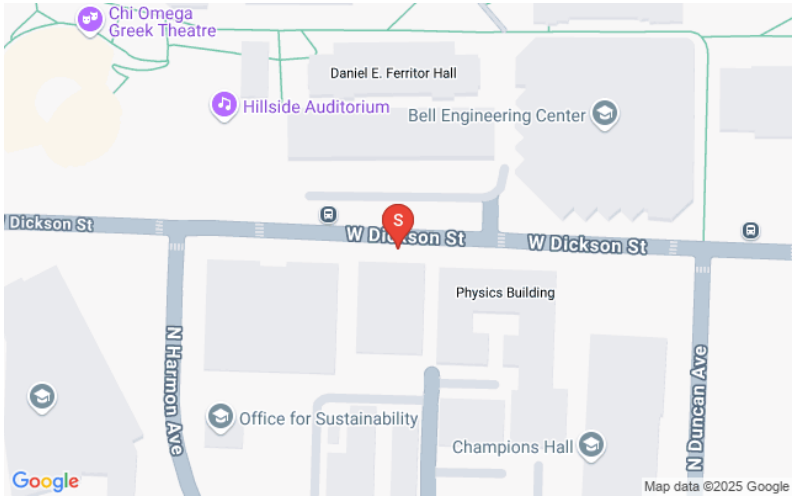
STOP NAME: Mechanical Engineering & Physics

ROUTES SERVED: Route 13 Ext Peak (Inbound), Route 13 Peak (Outbound), Route 14 Non Peak (Outbound)

Evaluation and Recommendation

High-ridership balanced stop directly across from 149602. Signpost is placed in a concrete block and lacks visibility. Amenities include a nearby bench, but no shelter or lighting directly at the stop. Landing surface is paved with unit pavers and connects to sidewalk. Recommend replacing the temporary signpost with a permanent installation, adding a trash receptacle, and installing a shelter due to its boarding function. Consider adding lighting and improved signage visibility. Upgrades should align with improvements at 149602 to ensure consistency.

Weekday Activity	151.3
Weekend Activity	1.6
Stop Position	Mid-block
Adjacent Property Description	School
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149573

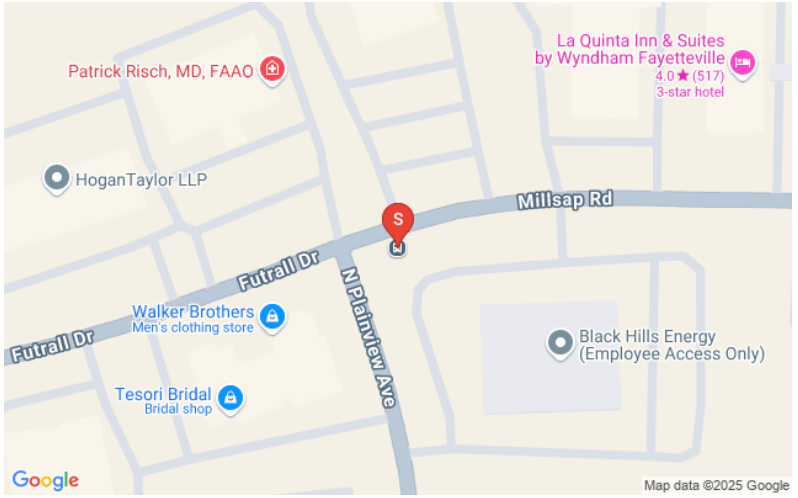
STOP NAME: Millsap & Plainview

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership balanced stop located on a curve with incomplete boarding infrastructure. Landing pad contains a manhole cover and is not connected to the nearby sidewalk. Stop sign and pole are weathered and should be replaced. Recommend adding a sidewalk connection and upgrading the pad surface to improve safety and accessibility. Evaluate sightlines due to curve.

Weekday Activity	21.8
Weekend Activity	7
Stop Position	Far-side
Adjacent Property Description	Office Building
Landing Area	Concrete, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149574

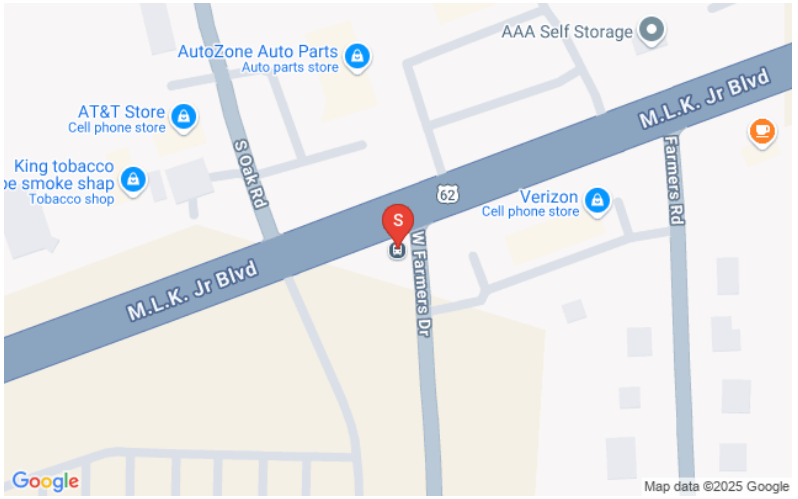
STOP NAME: MLK & Farmers Dr

ROUTES SERVED: Route 44 Non Peak (Inbound), Route 44 Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop with poor geometry and constrained boarding conditions. Sign is mounted on utility pole; curved sidewalk with high curb is set back from street and separated by grass. Bus must use driveway to serve stop. Utilities prevent improvements at current location,recommend relocating stop past driveway to enable safe access and potential enhancements. Not shelter ready.

Weekday Activity	14.4
Weekend Activity	2
Stop Position	Near-side
Adjacent Property Description	Retail Store
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	2 = Poor Shape, some cracks or breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149577

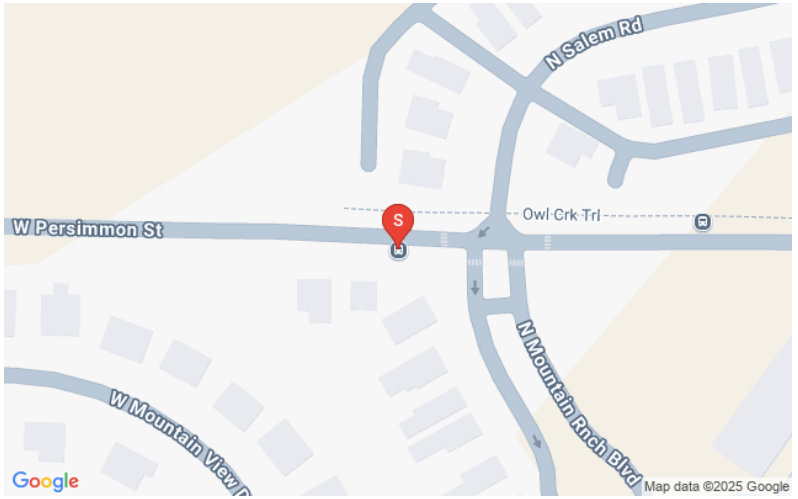
STOP NAME: Mountain Ranch (Inbound)

ROUTES SERVED: Route 35 Non Peak (Inbound), Route 35 Peak (Inbound)

Evaluation and Recommendation

Low-ridership boarding stop located in grass between curb and sidewalk with leaning signpost. No landing pad is present, and the stop is not currently shelter ready. Recommend replacing signpost and installing accessible landing pad. Coordinate with sister stop 149576 to ensure consistent treatment and improve visibility across the pair.

Weekday Activity	13.5
Weekend Activity	2.2
Stop Position	Near-side
Adjacent Property Description	Apartment Building, Residence - detached
Landing Area	Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149576

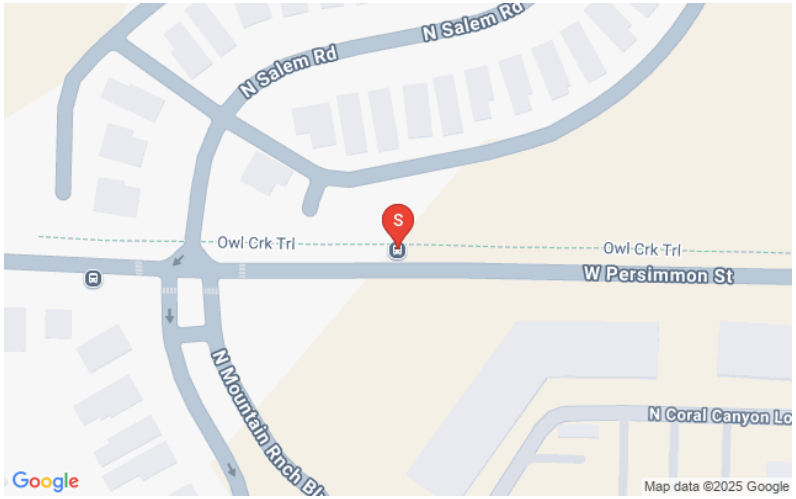
STOP NAME: Mountain Ranch (Outbound)

ROUTES SERVED: Route 35 Non Peak (Outbound), Route 35 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership alighting stop with signpost in grass between curb and wide sidewalk. Sign visibility is limited due to placement behind a “Stop Ahead sign. No landing pad or amenities present. While shelter is not recommended based on stop type, site could accommodate future improvements. Recommend relocating or raising sign for visibility and adding accessible landing pad. Site is not currently shelter ready.

Weekday Activity	22.3
Weekend Activity	0.7
Stop Position	Near-side
Adjacent Property Description	Apartment Building, Residence - detached
Landing Area	Grass
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149578

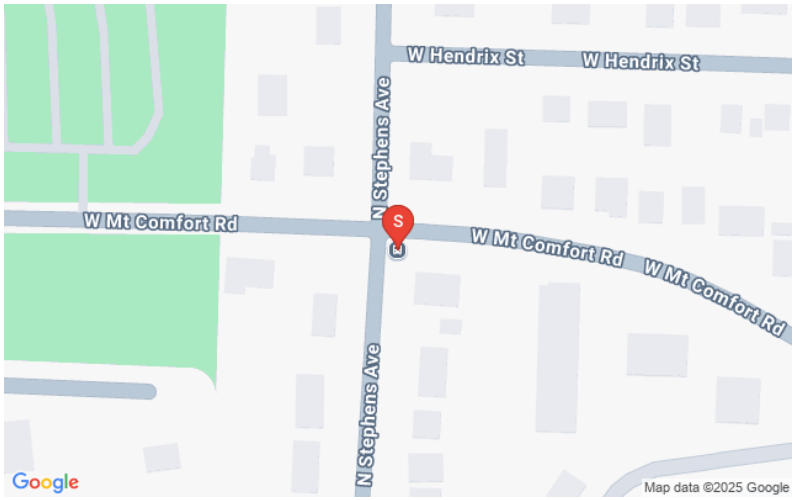
STOP NAME: Mt. Comfort & Stephens

ROUTES SERVED: Route 33 Non Peak (Outbound), Route 33 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership boarding stop located in grass at the apex of a driveway along Mt. Comfort. Signpost is short and lacks visibility due to placement. No landing pad is present, but surrounding sidewalk and grass provide space for future improvements. Recommend installing accessible landing pad, replacing signpost, and evaluating shelter installation if ridership increases. Site is not currently shelter ready but has potential.

Weekday Activity	35.8
Weekend Activity	1.1
Stop Position	Far-side
Adjacent Property Description	Residence - detached
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149580

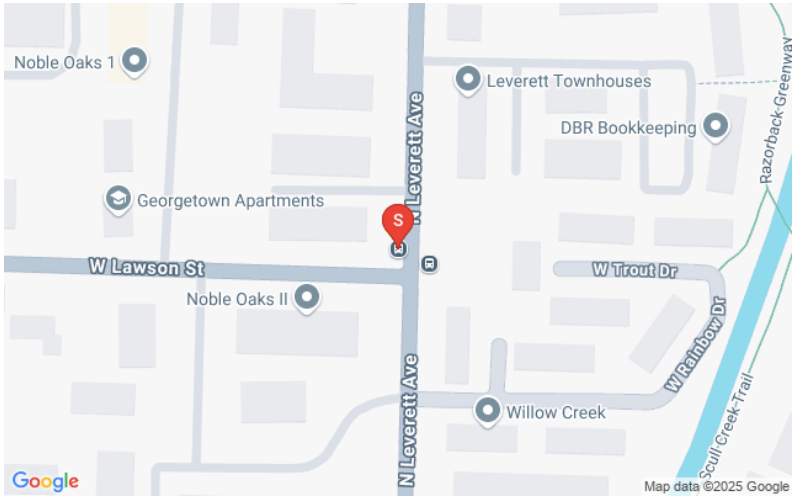
STOP NAME: Noble Oaks (Inbound)

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership boarding stop in excellent condition with full shelter, landing pad, and clear sidewalk access. Micromobility parking is present, but additional capacity is recommended due to visible scooter congestion. Coordinate with sister stop 149579 to ensure consistency and improve access across both directions. No other improvements needed.

Weekday Activity	91.9
Weekend Activity	19.8
Stop Position	Near-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	No
Bicycle Parking	Yes
Scooter Parking	Yes



STOP ID:149579

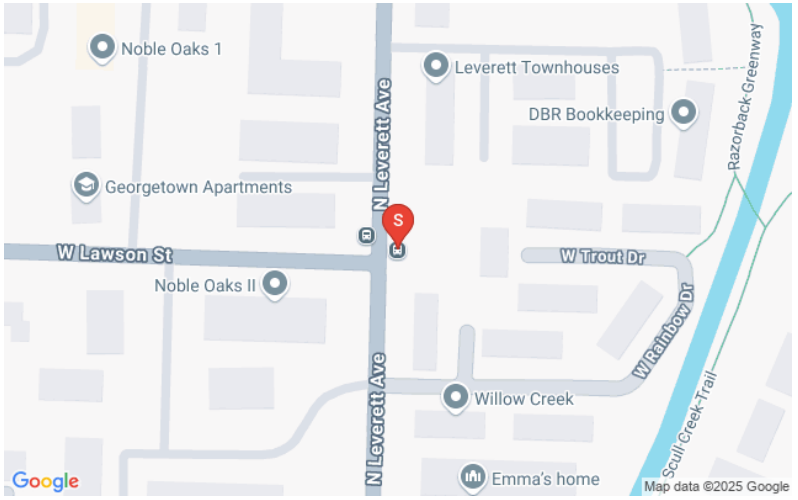
STOP NAME: Noble Oaks (Outbound)

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

High-ridership alighting stop on utility pole in grass with no sidewalk or boarding infrastructure. Site is a relocation candidate, new location slightly further north may be more functional. If retained, recommend pouring a landing pad and shelter pad to support comfort and future flexibility. Shelter not essential but feasible. Improve visibility and access through basic site upgrades.

Weekday Activity	90.8
Weekend Activity	19.9
Stop Position	N/A
Adjacent Property Description	Apartment Building
Landing Area	Dirt, Grass
Sidewalk	No
Sidewalk Condition	N/A
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149552

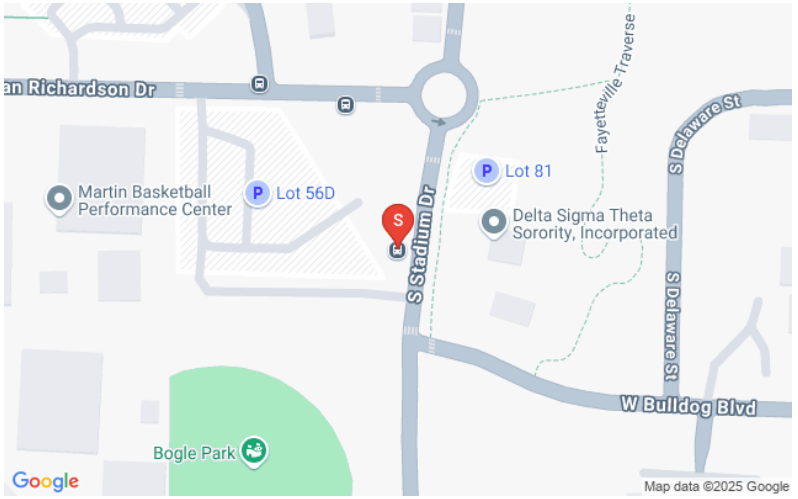
STOP NAME: Nolan Richardson & Stadium Drive

ROUTES SERVED: Route 11 Peak (Outbound)

Evaluation and Recommendation

High-ridership boarding stop with no defined landing area. Passengers board from a grassy area next to a damaged curb. The sign is in good condition and clearly visible. No seating or shelter is present. Install an accessible concrete landing pad and add a bench. While the site is not currently shelter-ready, modest site work could support future installation. A shelter is recommended due to high ridership and strong visibility..

Weekday Activity	158.1
Weekend Activity	0
Stop Position	Far-side
Adjacent Property Description	Park and Ride
Landing Area	Concrete, Grass
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149559

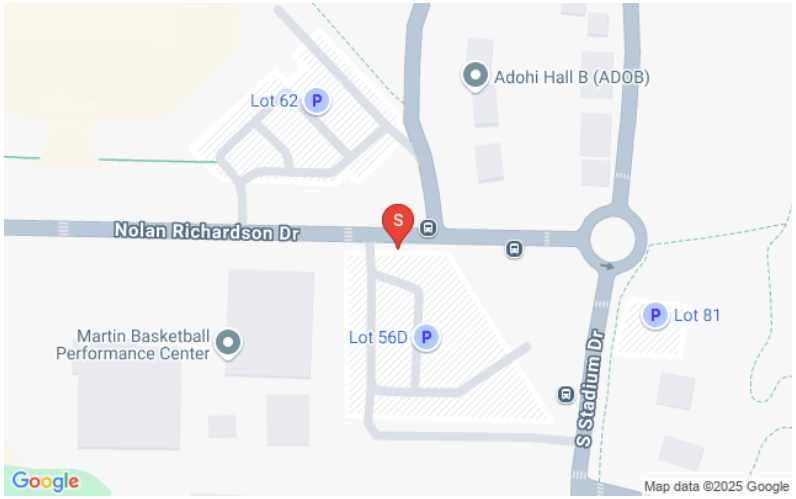
STOP NAME: Nolan Richardson & Stadium Drive (Inbound)

ROUTES SERVED: Route 44 Non Peak (Inbound), Route 44 Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop with adequate landing area, sidewalk present, and no seating, lighting present. Basic stop with signage only and no designated boarding area or landing pad. Stop is not shelter ready but could become so with concrete installation. Recommend adding a landing pad to improve accessibility and consider shelter installation if ridership increases. Monitor for scooter clutter near adjacent curb ramps and evaluate feasibility of designated micromobility parking.

Weekday Activity	4.7
Weekend Activity	1
Stop Position	Near-side
Adjacent Property Description	Parking Lot
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149581

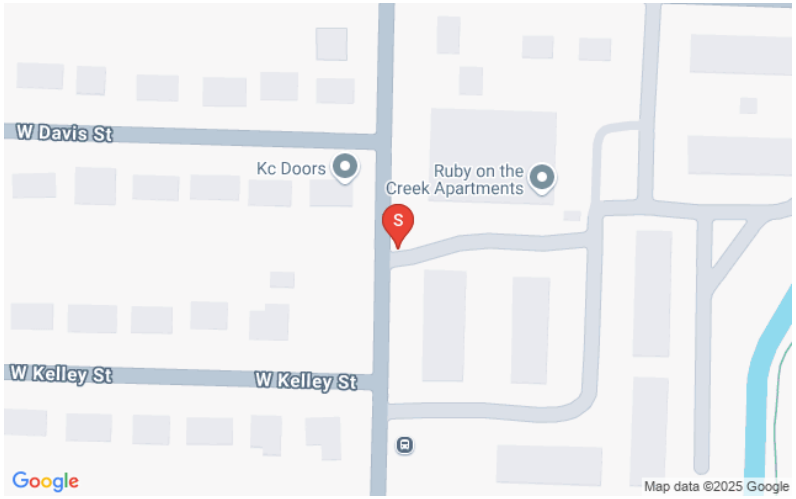
STOP NAME: North Creekside (Outbound)

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Stop has been relocated per Razorback Transit. Previous location was mounted on utility pole in grass with no sidewalk or landing pad, and required buses to stop with rear end in driveway. Ensure new stop location avoids these issues by providing sidewalk connectivity, adequate boarding space, and safe bus maneuvering room. Recommend installing landing pad and evaluating for shelter readiness based on ridership.

Weekday Activity	No Data Available
Weekend Activity	No Data Available
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Dirt, Grass
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149584

STOP NAME: North Hills Blvd (Inbound)

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

Low-ridership balanced stop in grass with signpost and no formal boarding surface. Existing landing area includes a manhole cover and is not connected to the sidewalk. Grass buffer separates sidewalk from curb. Recommend installing accessible landing pad away from utility conflict, as well as pedestrian improvements including high-visibility crosswalks and curb ramps at the intersection of N Northhills Boulevard and E Monte Painter Drive. Coordinate upgrades with sister stop 149583 to support safe access in all directions.

Weekday Activity	5.6
Weekend Activity	2.3
Stop Position	Far-side
Adjacent Property Description	Hospital
Landing Area	Concrete, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:149583

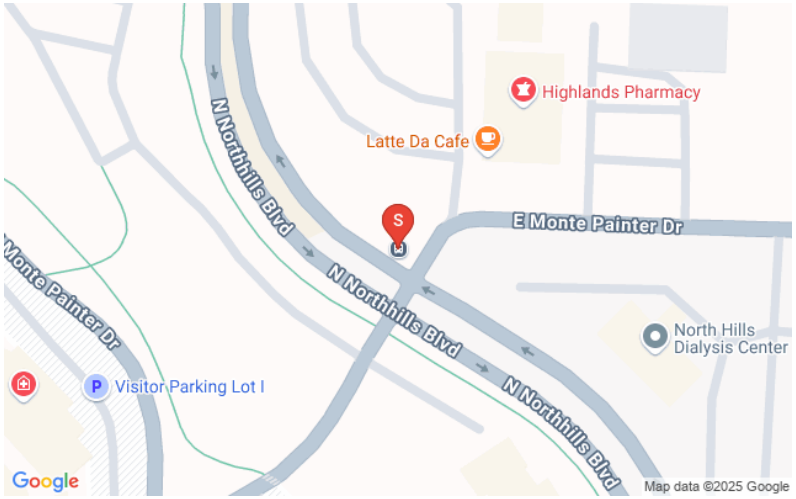
STOP NAME: North Hills Blvd (Outbound)

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop on grass at edge of sidewalk along a curved road segment. Sign is mounted on a pole in the grass; no landing pad is present and road curvature may limit sightlines. Recommend installing accessible landing pad and relocating sign for improved visibility, as well as pedestrian improvements including high-visibility crosswalks and curb ramps at the intersection of N Northhills Boulevard and E Monte Painter Drive. Coordinate upgrades with sister stop 149584 to support safe access in all directions.

Weekday Activity	3.8
Weekend Activity	1
Stop Position	Far-side
Adjacent Property Description	Hospital
Landing Area	Asphalt
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149585

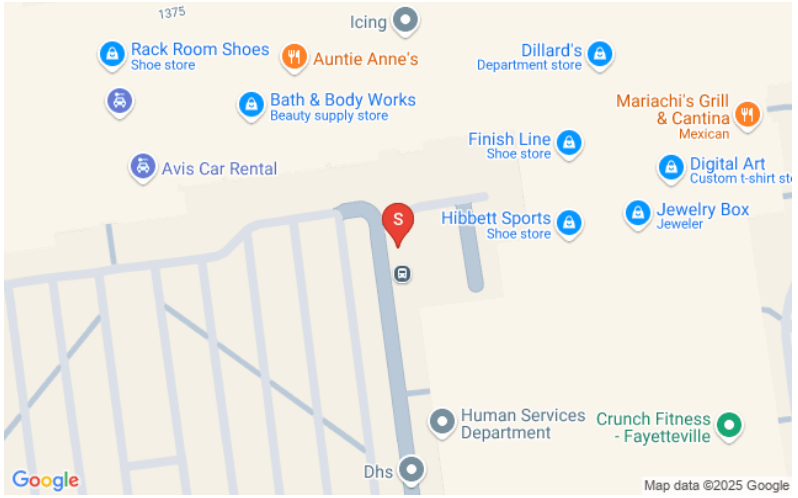
STOP NAME: NWA Mall

ROUTES SERVED: Route 26 Non Peak (Inbound & Outbound), Route 26 Peak (Inbound & Outbound)

Evaluation and Recommendation

High-ridership balanced stop with shelter and accessible landing pad shared with ORT. Shelter appears to be in good condition, but no in-shelter lighting is visible. Recommend adding or confirming shelter lighting to improve nighttime safety. No other improvements needed at this time; monitor for continued coordination with ORT.

Weekday Activity	143.4
Weekend Activity	59.8
Stop Position	Not Near an Intersection
Adjacent Property Description	Place of Worship
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149586

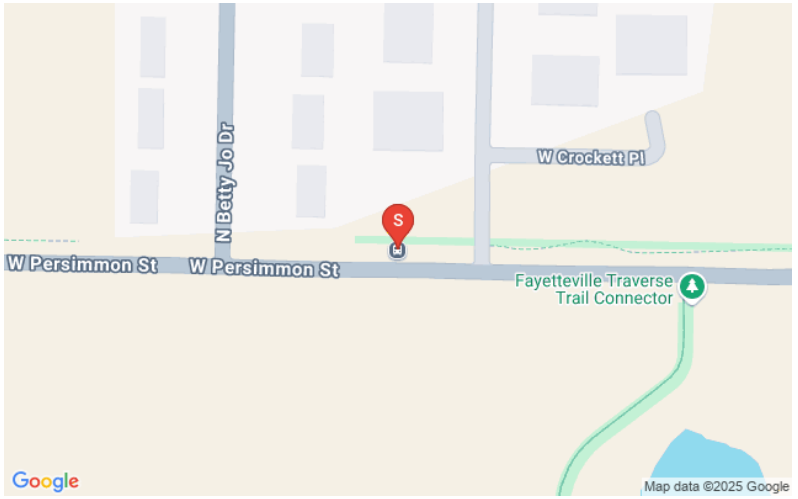
STOP NAME: Persimmon & Betty Jo

ROUTES SERVED: Route 35 Non Peak (Outbound), Route 35 Peak (Outbound)

Evaluation and Recommendation

Low-ridership balanced stop with shelter, small landing pad, and in-shelter lighting. Neither the landing pad nor shelter connect directly to the sidewalk, limiting accessibility. Micromobility clutter observed nearby. Recommend constructing a connecting path to sidewalk and adding designated micromobility parking to maintain access and reduce obstruction.

Weekday Activity	16.4
Weekend Activity	2.4
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149587

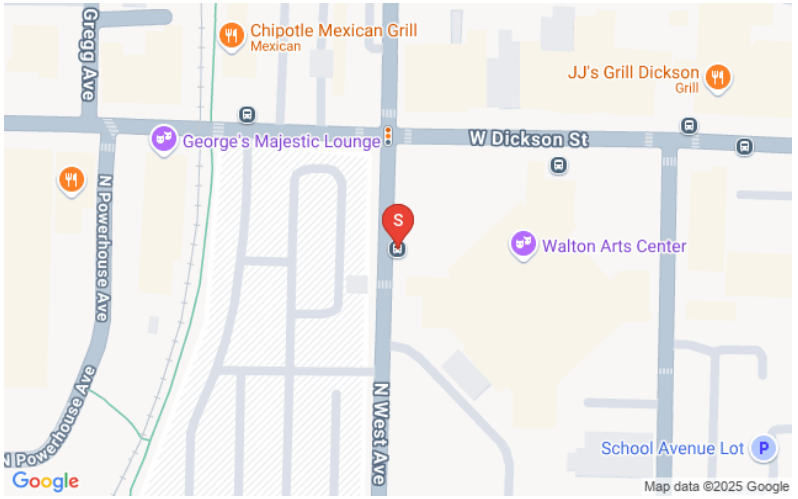
STOP NAME: Plant Science

ROUTES SERVED: Route 17 Detour Peak (Inbound), Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

High-ridership boarding stop with signpost in grass and sidewalk-level landing area. Site sits on a sloped street segment; landing pad is present via sidewalk connection, but stop pole is in grass and partially obscured. Micromobility clutter noted near stop. Recommend relocating signpost to sidewalk edge, add full shelter package, formalize micromobility parking, and confirming placement complies with adjacent “No Parking Fire Lane” restrictions. Bus stop improvements are included in the Maple Street reconstruction project currently underway.

Weekday Activity	62.2
Weekend Activity	4.1
Stop Position	N/A
Adjacent Property Description	School
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149588

STOP NAME: Pomfret (Inbound)

ROUTES SERVED: Route 44 Non Peak (Inbound), Route 44 Peak (Inbound)

Evaluation and Recommendation

Low-ridership boarding stop with long shelter built into a hillside and connected landing/waiting area. Sign is mounted on adjacent light pole set into slope; site includes trash can and retaining wall surrounding the stop. No improvements needed at this time, but monitor shelter and wall for wear due to hillside placement and confirm sign visibility from roadway.

Weekday Activity	15.9
Weekend Activity	2.8
Stop Position	Far-side
Adjacent Property Description	University Hall
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes

STOP ID:149589

STOP NAME: Pomfret (Outbound)

ROUTES SERVED: Route 11 Peak (Outbound), Route 44 Non Peak (Outbound), Route 44 Peak (Outbound)

Evaluation and Recommendation

High-ridership balanced stop with landing pad and sidewalk access, but no formal shelter. Informal seating has been added to shelter pad, indicating strong demand. Multiple signposts in vicinity may limit visibility. Recommend installing shelter and bench, and consolidating signage to improve clarity. Consider adding micromobility parking to manage nearby scooter presence.

Weekday Activity	194.3
Weekend Activity	3.2
Stop Position	Near-side
Adjacent Property Description	University Hall
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes

STOP ID:149590

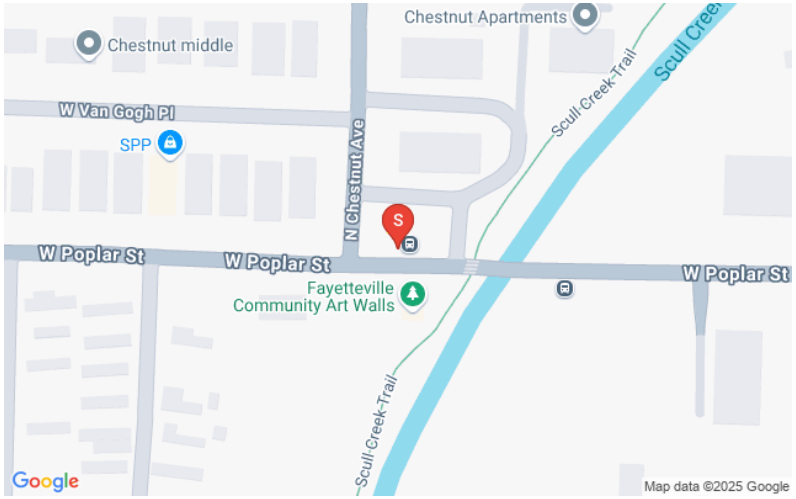
STOP NAME: Poplar & Chestnut (Inbound)

ROUTES SERVED: Route 26 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership balanced stop in good condition with newly installed landing pad and sidewalk connection. No seating, shelter, or lighting currently. Signpost is located close to the curb and adjacent to a utility pole. Recommend installing a bench and trash receptacle. Consider a shelter if ridership increases. Add lighting and ensure sign placement does not impede visibility.

Weekday Activity	38.7
Weekend Activity	10.3
Stop Position	Unknown
Adjacent Property Description	Unknown
Landing Area	Unknown
Sidewalk	No
Sidewalk Condition	Unknown
Shelter	Unknown
Seating	Unknown
Lighting	Unknown
Bicycle Parking	Unknown
Scooter Parking	Unknown



STOP ID:151184

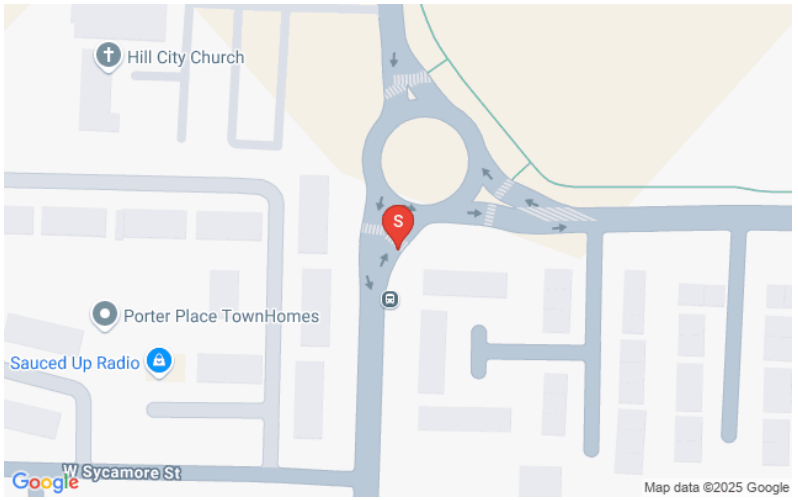
STOP NAME: Porter & Deane

ROUTES SERVED: Route 33 Non Peak (Inbound & Outbound), Route 33 Peak (Inbound & Outbound)

Evaluation and Recommendation

Moderate-ridership balanced stop with with a new concrete pad and sidewalk connection adjacent to a school serving developmentally disabled individuals. No shelter, seating, or lighting currently in place. Signpost is in good condition but lacks high visibility. Consider installing a bench and adding lighting to support users with accessibility needs. Evaluate need for a shelter based on observed usage and coordination with the adjacent school.

Weekday Activity	26.2
Weekend Activity	4.3
Stop Position	Near-side
Adjacent Property Description	Residence - Townhouse
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149592

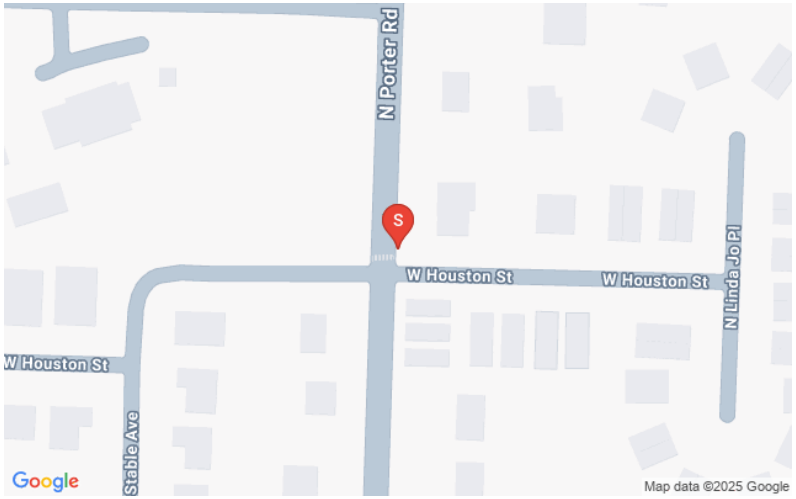
STOP NAME: Porter & Houston

ROUTES SERVED: Route 33 Non Peak (Inbound), Route 33 Peak (Inbound)

Evaluation and Recommendation

Low-ridership alighting stop located on a narrow, uneven sidewalk set behind a utility pole. The sign is mounted high and partially obstructed. Vegetation encroaches on the walkway, and there is no seating or shelter. The curb is sharply elevated, creating a tripping hazard and limiting accessibility. Lighting is present but not integrated with the stop. Install an accessible landing pad to provide a safe, defined alighting space. Relocate the stop sign to a lower, more visible position. Trim or remove surrounding vegetation and regrade the curb edge to improve accessibility. Due to space limitations, a shelter is not recommended at this time, but the stop should be monitored for future ridership growth

Weekday Activity	16.3
Weekend Activity	1.2
Stop Position	Far-side
Adjacent Property Description	Residence - detached
Landing Area	Asphalt
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149593

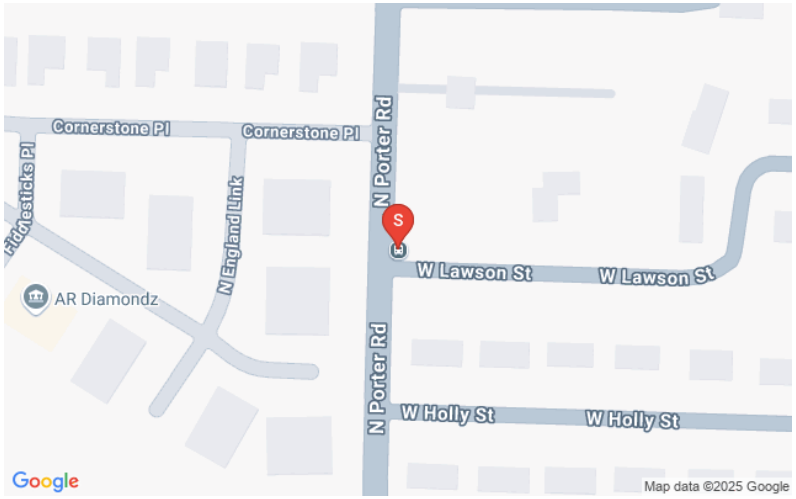
STOP NAME: Porter & Lawson

ROUTES SERVED: Route 33 Non Peak (Inbound), Route 33 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership balanced stop located at a corner with sidewalk connection but no landing pad. Sign is mounted behind a stop sign at the back of sidewalk, limiting visibility. No seating, shelter, or lighting. Add landing pad and relocate signpost closer to the curb in a more visible position. Consider adding lighting and a bench if use increases.

Weekday Activity	23.7
Weekend Activity	2
Stop Position	Far-side
Adjacent Property Description	Residence - detached
Landing Area	Asphalt, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149595

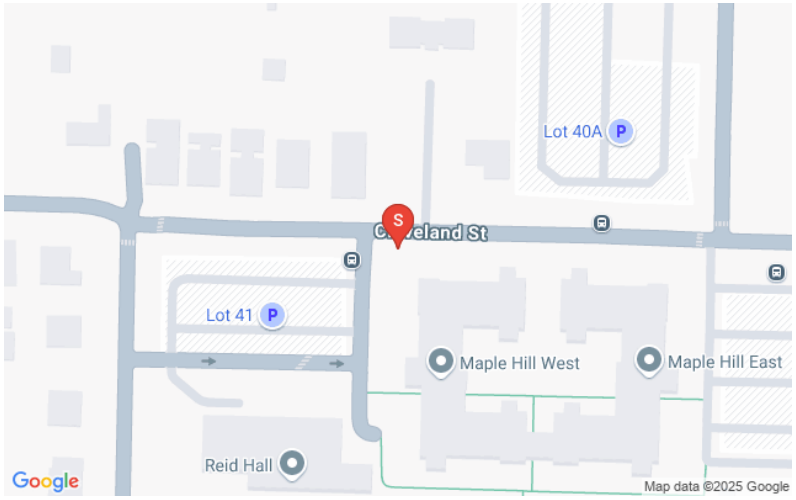
STOP NAME: Reid Hall

ROUTES SERVED: Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop in excellent condition with a new shelter, seating, landing area, and decorative paving. Shelter is located along a well-lit pedestrian corridor near student housing. No in-shelter lighting is visible. Maintain existing infrastructure and consider adding in-shelter lighting to enhance comfort and visibility during early morning or evening hours.

Weekday Activity	5.9
Weekend Activity	0.6
Stop Position	Far-side
Adjacent Property Description	University Student Housing
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149599

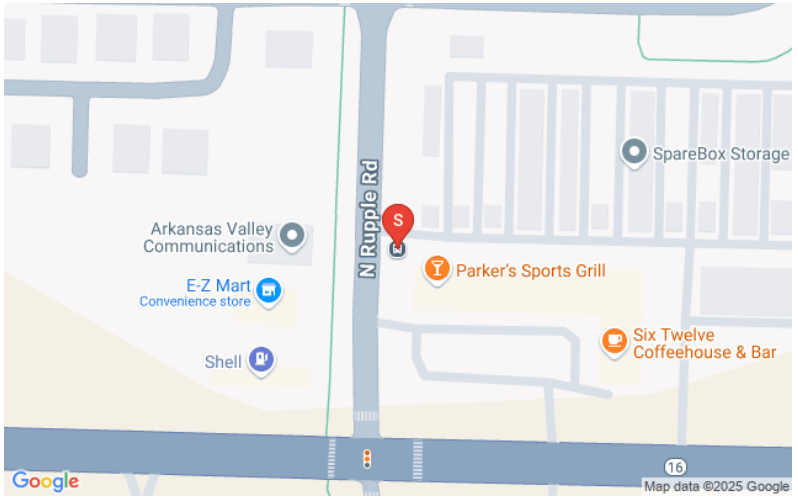
STOP NAME: Rupple & Congressional

ROUTES SERVED: Route 35 Non Peak (Outbound), Route 35 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership stop near regional trail with sidewalk access and grassy buffer. Signpost is mounted to a utility pole surrounded by utility boxes, limiting visibility and enhancement options. No shelter, seating, or landing pad. Consider relocating the stop slightly north or south to avoid utility conflicts and enable installation of a landing pad and future shelter. Add bench and trash receptacle once relocated.

Weekday Activity	26.1
Weekend Activity	2.1
Stop Position	Far-side
Adjacent Property Description	Retail Store, Storage
Landing Area	Concrete, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149600

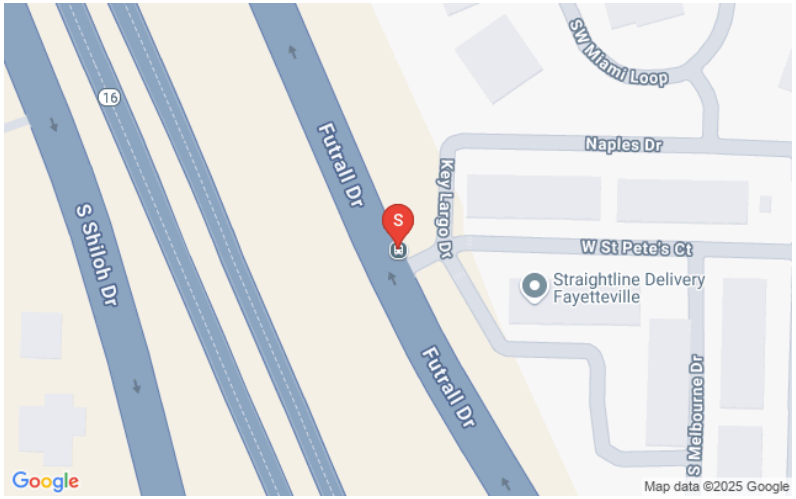
STOP NAME: Saint Pete's

ROUTES SERVED: Route 44 Non Peak (Inbound), Route 44 Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop with no sidewalk at the stop location and boarding occurring from a driveway apron. The site lacks a defined landing pad, seating, or lighting, and presents safety concerns due to poor visibility, mixed traffic conditions, and lack of pedestrian protection. Evaluate relocating the stop to a safer, more accessible location with better sidewalk and curb infrastructure. If retained, construct an accessible landing pad and add lighting and a bench to improve safety and rider comfort.

Weekday Activity	13.5
Weekend Activity	1.6
Stop Position	N/A
Adjacent Property Description	Apartment Building, Office Building
Landing Area	Dirt, Grass
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149601

STOP NAME: Sang & Old Farmington

ROUTES SERVED: Route 44 Non Peak (Inbound), Route 44 Peak (Inbound)

Evaluation and Recommendation

Low-ridership boarding stop with sidewalk access but no defined landing pad, seating, shelter, or lighting. The signpost is set back along a winding sidewalk and is poorly visible to both riders and operators. Boarding occurs from an undefined grassy edge, which limits accessibility and consistency. Relocate the sign closer to the curb and construct a defined, accessible landing pad. Monitor ridership over time to evaluate the need for additional amenities such as seating or a shelter.

Weekday Activity	17.6
Weekend Activity	4.8
Stop Position	Near-side
Adjacent Property Description	School
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No

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STOP ID:149602

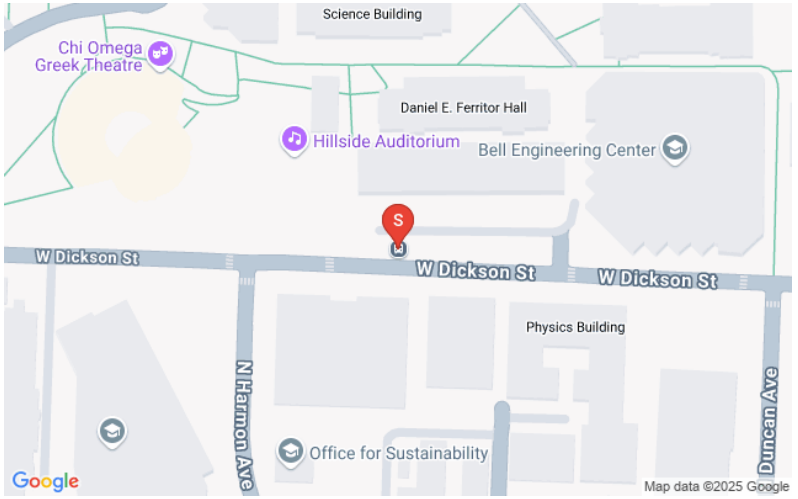
STOP NAME: Science Engineering & Hillside

ROUTES SERVED: Route 14 Non Peak (Outbound), Route 17 Detour Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership alighting stop with minimal amenities. Signpost is installed in a concrete block near the curb at a marked crosswalk. No seating or shelter. Lighting and pedestrian visibility appear adequate. Although a shelter is not needed for an alighting stop, the location could be made shelter-ready if paired with improvements at the boarding stop across the street (149603).

Weekday Activity	23.5
Weekend Activity	0.7
Stop Position	Near-side
Adjacent Property Description	School
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	2 = Poor Shape, some cracks or breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



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STOP ID:149605

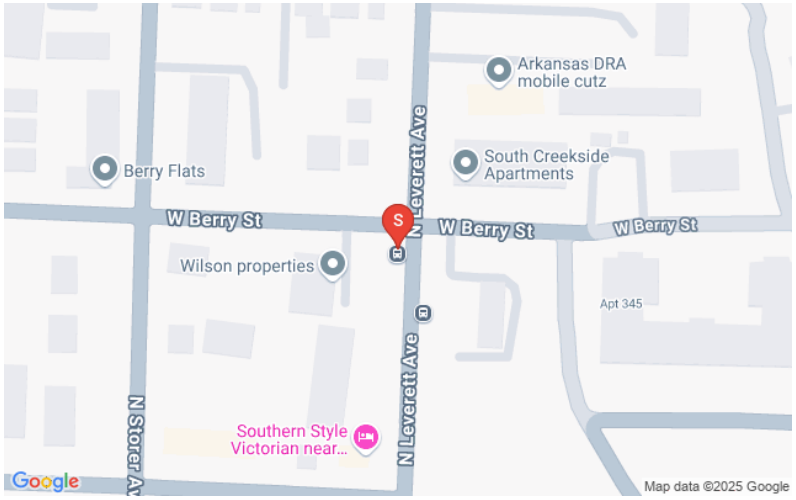
STOP NAME: South Creekside (Inbound)

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

High-ridership balanced stop with good sidewalk connection and crosswalk access. Bench is located at the base of a grass slope; signpost is positioned lower on the hill and may be difficult for operators to see. Shelter is located across the street at sister stop 149606. Add a landing pad near the signpost and consider relocating signage to improve visibility. Install a shelter if funding available.

Weekday Activity	71.4
Weekend Activity	16.1
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	Yes
Lighting	No
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149606

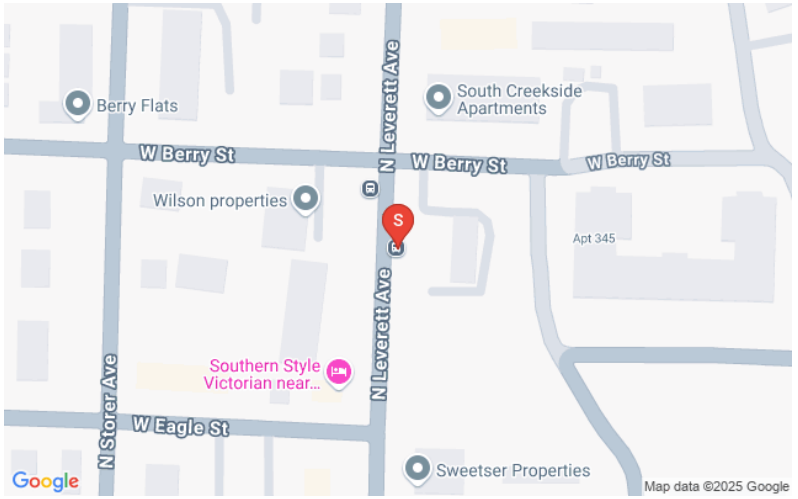
STOP NAME: South Creekside (Outbound)

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership alighting stop in good condition with full shelter and clear sidewalk connection. Landing pad is slightly offset from shelter location, and a grass strip separates the shelter from the curb. Maintain shelter and monitor for wear. If sidewalk reconstruction occurs, consider extending hardscape to improve boarding access.

Weekday Activity	49.9
Weekend Activity	14.5
Stop Position	Near-side
Adjacent Property Description	Restaurant
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149607

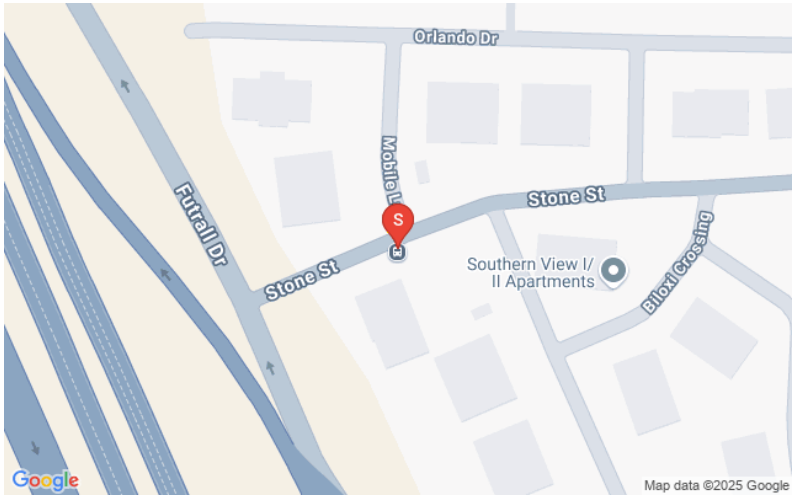
STOP NAME: Southern View

ROUTES SERVED: Route 44 Non Peak (Inbound), Route 44 Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop with no defined landing area, sidewalk present, and seating present, no lighting. Landing area includes a manhole cover and is partially obstructed by heaving sidewalk caused by tree roots. Signpost is visible and close to the curb. Monitor pavement condition and consider tree root mitigation. Evaluate feasibility of pad reconstruction if shelter is desired in the future.

Weekday Activity	18.4
Weekend Activity	3.1
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete, Dirt, Grass
Sidewalk	Yes
Sidewalk Condition	1 = Hazardous - large brakes, cracks, root uplifting, risk of injury from Normal use
Shelter	No
Seating	Yes
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149611

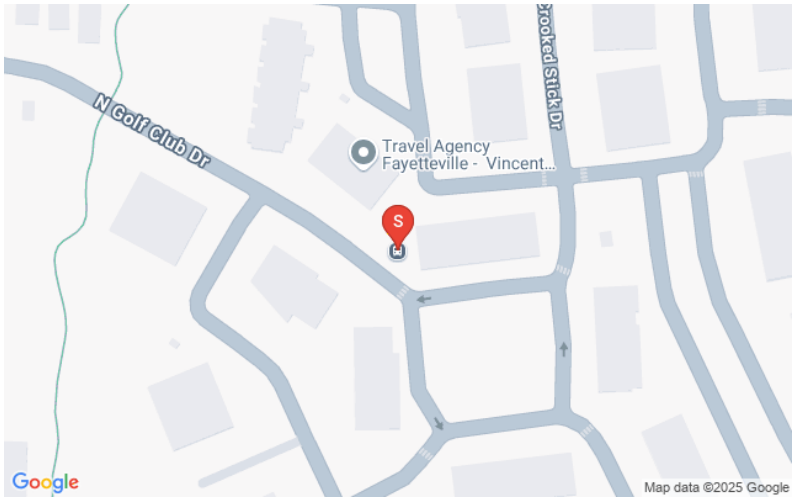
STOP NAME: The Links

ROUTES SERVED: Route 35 Non Peak (Inbound & Outbound), Route 35 Peak (Inbound & Outbound)

Evaluation and Recommendation

High-ridership stop with full shelter, seating, and a paved boarding area. Shelter pad is in good condition and includes accessible space, but a manhole cover is located near the front boarding zone. No in-shelter lighting is present. Micromobility clutter is visible; consider adding designated scooter and bike parking to maintain clear access. Lighting and signage appear adequate.

Weekday Activity	114.3
Weekend Activity	7.8
Stop Position	Far-side
Adjacent Property Description	Apartment Building, Residence - Townhouse
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	Yes



STOP ID:149612

STOP NAME: The Locale/Harps (Inbound)

ROUTES SERVED: Route 21 Peak (Outbound), Route 33 Peak (Outbound)

Evaluation and Recommendation

High-ridership boarding stop located at a heavily trafficked corridor, with a disconnected gravel path between the sidewalk and boarding area. The stop is located far from the curb, with no clear pedestrian desire line, and the sign is positioned, reducing visibility. There is no shelter, seating, or lighting. Scooter parking is informally present, but there is no defined micromobility infrastructure. Relocate the stop closer to Joyce Blvd to align with rider desire lines and improve visibility. Construct an accessible landing pad connected directly to the sidewalk. Install a full shelter package with lighting, seating, and dedicated micromobility parking to accommodate high ridership and enhance safety and comfort.

Weekday Activity	247.3
Weekend Activity	14.1
Stop Position	Far-side
Adjacent Property Description	Park and Ride, Supermarket
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes

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STOP ID:149613

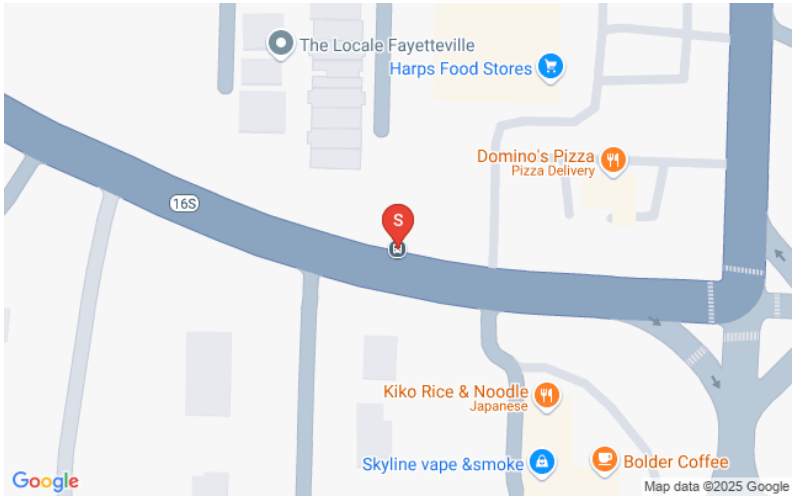
STOP NAME: The Locale/Harps (Outbound)

ROUTES SERVED: Route 33 Non Peak (Inbound), Route 33 Peak (Inbound), Route 35 Non Peak (Outbound), Route 35 Peak (Outbound)

Evaluation and Recommendation

High-ridership alighting stop with adequate landing area, sidewalk present, and no seating, no lighting. Stop is on ARDOT right-of-way in fair condition. Concrete sidewalk provides a functional landing area, but signpost is mounted in a temporary base and lacks lighting or amenities. Site is on a slope adjacent to apartment access. Explore coordination with ARDOT for permanent sign installation. Consider adding shelter with lighting and bench and relocating the pole for better visibility.

Weekday Activity	263
Weekend Activity	16.3
Stop Position	Far-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149614

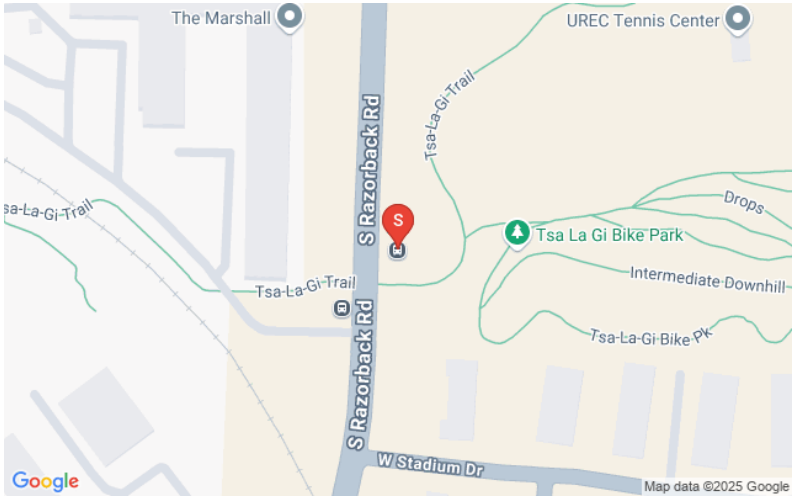
STOP NAME: The Marshall (Inbound)

ROUTES SERVED: Route 48 Non Peak (Inbound), Route 48 Peak (Inbound)

Evaluation and Recommendation

High-ridership boarding stop in excellent condition with full shelter, seating, paved boarding area, and strong pedestrian access. Shelter is positioned well with clear visibility. Trash receptacle and micromobility parking are present. Monitor for potential crowding during peak periods.

Weekday Activity	121.2
Weekend Activity	5.2
Stop Position	Near-side
Adjacent Property Description	University - Sport Center/Stadium
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149615

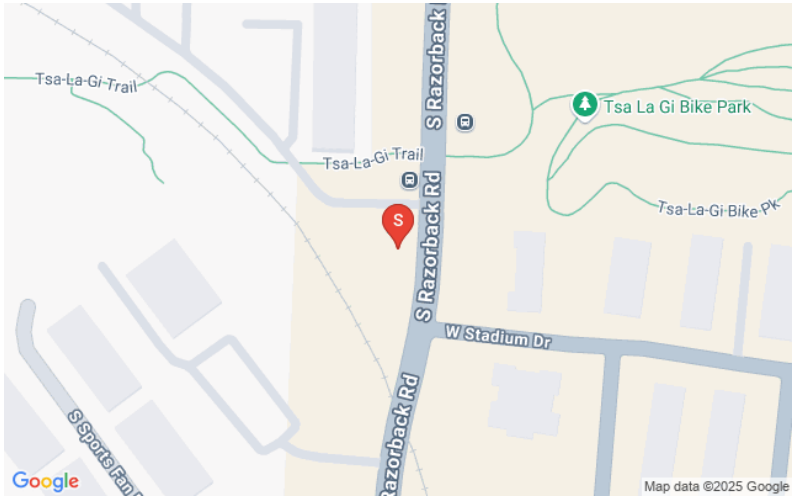
STOP NAME: The Marshall (Outbound)

ROUTES SERVED: Route 48 Non Peak (Outbound), Route 48 Peak (Outbound)

Evaluation and Recommendation

High-ridership alighting stop in excellent condition with full shelter, seating, and paved boarding area. Shelter lacks in-unit lighting. Positioned at the edge of the sidewalk with strong visibility and pedestrian access.

Weekday Activity	201.8
Weekend Activity	6.6
Stop Position	Far-side
Adjacent Property Description	Apartment Building, University Student Housing
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	Yes



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STOP ID:149616

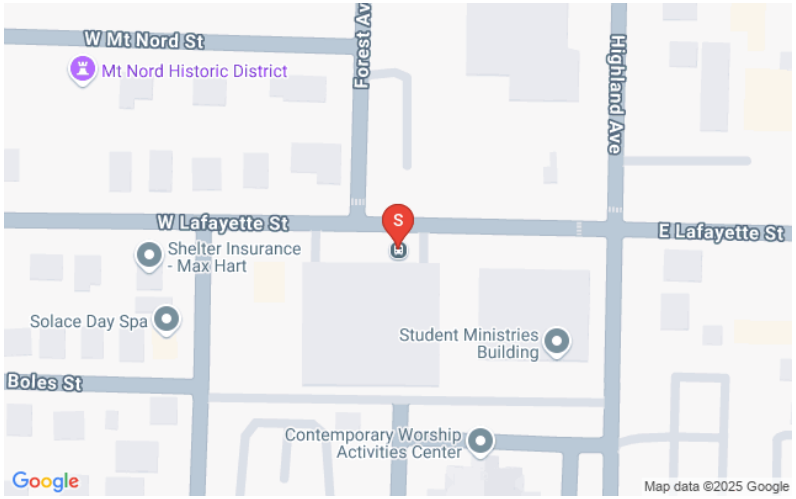
STOP NAME: UMC Garage

ROUTES SERVED: Route 13 Ext Peak (Inbound), Route 14 Non Peak (Outbound), Route 17 Detour Peak (Inbound & Outbound)

Evaluation and Recommendation

High-ridership balanced stop with signpost located along sidewalk adjacent to parking garage. Grass buffer between sidewalk and curb prevents accessible boarding. No seating, shelter, or lighting present. Stop visibility is limited due to overgrown vegetation. Add landing pad to provide accessible boarding. Trim landscaping to improve visibility. Consider installing a bench if space allows. Site is not currently shelter-ready due to limited clearance and adjacent utility boxes.

Weekday Activity	63.5
Weekend Activity	7.8
Stop Position	N/A
Adjacent Property Description	Parking Garage, Place of Worship
Landing Area	Concrete, Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149617

STOP NAME: Union Station

ROUTES SERVED: Route 11 Peak (Inbound & Outbound), Route 13 Ext Peak (Inbound), Route 14 Non Peak (Inbound & Outbound), Route 21 Non Peak (Inbound & Outbound), Route 21 Peak (Inbound & Outbound), Route 26 Non Peak (Inbound & Outbound), Route 26 Peak

Evaluation and Recommendation

High-ridership balanced stop with adequate landing area, sidewalk present, and seating present, lighting present, bike parking, scooter parking. High-ridership hub in excellent condition with covered waiting area, ample seating, and accessible boarding zone. Amenities located indoors include seating and restrooms. Consider adding real-time arrival information outside at boarding area to improve visibility for passengers waiting outdoors. Strong candidate for branding and wayfinding enhancements.

Weekday Activity	4881.5
Weekend Activity	449
Stop Position	N/A
Adjacent Property Description	Transit Station/Center
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	Yes
Scooter Parking	Yes

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STOP ID:149618

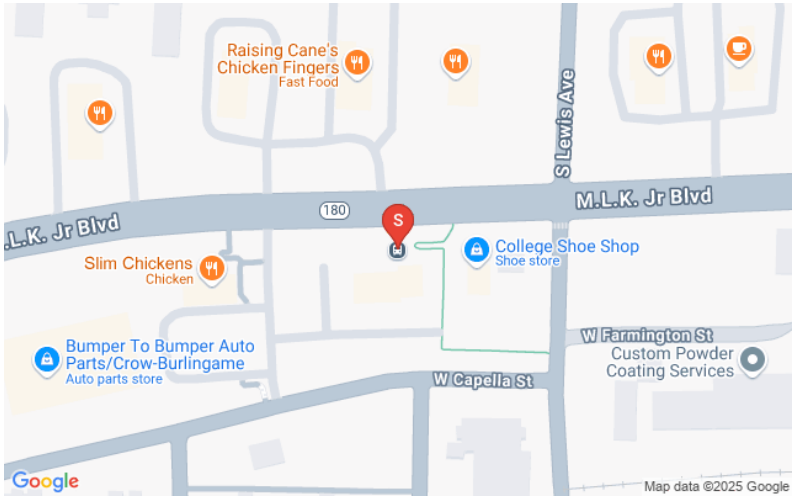
STOP NAME: University House

ROUTES SERVED: Route 44 Non Peak (Inbound), Route 44 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership boarding stop located within a bus cutout adjacent to retail. The site includes dual shelters with benches, an accessible landing pad, and good sidewalk connectivity. A ramp and stairs provide access to nearby shops, supporting strong pedestrian flow. Lighting from nearby parking lots improves general visibility, though no in-shelter lighting is present. If bus cutouts are removed in the future, reconfiguration will be necessary to preserve safe and accessible boarding. Add in-shelter lighting for improved nighttime safety, and install designated micromobility parking to manage scooter clutter and maintain clear walkways.

Weekday Activity	24
Weekend Activity	6
Stop Position	Near-side
Adjacent Property Description	Mall/Shopping Center, Restaurant
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149620

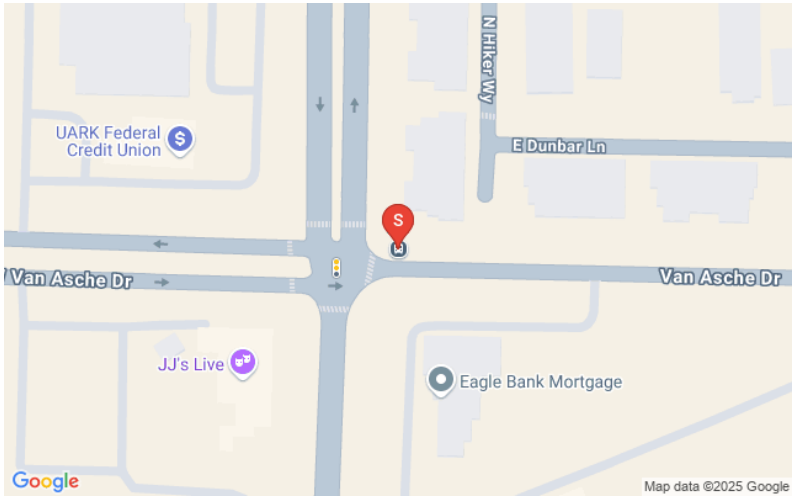
STOP NAME: Van Asche & Steele

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

Low-ridership stop located near residential and commercial destinations. Signpost is in good condition and installed in grass between sidewalk and curb. No seating, shelter, or lighting present. Sidewalk is wide and level, but no dedicated landing pad is provided. Add a landing pad and shelter to improve waiting conditions. Add lighting to enhance safety and visibility.

Weekday Activity	17.7
Weekend Activity	9.6
Stop Position	Near-side
Adjacent Property Description	Apartment Building
Landing Area	Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID: 162407

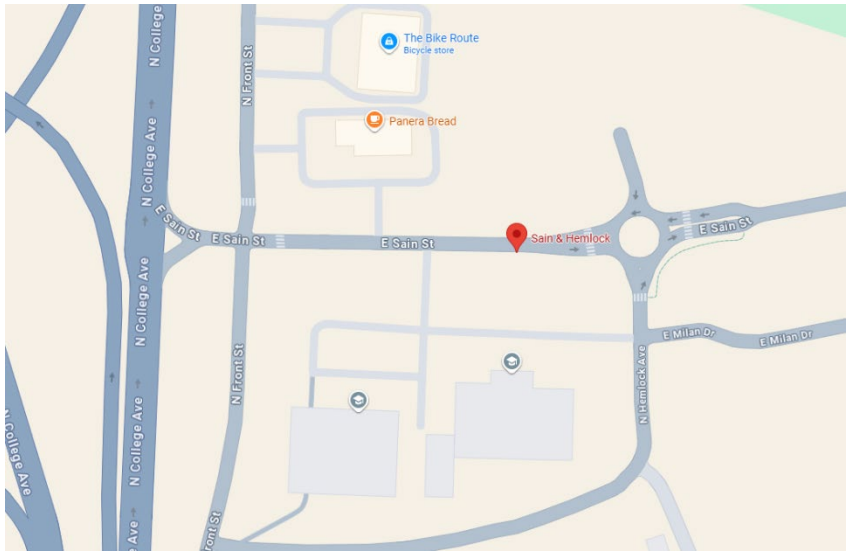
STOP NAME: Sain & Hemlock

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

This stop is in new condition with sidewalk connection. No shelter or seating present. Signpost is mounted in a temporary concrete base. Consider installing a dedicated landing pad with shelter and seating if demand increases. Add in-shelter lighting if shelter is provided. Replace temporary sign base with permanent installation.

Weekday Activity	No Data Available
Weekend Activity	No Data Available
Stop Position	Near-side
Adjacent Property Description	School
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149621

STOP NAME: Vantage Drive and Mud Creek Trail

ROUTES SERVED: Route 26 Non Peak (Inbound), Route 26 Peak (Inbound)

Evaluation and Recommendation

Moderate-ridership stop in excellent physical condition with dedicated landing pad, sidewalk connection, and clear boarding area. No shelter, seating, or lighting present. Signpost is mounted in a temporary concrete base. Consider installing a shelter and seating if demand increases. Add in-shelter lighting if shelter is provided. Replace temporary sign base with permanent installation.

Weekday Activity	24.1
Weekend Activity	5.7
Stop Position	Mid-block
Adjacent Property Description	Office Building
Landing Area	Pavers
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No

STOP ID:149622

STOP NAME: Walgreens

ROUTES SERVED: Route 35 Non Peak (Inbound), Route 35 Peak (Inbound)

Evaluation and Recommendation

Low-ridership stop located along a regional trail corridor. Signpost is installed behind the trail on a narrow strip of concrete adjacent to a fence, limiting visibility and access. No shelter, seating, or lighting. Consider relocating the stop to improve visibility and allow for installation of a landing pad and future shelter. Add bench and trash receptacle once relocated. Coordinate with trail design to avoid blocking path of travel.

Weekday Activity	11.7
Weekend Activity	1.4
Stop Position	Far-side
Adjacent Property Description	Retail Store
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No

STOP ID:149623

STOP NAME: Walmart

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

Low-ridership balanced stop in good condition with shelter, seating, and a dedicated boarding area. No visible in-shelter lighting. Shopping carts and bikes stored at the shelter suggest a need for micromobility and cart management. Add lighting if feasible and consider bike rack installation to reduce sidewalk clutter. Monitor for crowding or access issues.

Weekday Activity	14.1
Weekend Activity	12.8
Stop Position	Mid-block
Adjacent Property Description	Retail Store
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

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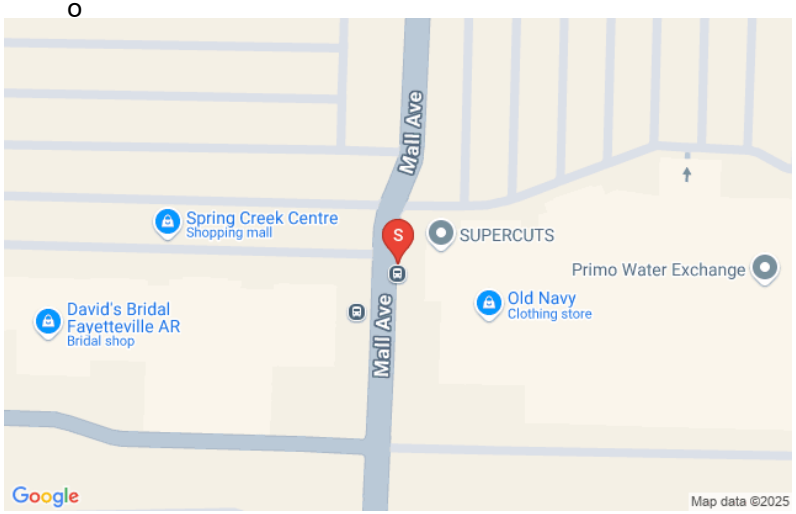

STOP ID: 179328

STOP NAME: N. Mall Avenue

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

This stop is in good condition with shelter, seating, and a dedicated boarding area. No visible in-shelter lighting. Shopping carts and bikes stored at the shelter suggest a need for micromobility and cart management. Add lighting if feasible and consider bike rack installation to reduce sidewalk clutter. Monitor for crowding or access issues.

Weekday Activity	No Data Available
Weekend Activity	No Data Available
Stop Position	Mid-block
Adjacent Property Description	Retail Store
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

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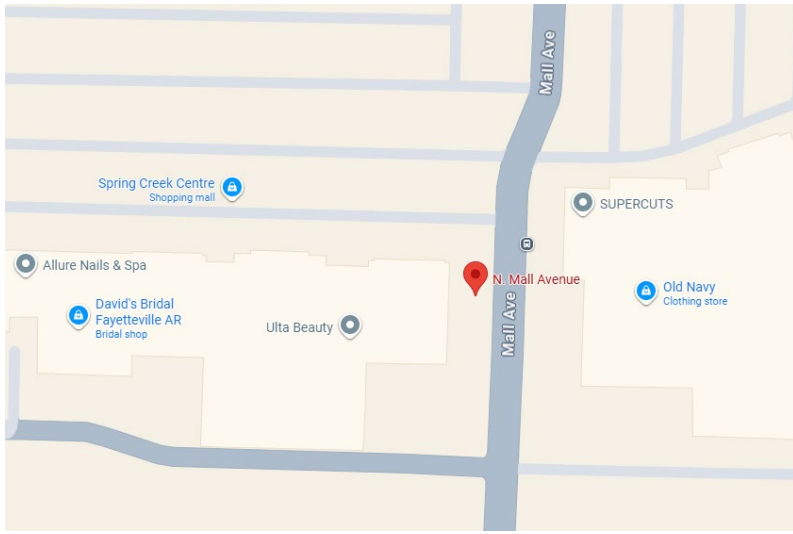


STOP ID:149624

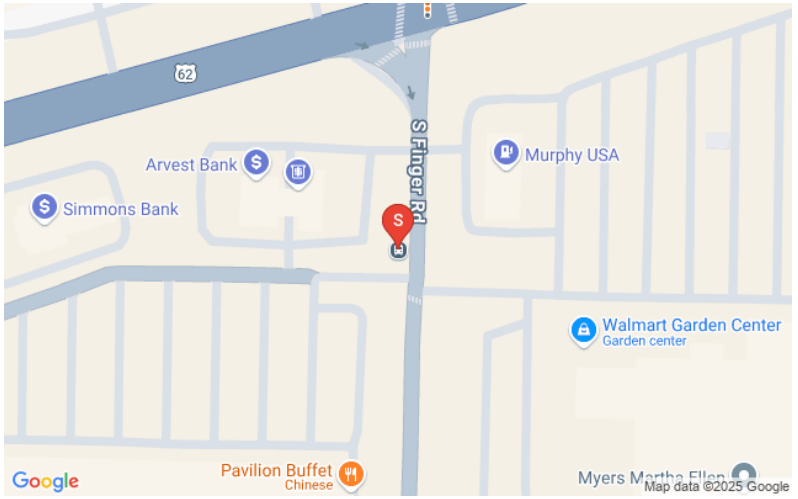
STOP NAME: Walmart (MLK)

ROUTES SERVED: Route 44 Non Peak (Inbound & Outbound), Route 44 Peak (Inbound & Outbound)

Evaluation and Recommendation

High-ridership stop adjacent to Walmart with sidewalk boarding area and multiple benches. No shelter present. Signpost shared with truck entrance signage may limit visibility. Consider installing a shelter and trash receptacle to accommodate volumes. Monitor for pedestrian conflicts with turning vehicles and shopping cart clutter.

Weekday Activity	78.1
Weekend Activity	33.4
Stop Position	Far-side
Adjacent Property Description	Supermarket
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



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STOP ID:149625

STOP NAME: Walmart Market

ROUTES SERVED: Route 35 Non Peak (Inbound), Route 35 Peak (Inbound)

Evaluation and Recommendation

Low-ridership stop in good condition with sidewalk boarding area. Signpost is in turf buffer between sidewalk and curb, with no seating, shelter, or lighting. Located near retail but distant from primary activity centers. Add landing pad and consider bench and shelter if adjacent development intensifies.

Weekday Activity	7.6
Weekend Activity	1.7
Stop Position	Far-side
Adjacent Property Description	Mall/Shopping Center
Landing Area	Grass
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	Yes
Scooter Parking	No

STOP ID:149626

STOP NAME: Walton Arts Center & Dickson St

ROUTES SERVED: Route 13 Ext Peak (Inbound), Route 14 Non Peak (Outbound)

Evaluation and Recommendation

Low-ridership balanced stop located in a curb cutout in front of Walton Arts Center. Includes a bench, trash receptacle, and overhead lighting. No shelter is present, but an adjacent awning offers limited weather protection. The stop is well-integrated into the pedestrian zone with a direct sidewalk connection. A shelter is not currently needed but could be considered if ridership increases and site constraints are resolved. Monitor future changes to the cutout configuration before pursuing upgrades.

Weekday Activity	0.6
Weekend Activity	1.7
Stop Position	Near-side
Adjacent Property Description	Theater
Landing Area	Concrete, Pavers
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

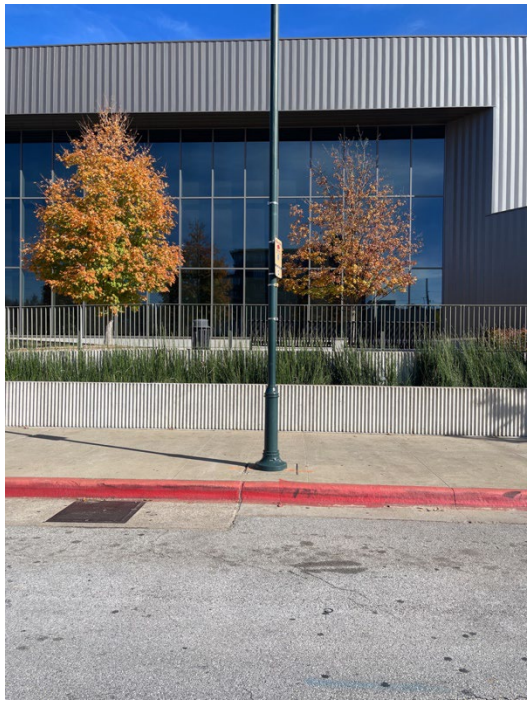
STOP ID:149627

STOP NAME: Walton Arts Center & West Ave

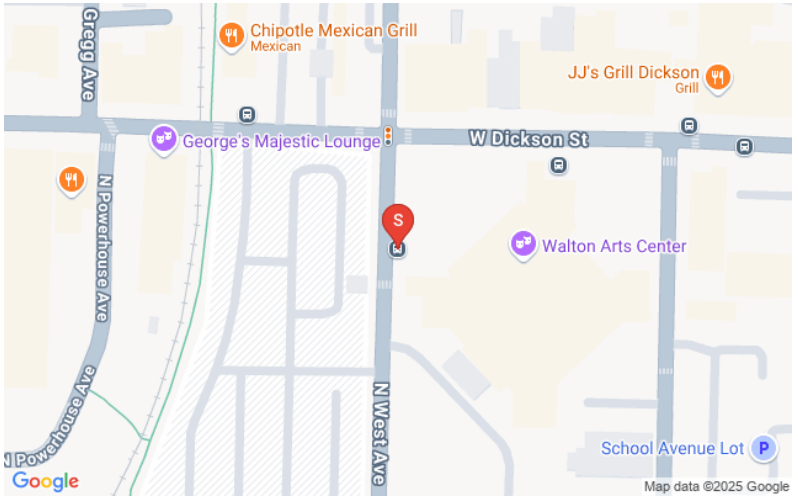
ROUTES SERVED: Route 17 Detour Peak (Outbound)

Evaluation and Recommendation

Low-ridership boarding stop located in a curb cutout across from the Walton Arts Center. No shelter, seating, or trash receptacle provided. Sign is mounted to a light pole on a wide sidewalk with good pedestrian access. Cutout may limit flexibility for stop upgrades. Monitor for crowding and evaluate feasibility of adding a bench and shelter if demand increases.



Weekday Activity	8.2
Weekend Activity	0
Stop Position	Near-side
Adjacent Property Description	Theater
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149628

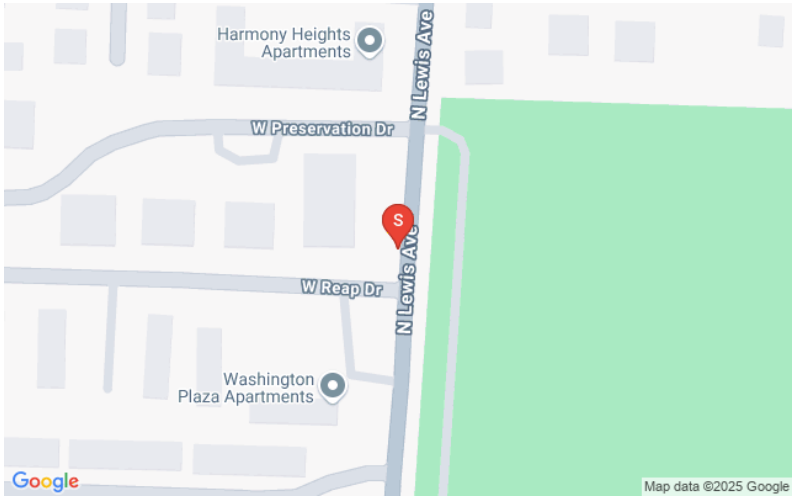
STOP NAME: Washington Plaza

ROUTES SERVED: Route 33 Non Peak (Outbound), Route 33 Peak (Outbound)

Evaluation and Recommendation

Low-ridership balanced stop in good condition with full shelter and seating on a concrete pad. No visible lighting. Located on a quiet roadway adjacent to a large open field. Shelter is partially obscured by overhanging trees, and some litter is present. Consider trimming vegetation, adding lighting, and monitoring usage before making further improvements.

Weekday Activity	9.3
Weekend Activity	1.3
Stop Position	Near-side
Adjacent Property Description	Apartment Building
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	Yes
Seating	Yes
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149630

STOP NAME: Wedington & Betty Jo

ROUTES SERVED: Route 35 Non Peak (Inbound), Route 35 Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop with newly poured sidewalk but no designated landing pad. Signpost is leaning and mounted in a temporary concrete base. No shelter, seating, or lighting. Located along a high-speed arterial with limited pedestrian amenities. Consider straightening and permanently mounting the signpost, adding a landing pad, and monitoring ridership before adding further amenities.

Weekday Activity	14
Weekend Activity	4.6
Stop Position	Near-side
Adjacent Property Description	Retail Store
Landing Area	Grass, Uneven sod
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:149498

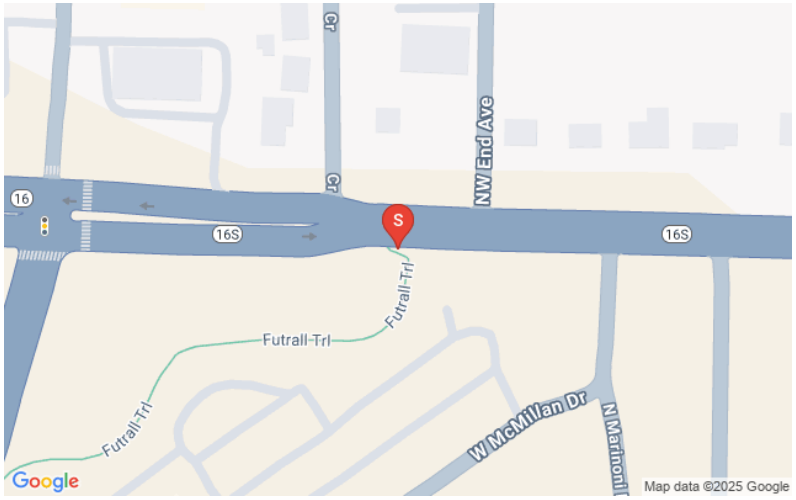
STOP NAME: Wedington & Futral

ROUTES SERVED: Route 35 Non Peak (Inbound), Route 35 Peak (Inbound)

Evaluation and Recommendation

Low-ridership stop located near recent development activity. No defined landing pad is present, and the site lacks basic amenities such as seating, shelter, and dedicated lighting. Construct an accessible landing pad. Add lighting and install a bench to improve comfort and safety. Consider adding a shelter if future ridership increases. Coordinate with nearby developments to ensure stop upgrades are consistent with surrounding infrastructure improvements.

Weekday Activity	4.4
Weekend Activity	0.2
Stop Position	Far-side
Adjacent Property Description	Place of Worship
Landing Area	Grass
Sidewalk	Yes
Sidewalk Condition	3 = Fair - minor root uplifting and breaks
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149631

STOP NAME: Wedington & Porter

ROUTES SERVED: Route 33 Non Peak (Inbound), Route 33 Peak (Inbound), Route 35 Non Peak (Outbound), Route 35 Peak (Outbound)

Evaluation and Recommendation

Low-ridership balanced stop with no shelter, seating, or lighting. Signpost is placed in a temporary concrete base and set back from the sidewalk, potentially limiting visibility. No designated landing pad, and the adjacent driveway interrupts the curb zone. Add a landing pad and permanently mount the signpost closer to the sidewalk edge. Monitor usage before considering additional amenities.

Weekday Activity	15.7
Weekend Activity	3.5
Stop Position	Near-side
Adjacent Property Description	Residence - detached, Retail Store
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No

STOP ID:149632

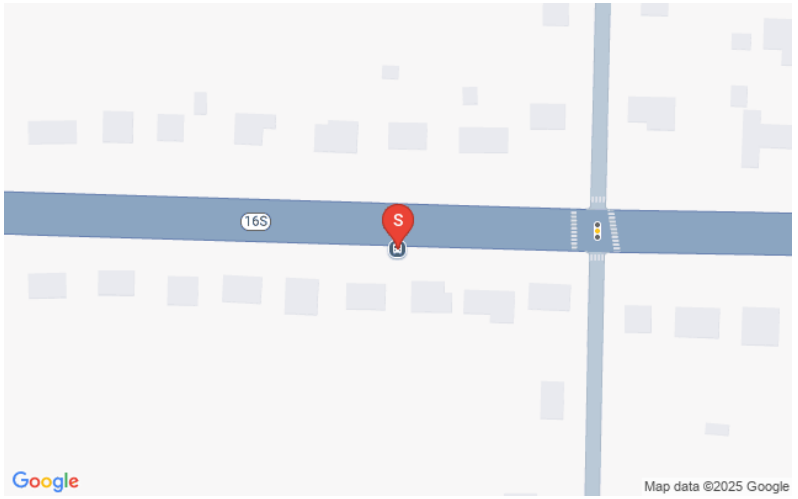
STOP NAME: Wedington & Sang (Inbound)

ROUTES SERVED: Route 35 Non Peak (Inbound), Route 35 Peak (Inbound)

Evaluation and Recommendation

Low-ridership balanced stop with sign mounted on a utility pole, limiting visibility and flexibility. No shelter, seating, or lighting present. Landing area is sidewalk-only with no designated pad or curb ramp. Trash bins at the base of the pole may impede access. Relocate signpost to dedicated mount near curb. Add landing pad and evaluate for bench or trash receptacle based on usage.

Weekday Activity	12.4
Weekend Activity	2.3
Stop Position	Near-side
Adjacent Property Description	Residence - detached
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	2 = Poor Shape, some cracks or breaks
Shelter	No
Seating	No
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



STOP ID:149633

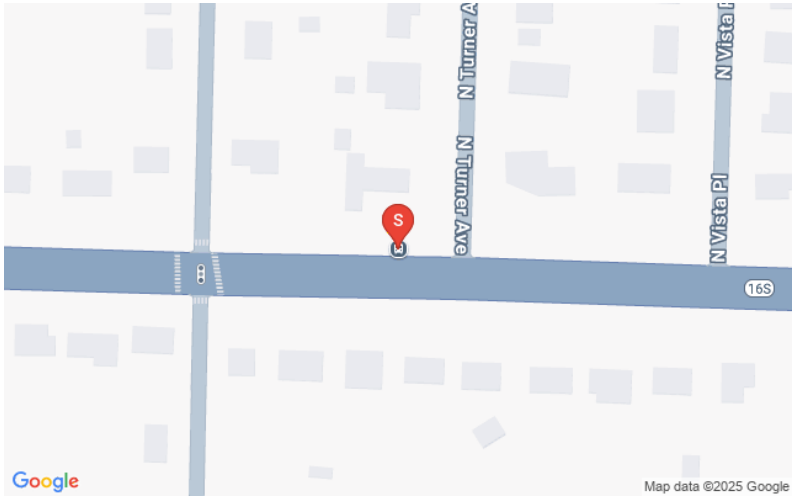
STOP NAME: Wedington & Sang (Outbound)

ROUTES SERVED: Route 33 Non Peak (Inbound), Route 33 Peak (Inbound), Route 35 Non Peak (Outbound), Route 35 Peak (Outbound)

Evaluation and Recommendation

Moderate-ridership balanced stop with basic sidewalk boarding area. Signpost is set in a concrete base but lacks a defined landing pad. No shelter, seating, or lighting. Adjacent utility infrastructure and fencing limit space for upgrades. Add a landing pad and consider relocating sign closer to the curb for visibility and access. Evaluate seating only if usage increases.

Weekday Activity	23.4
Weekend Activity	2.7
Stop Position	Near-side
Adjacent Property Description	Residence - detached
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	2 = Poor Shape, some cracks or breaks
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149637

STOP NAME: West Ave @ Walton Arts Center

ROUTES SERVED: Route 14 Non Peak (Outbound)

Evaluation and Recommendation

Low-ridership balanced stop in good condition with wide sidewalk and direct access to adjacent plaza. No seating, shelter, or lighting currently present. Signpost is freestanding and clearly visible. Stop is located mid-block near the Walton Arts Center and adjacent to a marked crosswalk. Consider adding a bench if usage increases. No further upgrades warranted at this time.

Weekday Activity	0.4
Weekend Activity	1
Stop Position	Mid-block
Adjacent Property Description	Walton Arts Center
Landing Area	Yes
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	No
Seating	No
Lighting	Street Lighting
Bicycle Parking	No
Scooter Parking	No

STOP ID:149638

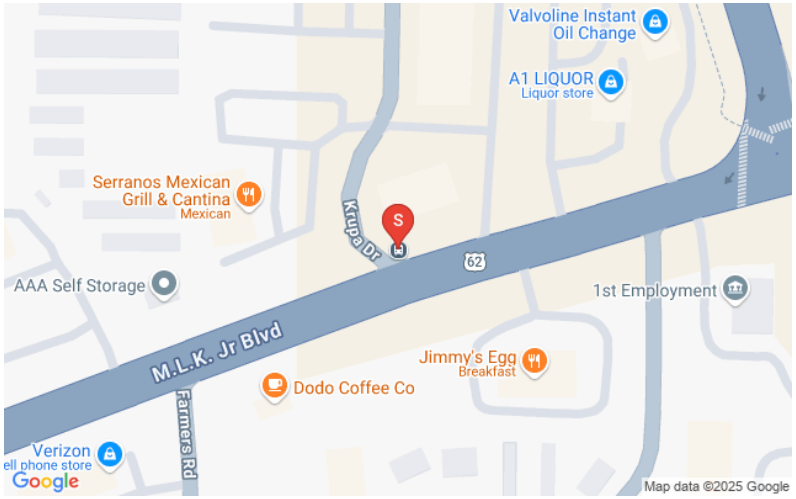
STOP NAME: Westgate Shopping Center

ROUTES SERVED: Route 44 Non Peak (Outbound), Route 44 Peak (Outbound)

Evaluation and Recommendation

Low-ridership stop on a high-speed arterial with no shelter, seating, or lighting. Sign is located in grass between sidewalk and curb, with limited visibility due to grade and adjacent signage. Sidewalk and curb ramp are present, but no defined boarding area. Consider adding a landing pad, bench, and trash receptacle. Monitor for future changes in ridership or adjacent land use that may warrant further investment.

Weekday Activity	17.5
Weekend Activity	7.2
Stop Position	Near-side
Adjacent Property Description	Mall/Shopping Center
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	4 = good - No immediate repair
Shelter	No
Seating	No
Lighting	No
Bicycle Parking	No
Scooter Parking	No



STOP ID:149639

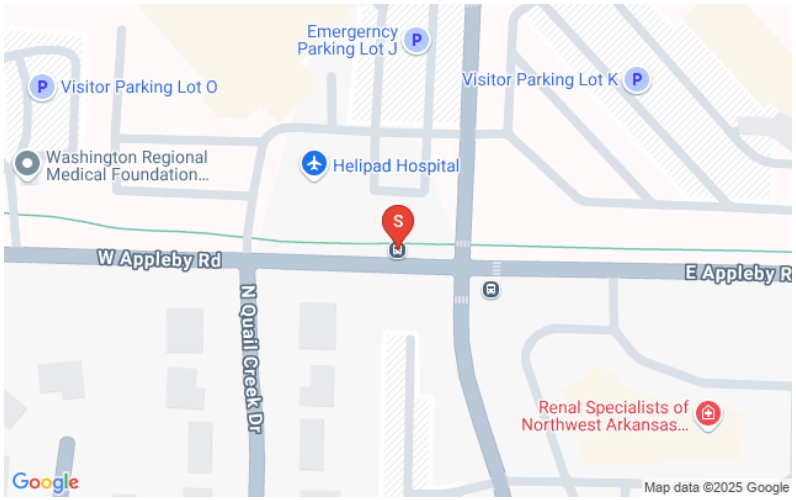
STOP NAME: WRMC ER (Inbound)

ROUTES SERVED: Route 26 Non Peak (Outbound), Route 26 Peak (Outbound)

Evaluation and Recommendation

Low-ridership balanced stop in good condition with full shelter, seating, trash receptacle, lighting, and clear boarding area. Located adjacent to the Washington Regional Emergency Center with sidewalk and tactile ramps connecting to a marked crosswalk. Shelter has solar-powered lighting and is situated along a bike lane. Sign is mounted on its own pole but is in poor condition, replace sign.

Weekday Activity	17.3
Weekend Activity	6.2
Stop Position	Far-side
Adjacent Property Description	Hospital
Landing Area	Concrete
Sidewalk	Yes
Sidewalk Condition	5 = new or cosmetically excellent
Shelter	Yes
Seating	Yes
Lighting	Yes
Bicycle Parking	No
Scooter Parking	No



APPENDIX B: FREQUENTLY ASKED QUESTIONS

APPENDIX B: FREQUENTLY ASKED QUESTIONS (FAQ)

This section provides guidance on how to apply the Bus Stop Enhancement Plan during project reviews, funding decisions, or day-to-day operations. It is intended to support Razorback Transit staff, City of Fayetteville planners and engineers, University of Arkansas departments, and regional partners.

Q1: A developer wants to relocate or remove a bus stop. What should we do?

Start with the stop profile to evaluate current use and conditions. Consider:

- Is the stop actively used (review ridership)?
- Does it provide key access for students, employees, or nearby housing?
- Is the current location ADA-accessible or unsafe?

If relocation is appropriate, use this plan's evaluation framework to select a new site that offers:

- Equivalent or better access for users
- Space for accessible boarding and future amenities
- Visibility and safety for both passengers and operators

Coordinate final relocation plans with Razorback Transit and NWARPC.

Q2: A roadway project is being planned near an existing stop. What should we consider?

Cross-reference the project limits with this plan's recommendations. Look for opportunities to:

- Construct or expand a loading platform
- Add a shelter or bench
- Upgrade curb ramps or sidewalk connections
- Relocate the stop to improve access, sightlines, or spacing

Even modest upgrades (like adding a pad) can have lasting benefits. Build stop improvements into the project scope early to save time and money.

Q3: We're applying for grant funding. How can this plan help?

Use the following elements:

- The **stop prioritization framework** (shows readiness and impact)
- Stop-specific **enhancement levels** (clarifies scope and cost)
- Systemwide equity and access maps
- Sample "work packages" (loading platforms, shelters, lighting)

Grant reviewers favor projects with clear need, community benefit, and a shovel-ready implementation plan—this document supports all three.

Q4: Can this plan be used to require developer-funded stop upgrades?

Yes. If a development is adjacent to a stop listed in this plan (or proposes a new one), you can:

- Reference the profile to document current deficiencies
- Require installation of a loading platform, bench, shelter, or signage based on the assigned enhancement level
- Align improvements with sidewalk, curb ramp, and lighting standards

Make sure improvements are reviewed by Razorback Transit and included in site plan conditions.

Q5: We want to consolidate two low ridership stops. Is that covered here?

Use the stop evaluation criteria:

- Do the stops serve different destinations or user groups?
- Is there a nearby crossing or sidewalk network connecting them?
- Are both stops in poor condition or lacking accessibility?

If consolidation improves access, safety, and efficiency—and does not create a barrier for mobility-vulnerable riders—it may be appropriate. Consider enhancing the retained stop to include seating or lighting.

Q6: How do we handle new stops?

New stops should be evaluated using the same framework:

- Assess site accessibility, safety, sidewalk network, and context
- Assign a preliminary enhancement level
- Add the stop to the system inventory and update the implementation plan

If the stop is created as part of a new development or service expansion, coordinate with Razorback Transit and NWARPC to ensure the design is appropriate and funding is in place.

APPENDIX C: CONNECTIVITY AND ROUTE LEVEL SUMMARIES

APPENDIX C: CONNECTIVITY AND ROUTE LEVEL SUMMARIES

Purpose: To evaluate the effectiveness and accessibility of bus stops along various routes in the Razorback Transit system, identify gaps or inefficiencies, and provide a foundation for future recommendations.

Scope: The report evaluates 10 bus routes, which serve both the University of Arkansas community and the general public, assessing factors such as bus stop location, amenities, accessibility, and rider experience.

ROUTE LEVEL SUMMARIES

Route 11 (Peak Only)

Serves the University of Arkansas core, including Union Station and key parking lots. Strengths include strong connections to campus destinations and multimodal access at a few stops. Major issues are unsafe boarding surfaces at stops like Nolan Richardson & Stadium Drive and 1021 Dining Hall, insufficient shelters (only 5 of 10 stops covered), and inconsistent lighting. Many stops require boarding directly from travel lanes, increasing exposure risks. Pedestrian connectivity is uneven, with some midblock locations lacking marked crossings.

Route 13 (Peak Only)

Connects Hill Avenue neighborhoods and parking areas to central campus, with ridership concentrated around Harmon Garage. Key challenges include inaccessible landing areas (e.g., Hill & Stone, Hill & Treadwell), minimal shelters (only 2 of 12 stops covered), and poor lighting at multiple Hill Avenue stops. Sidewalks are often narrow, obstructed, or degraded. Most stops lack basic amenities, and some lack visible signage. This route especially highlights gaps in accessibility and passenger comfort.

Route 14 (Peak/Non-Peak)

Provides year-round service connecting Union Station, Downtown Square, the Library, and Walton Arts Center. While it covers many high-demand destinations, 8 of 24 stops are inaccessible or unsafe, often due to vegetation, slopes, or storm drains. Shelter coverage is limited (6 stops), and lighting is absent at critical points like Hill & Treadwell and FHS. Boarding often occurs in travel lanes, including on high-volume streets. Pedestrian pathways near destinations like Downtown Square are severely constrained. Despite linking cultural and civic nodes, accessibility and safety are inconsistent.

Route 17 (Peak Only)

Links academic, cultural, and residential nodes between north and west campus. Of its 15 stops, four are notably deficient, including Grad Ed, which has a broken curb and extremely narrow sidewalk. Only three stops provide shelters, and amenities are minimal. Lighting relies heavily on ambient sources, with one stop unlit. Twelve stops are located in hazardous roadway environments (curves, high-volume zones, or limited crosswalks). Sidewalks are often under-width or obstructed. Despite broad coverage, Route 17 riders face unsafe conditions at many stops.

Route 21 (Peak/Non-Peak)

Runs along Garland Avenue, serving Union Station, the Health Center, and Garland Center. Strengths include year-round service and strong ridership nodes. Five stops have unsafe landing areas (e.g., Fair Park, Crafton Place). Only four of 11 stops offer shelters; amenities are nearly absent. Lighting is inconsistent, and most stops require boarding from the travel lane or a striped bike lane. Sidewalk gaps—particularly near Food Science—and limited crossing options reduce safety. Overall, Route 21 highlights Garland Avenue's pedestrian and micromobility infrastructure gaps.

Route 26 (Peak/Non-Peak)

Provides regional connections to NWA Mall, Walmart, WRMC, and UA Uptown East, with 31 stops. Twelve stops lack compliant landing areas, often forcing boarding from grass or over storm drains. Only 9 stops provide shelters, and several others use unsafe informal seating (e.g., tree stumps). Lighting is absent at four stops and inadequate at many others. Hazardous roadway conditions are frequent, particularly at arterial stops with high speeds. Three stops (including NWA Mall) lack any formal pedestrian crossings. Despite its regional reach, Route 26 suffers from major accessibility and roadway safety challenges.

Route 33 (Peak/Non-Peak)

Serves neighborhoods northwest of campus via Wedington and Porter corridors. While most stops have sidewalks, some are cracked, uplifted, or lack continuous access. Two stops (Wedington & Sang, Porter & Lawson) have unsafe boarding areas. Only three of 15 stops provide shelters; none have amenities. Four stops lack lighting, and 12 were flagged for roadway hazards such as high speeds or poor visibility. Crossing options are missing at some stops, including Dean at Templeton Place. Overall, Route 33 offers important neighborhood access but is underserved in infrastructure and safety measures.

Route 35 (Peak/Non-Peak)

Primarily serves the Wedington corridor with 19 stops, including Walmart Market and Union Station. Fourteen stops have substandard or unsafe boarding surfaces, including Chamberland Square, which boards from gravel next to a highway on-ramp. Only 4 stops have shelters, and 15 lack any weather protection. Lighting is absent at 8 stops, and most others depend on weak ambient sources. Eighteen stops were flagged for hazardous roadway interactions, often requiring boarding on high-speed arterials. This route is one of the most deficient in safe, accessible infrastructure.

Route 44 (Peak/Non-Peak)

Covers the MLK Boulevard corridor, serving Adohi Hall, Saint Pete's, Westgate Shopping Center, and Union Station. Five stops have unsafe landings, including Saint Pete's, which lacks a continuous path and sits near an I-49 ramp. Only 4 of 22 stops have shelters, and 15 have no seating. Lighting is absent at six stops, and many more rely on ambient sources. Roadway conditions are hazardous at 18 stops. Pedestrian crossings are lacking at Saint Pete's. This route highlights serious safety risks on MLK and adjacent high-speed roads.

Route 48 (Peak/Non-Peak)

Serves university housing, parking facilities, and Baum Stadium, with 24 stops. Six stops lack safe landing surfaces (e.g., Baum Stadium inbound/outbound, Lot 108, Lot 99 Economy Parking). Shelter coverage is relatively stronger (12 stops), but the remaining stops are unsheltered. Three stops lack route signage information. Only Union Station offers amenities. Lighting is absent at six stops, and most others depend on non-dedicated sources. Twenty-one stops were flagged for hazardous roadway or parking lot conditions, such as unpredictable car movements. Pedestrian crossings are absent at two parking-lot stops. Route 48 is a critical connector but constrained by inconsistent stop infrastructure.

ROUTE EVALUATION BREAKDOWN

ROUTE 11 (PEAK)

Area Served and Demographics

Route 11 serves key areas around the University of Arkansas campus, offering essential transit access for students, faculty, and staff. The route includes 10 stops primarily located near academic buildings, residence halls, parking facilities, and dining venues. High-activity stops include Union Station, 1021 Dining Hall, Lot 212 (Inbound), and Lot 300 (West).

While the route effectively connects high-demand campus destinations, several stops exhibit deficiencies in pedestrian access, ADA compliance, lighting, and safe boarding conditions. These gaps impact rider safety and comfort, especially for mobility-vulnerable users. Route 11 shares stops with Routes 13, 14, 21, 26, 44, and 48, reinforcing its importance within the Razorback Transit network. Improvements to stop infrastructure and connectivity would enhance both operational efficiency and the rider experience.

Bus Stop		Routes						
ID	Name	11	13	14	21	26	44	48
149556	Lot 320 West	X						
149451	1021 Dining Hall	X						
149617	Union Station	X		X	X	X		
149543	Lot 300 West	X						X
149589	Pomfret (Outbound)	X					X	
149553	Lot 322 East	X	X	X				
149564	Lot 212 (Inbound)	X						X
149547	Lot 222 (Inbound)	X						X
149456	Admin Bldg/Silas Hunt Hall	X					X	
149451	1021 Dining Hall	X						
149617	Union Station	X						

Service Type

Route 11 operates on a peak-only service schedule, meaning buses are not in service during non-peak hours. This limits its utility during off-peak times, though its coverage during peak hours caters well to university students and staff. Route 11 operates between 7:00 am and 6:05 pm.

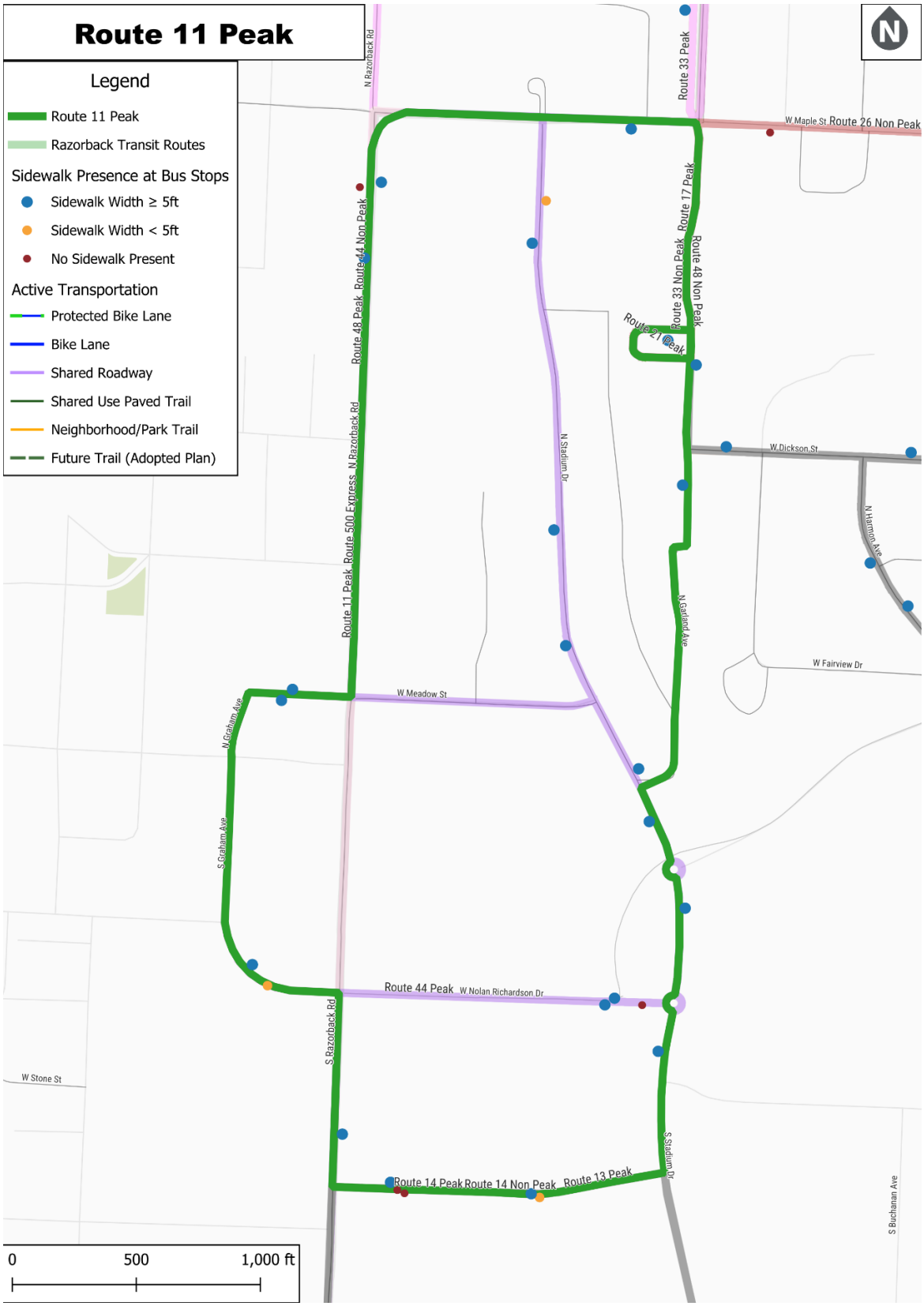


Figure 8: Map of Route 11

Evaluation Categories for Route 11

A. Landing Locations

There are five stops with adjacent landing locations and five with sidewalk landing locations. Of note, two stops are identified as not ADA accessible:

- Nolan Richardson & Stadium Drive: This stop lacks a defined, accessible landing surface. Passengers currently board from a drainage inlet or an adjacent grass strip, which features a 2–3” elevation change between the curb and sidewalk. This uneven transition poses a significant tripping hazard and does not meet ADA guidelines for safe boarding. The condition is especially hazardous for individuals using mobility devices or with visual or balance impairments.
- 1021 Dining Hall: The landing area consists of damaged concrete where old bollards were removed, leaving multiple holes greater than 1” deep. These surface defects compromise the safety and stability of the boarding area. The stop fails to provide a firm, stable, and slip-resistant surface required under ADA standards, restricting access for mobility-impaired riders and increasing fall risk for others.

Figure 9: Landing Area for Nolan Richardson & Stadium Drive Bus Stop

B. Shelters & Seating

Of the 10 stops along Route 11, five are equipped with shelters, all of which include seating rated in fair to excellent condition. Among the unsheltered stops, only one—Pomfret Dining Hall—offers seating, provided by free-standing chairs in good condition. The remaining four unsheltered stops lack both seating and shelter, leaving passengers exposed to weather conditions and without a comfortable waiting environment. These gaps in

amenities disproportionately affect those who rely on the service daily and reduce the overall attractiveness and usability of the transit system, especially during inclement weather or peak service periods.

Figure 10: Students Boarding at Pomfret Bus Stop

C. Signage

All Route 11 stops are equipped with signage indicating the routes served. At sheltered stops, signs are typically mounted directly on the shelter structure, while Union Station features both integrated signage on the bus station awning and standalone pole-mounted signs for improved visibility. At unsheltered stops, signage is more varied, with signs mounted on streetlight poles, on standalone posts, or occasionally attached to fencing. While signage presence is consistent, its placement at some unsheltered stops limits visibility, especially in high-traffic or visually cluttered areas. Improving the height, contrast, and positioning of signs could enhance wayfinding for all users, particularly those unfamiliar with the system or with visual impairments.

D. Amenities

Only four stops along Route 11 offer additional amenities such as trash receptacles, newspaper boxes, or emergency call boxes. While these features enhance the comfort, safety, and usability of the stops where they are present, their limited distribution underscores a broader inconsistency in passenger experience across the route. Expanding the availability of essential amenities—especially waste receptacles—would improve stop cleanliness, reduce litter, and support a more dignified and functional transit environment for all riders.

E. Lighting

All Route 11 stops have some form of lighting, though the source and effectiveness vary. Only one stop includes dedicated shelter lighting that directly illuminates the passenger waiting area. The remaining stops rely on ambient sources: nine have nearby streetlights, while six benefit from spillover lighting from adjacent parking lots or buildings. Several stops draw from multiple lighting sources, but coverage is inconsistent. The lack of direct lighting at unsheltered stops compromises visibility and perceived safety—particularly after dark—posing challenges for all riders and potentially deterring use among mobility-vulnerable populations.

F. Bus Stop Configuration and Roadway Interaction

Bus stop configurations along Route 11 vary significantly in terms of how buses interact with traffic during boarding. At **seven stops**, buses load passengers directly from the travel lane, typically on roads with fewer than three lanes and substandard lane widths (<12 feet). This configuration can impede traffic flow and expose riders to higher safety risks during boarding and alighting.

Three stops provide some form of dedicated space for bus boarding. Notably, Union Station functions as a terminal with a designated bus bay, and Lot 212 (Inbound) includes a partial pull-off lane marked by double white lines, approximately 8.5 feet wide. However, due to the limited width and adjacent travel lane intrusion, even this pull-off fails to fully remove the bus from the roadway, limiting its safety benefit.

Figure 11: Bus Stopped in Pull-off Lane at Lot 212 (Inbound) Bus Stop

G. Accessible Paths

All Route 11 stops are connected to pedestrian paths via sidewalks that are at least 5 feet wide, which generally align with recommended minimum widths for accessible circulation. Nine of the ten stops feature sidewalks in good or new condition and appear to provide clear, navigable paths for most users. However, the sidewalk at the **1021 Dining Hall stop** is in visibly poor condition, with missing concrete creating uneven surfaces and depressions. These conditions may present significant barriers for individuals using mobility devices or anyone with balance challenges, making it difficult or unsafe to reach the stop on foot.

Figure 12: Students Boarding at 1021 Dining Hall Bus Stop

H. Nearest Crossing Opportunities

Of the 10 stops along Route 11:

- **Five** are located near midblock crossings with marked crosswalks. Some of these crossings also include curb ramps and tactile warning strips.
- **Four** are near intersection-based crossings that include a full suite of pedestrian features such as curb ramps, pedestrian signals, traffic lights, and detectable warnings.

The **Lot 212 (Inbound)** stop presents a notable case. Although situated midblock, it lies between two formal crossing opportunities: a stop-controlled intersection at N Graham Ave and Meadow Street, and a signalized intersection at N Razorback Rd and Meadow Street. Despite these options, riders are frequently observed crossing Meadow Street midblock — likely due to the distance or lack of direct connectivity between the stop and the intersections. This behavior increases exposure to vehicular traffic and highlights the need for improved midblock crossing infrastructure or pedestrian guidance at this location.

I. Micromobility Integration

Route 11 includes several stops with multimodal access features that support first/last-mile travel. Three stops—Lot 320 West, 1021 Dining Hall, and Lot 300 West—are located near shared-use paths or trail networks. Three stops also provide dedicated bicycle parking, and six are situated within designated scooter parking zones. Lot 320 West and 1021 Dining Hall offer the most robust access, with connectivity to all three facilities: trail networks, bike parking, and scooter zones. However, the majority of stops on Route 11 still lack multimodal support, indicating opportunities for targeted infrastructure improvements to enhance active transportation access

Summary of Findings for Route 11

The evaluation of Route 11 reveals several recurring barriers that limit access, comfort, and safety for riders:

- **Access challenges** at stops like Nolan Richardson & Stadium Drive and 1021 Dining Hall, where uneven surfaces and worn concrete create hazards, particularly for passengers using mobility devices or with balance impairments.

- **Gaps in rider comfort** due to the lack of consistent shelters and seating, especially at the five stops without shelter coverage or seating options.
- **Limited lighting** across the route, with only one stop offering shelter-integrated lighting. Most stops rely on street or ambient lighting, which may not adequately illuminate waiting areas after dark.
- **Suboptimal stop siting** at seven locations where buses board from active travel lanes with narrow widths, increasing exposure risk and complicating traffic flow.
- **Incomplete pedestrian infrastructure**, including midblock crossing locations without marked crosswalks or tactile surfaces, which can result in unsafe crossing behavior and increase the likelihood of pedestrian-vehicle conflicts.

ROUTE 13 (PEAK)

Area Served and Demographics

Route 13 operates as a peak-only service, running weekdays between 7:00 AM and 6:18 PM. Designed primarily for university commuters, the route connects off-campus student housing and residential neighborhoods along Hill Avenue to central campus destinations. It also serves multiple university parking lots, including key links to Harmon Garage and Lot 320. Four additional stops belong to the Route 13 Extension, which operates during select service periods and is not evaluated in this analysis.

Service Area and Ridership Context

The core Route 13 alignment includes 12 stops, with ridership heavily concentrated around Harmon Garage and Hill Avenue. The route plays a critical role during class transitions and peak commute windows, especially for students parking in peripheral lots or living south of campus. Several stops—such as 149520 (Harmon Garage – Harmon Ave Entrance) and 149528 (Hill & Treadwell Inbound)—are high-ridership boarding points. Stops 149526 and 149523, located along residential segments of Hill Avenue, function primarily as low-ridership alighting locations.

Route 13 shares multiple stops with Routes 11 and 14, including key transfer points at Lot 322 East (Route 13) (149554), Mechanical Engineering & Physics (149603), and Hill & MLK (154308 and 149523). This integration supports cross-campus connectivity but also requires coordinated infrastructure improvements at shared stops.

Connectivity and Infrastructure Gaps

Recent fieldwork and photo documentation revealed recurring challenges across the corridor:

- **Loading platforms & Curb Access**: Several stops—including 149526 (Hill & Stone Inbound) and 149496 (Fayetteville High School)—lack defined boarding areas, relying on narrow sidewalks or grass buffers. Some, like 149527 (Hill & Treadwell Outbound), require sidewalk expansions to meet accessibility standards.
- **Lighting**: Lighting is limited at many Hill Avenue stops. Stops 149526 and 149523 have no street lighting, reducing nighttime safety and visibility. In contrast, stops near Harmon Garage and Lot 320 benefit from nearby overhead fixtures or shelter lighting.
- **Shelter Coverage**: Shelters are present at five stops: 149554, 149557, 149603, 149520, and 154308. However, in-shelter lighting is often absent. Stop 154308 (Hill & MLK Inbound) experiences high peak demand and may warrant expanded capacity or micromobility parking.
- **Signage**: At least one stop, 149526, lacks a formal Razorback Transit signpost and instead uses a utility pole, reducing visibility to operators and passengers.
- **Micromobility**: Scooter clutter is occasionally observed at key transfer points like 149554 and 149603. Designated micromobility parking zones would improve organization and reduce pedestrian conflicts.

Bus Stop		Routes		
ID	Name	11	13	14
149525	Hill & Stone (Outbound)		X	X
149526	Hill & Stone (Inbound)		X	X
149520	Harmon Garage -		X	X

	Harmon Ave Entrance			
150480	Harmon Garage - Duncan Ave Entrance		X	
149554	Lot 322 East (Route 13)	X	X	X
149557	Lot 320 West (Route 13)		X	X
149528	Hill & Treadwell (Inbound)		X	X
149527	Hill & Treadwell (Outbound)		X	X
154308	Hill & MLK (Inbound)		X	X
149523	Hill & MLK (Outbound)		X	X
149603	Mechanical Engineering & Physics		X	X
149496	FHS		X	X

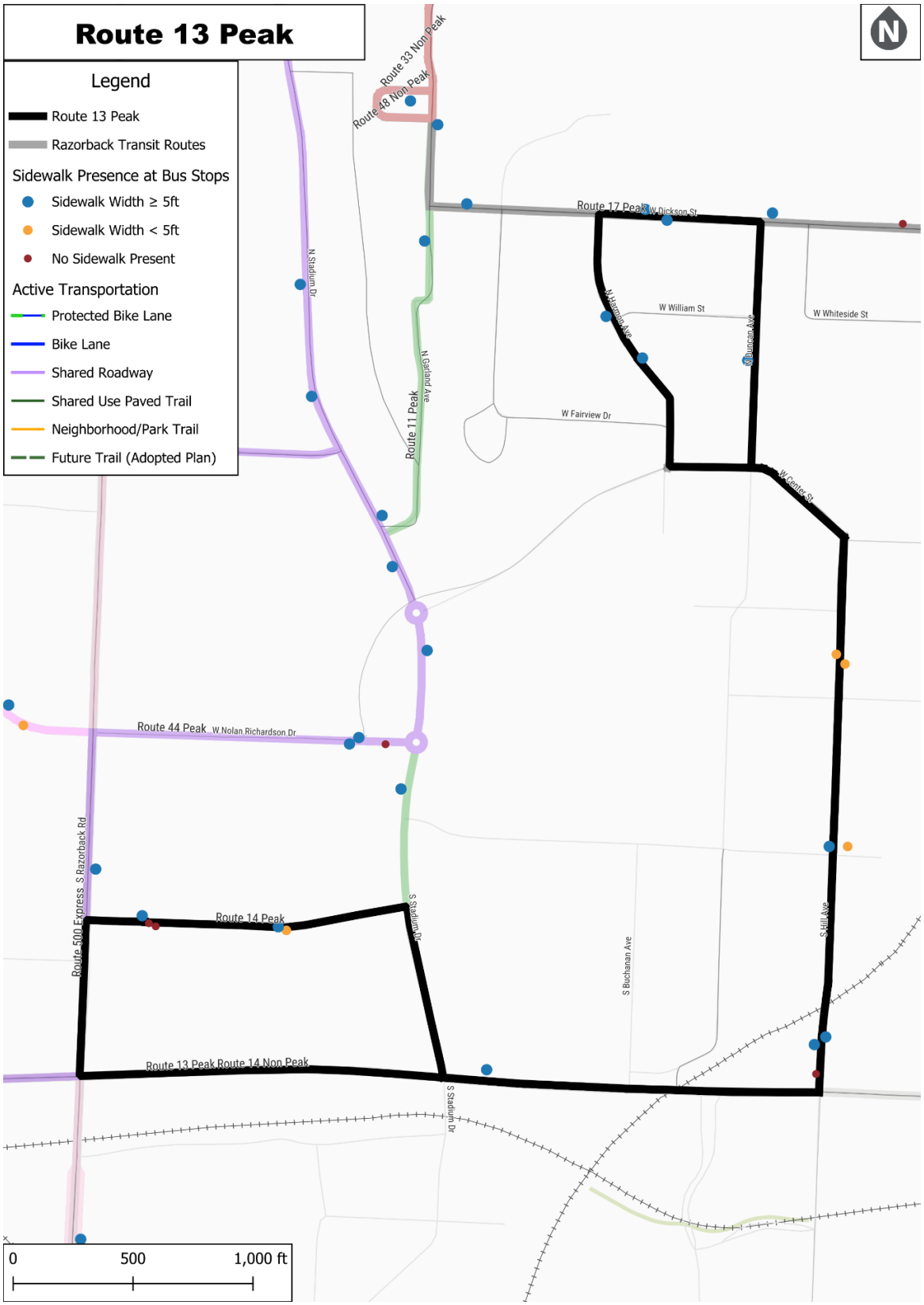


Figure 13: Map of Route 13

Evaluation Categories for Route

A. Landing Locations

Of the 12 evaluated stops along Route 13, **eight have adequate landing locations**, typically characterized by paved surfaces directly connected to adjacent sidewalks. One of these locations is situated in a parking lot, while the remainder are sidewalk adjacent. **Four stops lack accessible landing areas**, resulting in uneven or obstructed boarding surfaces that create challenges for riders using mobility devices or those with limited mobility.

Notable deficiencies include:

- **149525 – Hill & Stone (Outbound)**: This stop lacks a clearly defined landing zone. The sign is placed next to a curb ramp at the intersection, which forces buses to block the ramp during boarding or stop on a grass strip with no accessible connection to the sidewalk. Riders must either step over a curb or board from uneven ground, both of which pose significant barriers to accessibility.
- **149527 – Hill & Treadwell (Outbound)**: Although the landing surface is technically a sidewalk, the available width is less than five feet. The limited space restricts safe maneuvering for passengers using wheelchairs or walkers and creates pinch points when multiple riders are present.

Additional stops with substandard landing conditions exhibit similar patterns: lack of a continuous, level boarding surface; obstructions such as utility poles or steep curb edges; and no clear visual or tactile delineation of the boarding area. These barriers reduce comfort and safety and undermine access for transit-dependent riders.

Figure 14: Hill & Stone (Outbound)

B. Shelters & Seating

Of the 12 evaluated stops on Route 13, **only two are equipped with shelters**, both of which include integrated seating and are in **excellent condition**. These shelters offer weather protection and a comfortable waiting environment, but the remaining 10 stops lack shelter coverage, leaving most riders exposed to heat, rain, and wind.

Among the unsheltered stops, **only three provide any form of seating**, and all are substandard:

- **149528 – Hill & Treadwell (Inbound)** features a wooden bench in poor condition, with warped planks and reduced structural stability. The bench is no longer safe or comfortable and has been flagged for removal.
- **149603 – Mechanical Engineering & Physics** has a free-standing bench in good condition, but it appears to be part of the adjacent building's outdoor seating area and is not clearly associated with the bus stop.
- **149525 – Hill & Stone (Outbound)** offers informal seating in the form of nearby stone steps, but these are uneven, broken, and located off the pedestrian path, making them largely inaccessible and unsafe for waiting riders.

The lack of reliable shelter and seating along most of the corridor negatively impacts the passenger experience, especially for older adults, individuals with disabilities, and riders waiting during peak sun or inclement weather. **Expanding shelter coverage and upgrading seating at high-activity or high-impact stops should be prioritized** to improve comfort, equity, and usability systemwide

.

Figure 15: Stone stairs at Hill & Stone (Outbound)

C. Signage

Eleven of the 12 stops along Route 13 are marked with a Razorback Transit bus stop sign, providing basic visibility and wayfinding for riders. Of these, nine stops include route-specific information, allowing passengers to confirm which routes serve the location. Two stops feature signs mounted on shelters that lack clear route identifiers—these appear to use a generic template with applied stickers, which can be difficult to interpret and may cause confusion, especially for new riders or during detour conditions.

At **149520 – Harmon Garage (Harmon Ave Entrance)**, no formal Razorback Transit signpost is present. However, the location includes visual cues such as a designated pull-off area, a wide pedestrian loading zone, and high foot traffic from nearby housing. While most frequent riders may recognize this as a stop, the **absence of dedicated signage limits clarity for new or occasional users**. Installing a clearly branded stop sign would improve wayfinding and reinforce transit visibility in this key corridor.

Overall, **signage along Route 13 is generally consistent**, but minor upgrades—such as adding or replacing route number decals and formalizing signage at high-use locations—would improve the network's usability.

Figure 16: Bus stopped at Harmon Garage- Harmon Ave Entrance

D. Amenities

No additional amenities—such as trash receptacles, newspaper boxes, or call boxes—are present at any of the 12 evaluated stops along Route 13. The absence of basic elements like trash bins and public seating diminishes rider comfort and contributes to clutter or litter in high-traffic areas.

Only two stops are currently equipped with shelters, which include integrated benches, but the remaining 10 stops lack both seating and any form of support infrastructure. At high-ridership or transfer-heavy stops—such as Hill & MLK (Inbound) and Harmon Garage (Harmon Ave Entrance)—the **addition of trash receptacles and standalone benches at unsheltered locations** would meaningfully improve the waiting environment, particularly during busy class transition periods.

Incorporating a small set of standard amenities systemwide would enhance both the **functionality and the cleanliness** of stops, reinforcing Razorback Transit's visibility and commitment to rider comfort.

E. Lighting

Of the 12 stops, seven stops along Route 13 benefit from some form of lighting. However, five stops lack adequate lighting. Both Hill & MLK (Outbound and Inbound) stops are equipped with shelter lighting. Other stops are illuminated by street lighting, lighting from adjacent parking lots, or nearby buildings.

The 5 stops without lighting include:

- **Hill & Stone (Outbound & Inbound)**
- **Hill & Treadwell (Outbound & Inbound)**
- **FHS**

The absence of lighting at these stops contributes to unsafe boarding conditions after dark and should be addressed to improve rider safety, especially for those waiting during low-visibility periods.

F. Bus Stop Configuration and Roadway Interaction

Bus stop placement along Route 13 is relatively consistent in terms of **how vehicles interact with the roadway** during boarding and alighting. However, several locations present safety and operational concerns:

- **Nine of the 12 stops require buses to load directly from the travel lane**, typically on narrow two-lane roads with lane widths under 12 feet. While this configuration is common in campus and residential areas, it can create conflicts with passing vehicles and limit driver sightlines—especially when curb space is obstructed or undefined.
- **149496 – Fayetteville High School (FHS)** is a notable exception. This stop is located on a five-lane road with a posted speed limit exceeding 40 mph. Buses stop adjacent to a sloped, grassy area, with no defined curb zone, creating **heightened risk for both passengers and operators**, particularly during school start/end times.
- **Two stops along the route feature dedicated bus zones or pull-offs**, improving safety and operational efficiency:
    - **149557 – Lot 320 West (Route 13)** includes a dedicated bus pull-off created from repurposed parking stalls, providing a protected boarding area set back from traffic.
    - **149520 – Harmon Garage (Harmon Ave Entrance)**, though lacking a formal signpost, includes a well-designed pull-off with a curb extension and wide pedestrian access zone.

Where roadway speed, visibility, and curb design present conflicts—such as at FHS or Hill & Stone—**revisiting stop placement or adding curb buffers may be necessary** to improve both rider safety and service reliability.

Figure 17: Bus stopped at Lot 320 West (Route 13)

G. Accessible Paths

11 stops are connected to sidewalks, with seven of these having sidewalks that are 5 feet wide or greater that are generally in good or cosmetically excellent condition. However, three stops feature sidewalks that are less than 5 feet wide:

- **Hill & Stone (Outbound)** and **Lot 322 East (Route 13)** have sidewalks in good condition, but their narrow width creates accessibility challenges.
- **Hill & Treadwell (Outbound & Inbound)** have sidewalks in fair condition, with obstructions and wear that reduce their functionality for riders with mobility impairments.
- **The Harmon Garage – Duncan Ave Entrance** stop is obstructed by tree roots, utility boxes, and poles, blocking the path to board and alight from the bus. This area is not accessible and requires immediate attention to ensure safe passage for all riders.

H. Nearest Crossing Opportunities

Seven stops have crossing opportunities at the nearest intersection, which include curb ramps, pedestrian crossing signals, traffic lights, tactile warning strips, and visible crosswalks. Four stops are located near midblock crossings with visible crosswalks and some feature curb cuts and tactile warning strips.

- **Lot 320 West (Route 13)** is located within a parking lot and does not have defined crossing opportunities or pedestrian walkways throughout the parking lot. Passengers at this stop must cross through the parking lot along the driving lanes, which poses safety risks, especially for those with mobility devices who may not be visible to drivers.

I. Micromobility Integration

Route 13 has one stop located with access to shared-use paths or bike facilities although many of the stops along this route do not have access. Dedicated bike parking is available at two stops and one stop is within a zone for scooter parking.

Summary of Findings for Route 13 (Peak)

The evaluation of Route 13 reveals several recurring infrastructure and accessibility challenges that reduce the quality and safety of the rider experience:

- **Inadequate landing locations** at key stops—especially **149525 – Hill & Stone (Outbound)** and **149527 – Hill & Treadwell (Outbound)**—create significant barriers for riders using mobility devices. Boarding often occurs from uneven surfaces, grass, or narrow sidewalks without a smooth transition to the bus.

- **Limited shelter and seating coverage** leaves most riders exposed to sun, rain, and wind. With only two stops currently equipped with shelters, most passengers wait without protection, particularly during peak class transitions.
- **Insufficient lighting** at multiple stops, including Hill Avenue locations, increases safety risks for riders during early morning and evening service hours. In-shelter lighting is also lacking at otherwise well-equipped stops like Harmon Garage.
- **Obstructed or substandard sidewalk conditions**—notably along Hill Avenue—constrain movement and accessibility. At Hill & Treadwell, sidewalk width and surface quality are inadequate for maneuvering with mobility devices, limiting the stop's functionality for a broad range of users.

These findings underscore the need for targeted investments in **loading platform construction, shelter installation, lighting upgrades**, and **sidewalk connectivity** to improve safety and usability for all riders. Coordinated improvements at high-ridership and high-impact stops should be prioritized as part of a systemwide enhancement strategy.

ROUTE 14 (PEAK/NON-PEAK)

Area Served and Demographics

Route 14 provides year-round service from Monday through Saturday, connecting key destinations such as Union Station, Fayetteville Public Library, Downtown Square, and the Walton Arts Center. It operates with distinct peak and non-peak schedules, offering service from 6:30 AM to 10:43 PM (weekdays) and 7:00 AM to 10:08 PM (Saturdays). The route includes 24 stops and shares service at various points with Routes 11, 13, 17, 21, 26, and 45.

Bus Stop		Routes						
ID	Name	11	13	14	17	21	26	45
149637	West Ave @ Walton Arts Center*			X				
149525	Hill & Stone (Outbound)		X	X				
149522	Highland & Dickson			X	X			
149495	Fayetteville Library			X	X			
149467	Bell Engineering			X	X			X
149487	Dickson & School			X	X			
149616	UMC Garage			X	X			
149490	Downtown Square			X	X			
149486	Dickson & Locust			X				
149518	Harmon Ave & Willard J Walker Hall			X				
149554	Lot 322 East (Route 13)	X	X	X				
149496	FHS		X	X				
149531	Housing Authority			X	X			
149626	Walton Arts Center & Dickson St			X				
149520	Harmon Garage - Harmon Ave Entrance		X	X				
149602	Science Engineering & Hillside			X	X			
149523	Hill & MLK (Outbound)		X	X				
149526	Hill & Stone (Inbound)		X	X				
149617	Union Station	X		X		X	X	
149557	Lot 320 West (Route 13)			X				
149528	Hill & Treadwell (Inbound)		X	X				
149527	Hill & Treadwell (Outbound)		X	X				
154308	Hill & MLK (Inbound)		X	X				
149603	Mechanical Engineering & Physics		X	X				

** Note: The stop at West Ave @ Walton Arts Center was under construction as part of the Upper Ramble project in late 2024. It remained listed on PassioGO but was not in service as of February 2025, and no field data was collected during the evaluation period.*

Although Route 14 effectively connects high-demand destinations, several stops exhibit issues with ADA accessibility, pedestrian safety, illumination, and boarding conditions, limiting overall user experience and access equity.

Service Type

Route 14 operates with both peak and non-peak service schedules. It runs year-round from Monday through Saturday, excluding major holidays consistent with the University of Arkansas calendar. Route 14 operates between 6:30pm and 10:43pm and between 7:00AM and 10:08pm on Saturdays during the peak season.

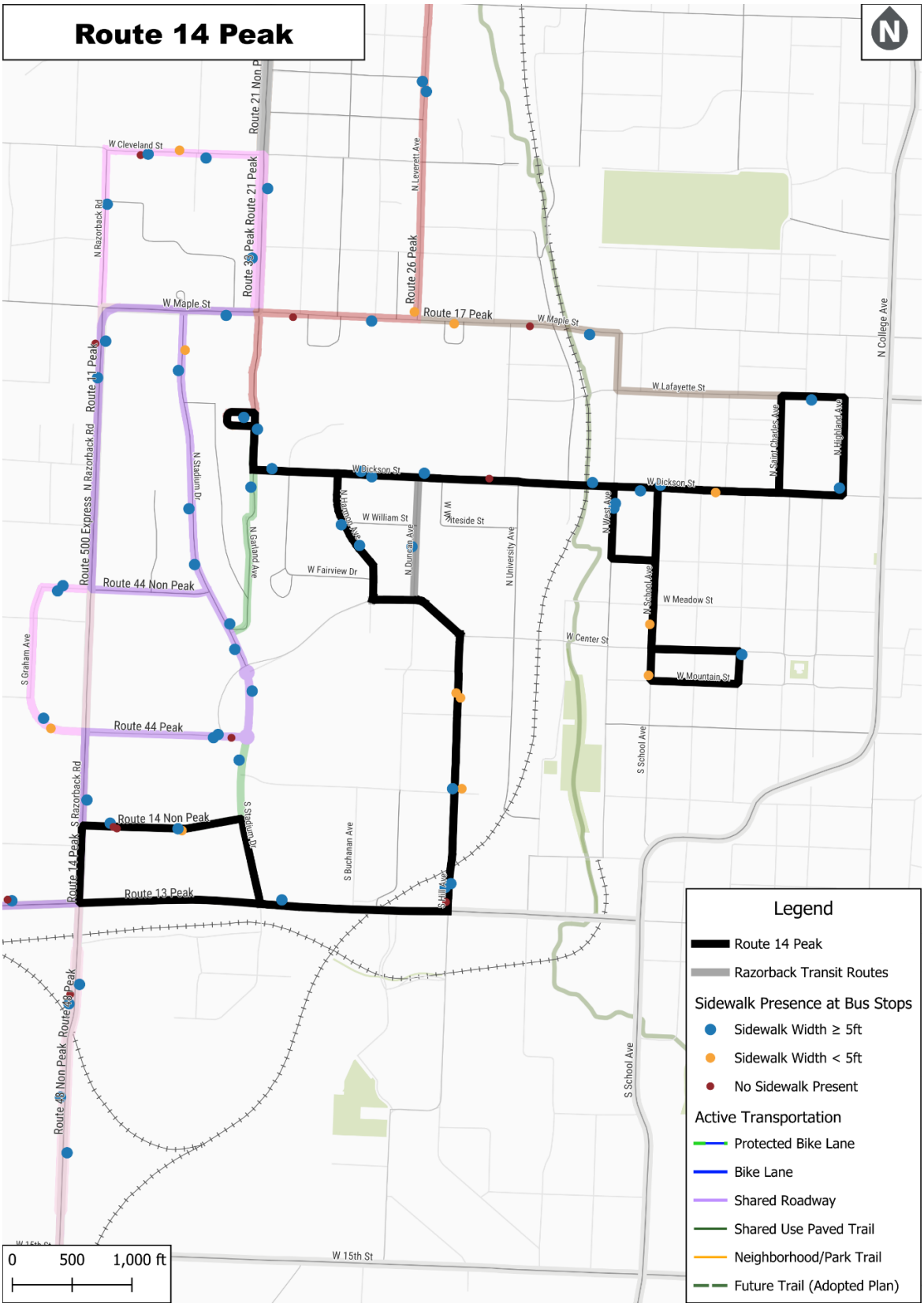


Figure 18: Map of Route 14 Peak

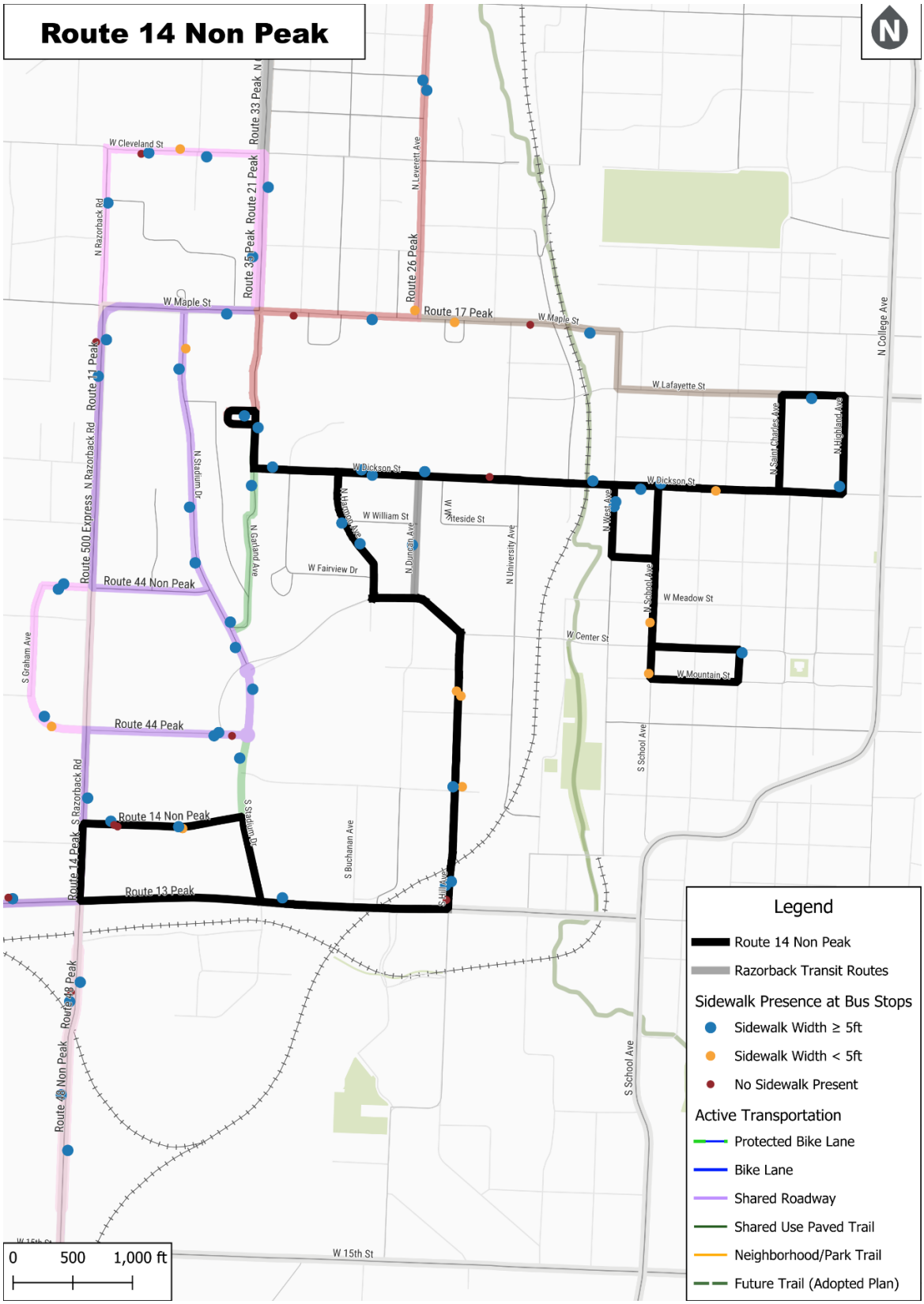


Figure 19: Map of Route 14 Non-Peak

Evaluation Categories for Route

A. Landing Locations

Fifteen stops have accessible boarding areas, primarily sidewalk-adjacent or paved landings. However, eight stops present unsafe or inaccessible conditions due to vegetation, curb height, or drainage elements. Notable gaps include:

- **149495 – Fayetteville Library/KUAF**: No loading platform; boarding occurs over a vegetated buffer shared with ORT.
- **149616 – UMC Garage**: Gravel and unpaved surface; not usable for riders with mobility devices.
- **149486 – Dickson & Locust** and **149496 – FHS**: Uneven surfaces or storm grates create barriers to safe boarding.

Figure 20: Bus stopped at Fayetteville Library/KUAF

B. Shelters & Seating

Only six stops have shelters, all of which include seating. Shelter condition is generally good, except at Union Station, where cosmetic wear is noted. Of the 18 unsheltered stops, only five provide fixed or informal seating—often offset or in poor condition.

- **149467 – Bell Engineering**: Shelter present but interior layout restricts maneuverability for mobility device users.

- **149626 – Walton Arts Center** and **149616 – UMC Garage**: Seating is offset from the sign by 30–45 feet, limiting visibility and functional use.

C. Signage

- Twenty two of the 24 stops have bus stop signs, with 19 showing valid route information. The remaining signs either lack route identifiers or use faded decals that reduce visibility and wayfinding clarity. Signage is inconsistently mounted across posts, shelters, and utility poles.

- Among the 22 signed stops:
  - 19 display valid route information.
  - Three stops—**Hill & MLK (Outbound)**, **Hill & MLK (Inbound)**, and **Dickson & Locust**—lack route information.

- Signage installations are distributed between standalone posts and affixed utility pole mounts. Where shelters are present, signage with posted routes is typically integrated into the shelter structure, though exceptions were noted at the Hill & MLK (Outbound & Inbound) stops.

D. Amenities

- Only seven stops offer amenities such as trash bins or emergency call systems. The absence of basic infrastructure at the remaining 17 stops reduces stop quality and contributes to clutter and litter at high-traffic locations.

E. Lighting

- Seventeen stops have lighting from streetlamps, adjacent buildings, or shelter-mounted fixtures. However, **seven stops—including both Hill & Treadwell stops, Hill & Stone, FHS, and Housing Authority—have no lighting**, creating unsafe conditions in the early morning or evening. Only four shelters have integrated lighting.

F. Bus Stop Configuration and Roadway Interaction

Sixteen stops require boarding from travel lanes, typically narrow two-lane collectors. These include:

- **149522 – Highland & Dickson**: Stop is partially in a daylighting zone; passengers may board from the street if cars are parked.

- **149616 – UMC Garage**: Bus stops over a narrow bike lane, pushing the rear axle into the vehicular lane. Limited sight distance due to topography adds risk.

Figure 21: Bus Stop at Highland & Dickson

G. Accessible Paths

While most stops connect to sidewalks meeting the 5-foot minimum, seven stops have narrow paths and six show surface deterioration.

- **149495 – Fayetteville Library**: Obstructions and slope force riders to choose between two substandard access routes, neither suitable for mobility devices.
- **149490 – Downtown Square**: Sidewalk narrowed to less than 1 foot in places due to permanent obstructions and parked cars. Riders often enter the street to reach the stop.

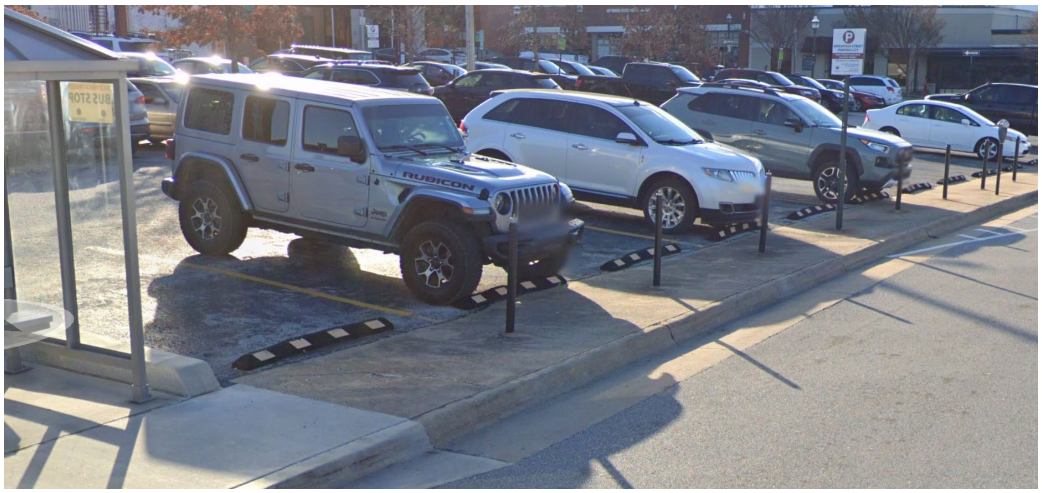


Figure 22: Sidewalk leading to Downtown Square bus stop.

Figure 23: Sidewalk leading to Fayetteville/KUAF bus stop

H. Nearest Crossing Opportunities

Pedestrian crossing opportunities were assessed as follows:

- Sixteen stops are situated in proximity to signalized or controlled intersections that include pedestrian accommodations such as curb ramps, detectable warning surfaces, and marked crosswalks.
- Seven stops are adjacent to midblock crossings, some of which provide only partial accessibility features.
- **Lot 320 West**, a parking lot-based stop previously detailed in the Route 13 evaluation, lacks any defined pedestrian crossing facility or traffic calming measures, posing increased exposure risk to pedestrians traversing vehicular circulation zones.

I. Micromobility Integration

Seven stops are adjacent to bike paths or shared-use trails. Five are within scooter parking zones. Only four offer formal bike parking. Locations like **Bell Engineering** and **Union Station** could benefit from expanded micromobility infrastructure due to proximity to trail systems and student housing.

Summary of Findings for Route 14 (Peak/Non-Peak)

The evaluation of Route 14 highlights several infrastructure and accessibility deficiencies that limit safe and equitable transit access:

- **Boarding surfaces** are insufficient at over a third of stops, with vegetation, slope, or drainage elements encumbering access.
- **Shelter coverage is limited**, and seating is inconsistently located or in poor condition.
- **Lighting is non-uniform**, with several key stops unlit and dependent on nearby ambient sources.
- **Travel-lane boarding is common**, with no bus pull-outs and limited visibility at some locations.
- **Pedestrian connections are unreliable**, with several sidewalks failing to meet accessibility standards due to width, slope, or obstruction.
- **Formal crossings are missing** at some parking lot-based stops, exposing pedestrians to unsafe vehicular circulation patterns.

Addressing these issues will require coordinated capital upgrades, improved stop siting, and integration with ongoing development efforts, especially downtown and near university gateways. High-priority upgrades should focus on stops with high boarding volumes, poor lighting, and narrow sidewalks, especially those serving as intermodal hubs or university destinations.

ROUTE 17 (PEAK)

Area Served and Demographics

Route 17 operates on a peak-only schedule, serving key academic, residential, civic, and cultural destinations from 7:00 AM to 6:09 PM. No service is provided on university holidays or during off-peak periods. The alignment includes 15 stops and serves riders commuting between north and west campus, with strong linkages to graduate and research facilities. Shared stop locations connect this route with Routes 14, 26, and 45.

Bus Stop		Routes			
ID	**Name**	**14**	**17**	**26**	**45**
149489	Dickson & West		X		
149522	Highland & Dickson	X	X		
149495	Fayetteville Library	X	X		
149571	Maple & West		X		
149587	Plant Science		X	X	
149512	Grad Ed		X		
149467	Bell Engineering	X	X		X
149487	Dickson & School	X	X		
149616	UMC Garage	X	X		
149490	Downtown Square	X	X		
149531	Housing Authority	X	X		
149602	Science Engineering & Hillside	X	X		
149497	Fine Arts		X		
149510	Gibson Hall		X		
149627	Walton Arts Center & West Ave		X		

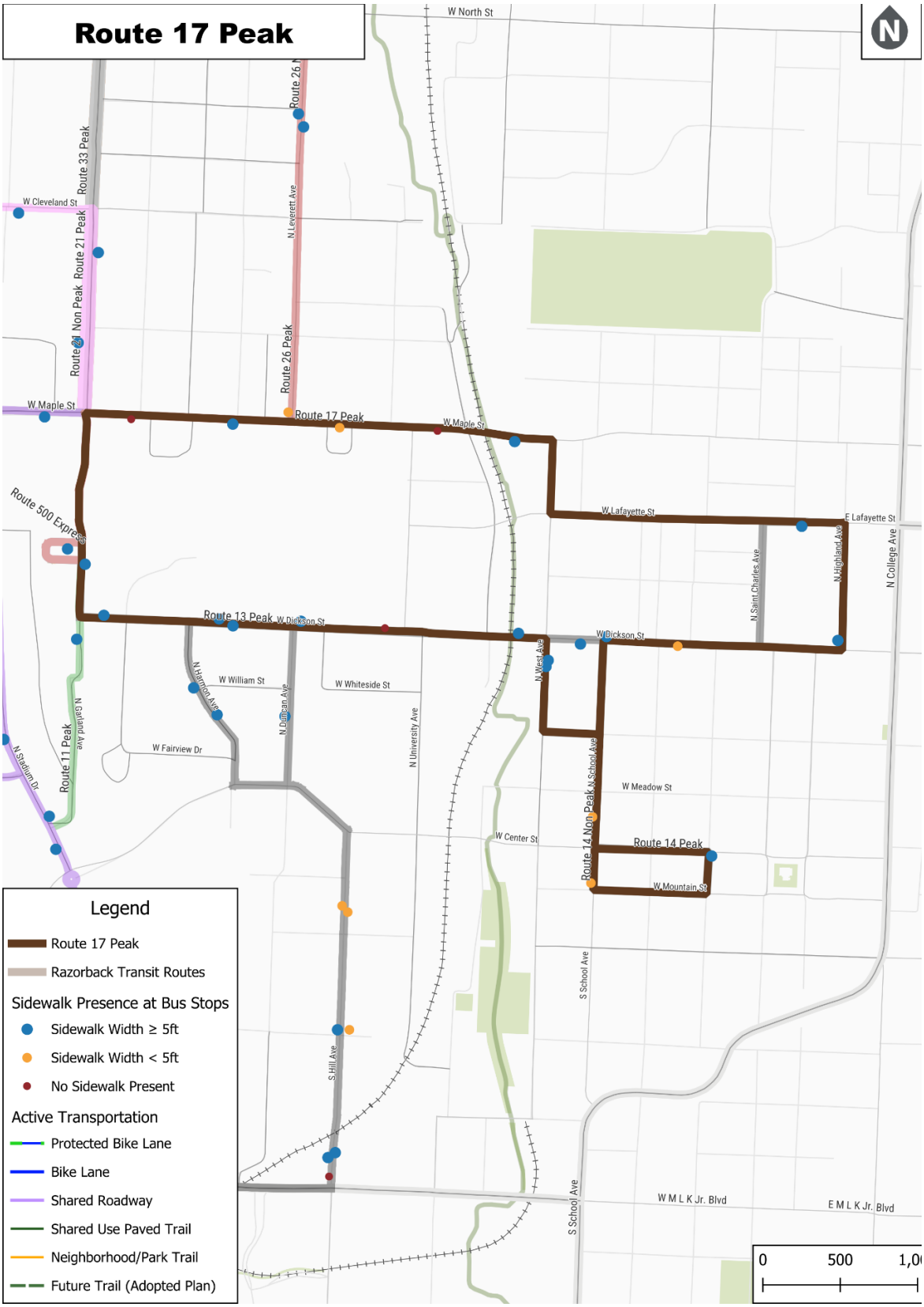


Figure 24: Map of Route 17 Peak

Evaluation Categories for Route

A. Landing Locations

Eleven of the 15 stops have accessible boarding surfaces, typically sidewalks or striped curbside zones. Four stops present significant challenges due to inadequate or obstructed landing zones:

- **149512 – Grad Ed**: Features a sidewalk-adjacent zone partially located in the street. A broken curb, narrow sidewalk (under 3 feet), and a pole within the maneuvering area create substantial accessibility concerns for wheelchair users.
- **149616 – UMC Garage**, **149495 – Fayetteville Library/KUAF**, and **149531 – Housing Authority** share issues with drainage, grass buffers, or constrained curb access—previously documented under Routes 13 and 14.
- 

Figure 25: Landing location Grad Ed bus stop.

B. Shelters & Seating

Shelters with seating are present at three stops: **Highland & Dickson**, **Bell Engineering**, and **Downtown Square**. A freestanding bench is available at **149489 – Dickson & West**. The remaining 11 stops lack shelter and seating entirely, leaving riders exposed to the elements. Several of these stops, including **149497 – Fine Arts**, **149510 – Gibson Hall**, and **149587 – Plant Science**, serve high-foot-traffic corridors where future shelter installations may be warranted.

C. Signage

All stops except **149497 – Fine Arts** are equipped with Razorback Transit signage. Most signs include visible route information and are mounted on poles or integrated into shelter structures. The missing sign at Fine Arts is likely related to construction. Half of all signs are mounted to utility poles, which may reduce visibility or clarity.

Figure 26: Bus leaving the Fine Arts bus stop; November 2024.

D. Amenities

Six stops have amenities such as trash bins or newspaper boxes. These are mostly located at high-volume or shared-use hubs like **Downtown Square** or **Bell Engineering**. The remaining stops lack furnishings or waste infrastructure, limiting passenger comfort and stop cleanliness.

E. Lighting

Lighting is present at 14 of 15 stops, though only **Downtown Square** has transit-specific lighting within the shelter. The corridor relies heavily on ambient or spill lighting from adjacent facilities, resulting in inconsistent visibility and reduced perceived safety.

- **149531 – Housing Authority** lacks effective lighting, despite nearby parking lot fixtures. Illumination is inadequate for evening boarding.

F. Bus Stop Configuration and Roadway Interaction

Most stops are curbside along two- or three-lane roads with lane widths under 12 feet:

- **Nine stops require boarding from the travel lane**, offering no dedicated pull-offs.
- **Five stops** have informal loading zones delineated by paint or curb cuts.
- **Twelve stops** were flagged for hazardous street conditions, including:
  - Placement beyond curves or hill crests;
  - Proximity to high-volume traffic zones;
  - Lack of crosswalks or visual exposure for waiting passengers.

Stops	Number of Lanes, Posted Speed	Posted Speed	High Speed Traffic (regardless of posted speeds)	High Volume Traffic	No Crosswalk	Bus stop is just over crest of hill
Dickson & West	2	Not Posted		X		
Fayetteville Library	2	Not Posted		X		
Maple & West	3	Not Posted		X		
Plant Science	2	Not Posted		X		X
Grad Ed	2	Not Posted		X		
Bell Engineering	2	Not Posted		X		X
Dickson & School	2	Not Posted		X		

UMC Garage	2	Not Posted	X	X	X	X
Housing Authority	2	Not Posted			X	
Science Engineering & Hillside	2	Not Posted		X		
Fine Arts	2	Not Posted			X	
Gibson Hall	2	Not Posted				X

G. Accessible Paths

All stops are connected by sidewalk infrastructure, but many fail to meet accessibility standards due to:

- Narrow clearances (<5 feet);
- Surface degradation (cracking, heaving, vegetation);
- Physical obstructions (signs, walls, poles).

Problematic locations include:

- **Grad Ed**, **Housing Authority**, and **Fayetteville Library**: Usable sidewalk width is less than 3 feet due to obstructions.
- **149490 – Downtown Square**: Usable width falls below 1 foot in areas, forcing pedestrians into the roadway.
- **Maple & West**: Utility cutouts and pavement transitions > 1 inch present tripping hazards.

Figure 27: Sidewalk leading to Maple & West bus stop.

H. Nearest Crossing Opportunities

All 15 stops have a nearby pedestrian crossing. **Eleven stops** are near full intersections with ADA features (curb ramps, tactile strips, crosswalks), while **five stops** are near midblock crossings.

- **149627 – Walton Arts Center & West Ave** offers both midblock and intersection crossings, supporting flexibility and pedestrian access.

I. Micromobility Integration

Seven stops have access to bike lanes or shared-use trails. Dedicated bike parking is available at three stops; scooter parking zones serve 4 stops. Only one stop offers all three. High-demand locations like **Bell Engineering**, **Gibson Hall**, and **UMC Garage** could benefit from formal micromobility accommodations to manage clutter and improve access.

Summary of Findings for Route

This Route 17 assessment identifies multiple infrastructure and safety concerns that reduce accessibility, comfort, and operational efficiency:

- **Deficient Landing Areas**: Four stops, including **Grad Ed**, lack accessible boarding surfaces and present major barriers for riders with mobility impairments.
- **Limited Shelter and Seating**: Only three stops are sheltered; most provide no weather protection or designated seating.
- **Inconsistent Lighting**: One stop is unlit, and most rely on ambient sources. Only one shelter has integrated lighting.
- **Minimal Amenities**: Trash bins and furnishings are present at just six stops, mostly at shared or high-volume locations.
- **Unsafe Roadway Interface**: Most stops are in active traffic lanes, and 12 have safety risks tied to speed, visibility, or crosswalk access.
- **Non-Compliant Sidewalks**: Many sidewalks are under-width, damaged, or obstructed, falling short of accessibility standards.
- **Variable Crossing Quality**: While all stops have crossings, several are midblock with incomplete ADA features.

To improve system equity and performance, Route 17 would benefit from targeted investments in **landing surfaces, shelter coverage, signage, lighting**, and **pedestrian infrastructure**, with a focus on stops near research and arts nodes that support higher foot traffic and multimodal access.

ROUTE 21 (PEAK/NON-PEAK)

Area Served and Demographics

Route 21 connects the University of Arkansas main campus with research, agricultural, and residential areas north of campus. It operates year-round with both peak and non-peak service schedules, serving 11 stops along Garland Avenue and adjacent facilities. Weekday service runs from 6:45 AM to 10:30 PM in the peak season. Shared stops with Routes 11, 14, 26, 33, 35, and 48 enhance system connectivity. Key destinations include Union Station, Garland Center, and the Health Center.

Bus Stop		Routes						
ID	Name	11	14	21	26	33	35	48
149612	The Locale/Harps (Inbound)			X		X		
149521	Health Center			X		X	X	X
149504	Garland & Holly (Outbound)			X				
149506	Garland & Sycamore (Inbound)			X				
149507	Garland & Sycamore (Outbound)			X				
149481	Crafton Place			X				
149494	Fair Park			X				
149617	Union Station	X	X	X	X			
149499	Food Science			X				
149469	Biomass			X				
149508	Garland Center			X				X

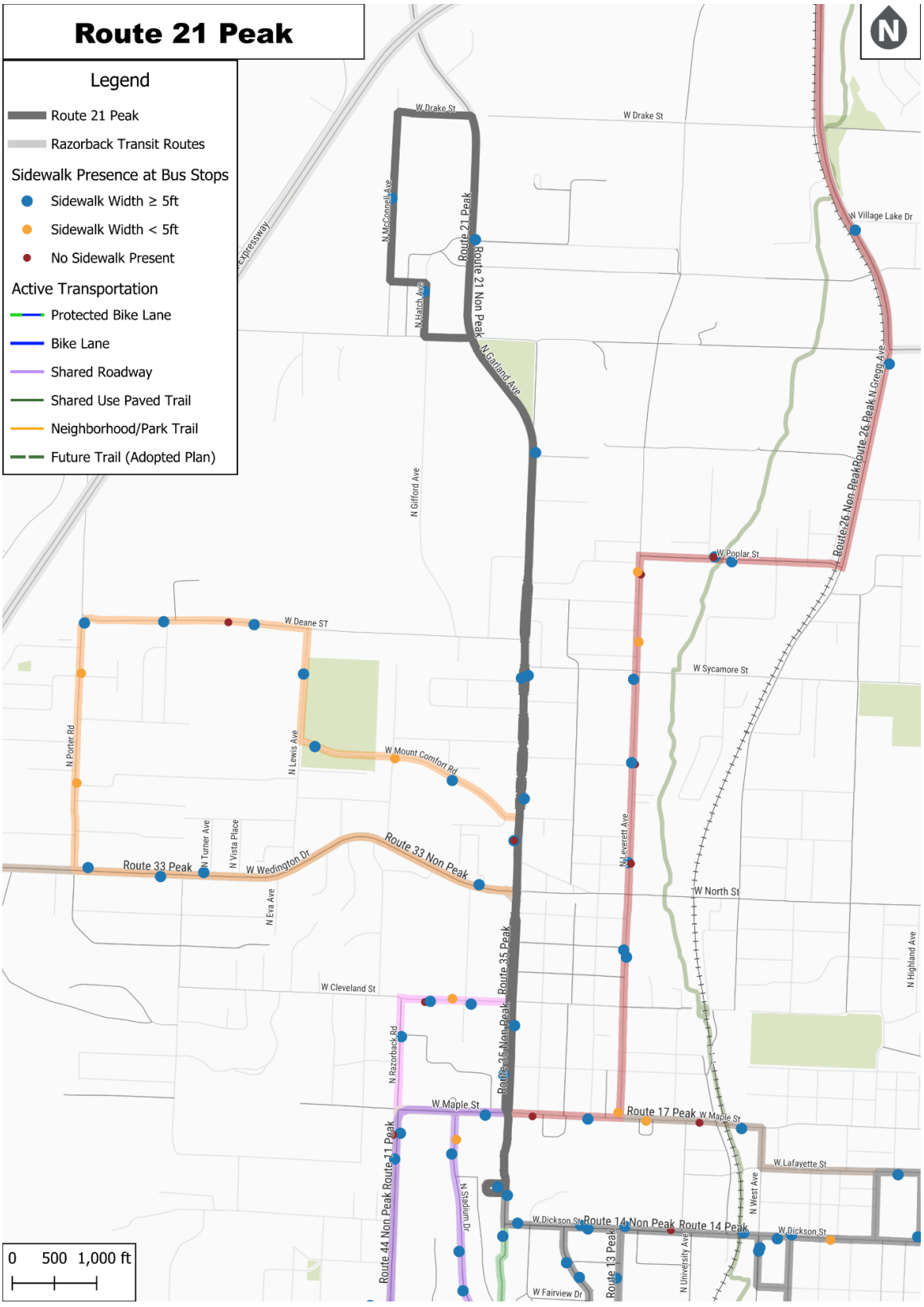


Figure 28: route 21 peak

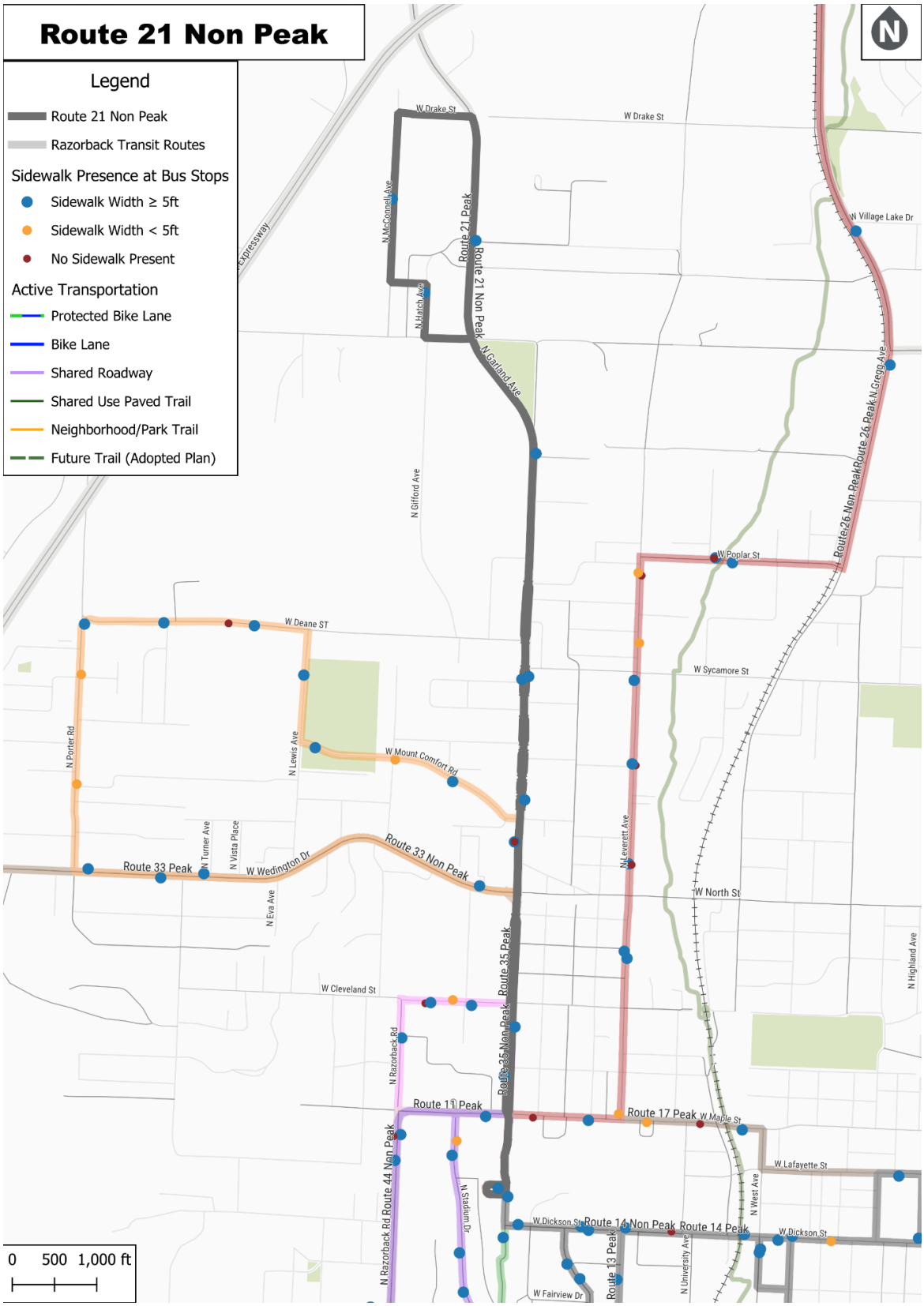


Figure 29: route 21 non-peak

Evaluation Categories for Route

A. Landing Locations

Five of 11 stops have non-compliant or problematic boarding areas:

- **149494 – Fair Park** and **149481 – Crafton Place**: Riders must board over storm drain inlets or from uneven surfaces, presenting challenges for mobility device users.
- **149506 – Garland & Sycamore (Inbound)**: Storm drain location and uneven pavement require boarding from sloped curb edge.
- **149499 – Food Science**: Shelter is 100–120 feet from the posted boarding zone, with no clear path between.

The remaining stops generally offer adjacent sidewalk access or curb-adjacent pads, though quality varies.

Figure 30: landing location garland & sycamore

B. Shelters & Seating

Four stops are equipped with shelters and integrated seating: **Food Science**, **Union Station**, **Garland Center**, and **Health Center**. At unsheltered stops, **no additional seating** is provided. Several high use stops lack any weather protection or formal waiting space. Misalignment between posted stop signs and shelter placement (as at Food Science) reduces comfort and usability.

C. Signage

All Route 21 stops are signed, with a mix of:

- **Standalone posts (five stops)**
- **Shelter-integrated signage (three stops)**
- **Utility pole or adjacent structure mounts (remainder)**

Visibility varies. **149504 – Garland & Holly** suffers from poor lighting, making sign legibility difficult at night. Overall coverage is functional, but repositioning or improved lighting would support wayfinding and visibility.

D. Amenities

Only **149617 – Union Station** provides supplemental amenities such as trash bins, a newspaper box, and a call box. The absence of these features elsewhere limits rider comfort and contributes to clutter or litter, especially at high-volume stops like Garland Center.

E. Lighting

Ten of 11 stops have some form of illumination, primarily from streetlights or nearby buildings. However:

- **149504 – Garland & Holly (Outbound)** lacks effective lighting.
- **149481 – Crafton Place** and **149612 – Locale/Harps** rely on adjacent facilities with light directed away from the stop.
- **149499 – Food Science** has pedestrian-scale lighting, but it's disconnected from the actual boarding zone.

The corridor relies heavily on ambient sources, resulting in inconsistent visibility and reduced perceived safety during evening hours.

F. Bus Stop Configuration and Roadway Interaction

Bus stop configurations along Route 21 vary:

- Eight of the eleven stops are located on **Garland Avenue**.
- Two stops are on a section of Garland Avenue with two travel lanes, each approximately 12 feet wide, and a posted speed limit of 45 mph.
- Six stops are located along four- or five-lane sections of Garland Avenue, with striped unprotected bike lanes, landscaped medians, and posted speeds between 20–35 mph.

Eight stops require buses to board passengers directly from the travel lane:

- At several stops along Garland Avenue, buses temporarily stop in striped bike lanes while partially occupying a vehicle travel lane.
- **Garland Center** provides a designated no-parking area along on-street parking to facilitate bus boarding, though pavement markings are faded.
- **Crafton Place** allows partial bus pull-off onto a paved shoulder approximately seven feet wide; however, due to the shoulder's insufficient width and the stop's location on a horizontal curve, passing vehicles may perform risky blind passes around the bus, creating safety concerns.

G. Accessible Paths

Most stops have sidewalk connections in good condition, but some notable gaps exist:

- **149494 – Fair Park**: Surface cracking and uplifted sections rated "fair."

- **149481 – Crafton Place**: Meadow Valley Trail connects east–west, but no sidewalk exists south toward nearby homes.
- **149499 – Food Science**: West side of Garland Avenue has no sidewalk, creating a pedestrian gap to campus facilities.

These issues impact walkability and limit safe stop access for pedestrians and cyclists.

H. Nearest Crossing Opportunities

Most stops are within one block of a marked crosswalk, but quality and proximity vary:

- **Seven stops** are near signalized or stop-controlled crossings with ramps and tactile warnings.
- **Locale/Harps** and **Garland & Holly** feature APS-equipped crossings.
- **149494 – Fair Park**, **149469 – Biomass**, and **149499 – Food Science** are further from formal crossings. Food Science, in particular, lacks a safe option across Garland Avenue due to high speeds and wide lane geometry.

Only three stops—**Union Station**, **Health Center**, and **Garland Center**—have access to well-designed midblock crossings.

I. Micromobility Integration

Route 21 serves a corridor with increasing demand for first- and last-mile micromobility access, particularly along Garland Avenue and near trail-adjacent stops. Several stops are located near shared-use paths, scooter operating zones, and informal bike parking areas. However, formal micromobility infrastructure—such as designated scooter corrals or bike racks—is largely absent. This limits the ability of riders to safely and conveniently transition between personal mobility devices and transit. Enhancing micromobility integration at key locations would improve multimodal connectivity, reduce sidewalk clutter, and support sustainable campus travel behavior.

- **Garland Center**, **Union Station**, and **Health Center** are within active scooter zones and near shared-use paths.
- **Food Science** and **Crafton Place** are close to trail corridors, but micromobility parking is not clearly delineated.

Designated scooter or bike parking at Garland corridor stops would help reduce clutter and improve connections.

Summary of Findings for Route

The Route 21 assessment identifies several infrastructure and operational gaps that limit rider comfort, safety, and accessibility:

- **Deficient Landing Areas**: Five stops lack accessible boarding surfaces or feature unsafe curb-edge conditions.
- **Limited Shelter and Seating**: Only four stops offer seating and weather protection. The remainder are fully exposed.
- **Non-Uniform Lighting**: Most stops depend on indirect or ambient lighting, reducing visibility and perceived safety at night.
- **Travel Lane Boarding**: Eight stops require buses to load passengers from traffic lanes or bike lanes, with minimal protection.

- **Incomplete Pedestrian Connectivity**: Sidewalks are generally available, but gaps and inconsistencies—particularly at Food Science and Crafton Place—limit network continuity.
- **Crossing Gaps**: Several stops are isolated from safe or signalized crossings, creating exposure risks for riders crossing Garland Avenue.

ROUTE 26 (PEAK/NON PEAK)

Area Served and Demographics

Route 26 connects the University of Arkansas main campus with the greater Fayetteville area, including commercial corridors, residential developments, and key transfer hubs. It includes **32 stops** and operates year-round, with both peak and non-peak service schedules. Notable destinations include **NWA Mall**, **Walmart**, **WRMC**, **Colonial Arms**, and **UA Uptown East**. The route provides critical regional access via a shared transfer point with Ozark Regional Transit (ORT) at NWA Mall. Improvements to the inbound and outbound **Chestnut Apartments** stops were completed in April 2025 through the Midtown Corridor Project.

Bus Stop		Routes				
ID	Name	11	14	17	21	26
149538	Leverett & Melmar (Outbound)					X
149539	Leverett & Melmar (Inbound)					X
*149460**	Appleby Apartments (Outbound)					X
149459	Appleby Apartments (Inbound)					X
149623	Walmart (Outbound)					X
179328**	N Mall Ave					X
149585	NWA Mall					X
*149640**	WRMC ER (Outbound)					X
149639	WRMC ER (Inbound)					X
149617	Union Station	X	X		X	X
149620	Van Asche & Steele					X
149573	Millsap & Plainview					X
149621	Vantage Drive and Mud Creek Trail					X
*149619**	UA Uptown East					X
*162407***	Sain & Hemlock					X
149477	Colonial Arms (Outbound)					X
149478	Colonial Arms (Inbound)					X
149606	South Creekside (Outbound)					X
149605	South Creekside (Inbound)					X
149587	Plant Science			X		X
149537	Leverett & Maple					X
149514	Gregg & Township					X
149515	Gregg & Village Lake					X
149591	Chestnut Apartments (South)					X
150491	Chestnut Apartments (North)					X
149579	Noble Oaks (Outbound)					X
149580	Noble Oaks (Inbound)					X

149581	North Creekside (Outbound)					X
149583	North Hills Blvd (Outbound)					X
149584	North Hills Blvd (Inbound)					X
149501	Futrall & Wimberly					X
149536	Joyce & Mall Ave					X
149540	Leverett & Sycamore (Inbound)					X

*These stops appeared to have been moved or relocated according to GIS records. The ID reflects the bus stop of the original location as provided by Razorback Transit.

**These stops are the relocated locations for new stops. The ID reflects the bus stop as provided by Razorback Transit.

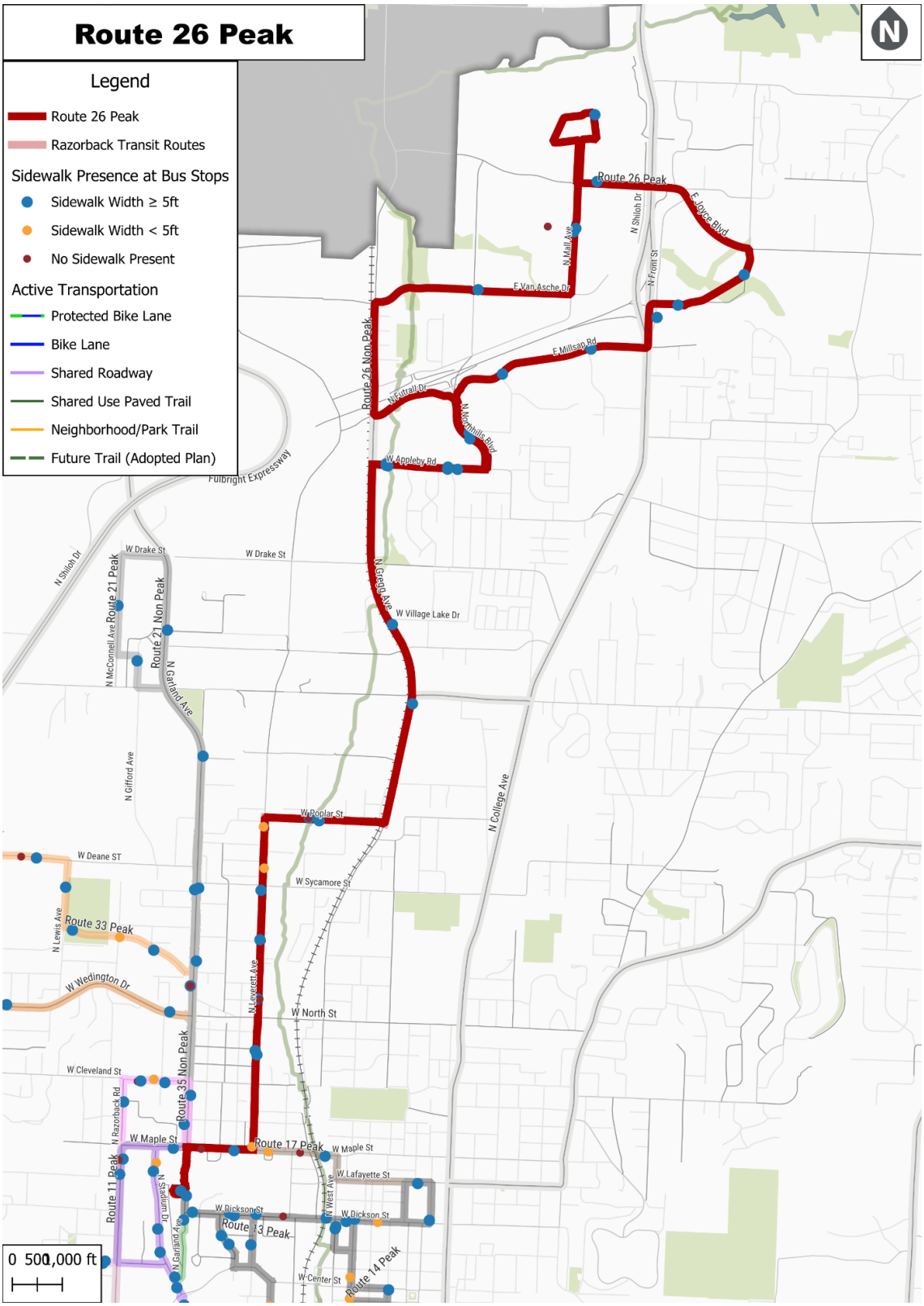


Figure 31: Route 26 peak

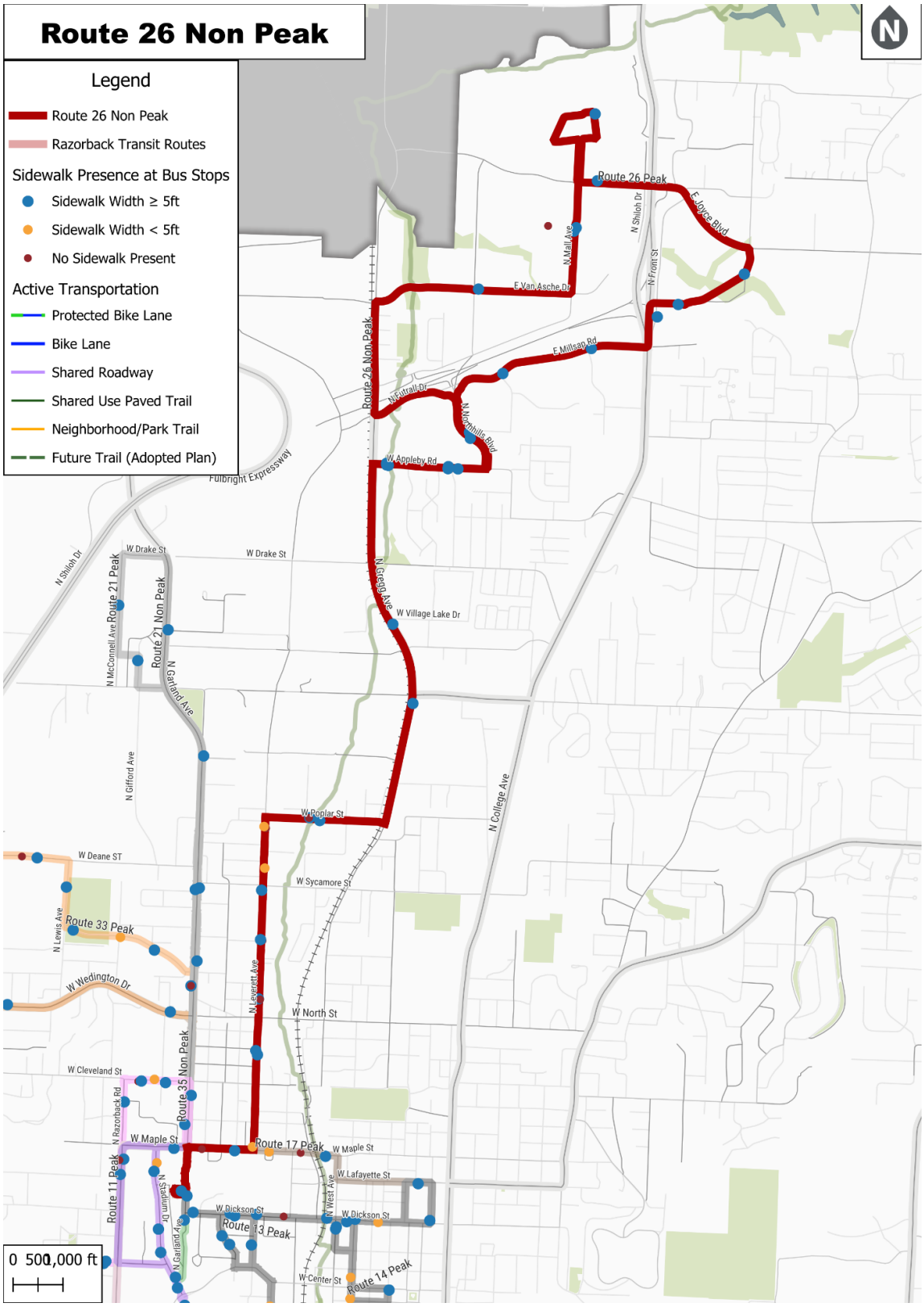


Figure 32: Route 26 Non Peak

Evaluation Categories for Route

A. *Landing Locations*

Twelve stops along Route 26 have substandard or non-compliant boarding areas, often lacking a defined landing zone or requiring boarding from sloped, grassy, or uneven surfaces. Examples include:

- **149538 – Leverett & Melmar (Outbound)**: No defined platform; passengers board from a grassy shoulder or driveway, creating significant safety and accessibility issues.
- **149573 – Millsap & Plainview** and **149584 – North Hills Blvd (Inbound)**: Boarding occurs over storm drain inlets, providing an unstable and non-accessible surface.
- **149537 – Leverett & Maple**: The stop is situated on a steep, narrow sidewalk between a retaining wall and the street, limiting maneuverability and posing trip/fall risks.

Conditions at these stops fail to meet basic accessibility standards and compromise rider safety.

B. *Shelters & Seating*

Nine stops are equipped with shelters, all of which include integrated seating and are generally rated fair to excellent. Among the **22 unsheltered stops**:

- **149605 – South Creekside (Inbound)**: A freestanding bench is present.
- **149591 – Chestnut Apartments (South)**: Riders use a tree stump as informal seating—posing safety and usability concerns.
- **149585 – NWA Mall**: Shelter interior is too narrow (4 feet) to accommodate a mobility device under cover, reducing functional value in inclement weather.

The overall lack of seating at unsheltered stops contributes to reduced rider comfort systemwide.

C. *Signage*

All Route 26 stops are signed, but **five stops lack posted route information**, limiting wayfinding and increasing reliance on digital tools. These include:

- **Walmart (Inbound/Outbound)**
- **149585 – NWA Mall**
- **149539 – Leverett & Melmar (Inbound)**
- **149515 – Gregg & Village Lake**
- **149540 – Leverett & Sycamore (Inbound)**

Most signage is on standalone poles, but several stops rely on utility poles or adjacent buildings. Along the **North Leverett corridor**, multiple stops rely solely on utility pole-mounted signage.
At **WRMC ER**, signs are posted both on the shelter and a nearby standalone pole.

D. *Amenities*

Only **three stops** offer rider amenities:

- **Walmart** and **NWA Mall** have trash receptacles.
- **149580 – Noble Oaks (Inbound)** provides a bike rack and designated scooter parking.

No other amenities were observed at remaining stops, underscoring the need for improved basic rider infrastructure.

E. Lighting

Lighting is present at **27 stops**, but quality and placement vary:

- **Nineteen stops** rely on municipal streetlights.
- **Ten stops** depend on ambient lighting from buildings or parking lots.
- Only **four stops** include shelter-integrated lighting.

Stops with **no observable lighting** include:

- **149584 – North Hills Blvd (Inbound)**: Parking lot light is 50 feet away.
- **149620 – Van Asche & Steele**: Nearest light is at an intersection ~100 feet away.

Given Route 26's late evening operating hours, reliance on distant or external lighting compromises visibility and rider confidence during low-light periods.

F. Bus Stop Configuration and Roadway Interaction

Route 26 spans various roadway environments, from narrow two-lane local roads to high-speed arterials. Many stops are located in areas with limited shoulder space, no formal pull-offs, and high vehicle speeds. **Fifteen stops** were flagged for hazardous conditions, including:

- **Stops beyond hill crests** or curves that impair driver visibility;
- **Lack of crosswalks** at or near the stop;
- **Stops in high-volume, high-speed traffic areas**;
- **Stop placement where passengers are hidden** or where buses obstruct crosswalks;
- **Proximity to railroad crossings**, increasing multimodal conflicts.

Stops	Number of Lanes	Posted Speed	High Speed Traffic (regardless of posted speeds)	High Volume Traffic	No Crosswalk	Bus stop is just over crest of hill	Waiting passengers are hidden from view of approaching bus	Bus stop is near an at-grade railroad crossing	Bus stop is just after a curve in road	A stopped bus straddles the crosswalk
Walmart Stops (149623)	2	30mph	X	X						
Millsap & Plainview	3	30mph			X					
Colonial Arms (Inbound)	2	30mph		X	X					
South Creekside (Inbound)	2	25mph		X						X
Plant Science	2	20mph		X		X				
Leverett & Maple	3	20mph		X		X				

North Creekside (Outbound)	2	30mph					X			
Gregg & Township	5	35mph	X	X				X		
Gregg & Village Lake	4	40mph	X	X				X		
WRMC ER (Outbound)	4	40mph				X				
North Hills Blvd (Inbound)	2	30mph			X				X	
Futrall & Wimberly	4	Not Posted			X				X	
Joyce & Mall Ave	2	30mph	X		X					
South Creekside (Outbound)	5	35mph	X	X						

At **Van Asche & Steele**, a striped parking area serves as an informal bus pull-off. However, the absence of no-parking signage or curb paint means private vehicles often occupy the space, forcing passengers to board from the travel lane or across grassy and uneven terrain.

G. Accessible Paths

Sidewalks are present at **25 stops**, generally meeting the 5-foot width standard. **Six stops fail to meet full accessibility criteria** due to:

- **Missing sidewalk connections** (three stops);
- **Sidewalks under five feet** or in poor condition (three stops), including **Leverett & Melmar (Inbound)** with cracked pavement and narrowed walkway;
- **Inconsistent or degraded curb ramps**, limiting accessibility for wheelchair users.

H. Nearest Crossing Opportunities

Nineteen stops are near signalized intersections with ADA-compliant crossings. **Eight additional stops** rely on midblock crossings with acceptable pedestrian features. However, **three stops lack any safe or formal crossing opportunity**:

- **NWA Mall**: No marked pedestrian route into the lot; riders must walk through drive aisles.
- **North Hills Blvd (Inbound & Outbound)**: Five-lane arterial with no crosswalk or pedestrian signal; pedestrians must cross via unmarked commercial driveways with poor visibility.
- **Futrall & Wimberly**: No crosswalk or pedestrian infrastructure present.

These locations present elevated safety risks, particularly during evening service hours or periods of high traffic volume.

I. Trail Connections, Bicycle Parking & Scooter Parking

Route 26 is closely integrated with Fayetteville's trail network and on-street bike infrastructure:

- **Nineteen stops** are located near shared-use paths or bike facilities.
- However, infrastructure for **bike/scooter parking is sparse**.

- **149580 – Noble Oaks (Inbound)** is the only stop with both bike racks and designated scooter parking.

Despite high connectivity potential, the lack of micromobility support at most stops limits first- and last-mile integration.

Summary of Findings for Route 26 Peak/Non Peak

- Twelve stops have substandard or non-compliant landing areas, including uneven or sloped surfaces, storm drains, or narrow sidewalk zones that hinder safe boarding and alighting.
- Shelter coverage is limited to just nine stops. Only two additional stops offer seating, and one of these features informal and hazardous seating (e.g., a tree stump).
- Five stops are missing route information on posted signage, and signage placement is inconsistent across the corridor.
- Only three stops provide rider amenities, such as trash receptacles or bike/scooter parking, limiting comfort and multimodal integration.
- Four stops lack any observable lighting, and many others depend on distant or indirect sources that provide inadequate visibility after dark.
- Fifteen stops present hazardous traffic conditions, including proximity to curves, blocked sight lines, high-speed roads, or stop placement that obstructs crosswalks or reduces operator visibility.
- Six stops fail to meet accessibility standards, due to missing or narrow sidewalk connections, degraded curb ramps, or insufficient landing space.
- Three stops lack safe pedestrian crossings, requiring riders to navigate high-traffic driveways or arterial roads without marked crosswalks or signals.

ROUTE 33 (PEAK/NON PEAK)

Area Served and Demographics

Route 33 connects the University of Arkansas main campus with residential neighborhoods northwest of campus. It operates year-round with both peak and non-peak service, serving **15 stops** Monday through Saturday. Peak service runs from 7:00 AM to 10:36 PM; non-peak service ends at 8:00 PM. Shared stops include **Health Center**, **The Locale/Harps**, and **Union Station**, supporting campus access and interline connections. A newly constructed stop at **W Deane St and N Templeton Pl (Dean at Templeton Place)** was added in spring 2025 and was not active at the time of data collection.

Bus Stop		Routes							
ID	Name	11	14	21	26	33	35	44	48
151184	Porter & Deane					X			
149483	Deane & Evening Shade					X			
149628	Washington Plaza					X			
-	Mount Comfort and Lewis					X			
149578	Mt. Comfort & Stephens					X			
149502	Garden Park					X			
149592	Porter & Houston					X			
149612	The Locale/Harps (Inbound)			X		X			
149613	The Locale/Harps (Outbound)					X	X		
149633	Wedington & Sang (Outbound)					X	X		
149521	Health Center			X		X	X		X
149593	Porter & Lawson					X			
149631	Wedington & Porter					X	X		
-	Dean At Templeton Place (new stop)					X			
149617	Union Station	X	X	X	X	X	X	X	X

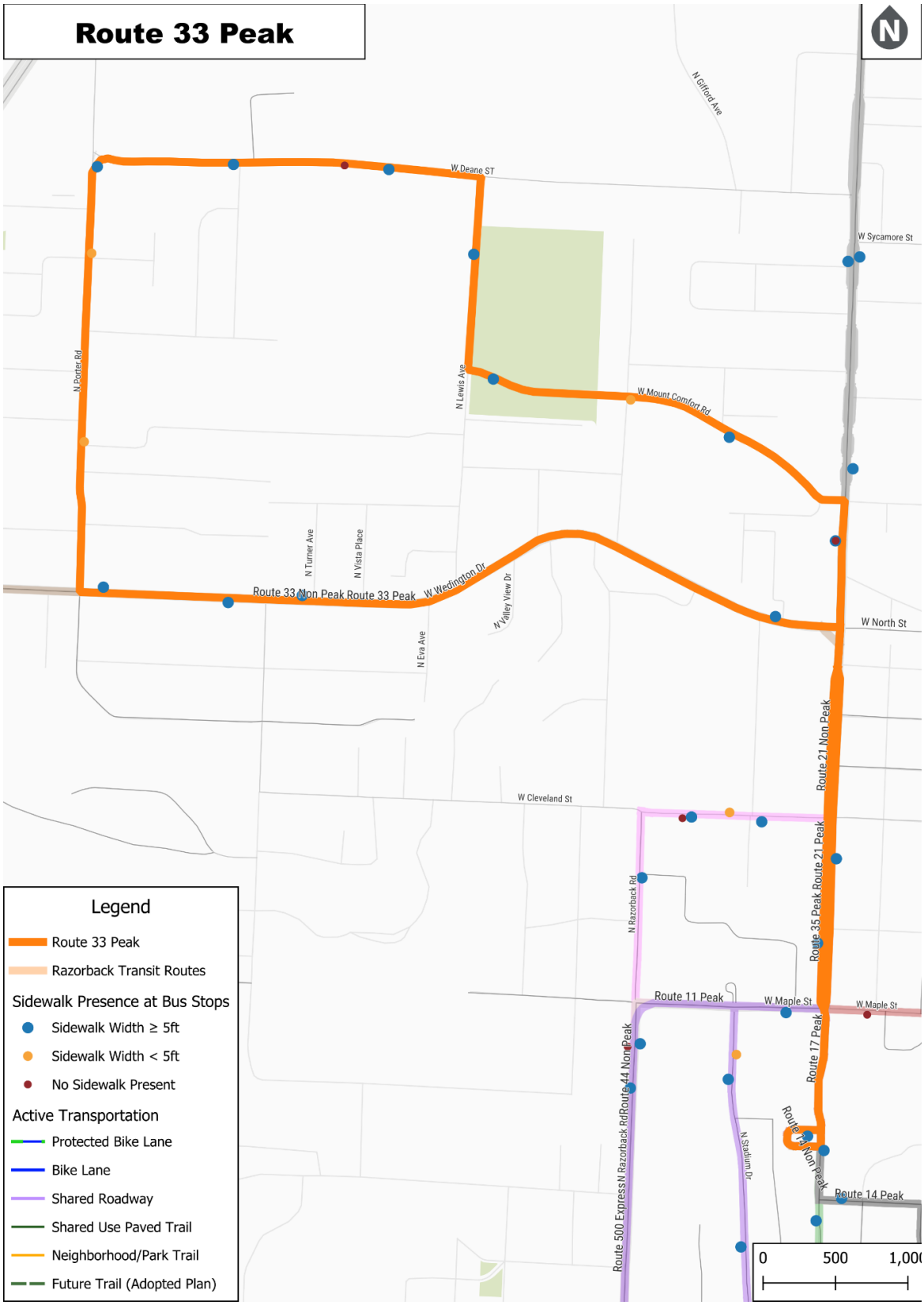


Figure 33 - Route 33 Peak

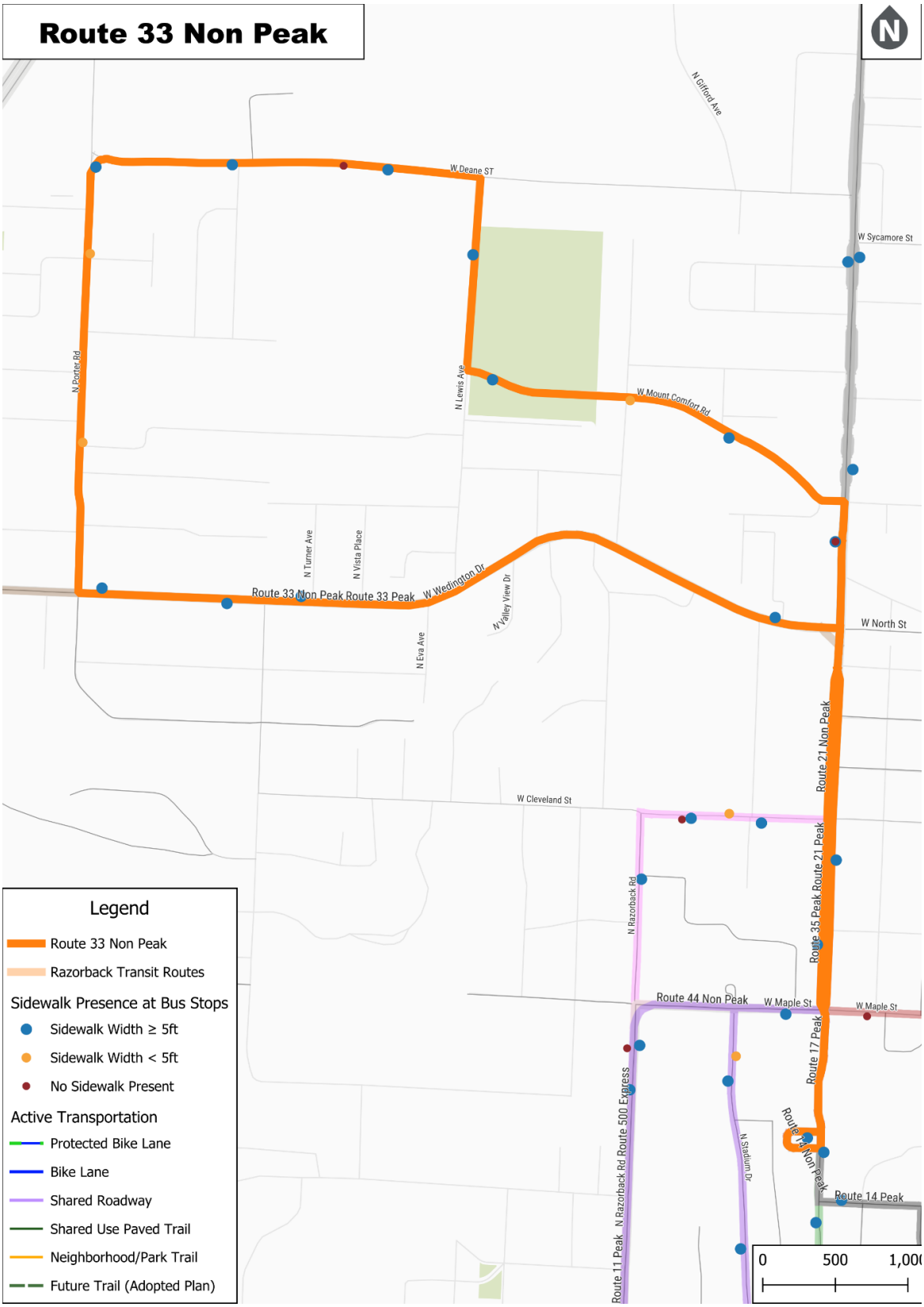


Figure 34 - Route 33 Non-peak

Evaluation Categories for Route

A. Landing Locations

Two of 14 evaluated stops were found to have non-compliant or unsafe landing conditions:

- **Wedington & Sang (Outbound)**: Boarding occurs on cracked and uplifted sidewalk. While the surface is wide, it is minimally accessible for mobility device users due to uneven conditions.
- **Porter & Lawson**: Riders must board from the travel lane, as no designated landing zone or curb platform is present.

Remaining stops generally have sidewalk-adjacent boarding, but surface conditions vary and may impact access under poor weather or lighting conditions.

Figure 35: Wedington & Sang (Outbound)

B. Shelters & Seating

Shelters are present at three stops: **Washington Plaza**, **Garden Park**, and **Health Center**, each with integrated seating in good condition. The remaining **11 stops** lack both shelter and seating, leaving passengers exposed to weather without any designated waiting area.

Stops without shelter or seating include:

- Porter & Deane
- Deane & Evening Shade
- Mount Comfort & Lewis

- Mt. Comfort & Stephens
- Porter & Houston
- The Locale/Harps (Inbound & Outbound)
- Wedington & Porter
- Wedington & Sang (Outbound)
- Porter & Lawson
- Dean at Templeton Place (new stop)

C. Signage

All stops except **Porter & Deane** are equipped with signage that includes route information. Most are mounted on dedicated poles, with shelter-integrated signs at **Washington Plaza** and **Health Center**.

- **Mount Comfort & Lewis**: Sign is mounted on a freestanding concrete base that is not permanently affixed. Placement is low and difficult to see, compromising visibility and stability.
- **Porter & Deane**: No signage was observed during field collection.

D. Amenities

No stops along Route 33 offer rider amenities such as trash receptacles, benches, or newspaper boxes. The lack of basic amenities reduces rider comfort and contributes to sidewalk clutter.

E. Lighting

Lighting is present at **11 of 15 stops**, mostly via nearby streetlights or adjacent commercial lots. **Four stops lack observable lighting**, including:

- **Washington Plaza**
- **Garden Park**
- **Wedington & Sang (Outbound)**
- **The Locale/Harps (Outbound)**

At **Wedington & Porter**, lighting is provided by a nearby parking lot fixture that is angled away from the stop, leaving the boarding area dim during evening hours.

Figure 36: Wedington & Porter

F. Bus Stop Configuration and Roadway Interaction

All stops along Route 33 require buses to stop in travel lanes, most of which are under 12 feet wide. Roadway characteristics range from two-lane residential streets to four-lane arterials with posted speeds between 25 and 40 mph. **Twelve stops were flagged for hazardous conditions**, including:

- Proximity to curves or hill crests;
- High-speed or high-volume traffic;
- Lack of marked pedestrian crossings;
- Obstructed views of waiting passengers.

Stops	Number of Lanes	Posted Speed	High Speed Traffic (regardless of posted speeds)	High Volume Traffic	No Crosswalk	Bus stop is just over crest of hill	Waiting passengers are hidden from view of approaching bus	Bus stop is just after a curve in road
Washington Plaza	2	25mph		X	X			
Mount Comfort and Lewis	2	25mph	X		X			
Mt. Comfort & Stephens	2	25mph			X			
Garden Park	2	25mph			X			
Porter & Houston	2	Not Posted				X		
The Locale/Harps (Inbound)	4	35mph	X	X				
Wedington & Porter	4	40mph	X	X	X			
Wedington & Sang (Outbound)	4	40mph	X	X				

Health Center	4	20mph		X				
The Locale/Harps (Outbound)	4	35mph	X	X	X	X		X
Porter & Lawson	2	Not Posted			X		X	
Dean At Templeton Place (new stop)	2	Not Posted			X			

G. Accessible Paths

All stops are connected to sidewalks, most of which meet or exceed five feet in width and are in good or new condition. However:

- **Three stops have sidewalks narrower than 5 feet**.
- **Three stops—Washington Plaza**, **Porter & Houston**, and **Wedington & Sang (Outbound)**—have cracked, heaved, or uneven surfaces.
- **Mt. Comfort & Stephens**, **Porter & Houston**, and **Porter & Lawson** lack a continuous or defined connection between sidewalk and stop, limiting accessibility and increasing boarding risk under low-light or wet conditions.

Figure 37: Porter & Lawson

H. Nearest Crossing Opportunities

Crossing infrastructure is generally located at intersections, though quality and proximity vary. Observations include:

- **Health Center**: Well-marked midblock crossing with pedestrian lights, ramps, tactile panels, and signage. However, this location was the site of a pedestrian fatality in 2019, indicating that infrastructure alone does not mitigate all risk.
- **Dean at Templeton Place**: No marked crossing observed at time of data collection. Users must step into the roadway to cross **W Deane St**, which lacks curb ramps or tactile warnings.
- **Washington Plaza**: No nearby crossing. Riders often use the **W Preservation Dr** driveway to cross **N Lewis Ave**, a two-lane road where observed vehicle speeds exceeded posted 25 mph. A formal midblock crossing is 600 feet south of the stop.

I. Trail Connections, Bicycle Parking & Scooter Parking

Six stops along Route 33 are located near shared-use trails or bike facilities, especially along **W Deane St**. However, formal bike racks or designated scooter parking are limited:

- **The Locale/Harps (Inbound)**: Access to an on-street bike lane along Garland Avenue and designated scooter parking zone.
- **Health Center**: Nearby university buildings provide bike racks and a dedicated scooter parking zone, but no direct trail or bikeway access.

Despite proximity to active transportation corridors, most stops lack physical infrastructure to support micromobility integration.

Figure 38: locale

Figure 39: health center

Summary of Findings for Route Peak/Non-Peak

- Two stops have non-compliant or substandard landing conditions, including cracked or uplifted sidewalks and boarding directly from the travel lane, which limit ADA accessibility and create safety hazards.
- Eleven stops lack both shelter and seating, offering no protection from the weather or a designated waiting area.
- One stop (**Porter & Deane**) lacks route signage entirely, and signage placement is problematic at **Mount Comfort and Lewis**, where visibility is reduced due to poor positioning.
- No stops offer rider amenities such as trash receptacles, newspaper boxes.
- Four stops lack dedicated lighting, and 1 stop (**Wedington & Porter**) relies on adjacent lighting that is poorly directed, leading to inadequate illumination during low-light service hours.
- Twelve stops are flagged for hazardous roadway interaction. These include locations where buses stop just beyond curves or hill crests, lack marked crosswalks, or are positioned on high-speed, high-volume roadways, reducing passenger visibility and safety.
- Six stops do not meet accessibility criteria. Issues include sidewalks narrower than the five-foot ADA minimum, deteriorated or cracked surfaces, and a lack of continuous connections from sidewalks to boarding areas.
- Three stops—**Washington Plaza, Dean at Templeton Place,** and **Porter & Lawson**—lack defined or safe pedestrian crossings. Riders are often required to cross streets informally or without marked crosswalks, increasing risk, particularly on higher-speed roadways.
- **Multimodal Access**: While six stops are located near shared-use trails or bike lanes, only **The Locale/Harps (Inbound)** and **Health Center** are supported by designated scooter parking or nearby bike racks. The absence of consistent infrastructure across other stops limits first-mile/last-mile connectivity.

ROUTE 35 (PEAK/NON-PEAK)

Area Served and Demographics

Route 35 connects the University of Arkansas main campus with residential neighborhoods northwest of campus. The route primarily serves the Wedington corridor and is heavily utilized by students commuting into campus. It includes **19 stops**, with connections to key destinations such as **The Locale/Harps**, **Walmart Market**, **Jefferson Lines**, **Chamberland Square**, and **Union Station**.

Service operates year-round with both peak and non-peak schedules. Peak hours run from 7:00 AM to 10:42 PM on weekdays and until 10:07 PM on Saturdays. Non-peak service concludes earlier at 7:52 PM.

Bus Stop		Routes							
ID	Name	11	14	21	26	33	35	44	48
149611	The Links						X		
149625	Walmart Market						X		
149622	Walgreens						X		
149470	Boys & Girls Club (Inbound)						X		
149471	Boys & Girls Club (Outbound)						X		
149599	Rupple & Congressional						X		
149577	Mountain Ranch (Inbound)						X		
149576	Mountain Ranch (Outbound)						X		
149630	Wedington & Betty Jo						X		
149586	Persimmon & Betty Jo						X		
149475	Chamberland Square						X		
149535	Jefferson Lines						X		
149498	Wedington & Futral						X		
149631	Wedington & Porter					X	X		
149632	Wedington & Sang (Inbound)						X		
149633	Wedington & Sang (Outbound)					X	X		
149521	Health Center			X		X	X		X
149613	The Locale/Harps (Outbound)					X	X		
149617	Union Station	X	X	X	X	X	X	X	X

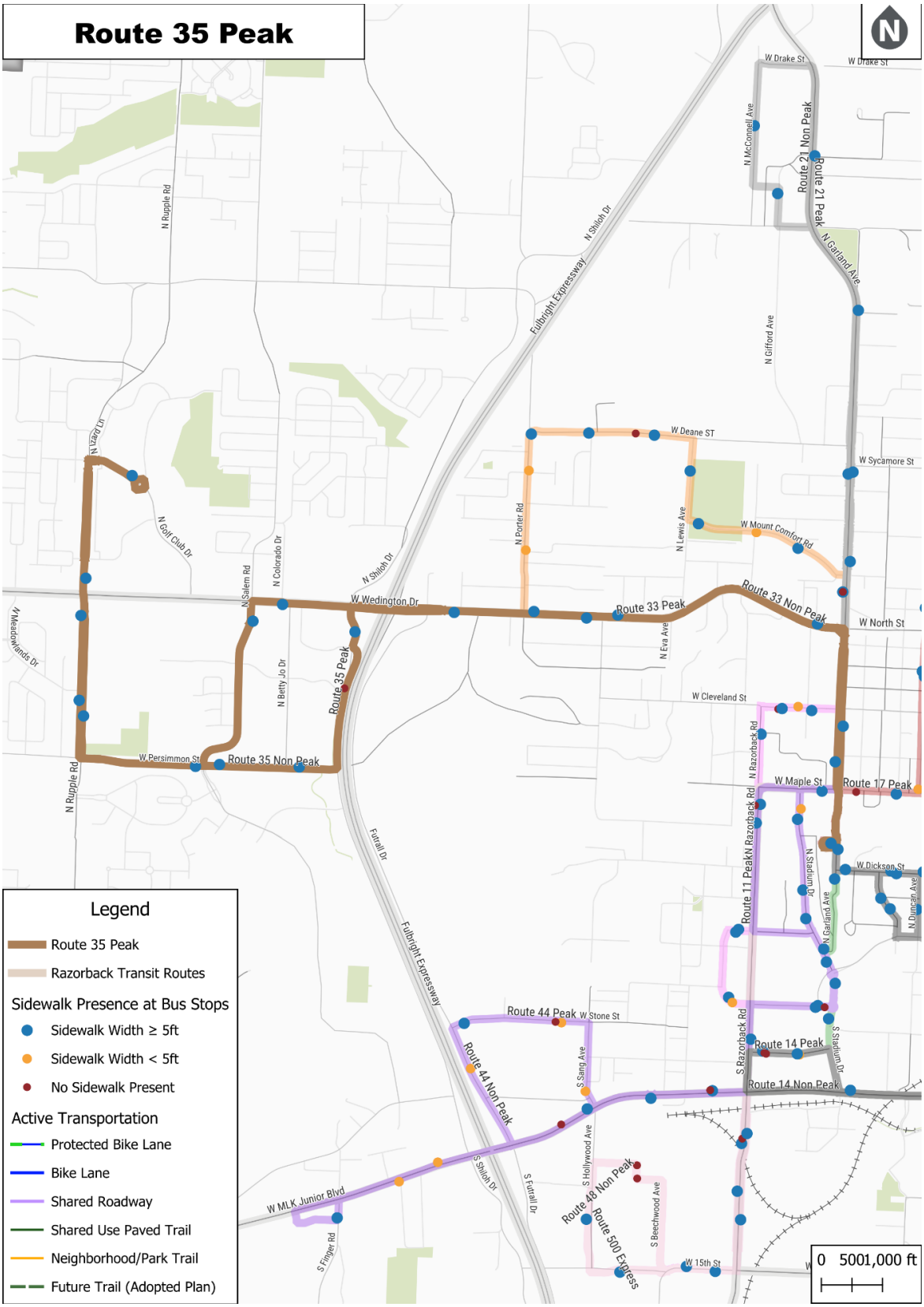


Figure 40 - Route 35 Peak

Figure 41 - Route 35 Non-peak

Evaluation Categories for Route 35

A. Landing Locations

Nine of 19 stops have substandard or non-compliant landing areas. **Fourteen stops** overall have landing surfaces that are minimally or completely inaccessible, with issues including drain inlets, sloped concrete, gravel shoulders, and disconnected paths.

- **Wedington & Sang (Inbound)**: Landing occurs next to a residential driveway, where a missing utility cover creates a tripping hazard.
- **149475 – Chamberland Square**: Gravel shoulder serves as the landing surface. It is uneven, unpaved, and unconnected to any accessible path. Located near a highway on-ramp with high-speed traffic, this configuration is especially unsafe.

These boarding surfaces fail to meet ADA accessibility standards and increase the likelihood of slips, trips, or falls.

Figure 42: Wedington & Sang inbound

Chamberland Square: This stop is located along N Shiloh Dr, a one way frontage street that recently underwent reconstruction that added a southbound ramp onto I-49. The landing for this stop is a gravel shoulder. This landing is inaccessible because it is an uneven surface and not connected to an accessible path. Its proximity to the high speed, high volume road and the on ramp further makes this landing unsafe for passengers.

Figure 43: Chamberland Square

B. Shelters & Seating

Among the 19 stops surveyed, four stops have shelters. These stops also include seating in good to excellent condition except at the stop at Union Station, where seating elements were observed in fair condition due to cosmetic deterioration. The remaining 15 stops have neither shelter nor seating available at the stop. The stops without shelters or seating are:

- Walmart Market
- Walgreens
- Boys & Girls Club (Inbound)
- Boys & Girls Club (Outbound)
- Rupple & Congressional
- Mountain Ranch (Inbound)
- Mountain Ranch (Outbound)
- Wedington & Betty Jo
- Chamberland Square
- Jefferson Lines
- Wedington & Futral
- Wedington & Porter
- Wedington & Sang (Inbound)
- Wedington & Sang (Outbound)
- The Locale/Harps (Outbound)

C. Signage

Most stops have visible signage with route information, typically mounted on standalone poles. Exceptions include:

- **Chamberland Square** and **Jefferson Lines**: No bus stop signage observed. Chamberland Square may have been affected by nearby roadway construction.

- **Wedington & Futral** and **Wedington & Porter**: Signs posted on non-permanent concrete bases.
- **Mountain Ranch (Outbound)**: Signage is partially obscured by a W3-1 “Stop Ahead” warning sign, reducing visibility.

Figure 44: Jefferson Lines

Mountain Ranch (Outbound): While there is signage with route information at this stop, a W3-1 “Stop Ahead” warning sign obscures the view for the bus stop sign.

Figure 45: Mountain Ranch outbound

D. Amenities

Only **Union Station** offers amenities, including newspaper boxes, trash receptacles, and a call box. All other stops lack supporting infrastructure, diminishing comfort and cleanliness.

E. Lighting

Lighting infrastructure is present at eleven of the stops along the route. None except the Union Station and Persimmon & Betty Jo bus stop have dedicated bus stop lighting. Five stops are illuminated primarily by nearby

streetlights, while four rely on lighting from adjacent buildings or parking lots. The stop at Mountain Ranch (Outbound) has lighting from nearby trail lighting. Eight stops had no observable lighting, creating safety risks for passengers during evening service periods, especially given that Route 35 operates as late as 10:42 PM. Critical deficiencies include:

- **Rupple & Congressional, Chamberland Square, Jefferson Lines, Wedington & Futral, Wedington & Sang (Outbound), The Locale/Harps (Outbound)** - Lighting is not available near or at these stops. Coupled with the inadequate landing locations, proximity to a high-speed, high-volume road, the lack of visibility, these stops create unsafe conditions for passengers.

F. Bus Stop Configuration and Roadway Interaction

Seventeen of 19 stops require the bus to board from the travel lane. Most are located on roads with four or more lanes and posted speeds ranging from 20 to 45 mph. **Eighteen stops were flagged for hazardous conditions**, including:

- High-speed, high-volume roadways;
- Stops after curves or over hill crests;
- Hidden waiting areas and obstructed crosswalks;
- Lack of marked pedestrian crossings.

Stops	Number of Lanes	Posted Speed	High Speed Traffic (regardless of posted speeds)	High Volume Traffic	No Crosswalk	A stopped bus straddles the crosswalk	Waiting passengers are hidden from view of approaching bus	Bus stop is just after a curve in road	Bus stop is just over crest of hill
The Links	2	25mph				X			
Walmart Market	4	30mph	X	X					
Walgreens	4	35mph	X						
Boys & Girls Club (Inbound)	4	35mph	X				X		
Boys & Girls Club (Outbound)	4	35mph	X						
Rupple & Congressional	4	35mph	X						
Mountain Ranch (Inbound)	3	30mph					X		
Mountain Ranch (Outbound)	3	30mph					X		
Wedington & Betty Jo	5	45mph	X	X	X				
Persimmon & Betty Jo	3	30mph	X						
Chamberland Square	2	Not Posted	X	X	X				

Jefferson Lines	2	Not Posted	X	X	X				
Wedington & Futral	4	40mph	X	X	X				
Wedington & Porter	4	40mph	X	X	X				
Wedington & Sang (Inbound)	4	40mph	X	X					
Wedington & Sang (Outbound)	4	40mph	X	X					
The Locale/Harps (Outbound)	4	35mph	X	X	X			X	X
Health Center	4	20mph		X					

G. Accessible Paths

All stops, except for Chamberland Square, along Route 35 are connected to sidewalks with twelve stops with sidewalk widths of at least five feet and surface conditions in new or good condition. Six stops have sidewalks that are at least five feet wide but have surface conditions in fair, poor or hazardous condition. While many stops have a direct sidewalk connection to the bus stop landing area, seven stops lack a continuous, defined connection.

Wedington & Sang (Inbound & Outbound) – While these stops have a sidewalk connected that is at least five feet, they were identified to be in poor condition as there are some breaks, and cracking.

Wedington & Futral: The sidewalk connecting this stop to the existing sidewalk along Wedington is discontinued.

Figure 46 - Wedington and Futral

H. Nearest Crossing Opportunities

The nearest crossing opportunities were identified at the nearest intersection for the majority of stops along this route and include pedestrian friendly infrastructure such as audible crosswalk signals, traffic lights, curb ramps at all points where a curb is encountered, pedestrian crossing signal, tactile warning panels, and crosswalks. Only two stops located on the University campus have defined midblock crossing opportunities along this route. Crossing opportunities for the remaining two stops, Wedington & Betty Jo and Chamberland Square, were not identified.

I. Micromobility Integration

Route 35 has nine stops located with access to shared-use paths or bike facilities although many of the stops along this route do not have access. Four stops have dedicated bike parking and only three stops are within a zone for scooter parking allowing passengers to ride to the stop before boarding. The stop at the Links has access to all three amenities.

Summary of Findings for Route

- Nine of 19 stops have substandard or non-compliant landing areas. Fourteen stops have boarding surfaces that are uneven, sloped, or disconnected from sidewalks, limiting accessibility for riders with mobility impairments.
- Fifteen stops lack shelter and seating, providing no protection from the elements or designated waiting areas. Only four stops include shelters, all of which have integrated seating.
- Two stops—Chamberland Square and Jefferson Lines—lack bus stop signage, while signage at other stops is poorly placed, obscured, or installed on non-permanent bases.
- Only one stop (Union Station) offers amenities such as trash receptacles or a call box. All other stops lack rider support infrastructure.
- Eight stops have no observable lighting, and several others rely on distant or poorly oriented external lighting, compromising visibility during evening service hours.

- Eighteen of the 19 stops were flagged for hazardous roadway interaction, including proximity to high-speed or high-volume roads, lack of marked crosswalks, obstructed sightlines, or stop locations positioned after curves or hill crests.
- Seven stops lack continuous or accessible sidewalk connections, with issues including missing links, substandard widths, or degraded surfaces that prevent safe access.
- Two stops—Wedington & Betty Jo and Chamberland Square—lack any identified pedestrian crossing infrastructure, requiring riders to cross high-speed roads informally or without protection.
- Micromobility integration is limited, with only three stops located within scooter parking zones. While nine stops are near shared-use paths or bike facilities, only The Links offers access to all three: trails, bike racks, and scooter parking.

ROUTE 44 (PEAK/NON-PEAK)

Area Served and Demographics

Route 44 connects the University of Arkansas main campus with west campus student housing and nearby residential areas along the Martin Luther King Jr. Boulevard corridor. The route includes **22 stops** and provides weekday and Saturday service with both peak and non-peak hours. Notable destinations include **Adohi Hall**, **Saint Pete's**, **Westgate Shopping Center**, and **Union Station**, where it shares stops with all other campus routes.

Peak service runs from 7:00 AM to 10:41 PM on weekdays and until 10:04 PM on Saturdays. Non-peak service ends earlier, at 7:49 PM.

Bus Stop		Routes							
ID	Name	11	14	21	26	33	35	44	48
149544	Lot 300 East (Inbound)							X	
149545	Lot 300 East (Outbound)							X	
149532	HPER							X	
149551	Lot 320 West at Razorback Rd							X	X
149457	Adohi Hall (Inbound)							X	
149458	Adohi Hall (Outbound)							X	
149588	Pomfret (Inbound)							X	
149589	Pomfret (Outbound)	X						X	
149574	MLK & Farmers Dr							X	
149607	Southern View							X	
149600	Saint Pete's							X	
149638	Westgate Shopping Center							X	
149624	Walmart (MLK)							X	
149468	Bev Lewis Center							X	
149601	Sang & Old Farmington							X	
149618	University House							X	
149456	Admin Bldg/Silas Hunt Hall	X						X	
*149559**	Nolan Richardson & Stadium Drive (Inbound)							X	
*149549**	Lot 232							X	
*149572**	Markham Hill							X	
-*	MLK & Sang							X	
149617	Union Station	X	X	X	X	X	X	X	X

**These stops appeared to be relocated.*

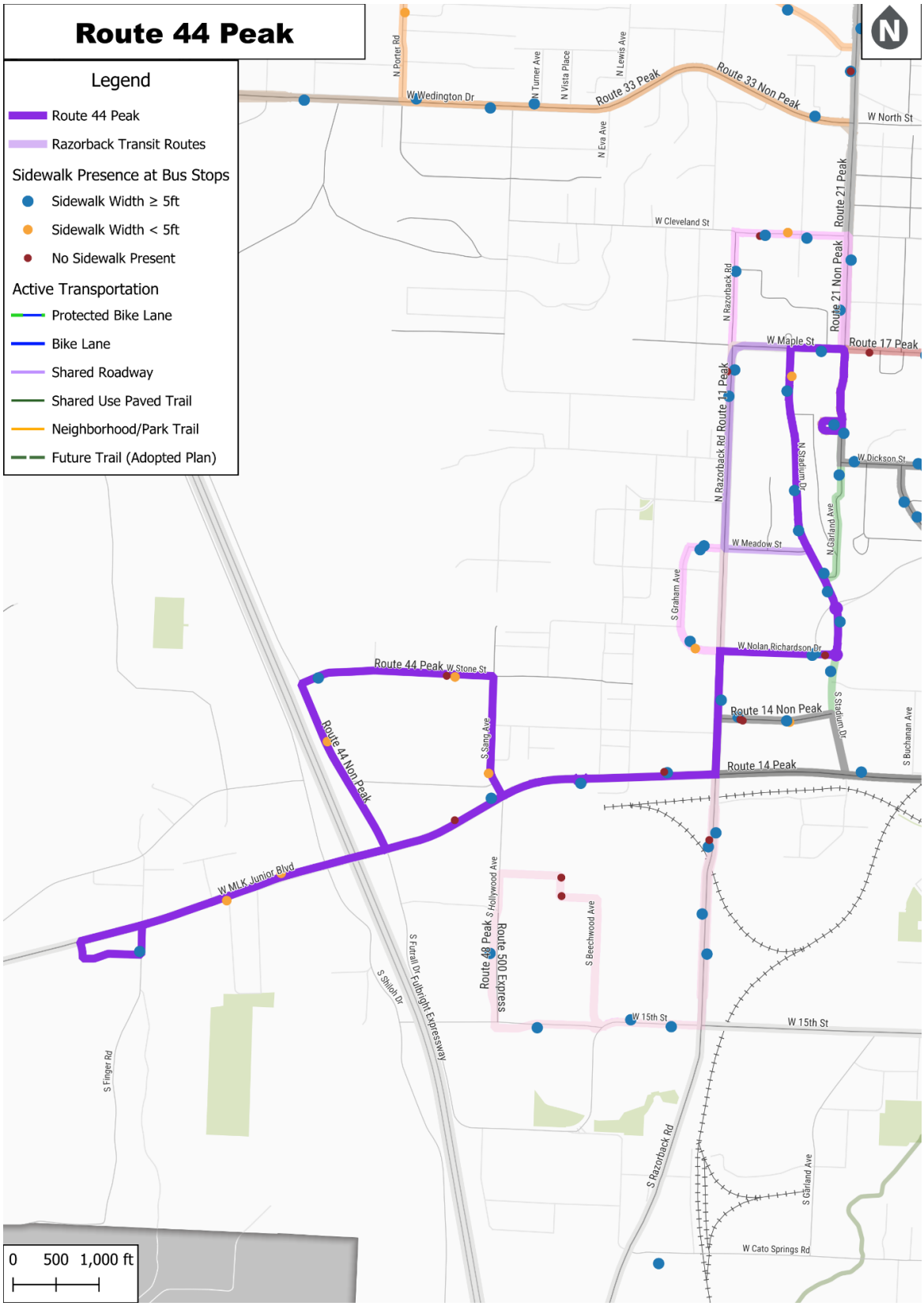


Figure 47: Route 44 Peak

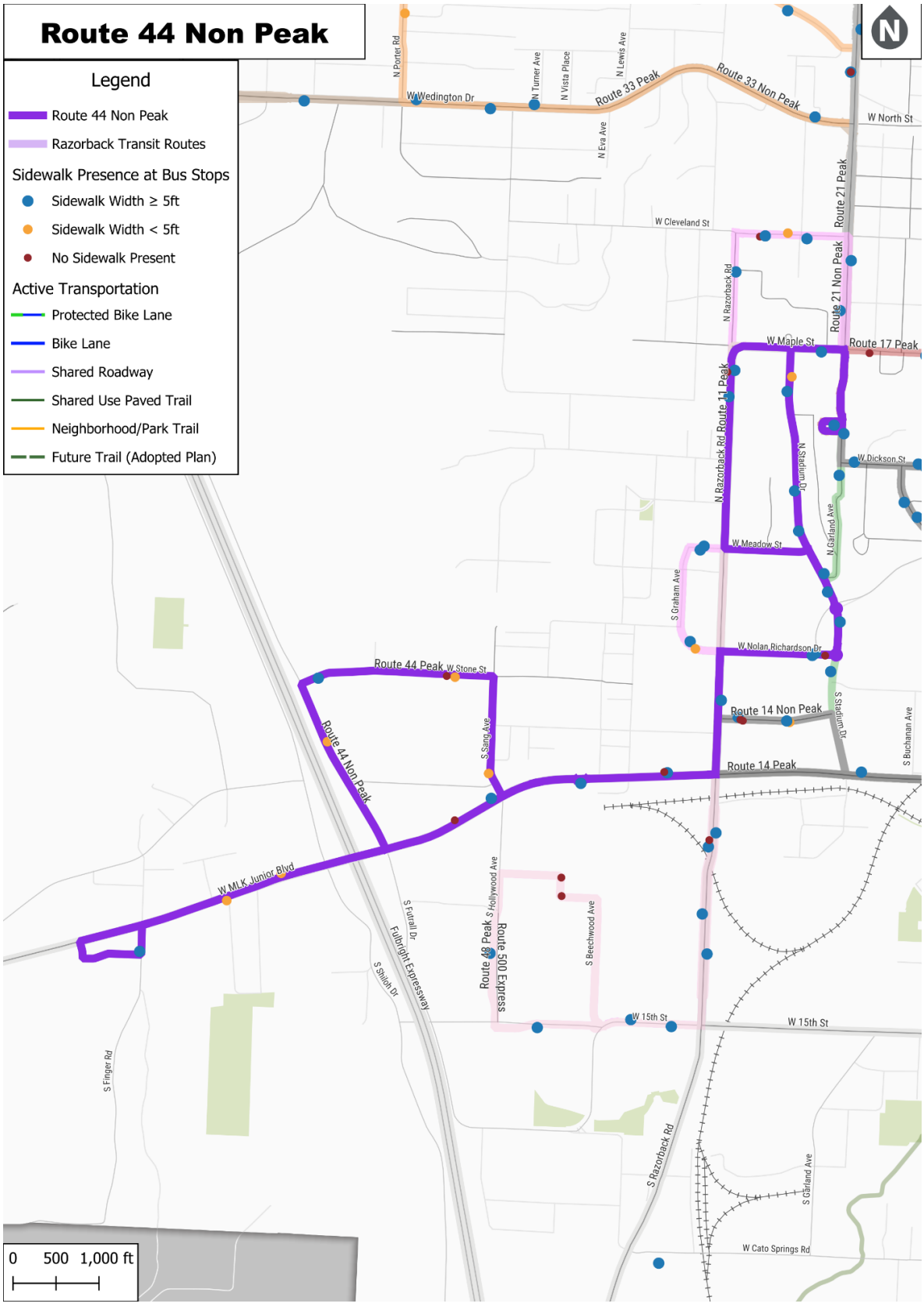


Figure 48: route 44 non-peak

Evaluation Categories for Route

A. Landing Locations

Five stops were identified with substandard or non-compliant landing conditions. Four of these present severe accessibility limitations due to slope, drainage structures, or driveway conflicts:

- **Lot 300 East (Inbound)**: Access is only available via stairs or sidewalk; no ramp exists for users with mobility devices.
- **MLK & Farmers Dr** and **Westgate Shopping Center**: Both require stepping over storm drain inlets located between the street and sidewalk. Combined with proximity to high-speed traffic, these sites are unsafe and inaccessible.
- **Southern View**: Passengers board via a storm drain adjacent to a deteriorated, uplifted sidewalk—posing trip hazards and limiting maneuverability.
- **Lot 232**: Boarding occurs from a parking lot driveway entrance. Riders wait in the driveway, grass strip, or adjacent sidewalk, where the grade difference complicates boarding and introduces conflicts with turning vehicles.
- **Saint Pete's**: Positioned on a frontage road near an I-49 merge ramp, this stop has no clear waiting zone and requires passengers to traverse grass, drainage ditches, or pavement transitions in an environment with poor visibility and high-speed traffic.

Figure 49 - St. Pete's

MLK & Farmers Dr and **Westgate Shopping Center**: The landing location for these stops are adjacent but require passengers to step over a drain inlet to board. The proximity of the sidewalk/landing area to a high-speed, high-volume road coupled with the inaccessible landing makes these landings unsafe.

Figure 50 - MLK and Farmers Dr

Southern View: The landing area requires passengers to board via a storm drain inlet adjacent to the sidewalk, necessitating a step over the drainage structure. The surrounding concrete is severely uplifted and deteriorated, creating an uneven surface that is not ADA-compliant and poses significant barriers for users with mobility devices.

Lot 232: The landing location for this stop is a driveway entrance to a parking lot. Passengers typically wait on the sidewalk, adjacent grass, or within the driveway itself. Due to the grade change, boarding occurs from street level, which presents challenges for accessibility and introduces potential conflicts with turning vehicles.

Figure 51 - Lot 232

Saint Pete's: The landing location for this stop is a driveway entrance along Futrall Dr, a frontage road with ramp access to I-49. Positioned just before the merge point, the stop is adjacent to high-speed, high-volume traffic. Passengers wait either in the driveway, on an adjacent grass strip near the sign, or on a sidewalk set back from the roadway—where visibility to approaching drivers is limited. A parallel drainage ditch further restricts access, requiring users to traverse uneven ground to reach the stop. These combined conditions—limited visibility, poor access, and exposure to fast-moving traffic—create a high-risk environment for boarding passengers.

B. Shelters & Seating

Among the 22 stops surveyed, four stops have shelters. These stops also include seating in good to excellent condition except at the stop at Union Station, where seating elements were observed in fair condition due to cosmetic deterioration. Of the remaining 18 stops, only three have any seating available at the stop. 15 stops have neither shelter nor seating available at the stop. The stops without shelters or seating are:

- Lot 300 East (Inbound)
- Lot 300 East (Outbound)
- Nolan Richardson & Stadium Drive (Inbound)
- Adohi Hall (Outbound)
- Lot 320 West at Razorback Rd
- MLK & Farmers Dr
- Lot 232
- Saint Pete's
- Westgate Shopping Center
- Walmart (MLK)
- Bev Lewis Center
- Sang & Old Farmington
- MLK & Sang
- Admin Bldg/Silas Hunt Hall
- Markham Hill

C. Signage

All stops along the route have bus stop signage that includes route information. Most signs are mounted on their own poles, but four stops have signage posted on nearby utility poles. All stops with shelters have signage posted on the shelter.

HPER: Signage for this stop is posted on a pedestrian crossing sign (W11-2 &W16-7PL). Construction for the adjacent HPER building was underway November 2024 which blocked visibility of posted routes.

Figure 52 - HPER Stop

D. Amenities

Only four stops have amenities at the stop. These include newspaper boxes, trash receptacle, ash trays and telephone or police call boxes.

E. Lighting

Lighting infrastructure is present at 16 stops although none of the stops, except for the Union Station stop, have dedicated lighting. Eleven stops are illuminated primarily by nearby streetlights, while six rely on lighting from adjacent buildings or parking lots. Six stops had no observable lighting, creating safety risks for passengers during evening service periods, especially given that Route 44 operates as late as 10:41 PM. Critical deficiencies include:

- **Saint Pete's, Lot 232** and **Westgate Shopping Center**: There is no lighting available near or at these stops. Coupled with the inadequate landing locations, proximity to a high-speed, high-volume road, the lack of visibility creates unsafe conditions for passengers.

F. Bus Stop Configuration and Roadway Interaction

Of the 22 stops evaluated on this route, 18 of the stops require the bus to stop within the travel lane. Most of the stops have two lanes with speeds less than 30 mph and four stops have 5 lanes with speeds between 35-45mph. The remaining four stops have dedicated bus pull-off areas so that the bus does not stop in the travel lane during boarding. Eighteen stops were flagged for hazardous roadway conditions that could endanger boarding passengers, including:

- Stops placed just over the crest of a hill, impairing driver visibility.
- Proximity to high-speed or high-volume traffic corridors.
- Locations lacking marked pedestrian crossings.
- Stops where waiting passengers are hidden from approaching traffic.

Stops	Number of Lanes	Posted Speed	High Speed Traffic (regardless of posted speeds)	High Volume Traffic	No Crosswalk	Waiting passengers are hidden from view of approaching bus	Bus stop is just over crest of hill
Lot 300 East (Inbound)	2	20mph	X	X			
HPER	2	Not Posted	X	X			
Nolan Richardson & Stadium Drive (Inbound)	2	20mph		X			
Adohi Hall (Outbound)	2	20mph		X			
Lot 320 West at Razorback Rd	5	30mph	X	X		X	
MLK & Farmers Dr	5	40mph	X	X	X	X	
Southern View	2	20mph			X		
Lot 232	5	35 mph	X	X			
Saint Pete's	3	50mph	X				
Westgate Shopping Center	5	45mph	X	X	X		
Walmart (MLK)	3	25mph		X			
Pomfret (Outbound)	2	20mph	X	X			
Bev Lewis Center	2	Not Posted	X	X	X		
Sang & Old Farmington	2	20mph			X		
University House	5	45mph	X	X	X		
MLK & Sang	5	45mph	X	X			
Admin Bldg/Silas Hunt Hall	3	Not Posted		X			X
Markham Hill	2	30mph			X		X

Saint Pete's: posted speeds are 50 mph and the road is a one way, three-lane roadways with ramp to merge onto the interstate.

Southern View: This stop is located within an apartment complex community. The nearest crossing opportunity is at a driveway entrance.

G. Accessible Paths

All stops along Route 44 are connected to sidewalks with 13 stops with sidewalk widths of at least five feet and surface conditions in new or good condition. Four stops have sidewalks that are less than five feet wide and seven stops are in fair, poor or hazardous condition. Two stops, MLK Farmers Dr and Markham Hill, are in poor or fair condition and have sidewalk widths less than five feet. While most stops have a direct sidewalk connection to the bus stop landing area, the stop at Saint Pete's lacks a continuous, defined connection.

Southern View – While this stop has a sidewalk connected that is at least five feet, it was identified to be in hazardous condition as there is major root uplifting, breaks, and cracking.

H. Nearest Crossing Opportunities

Crossing opportunities were not identified for the stop at Saint Pete's. For the remaining 21 stops, eleven have the nearest crossing opportunities located at intersections and include pedestrian friendly infrastructure such as audible crosswalk signals, curb ramps at some points where a curb is encountered, tactile warning panels, and crosswalks. The remaining ten stops have defined midblock crossing opportunity and include curb ramps at some points where a curb is encountered along the Accessible Paths, tactile warning strip on curb cut, and visible crosswalks.

I. Micromobility Integration

Route 44 has one stop located with access to shared-use paths or bike facilities although many of the stops along this route do not have access. None of these stops, except for the stop at Union Station, have dedicated bike parking and only four stops are within a zone for scooter parking allowing passengers to ride to the stop before boarding. The Union Station stop has both dedicated bike parking by way of nearby bike racks and within a zone for scooter parking.

Summary of Findings for Route

- Five stops have non-compliant or unsafe landing zones, and several more feature uneven or disconnected surfaces.
- Fifteen stops lack both shelter and seating, offering no protection from weather or a defined waiting space.
- All stops are signed, but at least four use utility poles, and one stop's signage was obscured by nearby construction.
- Only four stops offer amenities, limiting comfort and cleanliness across the route.
- Six stops have no lighting, and several more rely on ambient sources, reducing visibility and perceived safety during evening hours.
- Eighteen stops were flagged for hazardous roadway conditions, including high-speed traffic, curves, and poor visibility.
- Seven stops have sidewalks in fair or poor condition, and Saint Pete’s lacks a continuous accessible path.
- One stop (Saint Pete’s) lacks any safe pedestrian crossing opportunity, while 10 stops rely on midblock crossings of varying quality.
- Micromobility support is minimal, with only Union Station offering full access to bike and scooter infrastructure.

ROUTE 48 (PEAK/NON-PEAK)

Area Served and Demographics

Route 48 connects the University of Arkansas main campus with residential areas, university-affiliated student housing, and campus parking facilities. The route includes **24 stops** and shares key boarding points with Routes 11, 14, 21, 26, 33, 35, and 44. Route 48 also serves **Union Station**, the university's primary multimodal transfer hub.

The route operates Monday through Saturday year-round, with **peak service from 7:15 AM to 10:42 PM on weekdays** and until 10:34 PM on Saturdays. **Non-peak service** ends at 7:41 PM.

Bus Stop		Routes							
ID	Name	11	14	21	26	33	35	44	48
149530	Hotz Hall								X
149521	Health Center			X		X	X		X
149551	Lot 320 West at Razorback Rd							X	X
149533	Indoor Track								X
149465	Baum Stadium (Outbound)								X
149560	Lot 201								X
149464	Baum Stadium (Inbound)								X
149541	Lot 108								X
149453	15th & Razorback								X
149543	Lot 300 West	X							X
149566	Lot 209 (Outbound)								X
149564	Lot 212 (Inbound)	X							X
149547	Lot 222 (Inbound)	X							X
149548	Lot 222 (Outbound)								X
149508	Garland Center			X					X
149595	Reid Hall								X
149493	Epley Center								X
149615	The Marshall (Outbound)								X
149614	The Marshall (Inbound)								X
149567	Lot 99: Stop 1 Beechwood Ave/Economy Parking								X
149568	Lot 99: Stop 2 Beechwood Ave/ Economy Parking								X
149480	Cottages Hollywood								X
149452	15th & Horizon								X
149617	Union Station	X	X	X	X	X	X	X	X

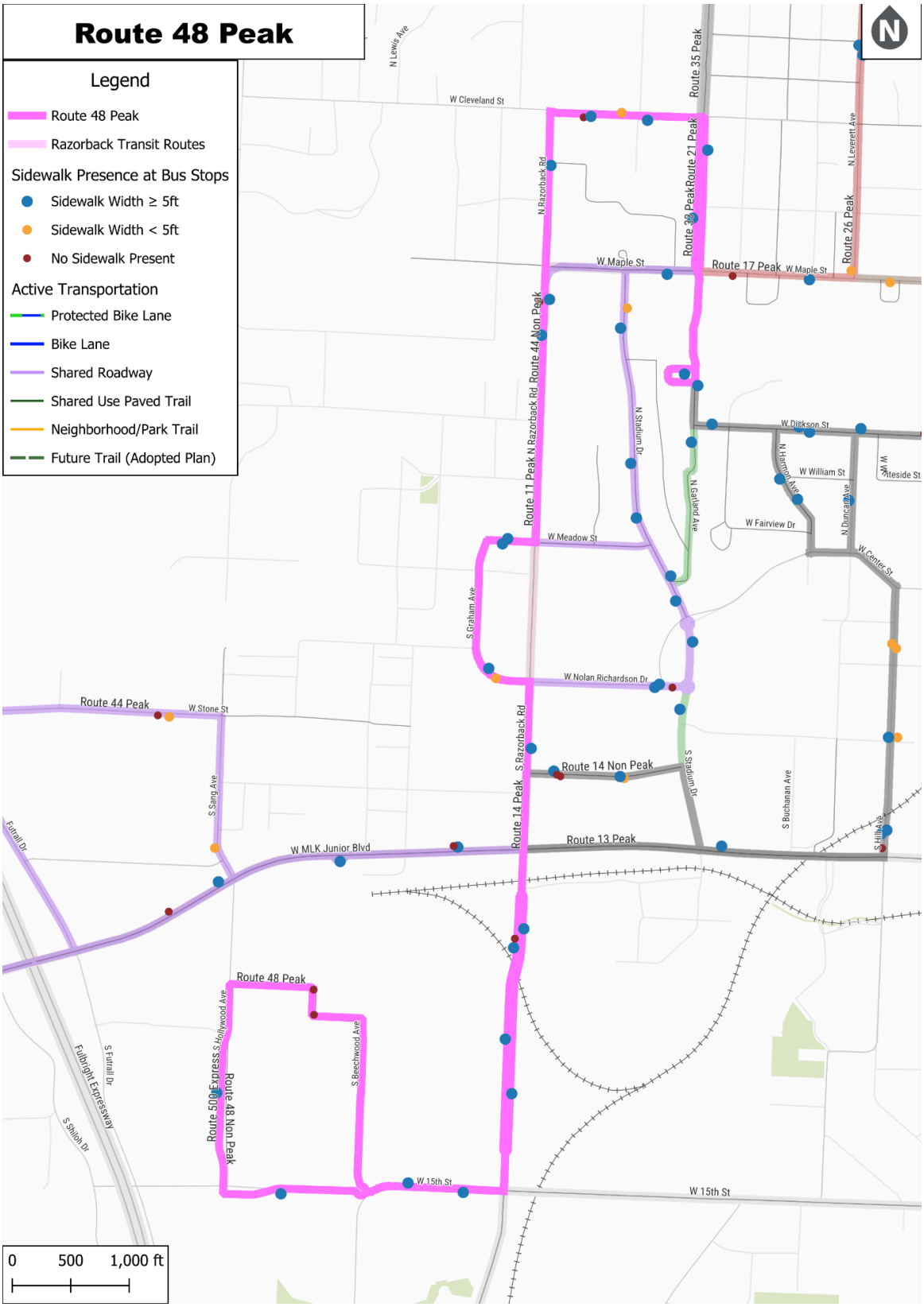


Figure 53: route 48 peak

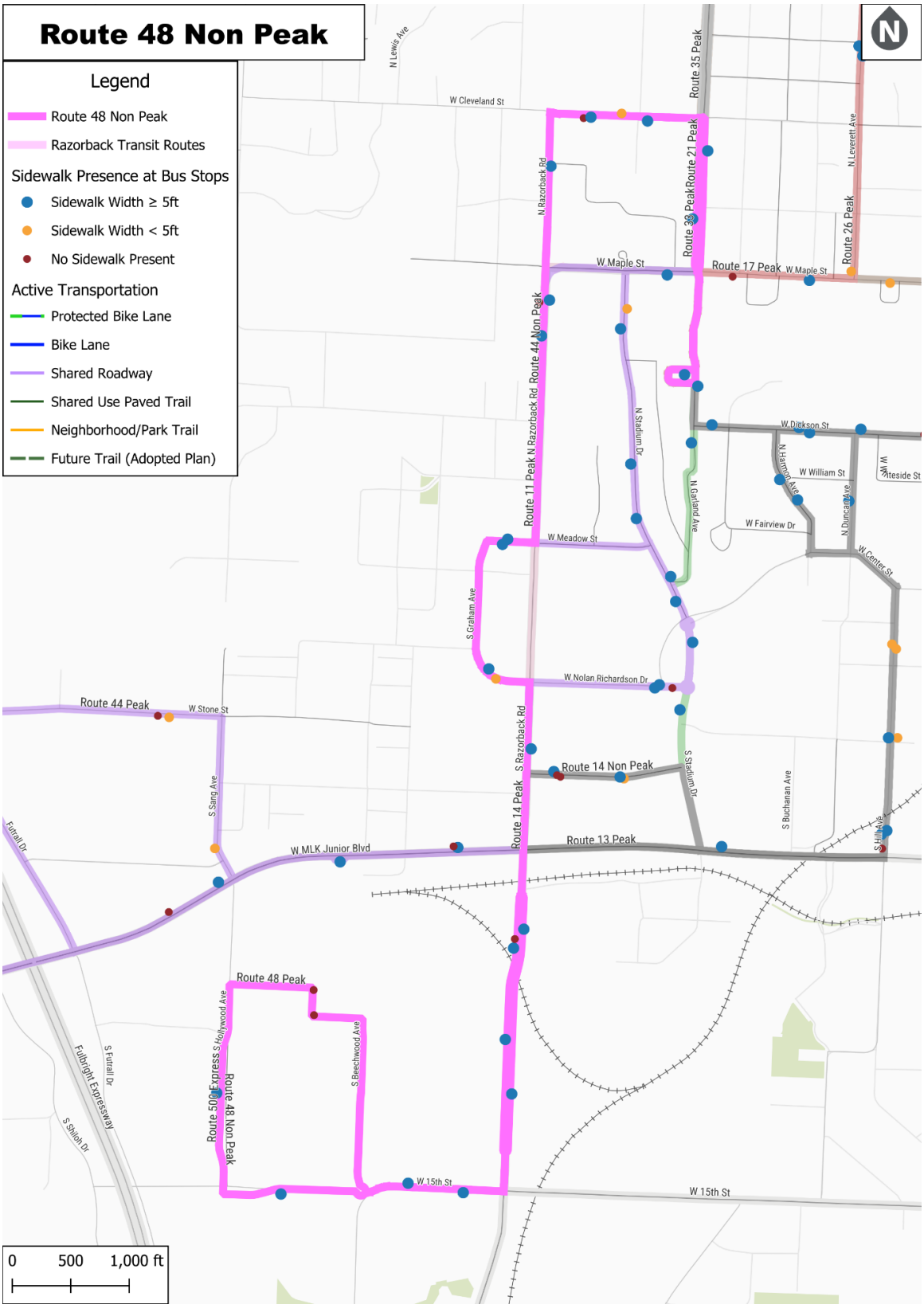


Figure 54: route 48 non peak

Evaluation Categories for Route

A. Landing Locations

Of the 24 stops evaluated, six stops were identified as having substandard or non-compliant landing conditions and four of these have issues with the landing surface that make them minimally or completely inaccessible:

Baum Stadium (Inbound): Not accessible, Requires stepping over drain inlet, Uneven

Lot 108: Not accessible, Uneven, landing area is adjacent in the dirt/grass.

Lot 99: Stop 1 & 2 Beechwood Ave/Economy Parking: These stops board from street level at a parking lot.

B. Shelters & Seating

Among the 24 stops surveyed, 12 stops have shelters. All of these stops also include seating in good to excellent condition except at the stop at Union Station, where seating elements were observed in fair condition due to cosmetic deterioration. The remaining 12 stops have neither shelter nor seating available at the stop. The stops without shelters or seating are:

- Lot 320 West at Razorback Rd
- Indoor Track
- Baum Stadium (Outbound)
- Lot 201
- Baum Stadium (Inbound)
- Lot 108
- 15th & Razorback
- Lot 209 (Outbound)
- Lot 222 (Inbound)
- Lot 222 (Outbound)
- Garland Center
- Epley Center

C. Signage

All Route 48 stops have signage, but three are missing posted route information, which reduces clarity and undermines wayfinding: **Lot 108, The Marshall (Outbound), and The Marshall (Inbound).**

Signage is mounted on their own poles for nine stops, on shelters for ten stops, on a utility pole for four stops and on the. At Union Station, signs are placed both on the columns of the bus station awning and on independent poles outside the building.

D. Amenities

Amenities are only available at the Union Station stop along Route 11 and feature amenities such as newspaper boxes, telephone or police call boxes, and trash receptacles.

E. Lighting

Lighting is not available at six locations including the following:

- Southern View
- Lot 232
- Saint Pete's
- Westgate Shopping Center
- Sang & Old Farmington
- MLK & Sang

Only the stop at Union Station has dedicated bus stop lighting. The remaining stops have lighting mainly provided by nearby streetlights and lighting from adjacent parking lots and buildings.

F. Bus Stop Configuration and Roadway Interaction

Of the 24 stops evaluated on this route, 17 of the stops require the bus to stop within the travel lane, where lane widths are less than 12 feet. These stops are along streets that have between two and five lanes with posted speeds of 20-35 mph.

Four stops have bus pull off areas so that the bus does not stop in the travel lane during boarding. Two stops are located within parking lots and stop directly in front of the shelters for bus boarding. Twenty-one stops were flagged for hazardous roadway conditions that could endanger boarding passengers, including:

- Stops placed just beyond a curve, impairing driver visibility.
- Proximity to high-speed or high-volume traffic corridors.
- Locations lacking marked pedestrian crossings.
- Stops where waiting passengers are hidden from approaching traffic.
- Stops in parking lots where driver behavior is unpredictable and pedestrians may not be seen.

Stops	Number of Lanes	Posted Speed	High Speed Traffic (regardless of posted speeds)	High Volume Traffic	No Crosswalk	Unpredictable car movements and pedestrian visibility	Waiting passengers are hidden from view of approaching bus	Bus stop is just after a curve in road
Hotz Hall	2	25mph		X				
Health Center	2	25mph		X				
Lot 320 West at Razorback Rd	2	25mph	X	X			X	
Indoor Track	2	25mph	X		X			
Baum Stadium (Outbound)	2	Not Posted	X	X	X			
Lot 201	4	35mph		X				
Baum Stadium (Inbound)	4	40mph	X	X				
Lot 108	4	40mph		X				
15th & Razorback	4	20mph	X		X			
Lot 300 West	4	35mph	X	X	X			
Lot 212 (Inbound)	2	Not Posted		X	X			
Lot 222 (Inbound)	2	Not Posted		X			X	X
Lot 222 (Outbound)	N/A – Off-street Stop Locations							X
Garland Center			X	X				
Reid Hall				X	X			
Epley Center					X			
The Marshall (Outbound)			X	X				
The Marshall (Inbound)			X					
Lot 99: Stop 1 Beechwood Ave/Economy Parking					X	X		

Lot 99: Stop 2 Beechwood Ave/ Economy Parking				X	X		
Cottages Hollywood				X			

G. Accessible Paths

All stops along Route 48, except for Lot 99: Stop 1 Beechwood Ave/Economy Parking and Lot 99: Stop 2 Beechwood Ave/ Economy Parking, are connected to sidewalks featuring widths of at least five feet and surface conditions in new or good condition. Two stops have sidewalks in fair condition.

Baum Stadium (Outbound & Inbound) – While these stops have a sidewalks connected to them that are at least 5 feet, they have identified to be in fair condition as there is minor root uplifting and breaks, minor cracking. In addition, during rain events, sections of the sidewalk leading up to the stop will flood resulting in standing water making it impassable for users, especially those with mobility issues.

Additionally, while most stops have a direct sidewalk connection to the bus stop landing area, seven stops lack a continuous, defined connection. These missing linkages create accessibility barriers for passengers using mobility devices and may contribute to unsafe boarding behaviors, especially under poor lighting or weather conditions.

- Baum Stadium (Outbound)
- Indoor Track
- Lot 201
- 15th & Razorback

- Lot 222 (Inbound)
- Hotz Hall
- Lot 300 West

H. Nearest Crossing Opportunities

Crossing opportunities were not identified for Lot 99: Stop 1 Beechwood Ave/Economy Parking and Lot 99: Stop 2 Beechwood Ave/ Economy Parking because these stops are located within a parking lot. For the remaining 22 stops, half of them have the nearest crossing opportunities located at intersections and include pedestrian friendly infrastructure such as audible crosswalk signals, curb ramps at some points where a curb is encountered, tactile warning panels, and crosswalks. The remaining 11 stops have defined midblock crossing opportunity and include audible crosswalk signals, curb ramps at all points where a curb is encountered along the Accessible Paths, pedestrian crossing signal, tactile warning strip on curb cut, and visible crosswalks.

I. Micromobility Integration

Route 48 has 10 stops located with access to shared-use paths or bike facilities, many of which are located near university housing developments. However, none of these stops have dedicated bike parking and only five stops are within a zone for scooter parking allowing passengers to ride to the stop before boarding.

Three stops—Union Station, Health Center, Garland Center—along this route, while they do not have access to shared-use paths or bike facilities nearby, have dedicated bike parking by way of nearby bike racks; these stops are also all within a zone for scooter parking.

Summary of Findings for Route

- **Six stops** have non-compliant or unsafe landing conditions, including gravel, uneven surfaces, or boarding directly from street level.
- **Twelve stops lack shelter and seating**, offering no protection or designated waiting space.
- **Three stops are missing route information** on signage, limiting visibility and wayfinding for riders.
- **Only Union Station** offers amenities like trash bins or a call box. The rest of the route is unserved by rider amenities.
- **Lighting is unavailable at six stops**, and others rely on poorly placed or distant sources. Only Union Station has dedicated bus stop lighting.
- **Twenty one stops were flagged for hazardous traffic conditions**, including curves, high-speed roads, or visibility issues.
- **Seven stops lack a defined sidewalk connection**, and two (Lot 99) are disconnected from sidewalks entirely.
- **Two stops lack any formal pedestrian crossing infrastructure**, both located within parking lots.
- **Micromobility access is inconsistent**, with only three stops supporting both scooter zones and bike parking, despite high potential near housing and trails.

APPENDIX D:
BUS STOP ENHANCEMENTS FRAMEWORK AND METHODOLOGY

APPENDIX D: BUS STOP ENHANCEMENTS FRAMEWORK AND METHODOLOGY

Every stop in the Razorback Transit system plays a different role. Some are high-traffic transfer points with dozens of daily boardings; others serve as essential access points for a single housing complex or classroom building. Some are in great shape with shelters and lighting already in place. Others still need the basics: a safe place to stand, a place to sit, and a clear way to get there.

To make sure each stop gets the right kind of investment—not just more amenities, but the right ones—we've structured this framework around three core questions:

1. What kind of stop is this?

We start with a systemwide evaluation of each stop's function, location, and conditions.

For every stop, we assessed:

- **How it functions** (boarding-heavy, alighting stop, or balanced use)
- **Where it is located** (near housing, campus, retail, or trails)
- **How many people use it** (weekday vs. weekend ridership)
- **What is physically there** (landing area, sidewalk, lighting, signage)

This evaluation produces a composite score that reflects how a stop performs across five categories: accessibility, safety, ridership, connectivity, and amenities. The score isn't a judgment—it's a tool to help identify what the stop needs and what role it plays in the network.

2. What enhancements make sense here?

Once we understand the stop's role, we consider its context, constraints, and improvement potential.

Based on what's around the stop, who uses it, and how much space is available, we determine the level of improvement that's appropriate. This might include:

- A new loading platform and sign for a lightly used residential stop
- A bench and lighting for a stop near student housing
- A full shelter package with trash receptacle, real-time info, and bike parking at a major campus or retail destination

The goal is to match each stop with the right upgrades—not a checklist of amenities, but context-sensitive improvements that make the stop safer, more comfortable, and more visible.

3. When and how should we act?

Finally, we consider the urgency, readiness, and potential benefit of making the improvement.

This is where prioritization comes in.

Each stop was assigned an **impact tier**—high, medium, or low—based on factors like:

- How many riders would benefit
- Whether the stop presents an obvious safety or access barrier
- How well it supports campus, city, or regional goals
- Whether it's ready for implementation (clear right-of-way, no major constraints)
- Whether it addresses an equity priority or serves mobility-vulnerable riders

These impact tiers informed our phased implementation plan (Priority 1, 2, and 3 stops), helping group work into realistic packages while keeping the focus on high-benefit, high-readiness sites first.

Together, these three questions form the core of the stop improvement framework. They ensure that decisions are:

- Grounded in field data
- Tailored to real-world conditions
- Scaled appropriately across the system

And because these questions can be asked again and again—for future stops, new routes, relocated signs, or changed service—they give Razorback Transit and its partners a consistent way to make better decisions moving forward.

ENHANCEMENT GUIDANCE

One of the key takeaways from this process is that improving stops isn't about applying the same upgrades everywhere—it's about matching each stop to the improvements that make sense based on its location, function, and physical context.

This section outlines what kinds of enhancements are appropriate for different types of stops across the Razorback Transit system, using real examples from the field. These are not hard-and-fast tiers, but practical guidance to help align needs, opportunities, and investment.

Foundational Upgrades – All Stops Should Have These

Regardless of ridership or location, every stop should offer:

- A **safe, accessible boarding area** (concrete or asphalt pad)
- **Clear signage** at the correct height and location
- **Visibility from the street** so drivers and riders can find the stop

These basics are especially important at stops that currently lack even minimal infrastructure—many of which are located near housing, clinics, or along high-speed corridors.

Basic Comfort Enhancements – For Moderate-Use or Contextual Stops

At stops with moderate activity or adjacent destinations like student housing, retail, or public facilities, a few targeted upgrades can make a major difference:

- **Bench seating** with space for mobility device clearance

- **Lighting** if stop is active at night or early morning
- **Clear sidewalk connection** to nearby walking paths or trailheads

Full Enhancement Package – For High-Use, High-Visibility Stops

Stops with high ridership, transfer activity, or proximity to key destinations (like the medical district, Walmart, Union Station, or large housing complexes) warrant a more complete suite of amenities:

- **Shelter** with lighting and accessible interior space
- **Seating** inside and possibly outside the shelter
- **Signage** with route info or QR codes
- **Bike rack or scooter parking**, especially at trail-adjacent or campus sites

Anchor Stops – Strategic Sites that Signal System Identity

These are the most visible and well-used stops in the system—locations that serve as transfer points, trailheads, or major gateways to campus or commercial corridors. At these stops, the goal isn't just comfort—it's presence, permanence, and performance.

Enhancements should include:

- **Real-time arrival signage**
- **Dual shelters** (for directional service or large volumes)
- **Wayfinding elements or public art**
- **Expanded boarding zones** to support multiple riders and accessible boarding
- **Integrated bike/scooter parking**

These recommendations are designed to scale. Some stops may receive incremental upgrades over time—starting with a pad and sign, and later adding a bench, shelter, or lighting. Others may be bundled with larger capital or development projects.

The key is context: improving each stop in a way that reflects how it's used, where it's located, and what kind of rider experience it should support.

Enhancement Levels

For further context, the composite scores and stop profiles included in this Plan provide important data on condition, access, surroundings, and potential for improvement. This framework uses a four-tiered **enhancement level system** to help determine the scale and type of upgrades that are most appropriate at each stop.

These enhancement levels do not represent value judgments or rankings. Instead, they provide a **context-sensitive approach** to guiding investments. Each level reflects the kind of improvement a stop may be best suited for, based on its physical conditions, location, and operational context.

ENHANCEMENT LEVEL	TYPICAL CONDITIONS	EXAMPLE IMPROVEMENTS

LEVEL 1	Limited infrastructure or constrained access. Often used as neighborhood access points or located along constrained corridors.	Basic improvements such as a concrete loading platform and stop signage
LEVEL 2	Some nearby destinations or consistent daily use. Infrastructure may be incomplete or minimal.	Add a bench, connect sidewalk if feasible, provide route signage
LEVEL 3	Stops that are visible, active, or partially built out. May serve students, workers, or medical trips.	Shelter, lighting, trash receptacle, improved comfort features
LEVEL 4	Prominent locations such as transfer points, trailheads, or campus/commercial gateways.	Full shelter package, lighting, real-time signage, bike/scooter parking, and placemaking features

Each enhancement level reflects a **typical scope of improvement** aligned with a stop's role in the network and the feasibility of upgrades. Not all stops need the same features, and not every location can support the same types of infrastructure. This tiered guidance helps focus resources where they will be most effective and feasible.

This approach allows Razorback Transit to:

- Make improvements that reflect each stop’s context and constraints
- Avoid one-size-fits-all upgrades
- Coordinate consistently with local and regional partners on design and implementation

Systemwide Distribution

As of the 2025 evaluation, the majority of Razorback Transit stops fall into Levels 2 and 3, with a smaller number best suited for foundational upgrades (Level 1) or major amenity packages (Level 4). This distribution reflects a system where many stops are functioning reliably, but also highlights opportunities for strategic, targeted improvements.

These enhancement levels should be revisited as conditions change, especially when new stops are added or major development projects impact stop location or use.

Shelter-Ready Definition

A stop is considered **shelter-ready** if:

- It has a **firm, level landing pad**
- There is **sufficient sidewalk width** and **clearance** for shelter installation
- The stop is not obstructed by utility poles, landscaping, or private driveways
- It meets basic **ADA clearance** and **boarding/alighting space** requirements

When these conditions are met, a shelter can typically be added with minimal construction effort.

When a Shelter is Not Recommended

If a stop is not recommended for shelter, it is due to one or more of the following:

- Physical constraints (e.g., steep slope, limited sidewalk width, utility conflicts)

- The site is not currently accessible or visible
- The stop may be recommended for **relocation**, after which shelter installation could be reconsidered

These stops are still eligible for **benches, pads, and visibility upgrades** and should be reassessed if nearby development or infrastructure projects occur.

When new shelters or loading platforms are installed, space for micromobility parking, such as bike racks or scooter zones, should be considered a **standard element** of the stop design.

What Does "Ridership Warrants a Shelter" Mean?

The phrase "shelter warranted" is often used to indicate that usage levels and context justify investment in shelter infrastructure. However, past shelter guidance was inconsistent and sometimes linked to numeric thresholds only.

To clarify:

- Historically, many agencies use **25–50 daily riders** as the tipping point for shelter justification.
- In this document, stops identified as **high ridership** are understood to **always warrant a shelter**, unless physical constraints prevent it.

SCORING AND PRIORITIZATION FRAMEWORK

This document is designed to serve as a decision-making tool—not just a list of projects, but a framework for evaluating, comparing, and improving bus stops across the Razorback Transit system over time. It complements the individual bus stop profiles in Appendix A by providing a **systemwide structure for prioritization and implementation**.

While the stop profiles offer detailed, stop-specific observations, including context, ridership, photos, and narrative recommendations, this section outlines the **scoring and categorization framework** that helps Razorback Transit and its partners assess relative needs, organize improvements into actionable packages, and identify the most strategic locations for near-term investment.

Not every stop serves the same purpose or faces the same challenges. Some are heavily used and highly visible; others are lightly used but essential to a specific population. Some have all the basics in place. Others still lack a safe, accessible place to wait or board.

In short:

- The **profiles** describe what each stop looks like and what it needs.
- This **framework** helps decide when and how to act.

Together, they form a complete planning toolkit: the profiles provide detailed local knowledge, and this framework scales that knowledge into a broader implementation strategy.

Each category is scored using field data collected during the full stop inventory. These scores are then weighted to reflect their relative importance and combined into a **composite score**, which offers a consistent picture of each stop's need, readiness, and potential impact.

As the implementation plan is updated over time, these unit costs will help Razorback Transit estimate total investment needs and track project delivery across future phases.

Scoring Methodology and Weighting

Each bus stop was evaluated using a 100-point scoring system made up of the following categories:

CATEGORY	WEIGHT	DESCRIPTION
ACCESSIBILITY	30%	Evaluates whether the stop is usable by people with mobility devices. Factors include presence of a boarding area, sidewalk connections, and physical obstructions.
RIDERSHIP DEMAND	20%	Reflects weekday and weekend activity based on boarding counts. Higher ridership indicates greater need and impact—especially at dwell stops where riders wait for service.
SAFETY & VISIBILITY	20%	Considers lighting, roadway speed and width, sightlines, and whether vehicles or curb conditions create boarding conflicts.
CONNECTIVITY	10%	Measures the presence and quality of sidewalk, trail, and bicycle connections to the stop.
AMENITY GAPS	15%	Evaluates the absence of rider-facing features such as seating, shelters, signage, or lighting.
FEASIBILITY	5%	Assesses how easy or difficult it will be to improve the stop, based on available space and absence of barriers such as utilities or permitting constraints.

How the Framework Is Used

The composite score is **not a final decision**—it is one input in a larger strategy. It works alongside stop categories (which reflect how a stop functions), physical profiles (which capture real-world conditions), and context (such as upcoming construction or development).

Together, these tools help Razorback Transit:

- Identify which stops require basic access fixes versus full amenity packages
- Phase improvements efficiently over multiple years or budget cycles
- Coordinate with partners to align stop upgrades with street, sidewalk, or development projects
- Ensure that decisions are transparent, equitable, and based on consistent criteria

This scoring framework gives Razorback Transit a **scalable, repeatable foundation** for guiding investments—now and in the future—as the system evolves and grows.

STOP RELOCATION

Why Stops Are Recommended for Relocation

In some cases, physical improvements alone are not sufficient to make a bus stop functional, safe, or accessible. In these cases, the stop's location itself may be a barrier. This document flags specific stops as **relocation candidates** when one or more of the following issues are present:

- **Safety Hazards**

    - Stop is positioned immediately after a curve or hillcrest, limiting sight distance for approaching buses and passengers
    - Buses must load in a high-speed travel lane with limited refuge space
    - Stop is directly adjacent to a driveway, intersection, or lane merge, leading to vehicle conflicts
- **Accessibility Barriers**
    - No feasible way to install a compliant landing pad or sidewalk connection at the existing location
    - Boarding surface is a slope, ditch, or uneven terrain (e.g., gravel or grass)
- **Poor Visibility or Wayfinding**
    - Signage is hidden behind vegetation, utility boxes, or private fencing
    - Stop is located far from rider desire lines, destinations, or safe pedestrian crossings
- **Service Efficiency**
    - Relocating the stop by even 50–100 feet could align it with a crosswalk, sidewalk network, or shelter-ready zone without major redesign

What Stop Relocation Means

Relocation recommendations are **planning-level flags**, not engineering designs. A recommendation to "relocate the stop" signals that the current location presents one or more barriers that are:

- Unsafe
- Inaccessible
- Inflexible for future improvements

Final relocation design will depend on:

- Right-of-way availability
- Utility conflicts
- Adjacent land uses
- Coordination with the City of Fayetteville, Razorback Transit, and private property owners (if applicable)

Many relocation recommendations also suggest **coordinating with nearby capital projects**, such as:

- Road resurfacing or reconstruction
- New sidewalk or trail segments
- Private development or redevelopment
- School or university infrastructure upgrades

In some cases, relocation is the only way to make a stop fully accessible or shelter-ready.

Examples of Common Relocation Scenarios

- **From a grass slope to a sidewalk frontage** (e.g., Mountain Ranch Outbound)

- **From a midblock location to a far-side crosswalk** (e.g., Colonial Arms Outbound)
- **From private property to the public right-of-way** (e.g., Garden Park)

Each recommendation includes a short note like “relocate slightly north” or “relocate closer to intersection” to guide future implementation.

COST ESTIMATION FOR BUS STOP ENHANCEMENTS

With a clear framework for evaluating stop conditions and recommending appropriate improvements, the next step is understanding what those improvements are likely to cost. Transparent, planning-level cost estimates help Razorback Transit make informed decisions about budgeting, grant applications, and phased implementation.

Methodology

Cost estimates were developed based on:

- Vendor pricing from manufacturers of transit furniture and shelters (e.g., Belson Outdoors)
- Peer agency benchmarks from mid-sized transit systems (e.g., GoRaleigh, Link Transit, ORT)
- 2022 estimates from the Ozark Regional Transit Bus Stop Enhancement Plan
- National FTA cost benchmarks and design guidance
- Escalation factors for 2023–2025 based on CPI and construction cost trends

These inputs were used to define average planning-level costs for common bus stop elements. Actual project costs will vary based on site conditions, construction schedules, and permitting requirements.

Key Assumptions

- All cost estimates include site prep, installation, and basic permitting
- Prices reflect 2024–2025 cost baselines with standard escalation applied
- Shelter costs vary depending on site design (e.g., lighting, pad size, location complexity)
- Future years may adjust based on development timing, funding windows, or new construction

Planning-Level Cost Ranges

ENHANCEMENT TYPE	TYPICAL SCOPE	PLANNING-LEVEL COST
LOADING PLATFORM AND SIGNAGE	Concrete boarding area (typically 26' x 5' or similar), tactile edge, stop signage	$12,000–$15,000
SIDEWALK TIE-IN AND SEATING	New or extended sidewalk, bench, signage; includes minor grading if needed	$16,000–$18,000
COMFORT ENHANCEMENTS	Shelter, bench, trash receptacle, basic lighting or site work	$30,000–$35,000
COMPREHENSIVE AMENITY PACKAGE	Full shelter package, lighting, real-time info, bike parking, public art	$45,000–$60,000

STOP RELOCATION	Demolition, new pad installation, signage, minor restoration	$15,000–$22,000
LIGHTING ADD-ON	Solar or hardwired lighting added to bench or shelter	$5,000–$10,000
MICROMOBILITY INFRASTRUCTURE	Bike racks, scooter corrals, painted buffer zones or delineators	$2,000–$5,000
PUBLIC ART / WAYFINDING	Mural, custom signage, branded stop markers, plaza design features	Variable (site-dependent)