

DRAFT
MAR 2022

Little Rock **COMPLETE STREETS: BICYCLE PLAN**



alta

*Prepared for the City of Little Rock, Arkansas
Prepared by Alta Planning + Design*

Acknowledgements

Thank you to the local residents, community leaders, and government staff that engaged in the development of this plan through meetings, mapping, public outreach, webinars, comment forms, and plan review. Special thanks to those who provided invaluable direction as Steering Committee members, listed below.

STEERING COMMITTEE

Steve Brummett, Pulaski County Public Works

Casey Covington, Metroplan

Leland Couch, City of Little Rock Parks & Recreation

Chris East, StudioMAIN

John Eckart, City of Little Rock Parks & Recreation

Mason Ellis, Bicycle Advocacy of Central Arkansas

Ellen Fennell, Age-Friendly Commission

Erin Gildner, United Spinal Association

Gina Gemberling, Little Rock Convention and Visitors Bureau

Walter Malone, City of Little Rock Planning & Development

James McHenry, City of Little Rock Planning & Development

Nicole Chandler - Chicot Elementary & Arkansas Walking College Fellow

Joe Procop, Rock Region Metro

Dave Roberts, Metroplan Regional Trail Plan

Nat Banihatti, City of Little Rock Traffic Engineering

Kim Sanders, ARDOT Bicycle & Pedestrian Coordinator

Mike Sprague, Arkansas Trails Council

Lou Tobian, AARP

CITY OF LITTLE ROCK PROJECT CONTACTS

John Landosky, Bicycle & Pedestrian Coordinator
jlandosky@littlerock.gov

David Hopkins, Civil Engineer III - Design, Public Works
dhopkins@littlerock.gov

PROJECT CONSULTANTS:

ALTA PLANNING + DESIGN

INVERITAS

MCCLELLAND CONSULTING ENGINEERS





Contents

CHAPTER 1

The Vision **4**

CHAPTER 2

Existing Conditions: Bicycling in Little Rock Today **12**

CHAPTER 3

Infrastructure Recommendations **56**

CHAPTER 4

Program & Policy Recommendations **100**

CHAPTER 5

The Path Forward **114**

APPENDIX

A: Public Outreach

B: Funding Resources

C: Comprehensive Recommendations Maps



Chapter 1

The Vision

*Source: Bicycle Advocacy of Central
Arkansas (BACA) Facebook page.*

Introduction

Truly livable communities include streets that are geared toward people moving, regardless of how they choose to travel. Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders. This document focuses on improving the bicycle element of Complete Streets in Little Rock.

Building on the existing and developing bicycle network in Little Rock and previous bicycle network planning, this document provides a framework for the City to strategically build better bicycle connections citywide as one element of a complete streets system.

With this plan, the City of Little Rock has a guide for infrastructure, policy, and program improvements that can lead to a robust network for bicycling, creating a more balanced transportation system.

The planning process began with a Kickoff Meeting in May 2021, which was the first of three project Steering Committee meetings. The Steering Committee was made up of a combination of City departments, ARDOT representatives, school staff, active transportation-related organizations, and state/regional transportation planners.

This Steering Committee guided the plan’s development throughout the planning process. Key steps included communicating their overall vision for the plan, disseminating public input materials, and providing feedback on plan recommendations.

Little Rock Complete Streets: Bicycle Plan Project Timeline (2021-2022)



Figure 1: The planning process began in the Spring of 2021 and was completed in the Spring of 2022.

PLAN VISION

The City of Little Rock will improve conditions for bicycling, making roadways safer and more comfortable for all users. This plan recommends a connected network of low stress bikeways that are safe and comfortable for people of all ages and abilities, connecting within, and between, city destinations. Outcomes include greater health, equity, safety, economic activity, and transportation choices for residents and visitors throughout Little Rock.

GOALS

The following goals were adapted from the Federal Highway Administration's Guidebook for Developing Pedestrian and Bicycle Performance Measures.



ENHANCE CONNECTIVITY

Identify projects that can create more convenient, safe, and accessible bicycling connections for people of all ages and abilities.



CREATE A POSITIVE ECONOMIC IMPACT

Create projects that support the positive economic effects of bikable communities, particularly high-impact/low-cost projects.



PROTECT THE ENVIRONMENT

Promote bicycling as an environmental good, create linkages to natural areas, and develop programs that bring bicyclists to nature.



PROMOTE EQUITY

Prioritize equitable distribution of investment to communities of concern identified in this plan's equity analysis (see Chapter 2).



INCREASE AWARENESS TO IMPROVE SAFETY

In addition to safe bicycle infrastructure for all ages and abilities, develop bicycle-specific education programs, policies and facilities that emphasize safety for all ages and abilities of bicyclists.



ENHANCE HEALTH

Encourage bicycle-friendly policies that improve health and wellness by increasing access to bikeways and encouraging their use.



INCREASE OVERALL QUALITY OF LIFE

Encourage bicycle-friendly development, including greenways and bikeways as essential infrastructure.

Types of Bicyclists

This Plan was developed with the understanding that there are different types of bicyclists, with differing needs. Bicyclists can be categorized into four distinct groups based on comfort level and riding skills. Bicyclists' skill levels greatly influence expected speeds and behavior. Bicycle infrastructure should accommodate as many user types as possible. The various characteristics, attitudes, and infrastructure preferences of each type are described below.



STRONG AND FEARLESS (~1% OF POPULATION)

Characterized by bicyclists that will typically ride anywhere regardless of roadway conditions or weather. These bicyclists can ride faster than other types of bicyclists and will typically choose roadway connections - even if shared with vehicles - over separate bicycle facilities such as shared use paths.



ENTHUSED AND CONFIDENT (~ 5-10% OF POPULATION)

This group encompasses bicyclists who are fairly comfortable riding on all types of bikeways, but usually choose low traffic streets or shared use paths when available (and may deviate from more direct routes to use them). This group includes commuters, recreationalists, racers and utilitarian bicyclists.



INTERESTED BUT CONCERNED (~ 60% OF POPULATION)

The bulk of the bicycling population falls into this category, representing bicyclists who typically only ride a bicycle on low traffic streets or shared use paths in favorable weather. These bicyclists perceive significant barriers to bicycling, specifically traffic and other safety issues. They may become "Enthusied & Confident" with encouragement, education and experience.



NO WAY, NO HOW (~ 30% OF POPULATION)

Persons in this category are not bicyclists, and perceive severe safety issues with riding in traffic. Some people in this group may eventually become bicyclists with time, education, and improved conditions for bicycling. A significant portion of these people will not ride a bicycle under any circumstances.

Figure 2: Source: Four Types of Cyclists. (2009). Roger Geller, City of Portland Bureau of Transportation. Supported by data collected nationally since 2005.

The Value of Active Communities



Health Benefits

Biking and walking facilities offer safe and accessible opportunities for physical activity. People who utilize active modes are able to connect with places that they want or need to go, and realize the health benefits of active transportation.

For every
0.6 MILES
WALKED
there is a

5%

**REDUCTION IN
THE LIKELIHOOD
OF OBESITY.**

Frank, 2004

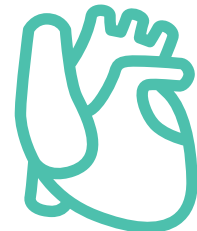
Obesity or Overweight adults in Pulaski County = 73% of adults

Arkansas Department Health, 2019



Those who are **physically active** generally **live longer and have a lower risk for heart disease, stroke, Type 2 diabetes, depression, some cancers, and obesity.**

CDC, 2015



20 MINUTES WALKING OR BIKING
each day is associated with a

21%
29%

LOWER RISK OF HEART FAILURE FOR MEN
and
LOWER RISK FOR WOMEN

Rahman, 2014 and 2015

For additional information on the health benefits of active living, visit BikePed Little Rock's website at <https://www.littlerock.gov/residents/bikeped-little-rock/why-bikeped/health/>



Economic Benefits

Job creation and savings in transportation costs are supported in multiple studies analyzing the economic impacts of biking and walking facilities.



Building Sidewalk and Bicycle Facilities creates **36% More Jobs than Building Highways** and **Almost 100% More Jobs than Pavement improvements.**

CEO for Cities; American Association of State Highway and Transportation Officials (AASHTO) Average Direct Jobs by Project Type (2012); Job in terms of full-time equivalents (FTE).

DRIVING 4 MILES/DAY COSTS

 **\$905** / year
in fuel and vehicle wear and tear

(\$9,200/year for the 38.9 miles/day driven by the average car in Central Arkansas)

AAA, 2019

while...

WALKING AND BICYCLING COSTS

 **\$0-350** / year

Your driving Costs: How Much are you really Paying to Drive? (2019). <https://exchange.aaa.com/wp-content/uploads/2019/09/AAA-Your-Driving-Costs-2019.pdf>

For additional information on the economic benefits of active living, visit BikePed Little Rock's website at <https://www.littlerock.gov/residents/bikeped-little-rock/why-bikeped/economics/>



Environmental Benefits

Decreasing reliance on automobiles and reducing congestion by utilizing bikeways and walkways will lead to improved air quality. Greenways can serve as a tool for conserving open space and preserving wetlands.



IF 8% MORE CHILDREN LIVING WITHIN 2 MILES OF A SCHOOL WERE TO BIKE or WALK TO SCHOOL, the air pollution reduced from not taking a car would be **EQUIVALENT TO REMOVING 60,000 CARS FROM THE ROAD** for one year, nationally.*

Pedroso, 2008, SRTS



BIKING 2 MILES, rather than driving, **AVOIDS EMITTING 2 lbs** OF **POLLUTANTS,** which would take 1.5 months for one tree to sequester.

(EPA, 2000 and NC State, 2001)



Transportation Efficiency

All ages and abilities bicycle and pedestrian infrastructure, when comprehensively implemented, can have a dramatic impact on mode choice for 0-5 mile trips. Furthermore, it can provide a critical element of freedom to those who may not have access to, or the ability to drive a motor vehicle. 8.2% of Little Rock households do not have access to an automobile (ACS 2015-2019).



40%

OF ALL TRIPS (IN THE US)
ARE TWO MILES (OR LESS), A DISTANCE
THAT CAN EASILY BE COVERED BY A 10
MINUTE BIKE RIDE OR A 30 MINUTE WALK

National Household Travel Survey, 2009

For additional information on the transportation benefits of active living, visit BikePed Little Rock's website at <https://www.littlerock.gov/residents/bikeped-little-rock/why-bikeped/>



Chapter 2

Existing Conditions: Bicycling in Little Rock Today

Introduction

Little Rock residents rely on their transportation system to travel to work and school, to run errands, to go for a leisurely walk through the neighborhood, to bike to nearby parks, and to get to other everyday destinations. Roads, sidewalks, bike lanes, and trails are essential to keeping individual daily lives moving and to connecting residents to people, places, and opportunities.

The character and quality of the transportation system play an important role in how people who live and work in Little Rock choose to travel. Factors like the presence of bikeways, trails, and sidewalks, convenient access to transit, distances to daily destinations, and perceptions of safety and comfort can all play a role in one's daily travel decisions. These factors have an even greater impact on people with limited physical mobility, people who use a wheelchair or other mobility aids, and people who do not use a car and rely on biking, walking, and transit to get around.

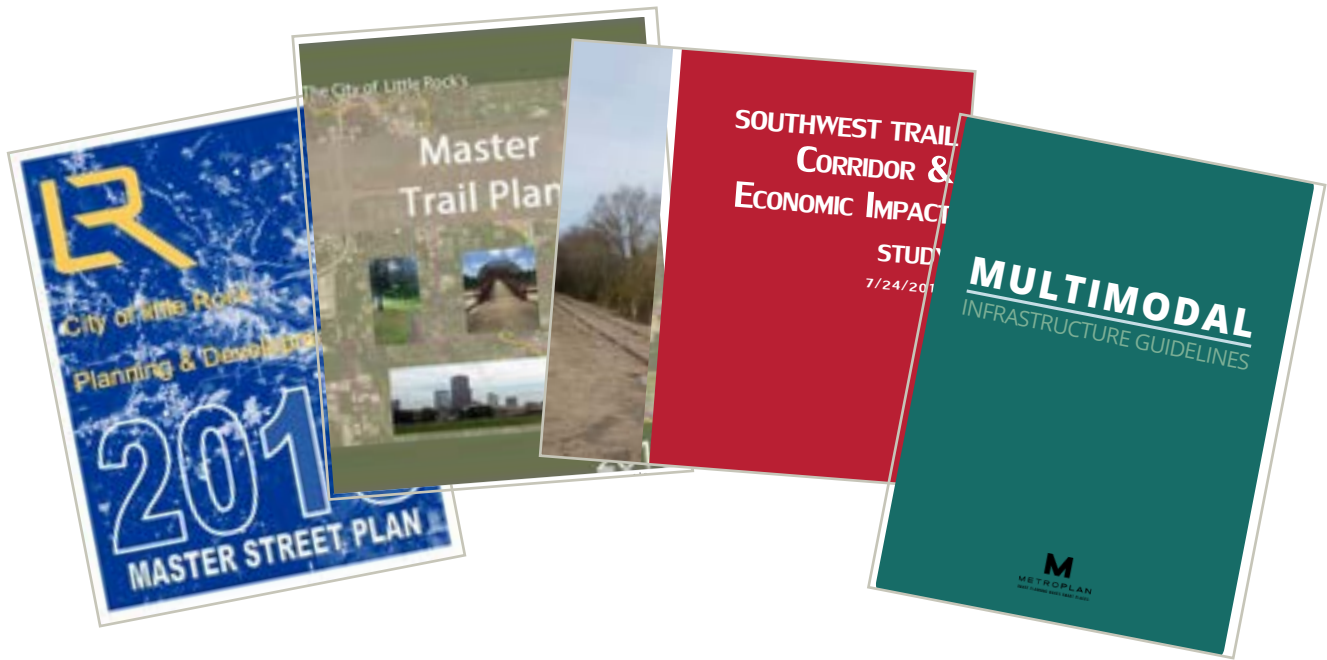
This chapter describes the current state of bicycling in Little Rock, highlighting many of the factors mentioned above. The report also examines bicycle (and pedestrian) crash data, demographic data, land use and development patterns, and relevant plans and policies that shape the environment for active transportation. The information and analysis in this report forms the foundation of this plan and the basis for recommended investments in active transportation and Complete Streets. With an understanding of plans and policies developed in the past and current opportunities and challenges, we can create a path forward to a better future for active living in Little Rock.

Planning and Policy Context

The City of Little Rock and its regional partners have laid a solid foundation for active transportation through a number of plans, policies, and initiatives that integrate bicycling, walking, and transit into the city’s transportation system. A review of these efforts provides context for the development of this plan and can identify specific components of these efforts to address or advance in the recommendations. Relevant plans and policies are listed in Table 1.

Table 1. Relevant Plans and Policies

PLAN/POLICY	JURISDICTION	DATE
Master Street Plan	City of Little Rock, AR	2018
Master Trail Plan	City of Little Rock, AR	2016
Bike Friendly Community Committee 2025 Goals	City of Little Rock, AR	2019
Arkansas Bicycle and Pedestrian Transportation Plan	State of Arkansas	2017
Central Arkansas 2050: Sustaining our Future	Metroplan MPO	2018
Pedestrian/Bicyclist Crash Analysis 2015	Metroplan MPO	2015
Move Central Arkansas: Strategic Plan Summary Report	Rock Region Metro	2016
Southwest Trail Corridor & Economic Impact Study	Garland, Saline, and Pulaski Counties	2015
Complete Streets Ordinance	City of Little Rock, AR	2015
2020 Sustainability Roadmap Goals	City of Little Rock, AR	2015
Central Arkansas Regional Greenways Plan	MetroPlan MPO	Ongoing
Multimodal Infrastructure Guidelines	MetroPlan MPO	2021



Key Takeaways

The City of Little Rock and its partner agencies throughout the region have laid the foundation for a robust active transportation system and supporting facilities through a variety of plans, policies, and programs. Many of these previous and on-going efforts build upon each other to create an interweaving planning and policy environment in which bicycling, walking, and active transportation are integrated into agency and department practices and procedures. For example, the City of Little Rock's Complete Streets Ordinance requires the City Manager to oversee that Complete Streets design principles are incorporated into City plans, proposed ordinances and regulations, and staff training. It also requires the Public Works Department to incorporate best practices in street and active transportation facility planning, design, construction, and maintenance using guidelines and resources from national organizations like the American Association of State Highway Transportation Officials (AASHTO) and the Institute of Transportation Engineers (ITE).

Recent planning efforts also reinforce the importance of active transportation and Complete Streets principles as integral parts of a holistic, multimodal

transportation system. The Master Street Plan, Master Bike Plan, and Master Trail Plan envision a fully integrated system in which multimodal streets and off-street trails create opportunities for people of all ages and abilities to bike, walk, roll, and access transit.

Even with the strong planning and policy foundation, there are still challenges to be addressed. The Master Bike Plan, for example, lacks detail with regard to facility type, feasibility, and level of effort required to implement individual projects.

This planning process presents an opportunity for the City of Little Rock to synthesize many of these interrelated plan recommendations and policies into a single guiding document to support future investments in active transportation and Complete Streets infrastructure, policies, and programs. Key takeaways and lessons learned from this plan and policy review will inform the recommendations in this plan and keep these previous and on-going efforts relevant and impactful in the coming years.

Facilities for Bicycling

On-Street Bikeways

On-street bikeways are an integral component of Little Rock's transportation system. The City's investment in on-street bikeways in recent years has laid the foundation for a network of interconnected bike routes, paved shoulders, fog lanes, bike lanes, and protected bike lanes (also referred to as separated bike lanes or cycle tracks). There are currently 48 miles of on-street bikeways in Little Rock, with an additional 17 miles of fog lanes that, although not a designated bikeway type, do provide some level of support for bicycle trips.

Map 1 on page 18 depicts existing on-street bikeways (and paved shared trails) in Little Rock. As the map illustrates, on-street bikeways have been installed in all seven wards. Despite this coverage across the city, there is little connectivity between bikeways as well as limited physical separation between bike facilities and automobile travel lanes that carry higher speed/higher traffic volumes. These characteristics limit people's ability to travel by bicycle. This is particularly noticeable in Wards 2, 6 and 7, where isolated bikeways on corridors like West 36th Street, Scott Hamilton Drive, and Stagecoach Road do not connect to other bikeways and do not have adequate separation from automobile traffic.

It is important to note that bicycling is permitted on nearly all roads in Little Rock by sharing the travel lane with motor vehicles, and the vast majority of bicycle trips include some travel on shared roads. Many local roads characterized by low traffic volumes and speeds offer comfortable conditions for most bicyclist types; however, busier collector and arterial roads, with multiple travel lanes, higher traffic speeds, and higher volumes of motor vehicles, are a major deterrent to bicycling for most types of bicyclists. Without a network of dedicated bikeways that provide protection between bicycle and motor vehicle traffic, bicycling beyond one's neighborhood can be a significant challenge.



Figure 3: Buffered bike lanes on South Main Street over Interstate 630.



Figure 4: Bike lanes on Taylor Loop Road end before the intersection approach to allow for a left turn lane, leaving bicyclists to merge with traffic and navigate the multi-lane intersection.



Figure 5: The one-way separated bike lane on Louisiana Street provides greater separation from motor vehicle traffic.

Trails

In addition to functioning as valuable recreational amenities, Little Rock's growing system of paved and natural surface trails provide a vital transportation function. Paved linear trails, also referred to as shared use paths, can provide valuable connections between neighborhoods, parks, schools, and other community destinations. Shared use paths can also serve a wider variety of users, including people bicycling, walking, using wheelchairs or other mobility assistance devices, pushing strollers, inline skating, and skateboarding.

There are over 35 miles of paved shared trails in Little Rock, as shown in Map 1 on the following page. While some of these trails are located within city parks, the majority are linear trails that serve as valuable links in the active transportation system. On-street bikeway connections to these off-street trails can increase opportunities for biking by providing a comfortable, low-stress route supporting people of all ages and abilities. Notable trails include the Arkansas River Trail, Rock Creek Trail, Boyle Park Trail, Coleman Creek Trail through the University of Arkansas at Little Rock Campus, and Kanis Park Trail and its multiple extensions along Rock Creek and Interstate 630.

The City of Little Rock and its regional partners have also invested in trail connections across the Arkansas River, and residents and visitors to the region now benefit from four low-stress, shared use path crossings at the Big Dam Bridge, Broadway Bridge, Junction Bridge (requires use of elevator or stairs) and Clinton Presidential Park Bridge. These bicycle and pedestrian bridges provide valuable connections between Little Rock and North Little Rock and expand recreation and transportation options for people bicycling, walking, and rolling.

Much like the on-street bikeway network, many of the existing trails in Little Rock do not connect to one another, limiting opportunities for longer-distance travel along low-stress, separated facilities.



Figure 6: Arkansas River Trail.



Figure 7: Coleman Creek Trail through the University of Arkansas at Little Rock Campus.



Figure 8: The shared use path along I-630 connects residents in Briarwood to Kanis Park.

EXISTING BICYCLE FACILITIES

As shown in Map 1, the Arkansas River Trail is the longest continuous bicycle facility in Little Rock (although some gaps remain in the Arkansas River Trail). Greenway segments and bike lanes across the city are growing, but greater connectivity is needed.

Map 1: Existing On-Street Bikeways and Paved Trails

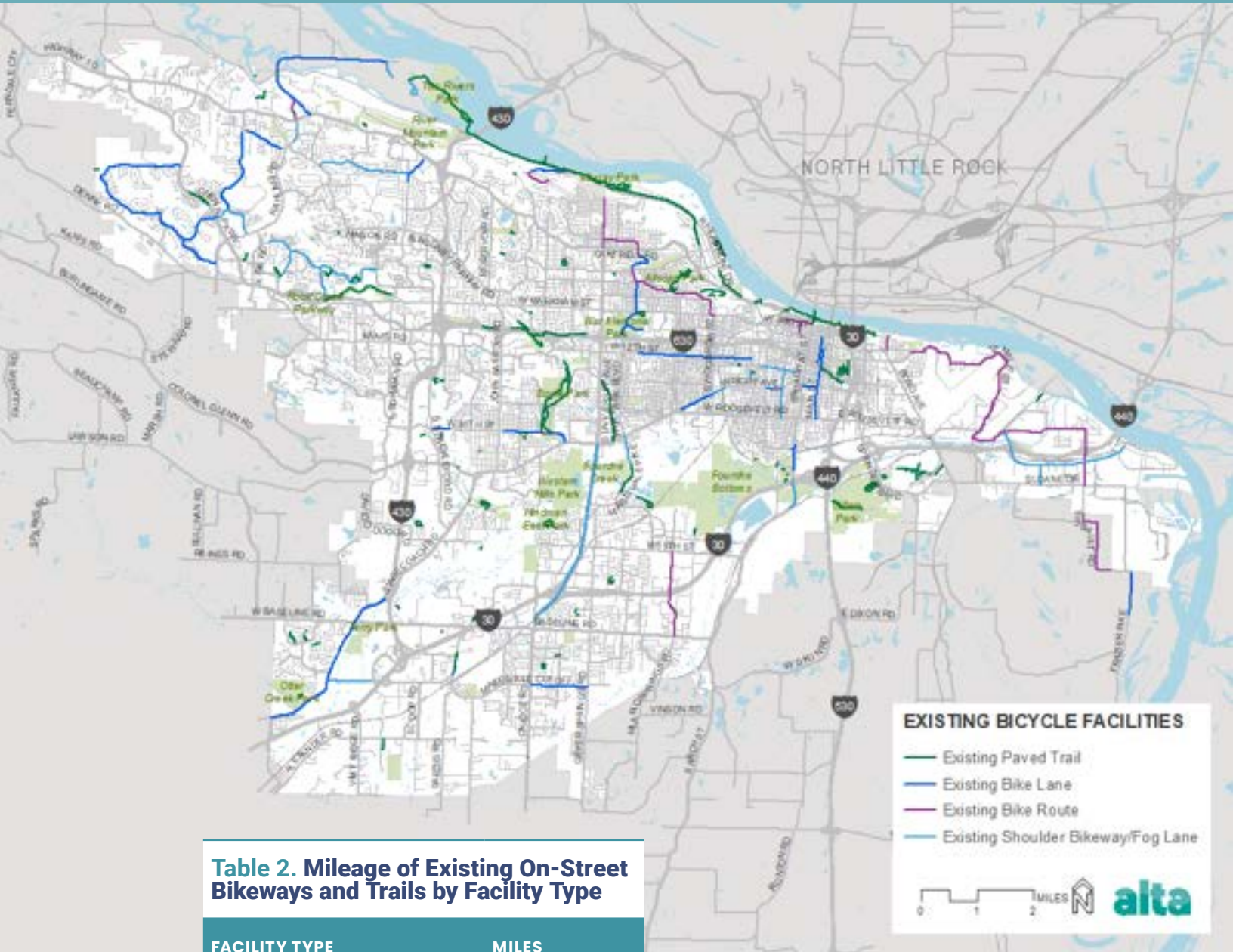


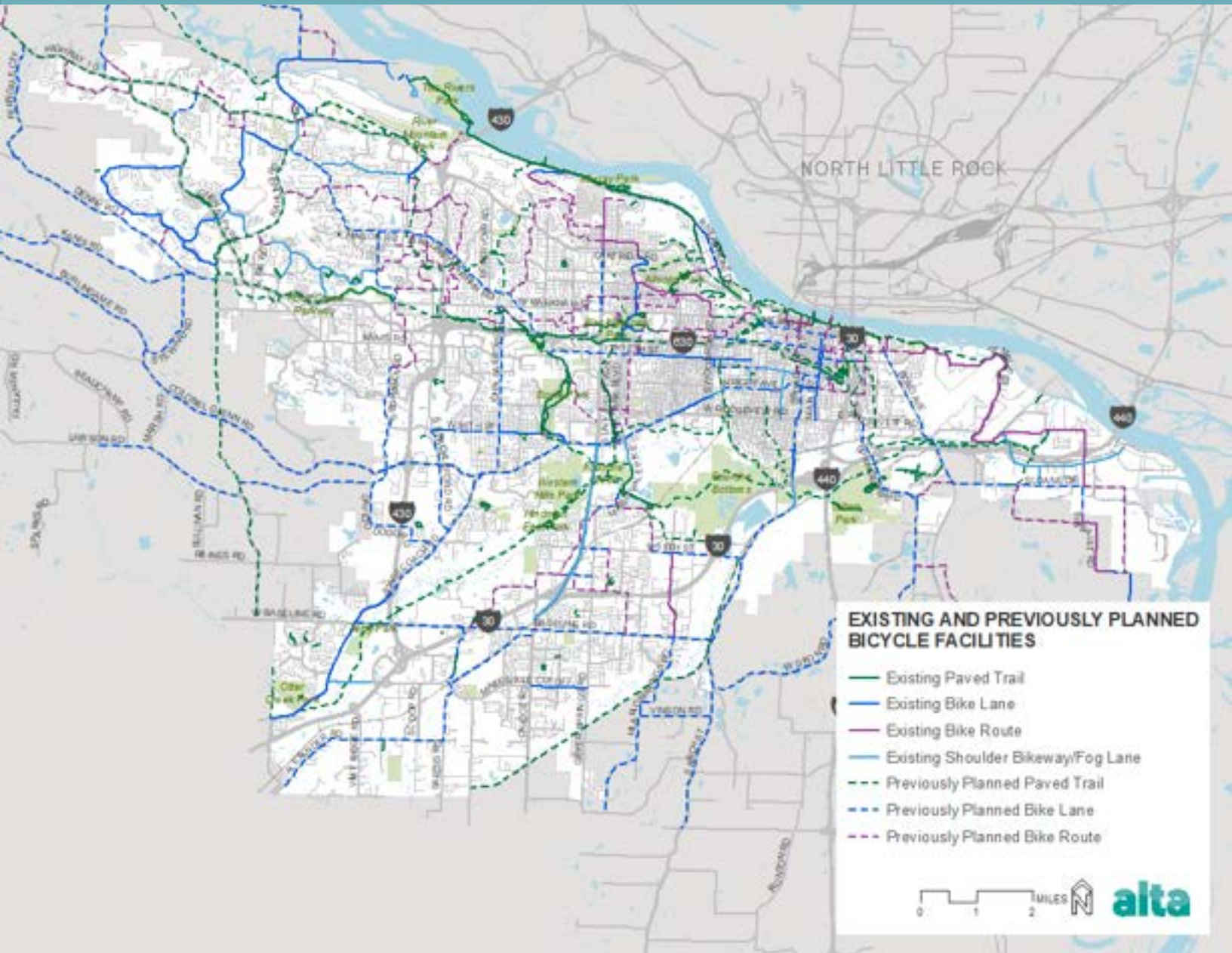
Table 2. Mileage of Existing On-Street Bikeways and Trails by Facility Type

FACILITY TYPE	MILES
Shared Use Path / Paved Trail	38.5
Bike Lane	25.5
Signed and/or Marked Bike Route	16.2
Fog Lane	21.1
Total	101.3

PREVIOUSLY PLANNED BICYCLE FACILITIES

The City of Little Rock has previously addressed the issue of limited connectivity and the need for a more comprehensive on-street bikeway system as part of the Master Street Plan. This plan provides the blueprint for on-street bicycle facility development and is used as a reference by Little Rock staff during project phasing, scoping, and development processes. The City's Master Trail Plan, completed in 2016, complements the on-street bikeway and sidewalk network, providing longer, low-stress corridors for active transportation and recreation.

Map 2: Existing and Previously Planned On-Street Bikeways and Trails



The recommendations proposed in these previous planning efforts represent a vision for an interconnected system to connect people bicycling to local and regional destinations. Implementation of these previously planned bicycle facilities is well under way, and the City of Little Rock continually seeks opportunities to advance facility recommendations through regular resurfacing projects, reconstruction projects, and other capital improvements. While progress has been made and multiple projects recommended in these plans have been completed, there are challenges that must be addressed as Little Rock continues to build out the active transportation network. These challenges include limited curb-to-curb width for bikeway development, right of way acquisition, financing and funding availability, balancing competing needs, and ongoing maintenance responsibilities and associated costs.

Needs Assessment

The City of Little Rock is a diverse community, and transportation needs and opportunities vary from neighborhood to neighborhood. From land use and development patterns to socio-economic and racial demographics to bicycle and pedestrian crash trends, the experience of traveling in Little Rock can be very different depending on who you are and where you live.

The needs assessment for this planning process utilizes two unique data-driven analyses to identify areas in Little Rock where investments in active transportation (biking and walking) infrastructure can have the greatest impact. The first of these analyses is a latent demand analysis, which examines the density of trip origins and destinations like residences, places of

employment, parks, schools, and transit stops to identify areas of the city with high potential to support bicycling and walking trips. The second, an equity analysis, examines demographic data at the census block group level to locate higher concentrations of populations for whom bicycling and walking infrastructure investments can have a greater impact on mobility, safety, and access to opportunity.

In addition to these spatial analyses, the needs assessment also examines five years of bicycle and pedestrian crash data to identify trends and other key findings to inform plan recommendations.



Figure 9: Little Rock staff leading a youth bicycle training and group ride event.

Demand Analysis

The land use and transit-based demand analysis provides a general understanding of expected bicycling and pedestrian activity by combining individual spatial analyses representative of where people live, work, play, shop, access public transit, and go to school into a composite sketch of demand for active transportation facilities in Little Rock.

DEMAND METHODOLOGY AND SCORING

Categorical data representing each demand factor (e.g., live, work, play) are processed individually. The resulting values for each category are spatially joined to a uniform point grid that is used to develop a visual representation of category density using GIS-based kernel density tools. The result is a model of demand for bicycle and pedestrian facilities accounting for the impacts of destination proximity and density. Each category and its data sources are listed in the table below.

Scores increase for areas that have a high density of destinations that are close together, like a downtown. Scores decrease in areas with lower densities of destinations that are further apart such as fringe strip commercial. Thus, on the demand maps that follow, the highest density/usage/activity locations do not represent specific physical facilities, but rather represent relative higher use zones or hot spots.

Categories are scored on a scale of one to five based on density and proximity and then combined with equal weighting to develop a composite demand score. Individual and composite representations of demand for bicycling and walking facilities are important factors in the planning process. The finding from this analysis will inform bicycle network recommendations and project prioritization.

Table 3. Demand Model Inputs

INPUT CATEGORY	DATA SOURCE
Residential Density	US Census Bureau American Community Survey (ACS) 2019 block group-level population data (5-year estimate)
Employee Density	US Census Bureau 2018 Longitudinal Employee Household Dynamics (LEHD) block-level total employment
Retail, Dining, & Entertainment Employee Density	US Census Bureau 2018 LEHD block-level employment for retail, dining, and entertainment labor categories
Educational Facilities Density	Location of early childhood centers, elementary schools, middle schools, high schools, private primary and secondary schools, and post-secondary schools
Recreational Facilities Density	Location of public parks (excluding golf courses) and paved trails
Transit Route Density	Rock Region METRO transit route location (excluding route segments on interstate highways)

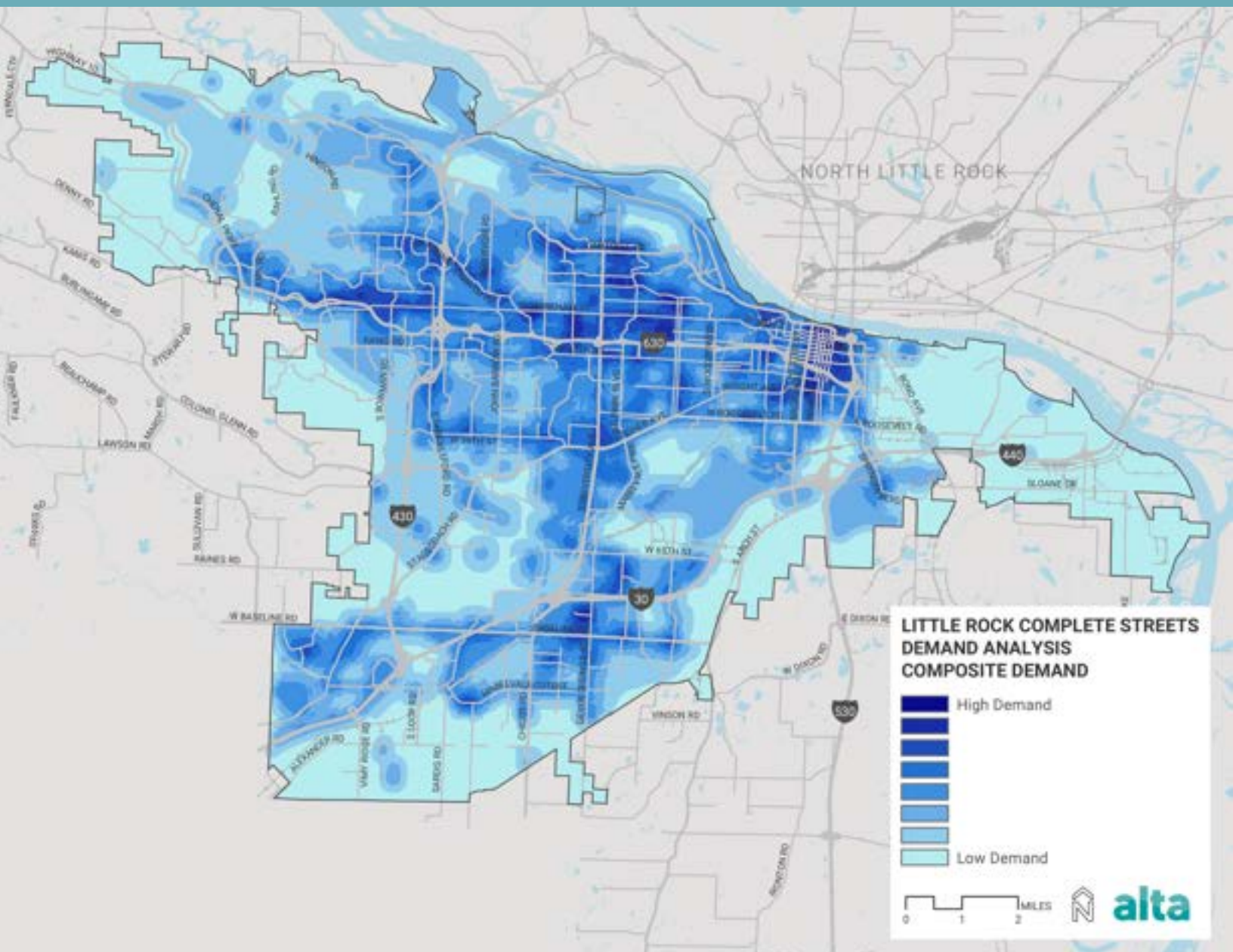
Demand Analysis Results

The results of the demand analysis are presented in the following map series, beginning with the composite demand map below.

COMPOSITE DEMAND

The composite demand map combining all categories is shown in Map 3. Composite demand represents the combined relative densities of population, employment, retail employment, and trip-generating land uses like schools, parks, trails, and transit stops. Demand for active transportation facilities is higher (shown in darker blue) in Downtown Little Rock, neighborhoods along I-630 to the west, and along other major corridors like Kavanaugh Boulevard, Markham Street, Chenal Parkway, Rodney Parham Road, University Avenue, Baseline Road, and Geyer Springs Road.

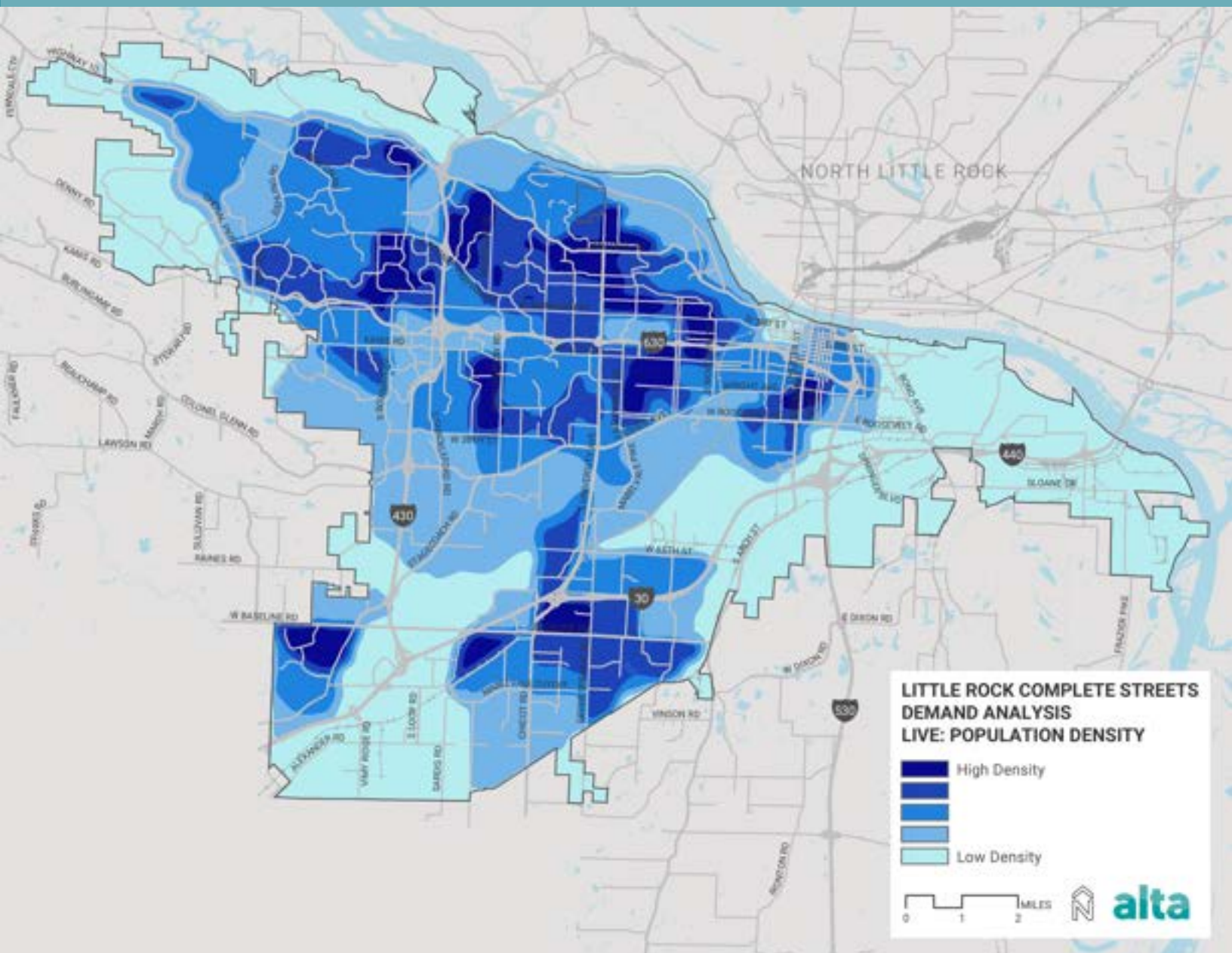
Map 3: Composite Demand for Active Transportation Facilities



WHERE PEOPLE LIVE

This category examines 2019 census block group-level population to explore residential density patterns across the City. These locations represent potential trip origin locations. More trips can be made in areas with higher population density if conditions are right. The results for this category are shown in Map 4. Pockets of high residential density are dispersed throughout Little Rock and include neighborhoods like East of Broadway, Forest Hills, Hope, Capitol View/Stiff's Station, Hillcrest, Midtown, Otter Creek, Cloverdale, and parts of John Barrow.

Map 4: Residential Density

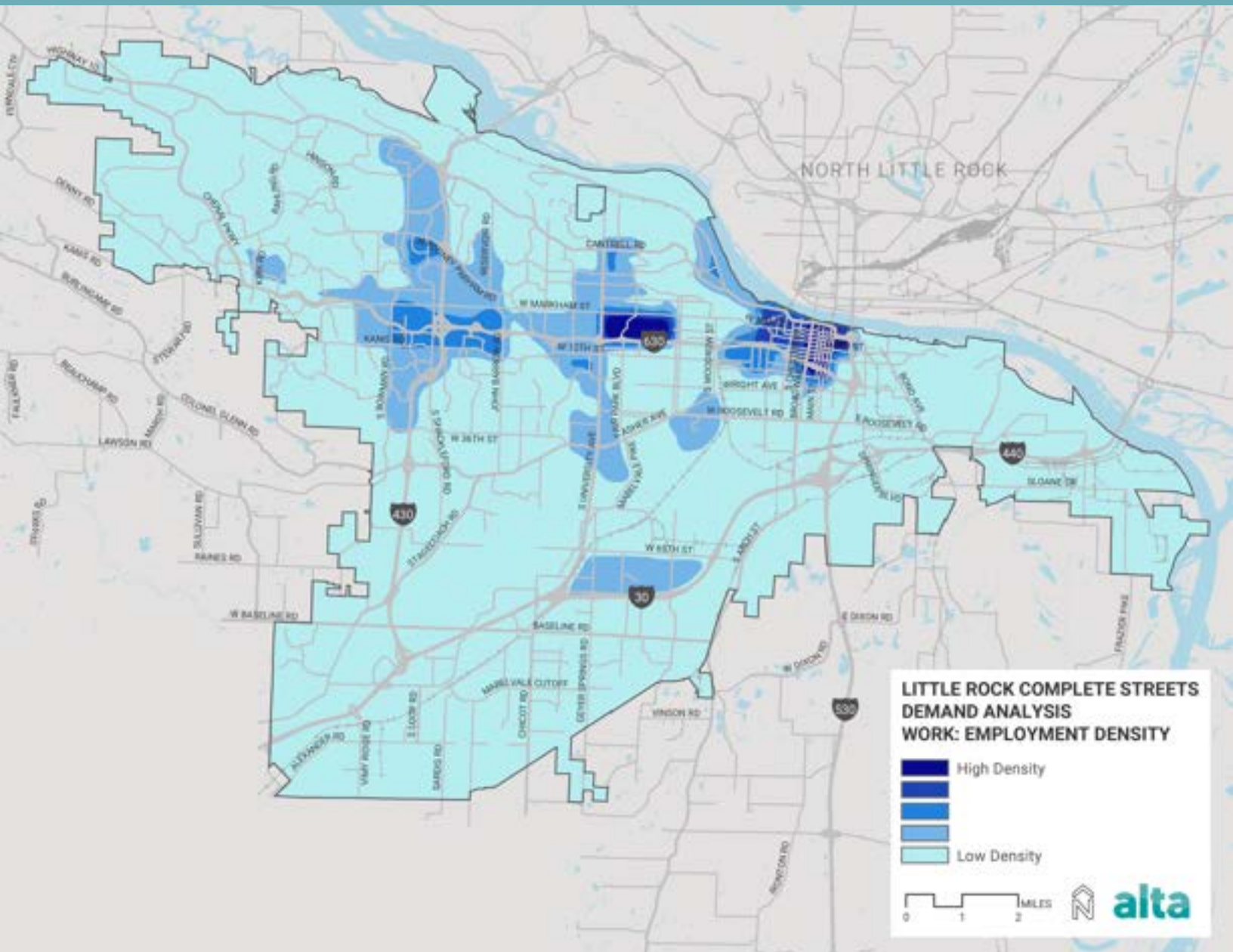


WHERE PEOPLE WORK

This category represents employment destinations for people working in Little Rock, regardless of residency. Its basis is 2019 total employment density by census block group. Depending on the type of job, employment can act as a trip attractor (i.e., retail stores or cafes) or trip generator (i.e., office parks and office buildings) or both. Specific employment types, such as retail, are also used in the *Where People Shop* category.

The results of the employment category are shown below in Map 5. While businesses and employers are located throughout Little Rock, the relative density of employment varies significantly, resulting in a small number of high-density employment areas, including Downtown Little Rock; medical campuses like UAMS, CHI St. Vincent, and Baptist Health Medical Center; light industrial uses in Wakefield and Upper Baseline; and commercial nodes like at Asher and University Avenues, Markham Street and University Avenue, Rodney Parham Road and I-430, Markham Street and Shackleford Road, and Markham Street and Chenal Parkway.

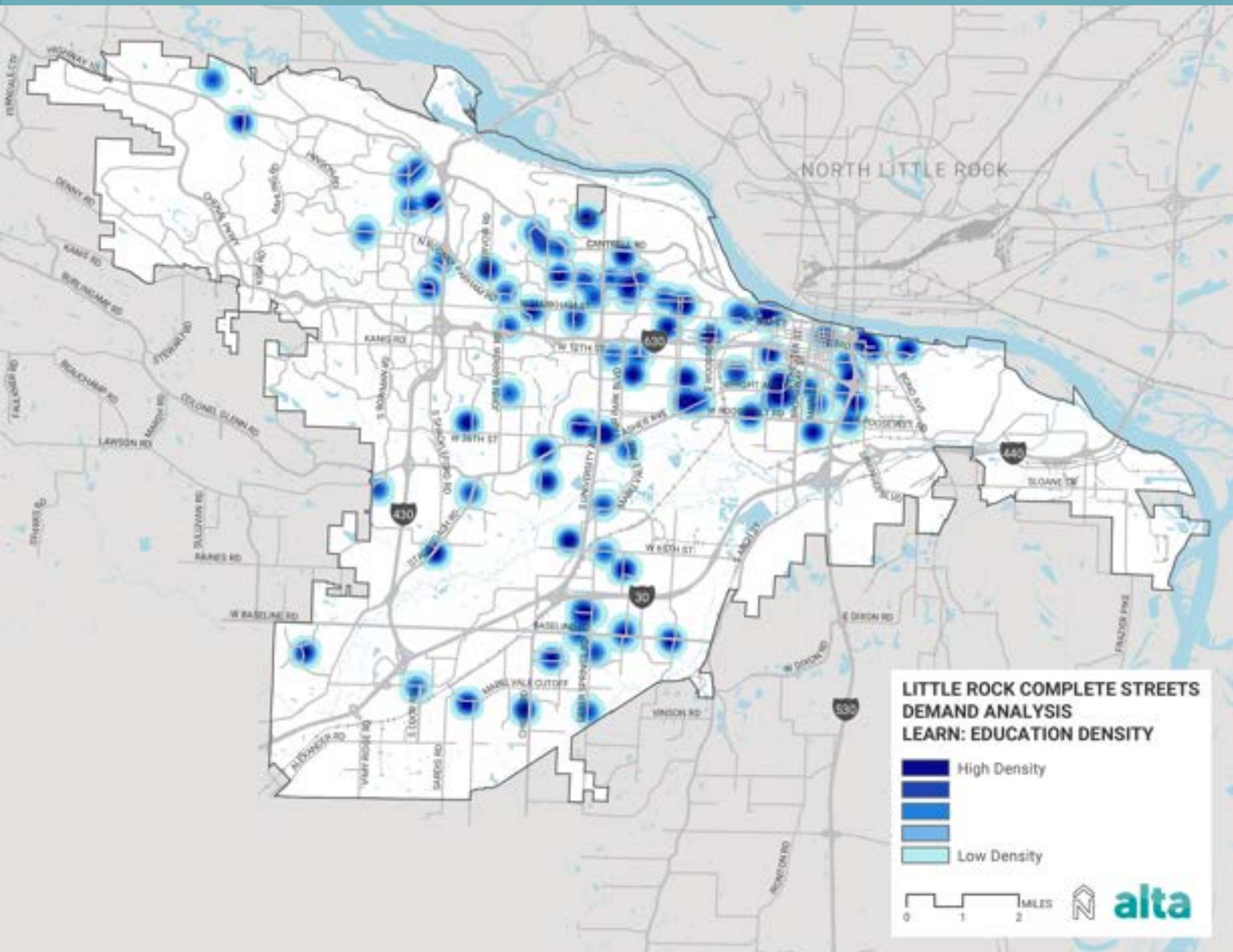
Map 5: Employment Density



WHERE PEOPLE LEARN

This category shows demand for bicycling and walking based on the locations of all public and private elementary, middle, and high schools, as well as post-secondary education institutions like community colleges, colleges, and universities. Shown below in Map 6, the results for this category show that schools are dispersed throughout the City and generally align with residential development patterns. Higher concentrations of schools are located in more dense residential areas surrounding Downtown and Wards 1, 2, 3 and 4. Investments in active transportation infrastructure in these neighborhoods can support more active transportation trips to school and reduce automobile activity during morning and afternoon hours, creating safer conditions for biking and walking school trips.

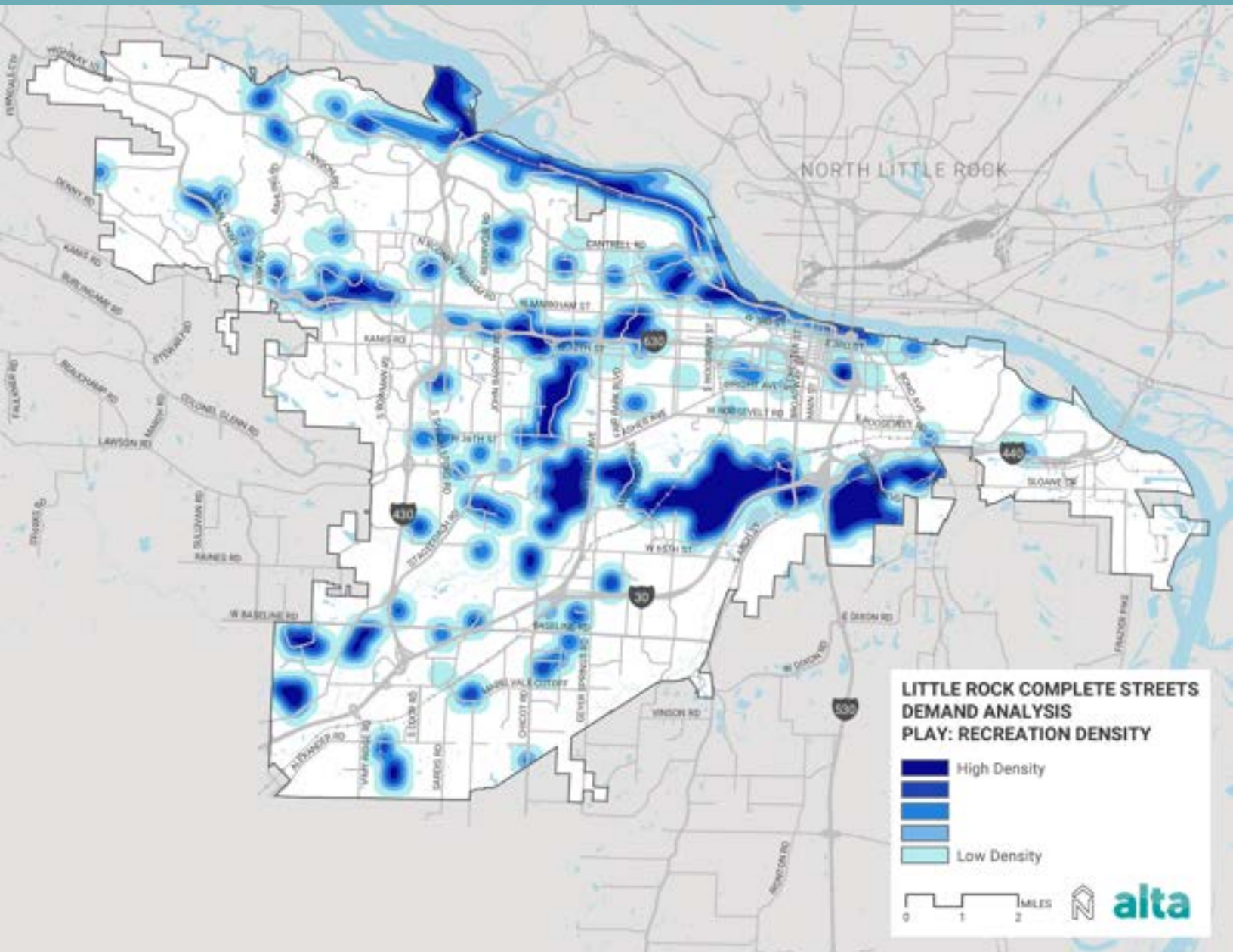
Map 6: Primary, Secondary, and Post-Secondary School Density



WHERE PEOPLE PLAY

The *Where People Play* category examines the density of parks and trails in Little Rock. Map 7 displays the results of this category. Smaller neighborhood parks are dispersed throughout Little Rock and represent destinations for short bicycling and walking trips from nearby residences. Larger regional parks and recreation areas like Fourche Bottoms, Gilliam Park, Western Hills Park, Hindman East Park, River Mountain Park, and Two Rivers Park are located in less developed areas, often along riparian corridors and in floodplains. Linear trails are also an integral component of the City's parks and recreation system, serving as both transportation corridors between neighborhoods and parks, and as destinations in and of themselves. The Arkansas River Trail, Coleman Creek Greenway, Rock Creek Trail, the I-630 Trail all provide links to nearby parks, schools, neighborhoods, commercial districts, and cultural destinations while also serving as trip attractors for bicyclists, walkers, joggers, and other non-motorized users.

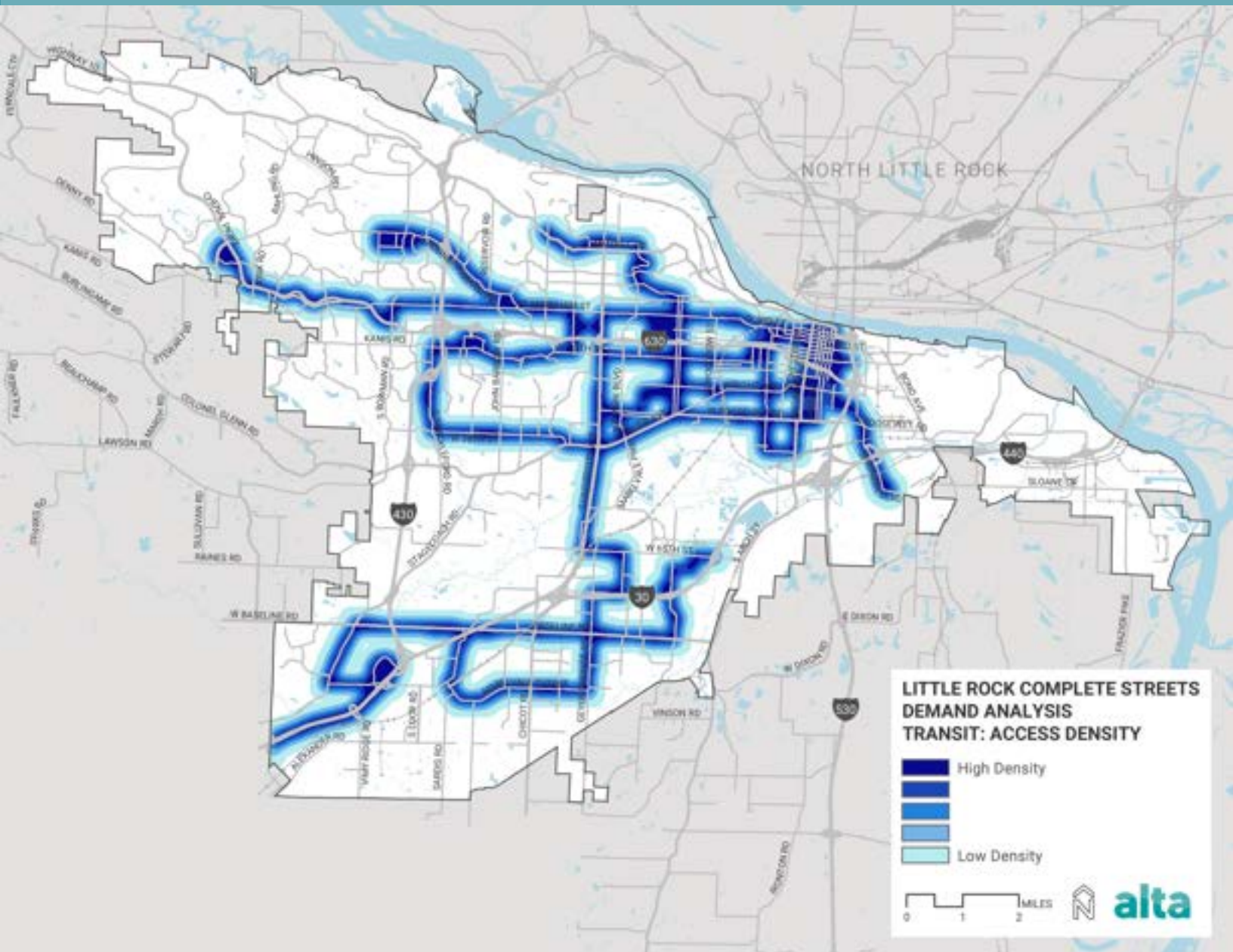
Map 7: Park and Trail Density



WHERE PEOPLE ACCESS TRANSIT

Rock Region METRO provides the City of Little Rock and surrounding communities with bus transit services. Many people who take the bus to school, work, or other destinations throughout the city begin and end their journeys on bike or foot. Safe, convenient, and accessible on-street bikeways, trails, and sidewalks can increase access to transit. Map 8 displays the density of fixed transit routes based on the future system. For the purposes of this analysis, segments of routes that travel on interstate highways have been removed because there are no bus stops along these portions of a route. Transit density is highest in Downtown Little Rock and neighborhoods to the west and immediate south, where multiple routes intersect, overlap, or run parallel to one another.

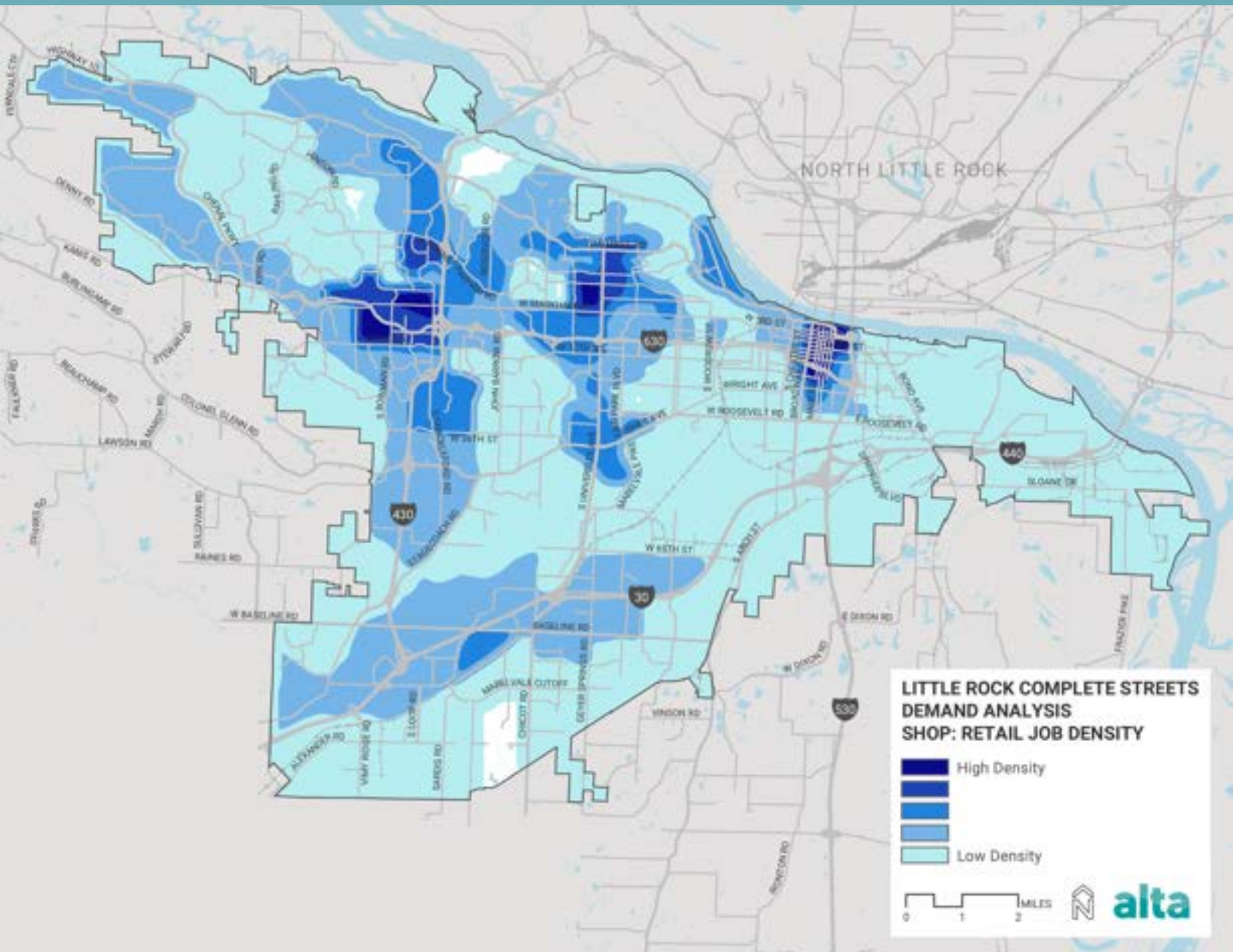
Map 8: Transit Route Density



WHERE PEOPLE SHOP

This category examines 2019 census block group-level retail employment as a proxy for retail, dining and entertainment destination density. As Map 9 indicates, there are a small number of high-density commercial nodes located across the City. These include Downtown Little Rock, Markham Street and University Avenue, Markham Street and Shackleford Road, Markham Street and Chenal Parkway, Chenal Parkway and Bowman Road, Rodney Parham Road and Shackleford Road, and Asher Avenue and University Avenue. While lower density, other arterial corridors still offer commercial destinations for surrounding neighborhoods and subdivisions, including segments of Markham Street, Cantrell Road, Kavanaugh Boulevard, Baseline Road, Chenal Parkway, Rodney Parham Road, and Roosevelt Road.

Map 9: Retail Employment Density



Equity Analysis

Not everyone has equal access to a wide range of convenient, safe and affordable means of transportation. Many people in Little Rock have a hard time getting to work, accessing healthy foods, seeing a doctor, going to school, or connecting with others. Referenced here as “communities of concern”, the following analysis considers populations who have been historically disadvantaged or are otherwise considered vulnerable to unsafe, disconnected, or incomplete active transportation facilities. These communities - who may experience challenging financial, health and housing circumstances, and/or physical or communication limitations - are prevented from fulfilling basic needs without safe, convenient transportation options.

When cities have the resources to provide mobility options, communities of concern can experience improved access to jobs, housing and other critical services. Equity recognizes that different people experience different barriers to securing their needs.¹ Working towards equity may mean prioritizing Complete Streets funding in areas with a greater concentration of disadvantaged populations instead of distributing funding equally based on geography. Investing in active transportation facilities in areas of highest need will likely improve access to public health and economic/job

¹ Center for Infrastructure Equity, Transportation Equity, PolicyLink. 2016. <http://www.policylink.org/focus-areas/infrastructure-equity/transportation-equity>.

opportunities. It is important to note however, that development of a Complete Streets network is just a start. Though beyond the scope of this Plan, other cultural, economic, law-enforcement and political changes are needed in Black, Hispanic, Native American, and immigrant communities to ensure people have full access to a range of safe, accessible, and convenient transportation choices.

The equity analysis uses publicly-available demographic data from the US Census Bureau to identify communities of concern for whom investments in bicycling, walking, transit access, and Complete Streets can improve transportation choices and access to opportunity. The results of this analysis will inform the identification and prioritization of recommendations as part of this planning process.

METHODOLOGY

The equity analysis uses demographic information from the US Census Bureau to examine geographic distribution of communities of concern using six key indicators listed below in Table 4. All data was obtained from the 2019 American Community Survey (ACS) 5-year estimates, and the analysis was conducted at the Census Block Group level for all block groups within the City of Little Rock. These indicators were then combined (with equal weighting) to create a composite equity score.

Table 4. Equity Indicators

CATEGORY	INDICATOR
Race/Ethnicity	People of color and Hispanic or Latino Population
Age	Children (under 18 years old) and seniors (over 64 years old)
Income	At or below 200% of federal poverty level
Educational Attainment	No high school diploma
Commute	No access to a motor vehicle
Linguistic Isolation	Does not speak English well or at all

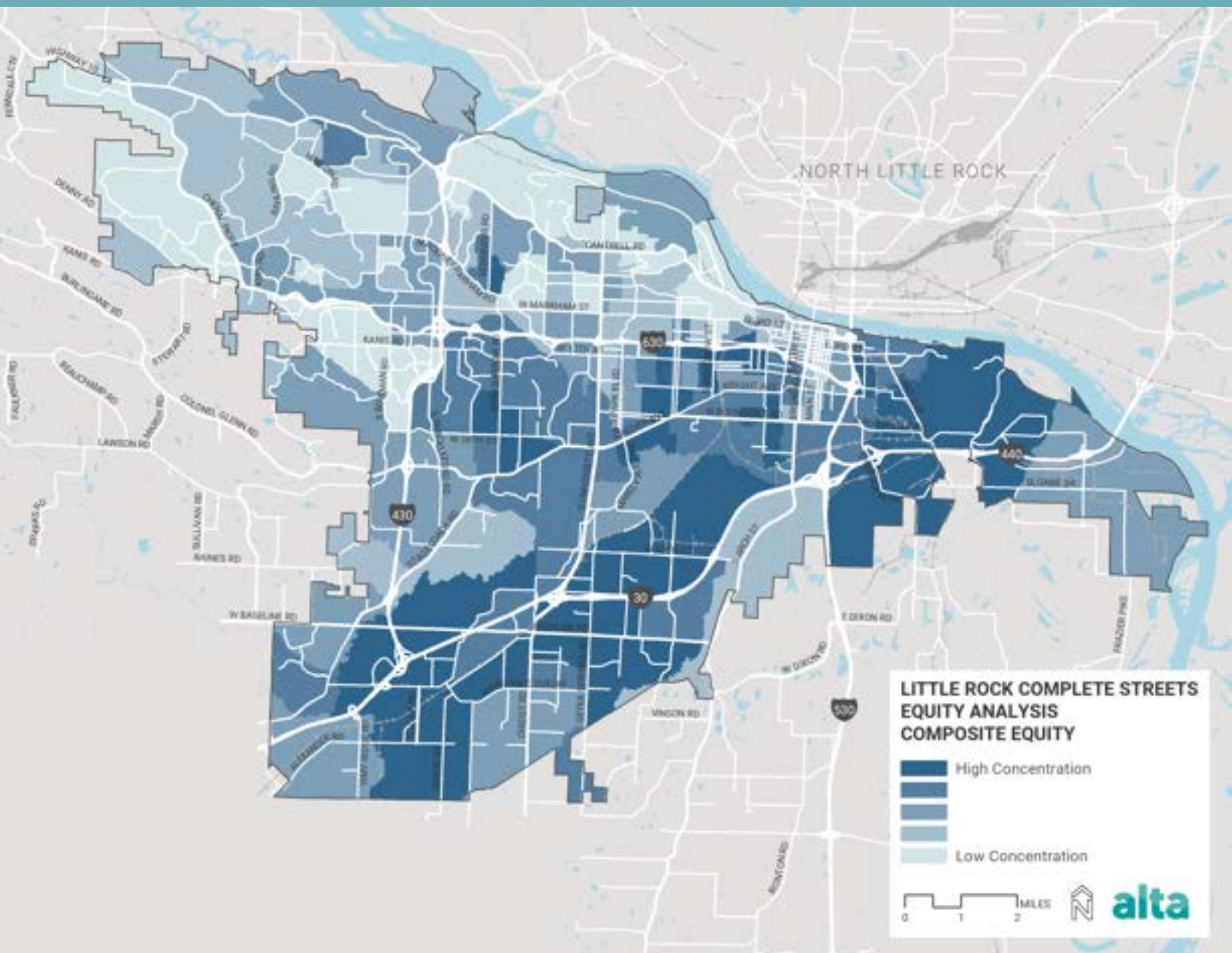
Equity Analysis Results

The six indicators used for this analysis received equal weighting and were combined to determine the composite equity score. The composite equity map is displayed below, followed by separate maps for each equity indicator. For all maps, the darker blue census block groups represent areas with higher concentrations of communities of concern, while the lighter blue block groups represent areas with lower concentrations of communities of concern.

COMPOSITE EQUITY

Composite equity results are shown below in Map 10. While higher concentrations of communities of concern can be found throughout Little Rock, the majority of census block groups with higher concentrations are located in Wards One, Two, Six, and Seven. These areas range from more densely populated neighborhoods in and around the urban core to less dense suburban and rural neighborhoods and communities. Areas include parts of Downtown, East Little Rock, Central High, Oak Forest, South End, Wakefield, and Windamere.

Map 10: Composite Equity



RACE

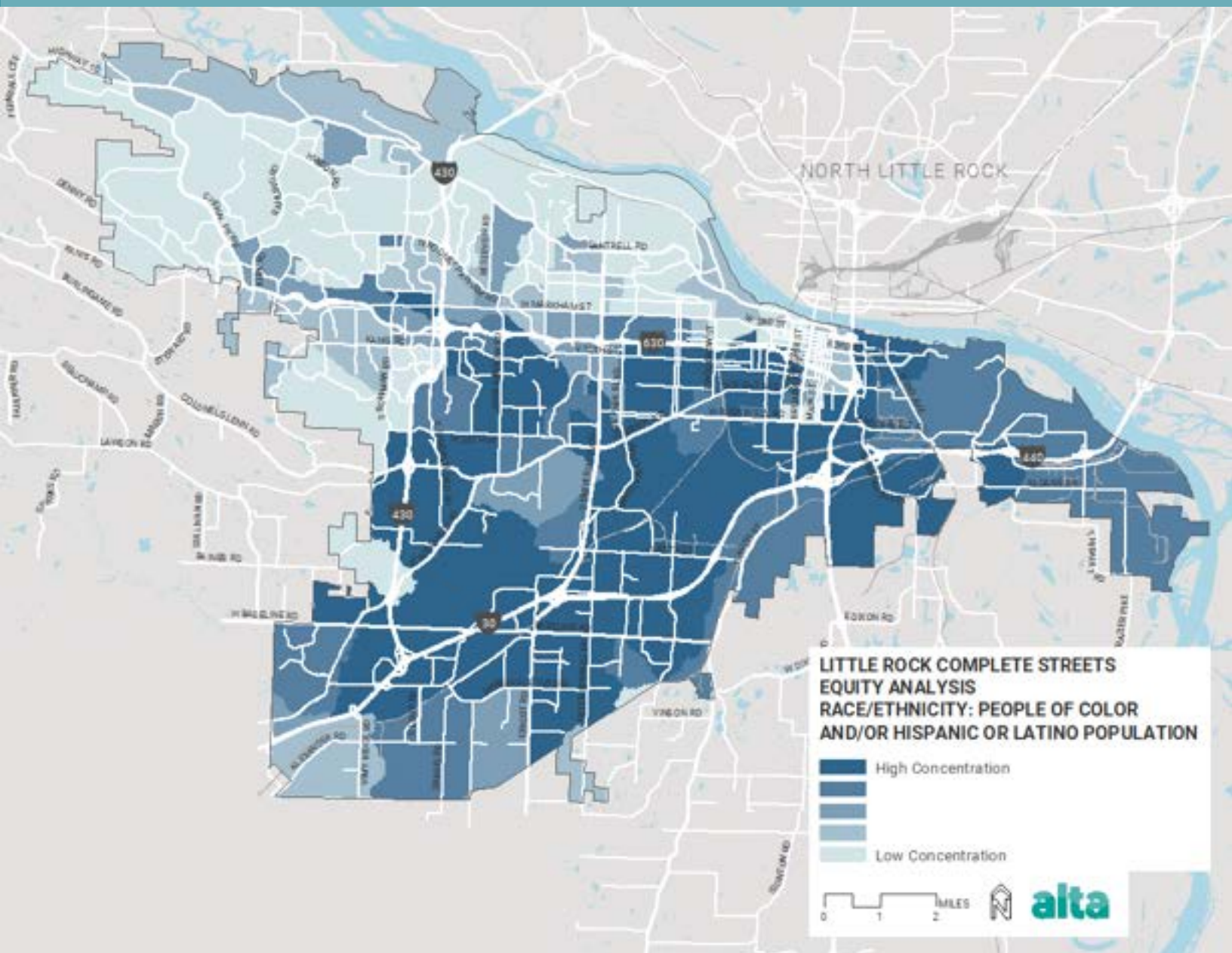
People of color and Hispanic or Latino populations are more likely to live in areas with poor or limited active transportation facilities, educational opportunities, job resources, and healthy food outlets.^{2,3} Nationally, people of color populations tend to be more dependent on transit and active transportation; black individuals are more than four times and Hispanic or Latino individuals are three times more likely to not have access to a household car compared to their white counterparts, regardless of income.⁴ As illustrated in Map 11, there is a stark racial divide along I-630, with the majority of people of color and Hispanic or Latino residents in Little Rock located south of the interstate.

² Smart Growth America. *Benefits of Complete Streets: Complete Streets Mean Equity Streets*. <https://smartgrowthamerica.org/app/uploads/2016/08/cs-equity.pdf>. Accessed December 2016.

³ Dannenberg A, Frumkin H, Jackson R. *Making Healthy Places*. 1st ed. Washington D.C.: Island Press; 2011.

⁴ Berube A, Deakin E, Raphael S. *Socioeconomic Differences in Household Automobile Ownership Rates: Implications for Evacuation Policy*. Brookings Inst. 2006.

Map 11: Race/Ethnicity Equity Indicator

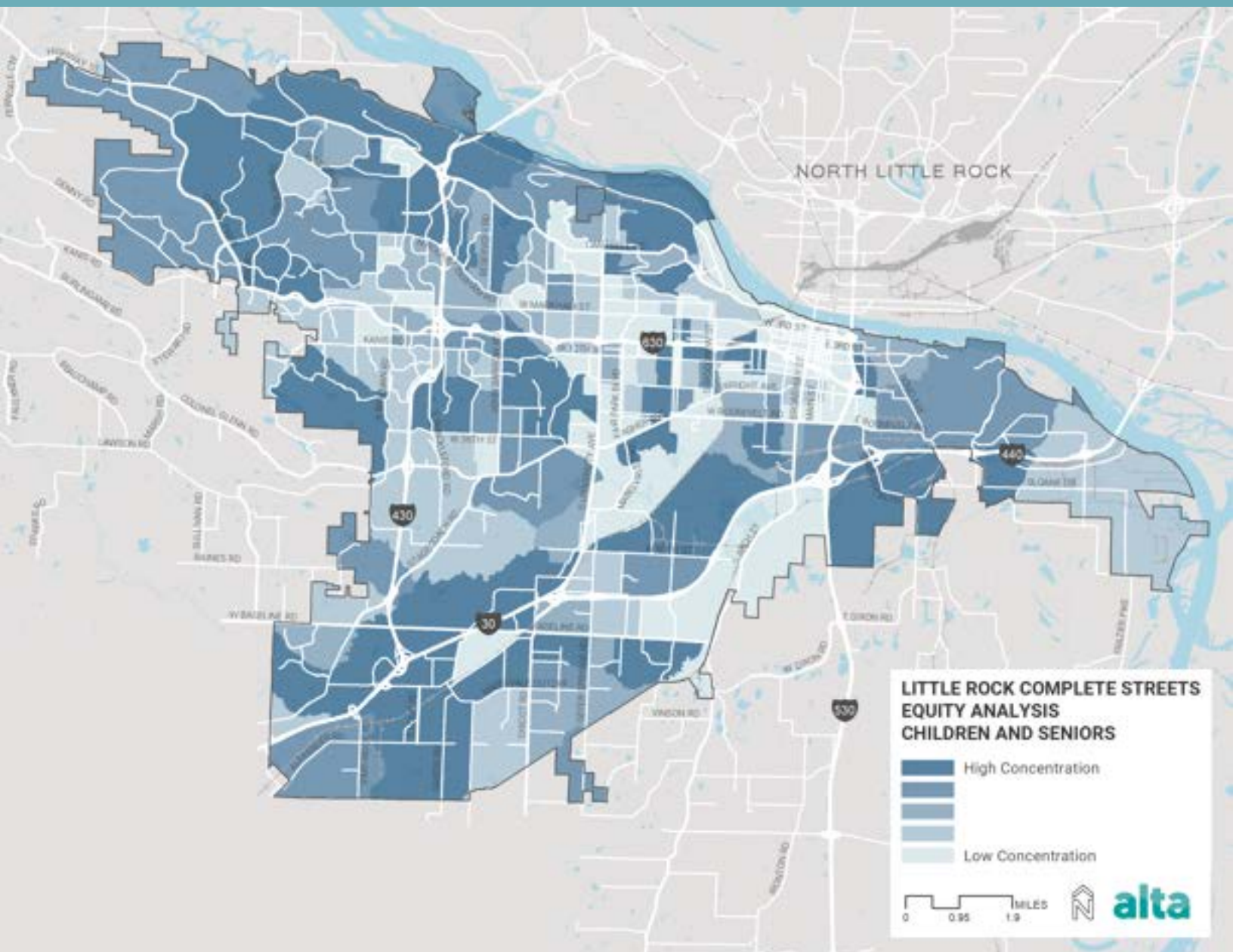


AGE

Children and seniors have different transportation needs and abilities than most adults. The population under 18 years of age is thought to have higher active transportation infrastructure need because they have less access to motor vehicles and may rely more on alternative modes of transportation. Older adults increasingly depend on active transportation modes, such as using public transit, walking, and/or biking when they decrease or stop driving.

The distribution of children and seniors in Little Rock as illustrated below in Map 12 does not align with other correlated indicators like race, education, and income. Higher concentrations of seniors and children are dispersed throughout the city, in some cases highlighting aging communities and larger senior living facilities, and in other cases neighborhoods with young families.

Map 12: Age Equity Indicator



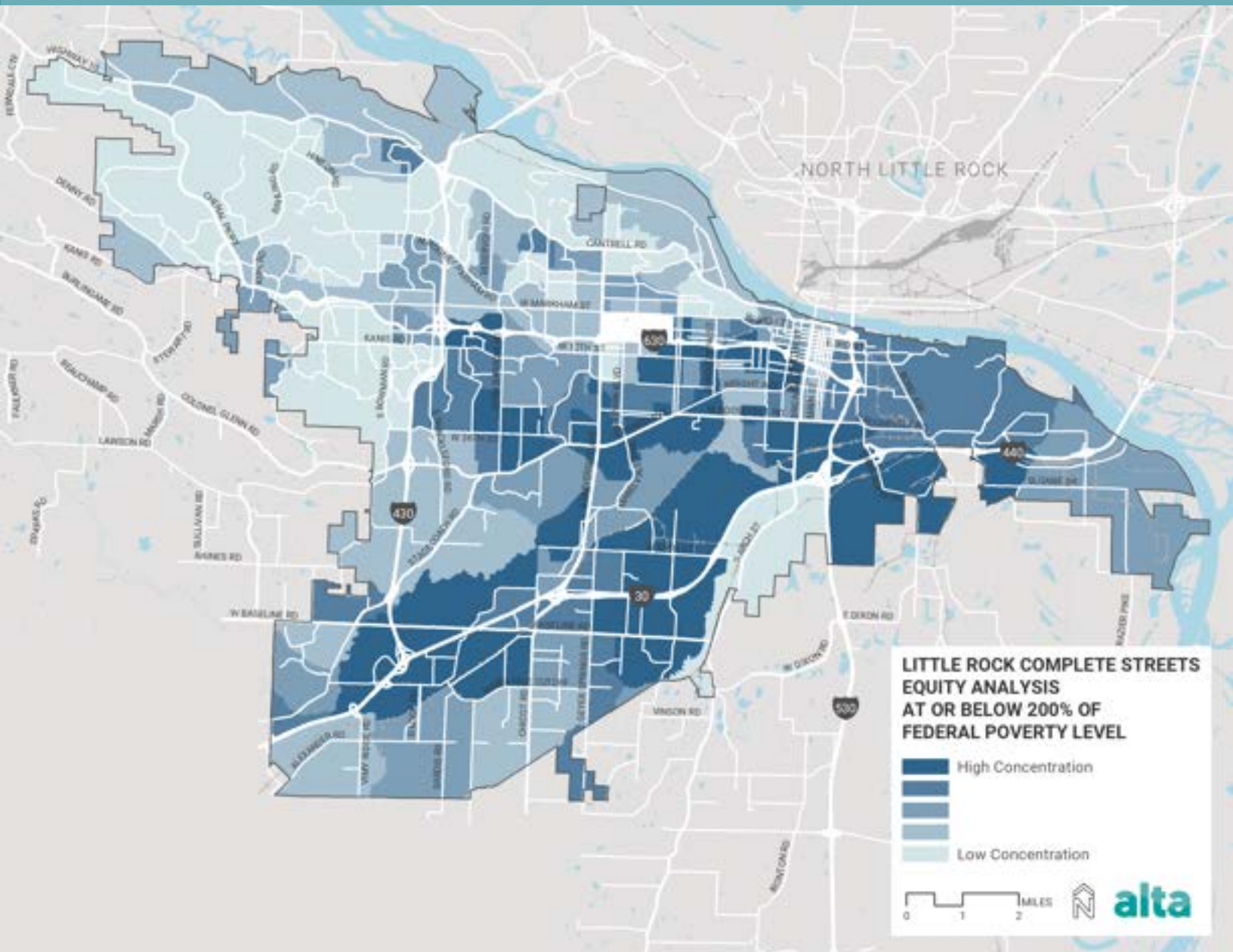
INCOME

Populations with higher levels of poverty may have limited access to vehicles and rely more on active transportation networks to access daily trips. Even with increased dependence on non-automotive transportation, low-income residential areas are often less bikeable and walkable, a condition that creates barriers to living safe, social, and active lives.^{3,5}

Locations of higher concentrations of Little Rock residents living at or below 200% of the federal poverty level closely align with racial and educational equity indicators. Higher concentrations of low-income households are located in the areas surrounding Downtown Little Rock and neighborhoods to the west, southwest, and east.

5 Active Living by Design. Low Income Populations and Physical Activity, 2012.

Map 13: Income Equity Indicator



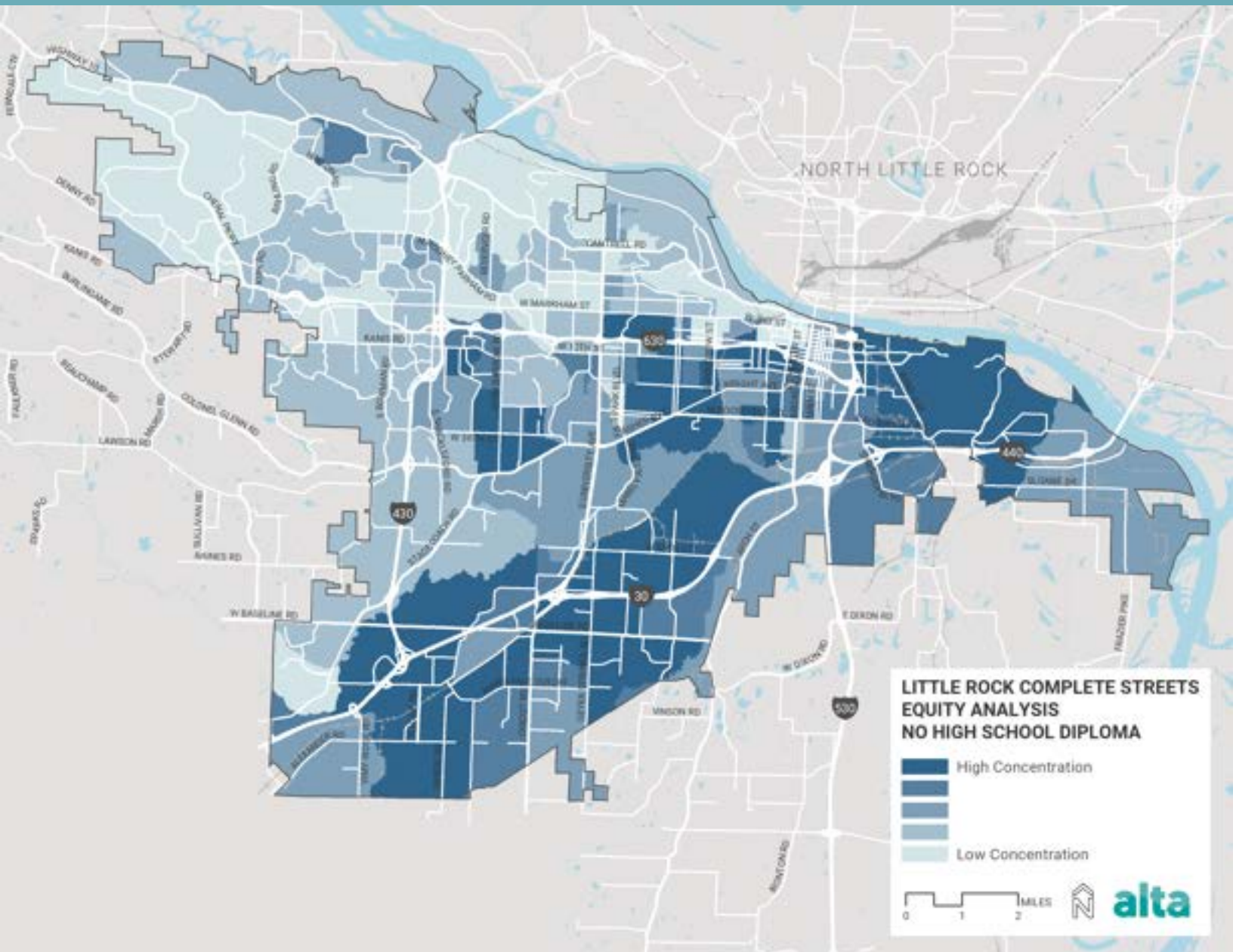
EDUCATION

Nationwide, those without high school diplomas have the second highest rates of bicycling and the highest rates of walking to and from work.⁶ These individuals may depend on bicycling and walking due to financial constraints and lack of adequate and/or convenient transportation options. Educational attainment, as a socioeconomic indicator, correlates with income levels. Therefore, although this population is most likely to bike or walk to work, individuals without high school diplomas tend to live in areas without adequate bicycling and walking facilities.³ Boosting active transportation resources in areas where these individuals reside could promote increased access to educational resources and job opportunities.

As shown in Map 14 below, residents without a high school diploma are most concentrated in neighborhoods to the immediate east and west of Downtown, south of the I-630 corridor, and along the I-30 corridor in Wards 2 and 7.

⁶ McKenzie B. *Modes Less Traveled—Bicycling and Walking to Work in the United States: 2008–2012*. *Am Community Surv Reports*. 2014.

Map 14: Education Equity Indicator



COMMUTE

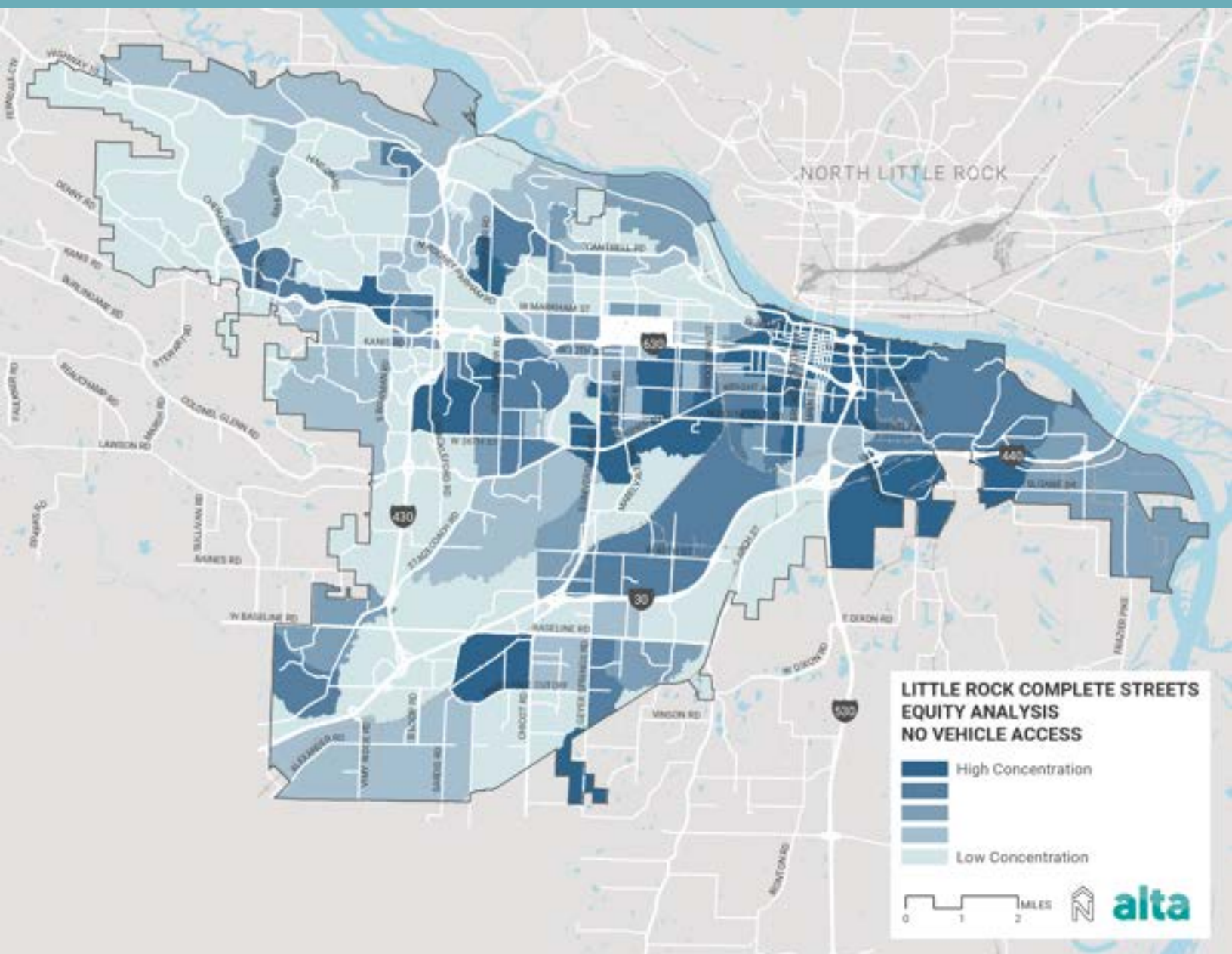
In less urbanized locations, specifically those with limited transit access and coverage, access to a motor vehicle carries strong implications for one's ability to reach employment, access healthy foods, and reach basic services.⁷ A diverse transportation system that offers multiple modes, including transit, bicycling, and walking, reduces reliance on automobiles and can provide for more equitable access to services.⁸ Providing access via quality bicycling and walking infrastructure is one method for increasing equity in access for locations with limited vehicle availability.⁸

More than 6,700 (8.2%) households in Little Rock do not have access to a motor vehicle, and an additional 34,800 (42.5%) households have only one vehicle available. Higher concentrations of households that lack access to a motor vehicle are located in and around Downtown Little Rock, in neighborhoods west of Downtown and south of I-630, and in neighborhoods to the east and southeast of Downtown.

⁷ Blumenberg E., Pierce G., Smart M. *Transportation Access, Residential Location, and Economic Opportunity: Evidence from Two Housing Voucher Experiments*. Cityscape. v17

⁸ Litman T. *Evaluating Transportation Equity: Guidance For Incorporating Distributional Impacts in Transportation Planning*. Victoria Transp Policy Inst. 2016;8(2):50-65. http://ecoplan.org/wtpp/wL_index.htm. Accessed October 15, 2016.

Map 15: Commute Equity Indicator



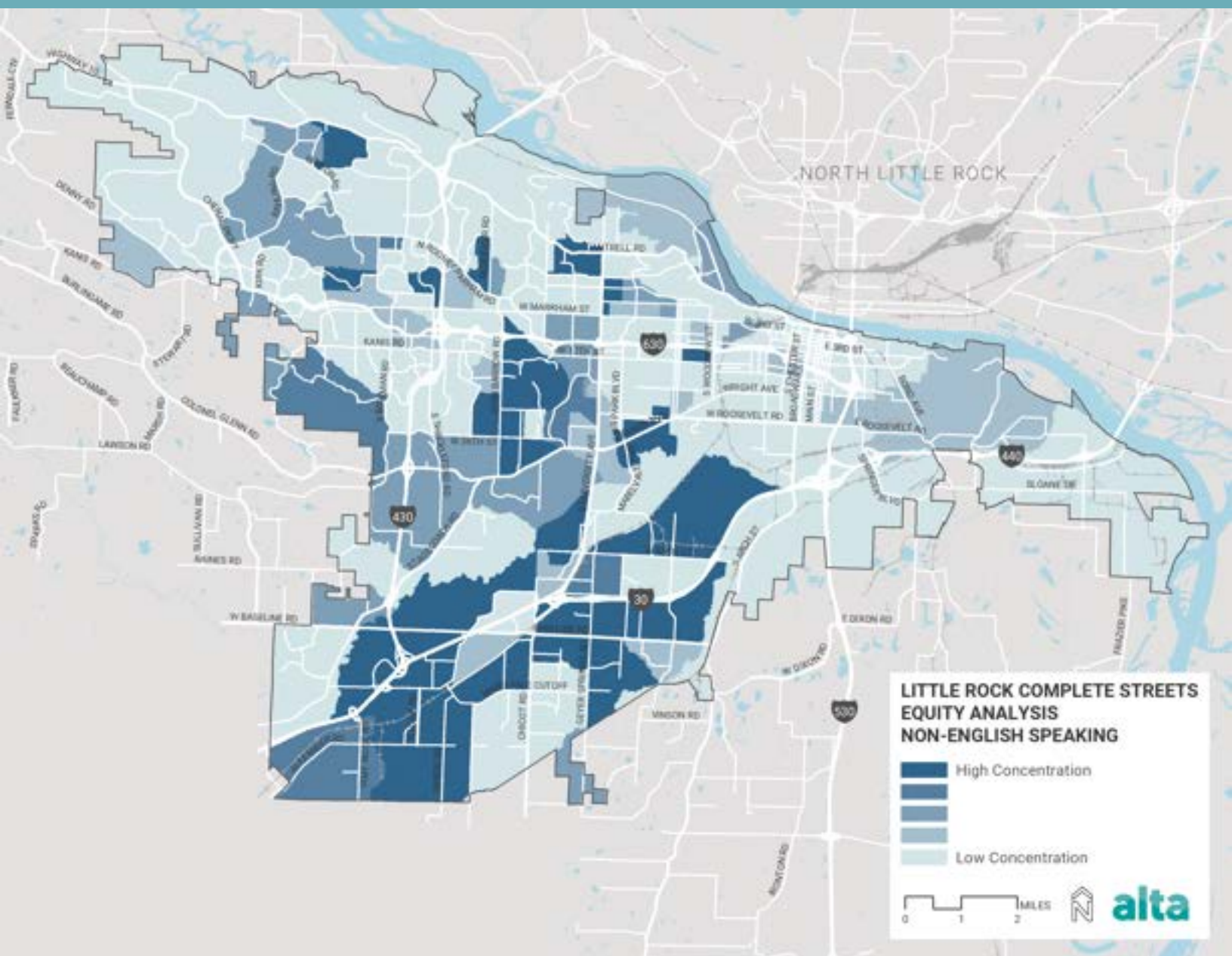
LINGUISTIC ISOLATION

Individuals with Limited-English Proficiency (LEP), or who identify as not speaking English well or at all, tend to rely more on active transportation as their primary means of transportation than the average English speaker.⁹ General low economic status of LEP individuals may correlate with low car ownership rates and high reliance on active transportation facilities.⁹ Given low car ownership and poor active transportation conditions, immigrants and LEP individuals are more likely to walk and ride along roads that lack appropriate biking and walking facilities, forcing individuals into unsafe transportation situations.⁹

As shown below in Map 16, the highest densities of people with limited English proficiency are located primarily in Wards 2, 6, and 7.

⁹ Liu R, Schachter H. Emergency Response Plans and Needs of Communities with Limited English Proficiency. *Transp Res Rec J Transp Res Board.* 2007;2013:1-7. doi:10.3141/2013-01.

Map 16: Linguistic Isolation Equity Indicator



Bicycle and Pedestrian Crashes

Introduction

Local crash data are a valuable source of information for identifying safety trends and challenges for people bicycling and walking. This section of the plan summarizes reported bicyclist-involved and pedestrian- and crashes in the City of Little Rock from 2015 to 2019.

According to national and local surveys, safety concerns are the most common reason people do not bicycle or do not ride more often. Many bicyclists feel that motorists do not see them or are openly hostile to them on roadways, particularly at intersections. National bicycle crash research shows that the most commonly reported bicycle/vehicle crashes occur at major arterial intersections. In addition, national studies show that many bicyclists involved in crashes are younger people who have less experience riding on the road and/or cyclists who are riding the wrong way or on the sidewalk.¹⁰

Certain caveats are necessary when interpreting crash data. First, bicycle and pedestrian crashes, and in particular incidents that do not result in serious injury, are

generally considered to be significantly under-reported. A street or intersection that did not experience a crash during the analysis period is not an indication that people are not bicycling or walking there, nor is it evidence that the area does not present hazards to bicycling. Crash data also do not take into consideration “near misses,” which characterize conditions at many high-risk locations without reported incidents. Second, in the absence of bicycle and vehicle counts, there is no way to measure “exposure” to crashes, defined as crashes per bicycle mile traveled. For example, consider two streets that experienced the same number of crashes but different cyclist volumes. The street with greater bicycle traffic is likely to be less dangerous than the street that saw the same number of crashes despite seeing little bicycle traffic (measured by crashes per bicyclist or crashes per miles traveled). Third, coding of crash data may be inaccurate, incomplete, or biased, which can limit the explanatory power of the data.

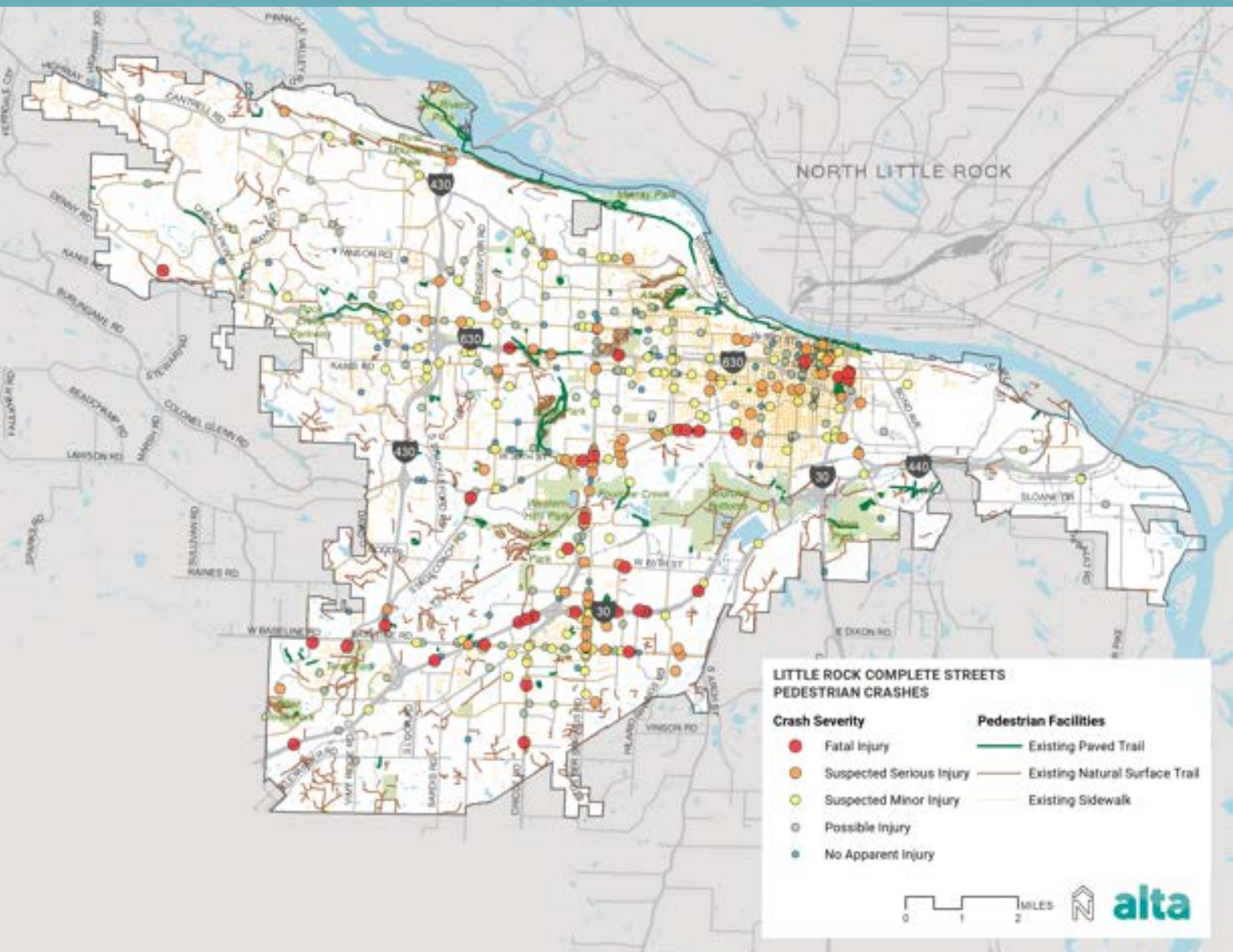
¹⁰ Federal Highway Administration. “Crash-Type Manual for Bicyclists” (<http://www.fhwa.dot.gov/publications/research/safety/pedbike/96104/>). n.d. Web. August 14, 2014

Pedestrian Crashes

OVERVIEW

Between 2015 and 2019, there were 529 crashes involving pedestrians in Little Rock. Eight percent of crashes resulted in a fatal injury, and another 15% resulted in suspected serious injury. The charts to the right displays pedestrian crashes by crash severity from 2015 through 2019, and Map 17 below illustrates the locations of these same pedestrian crashes by severity. In both the figure and the map.

Map 17: Pedestrian Crashes by Injury Severity, 2015 - 2019



PEDESTRIAN COLLISIONS BY YEAR AND SEVERITY

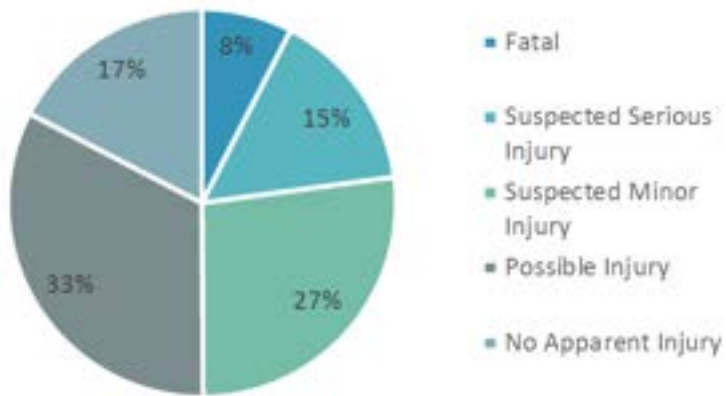
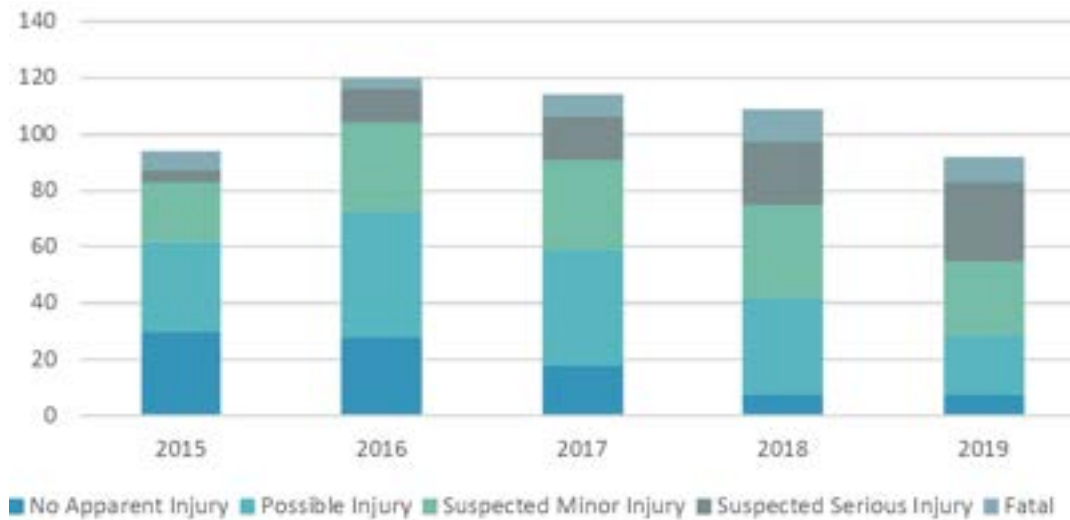


Figure 10: Pedestrian Crashes by Injury Severity, 2015-2019

Figure 11: Annual pedestrian crashes by severity, 2015-2019



Pedestrian Risk Groups

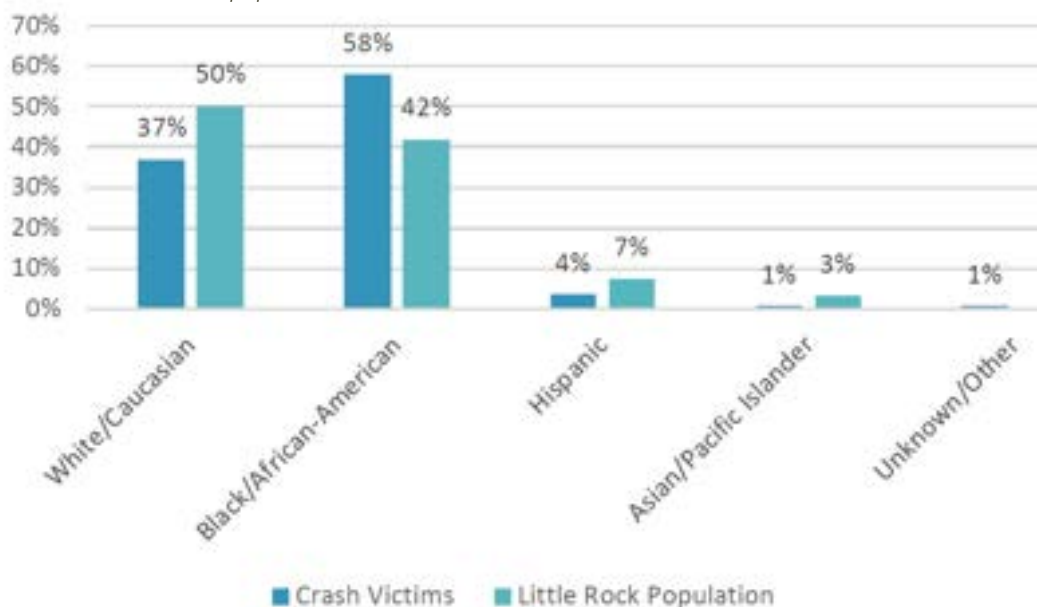
Law enforcement agencies responding to crash incidents document a number of demographic characteristics of involved parties. In aggregate, these data can illuminate crash trends and involvement in pedestrian and bicycle crashes for a certain demographic relative to that demographic's percentage of the total population. For example, is the percentage of pedestrians involved in a crash who are African-American greater than the percentage of Little Rock residents who identify as African-American? In other words, are African-Americans overrepresented in pedestrian crashes? The following sections and figures provide insight into the demographics of pedestrians involved in crashes on roadways in Little Rock.

RACE

While people who identify as Black or African-American represent just 42% of all Little Rock residents, they represent nearly 58% of all pedestrians involved in a crash from 2015 through 2019 (see Figure 23 below).¹¹ Conversely, people who identify as White or Caucasian constitute just over 50% of the population, yet represent only 37% of pedestrians involved in crashes. Hispanics represent five percent of pedestrian crashes, while Asians and Pacific Islanders represent just one percent of pedestrian crashes.

Figure 12 below shows crash rates by race compared to the actual racial distribution of Little Rock residents. The overrepresentation of African-Americans in pedestrian crashes indicates a need for critical assessment of the ways in which pedestrian infrastructure, such as sidewalks and marked crosswalks, may be inequitably distributed throughout Little Rock neighborhoods.

Figure 12: Pedestrian crashes by race, with comparison to black & white populations of Little Rock



¹¹ American Community Survey, 2019.

GENDER

As seen in Figure 13 below, men are significantly overrepresented in pedestrian-involved crashes in Little Rock: men make up approximately 48% of the city's population, while comprising 66% of pedestrian-involved crash victims. In contrast, 34% of pedestrian crash victims are women, who make up 52% of the overall Little Rock population.

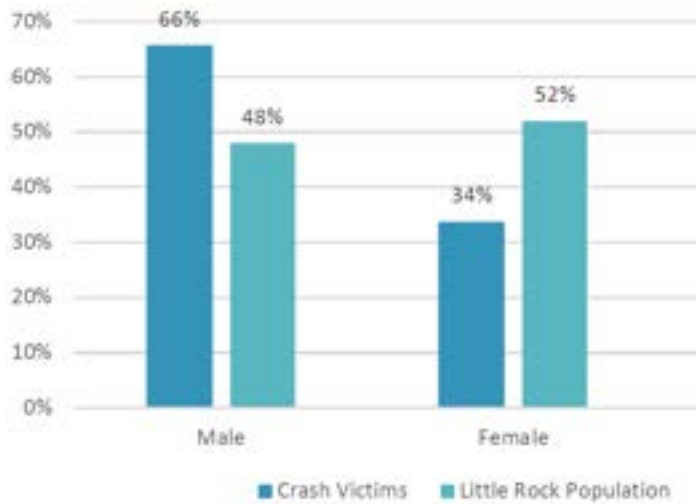


Figure 13: Pedestrian crashes by gender of victim, compared to overall Little Rock population

AGE

Figure 14 shows the distribution of pedestrian age at the time of the incident. The age of pedestrians involved in crashes follows a relatively normal distribution, with a mean age of 39.57 and a median age of 40 for victims. The age group with the most crash victims is 51-55.

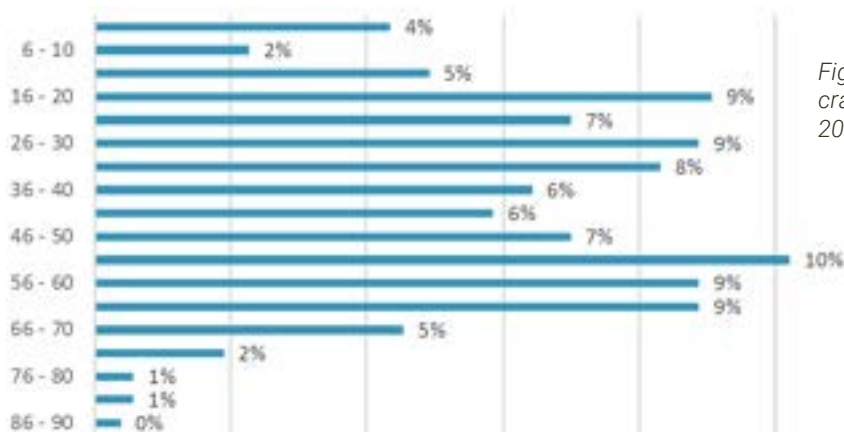


Figure 14: Pedestrian crashes by age group, 2015 - 2019

PEDESTRIAN CRASH LOCATION

Examining the kinds of roadways where pedestrian crashes occurred, whether crashes occurred inside or outside of intersections, and where in the roadway they occurred allow us to narrow in on the kinds of interventions that will help to improve the safety of all pedestrians in Little Rock.

Figure 15 shows the distribution of the types of roadways where pedestrian-involved crashes took place. Nearly 40% of all pedestrian crashes occurred on minor or principal arterial roadways. These roads provide connections to shopping centers, transit, and other destinations that generate pedestrian trips, even though facilities such as sidewalks and crosswalks may be inadequate or nonexistent. These roads are also wider, and vehicles are moving at higher speeds than on local or collector roads.

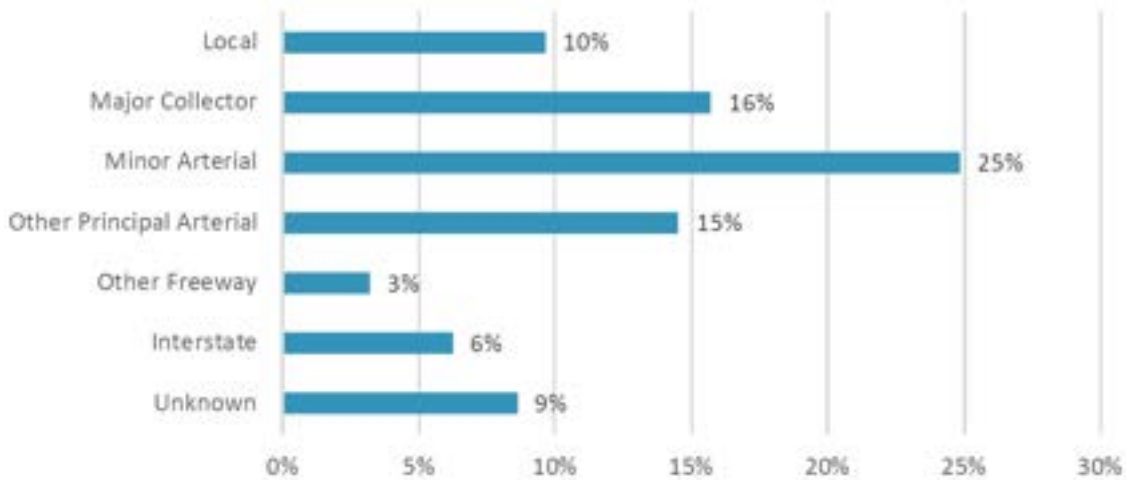
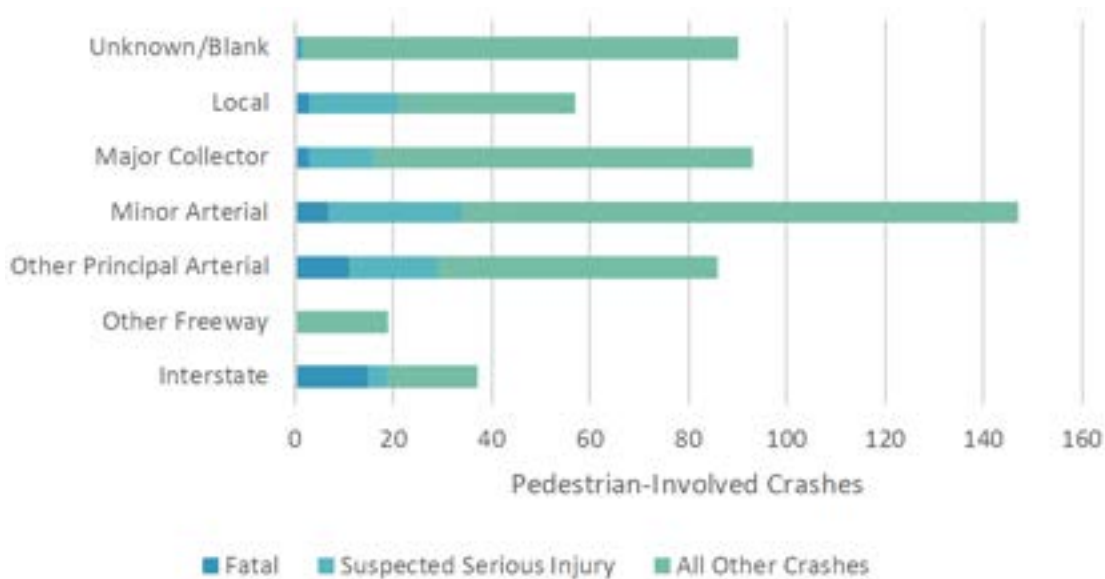


Figure 15: Pedestrian crashes by functional classification, 2015 – 2019

Figure 16 shows what percentage of fatal and serious pedestrian-involved crashes happen along each type of roadway. 83% of fatal crashes occur on arterial or limited-access roadways (this includes the “interstate” and “other freeway” categories in the analysis), while 60% of pedestrian-involved crashes resulting in suspected serious injuries occur on arterial or limited-access roadways.

Figure 16: Occurrence of fatal and suspected serious injuries by roadway classification



Despite crashes on limited-access roadways and arterials making up a significant majority of fatal and suspected serious pedestrian injuries, freeways make up only about 10% of the total roadway mileage in Little Rock, while principal and minor arterials make up about 16% (see Figure 17 below).

Figure 17: Percentage of Little Rock road network mileage falling into each category of roadway

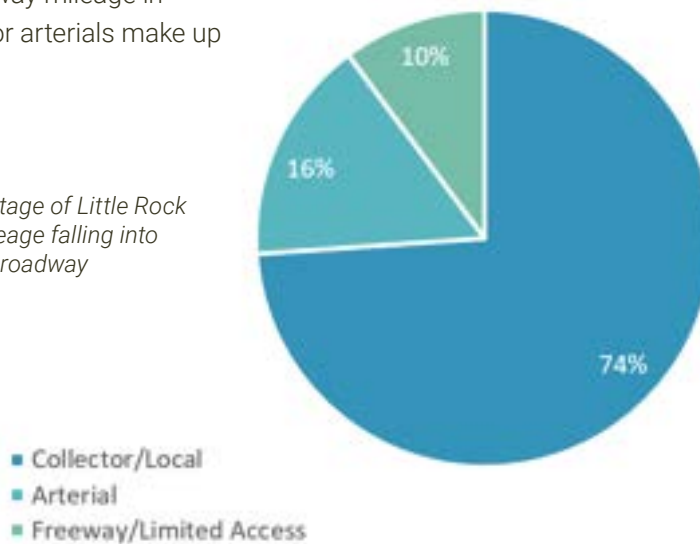


Figure 18 illustrates that most pedestrian-involved crashes occurred on roadway segments between intersections, and only 28% occurred at an intersection.

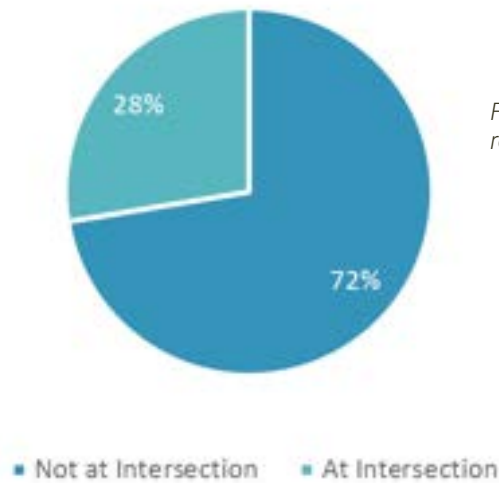


Figure 18: Pedestrian crashes by roadway location, 2015 -2019

Figure 19 shows the most common pedestrian crash location on the roadway is within a motor vehicle travel lane, accounting for one in every five pedestrian crashes.

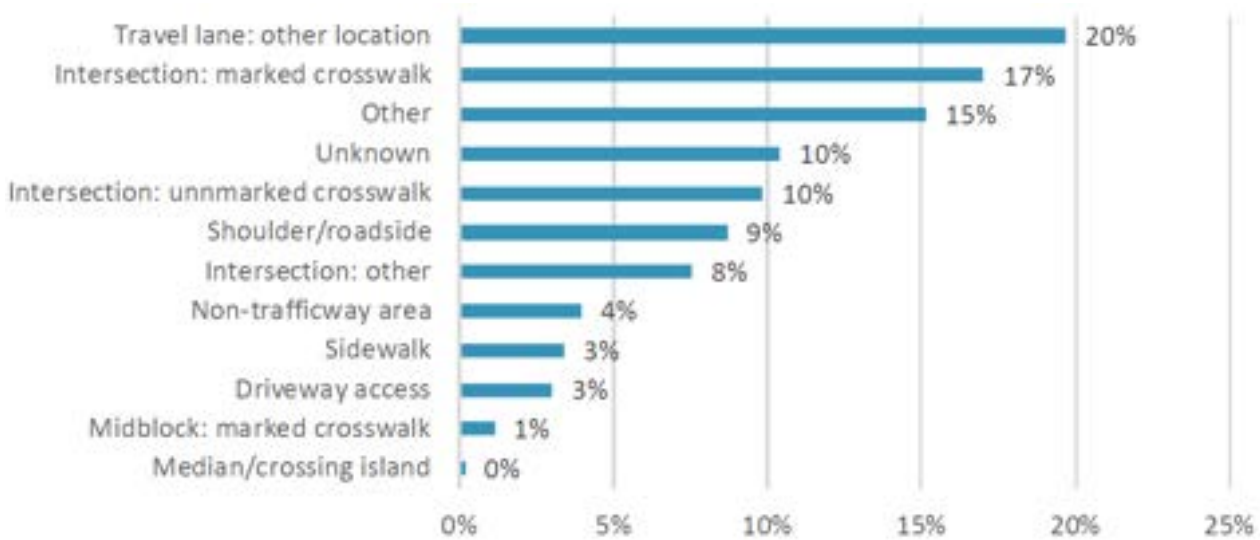


Figure 19: Pedestrian crashes by location on roadway, 2015 - 2019

PEDESTRIAN ACTIONS

Prior to the incident, nearly half of all pedestrians involved in crashes had been crossing the roadway, as displayed in Figure 20. No other identified action prior to the crash accounted for more than 10%. This indicates a need for pedestrian safety improvements at intersections and at mid-block crossing locations, particularly near everyday destinations such as schools, medical facilities, parks, retail, and grocery stores, where safe access for nonmotorized traffic should be prioritized.

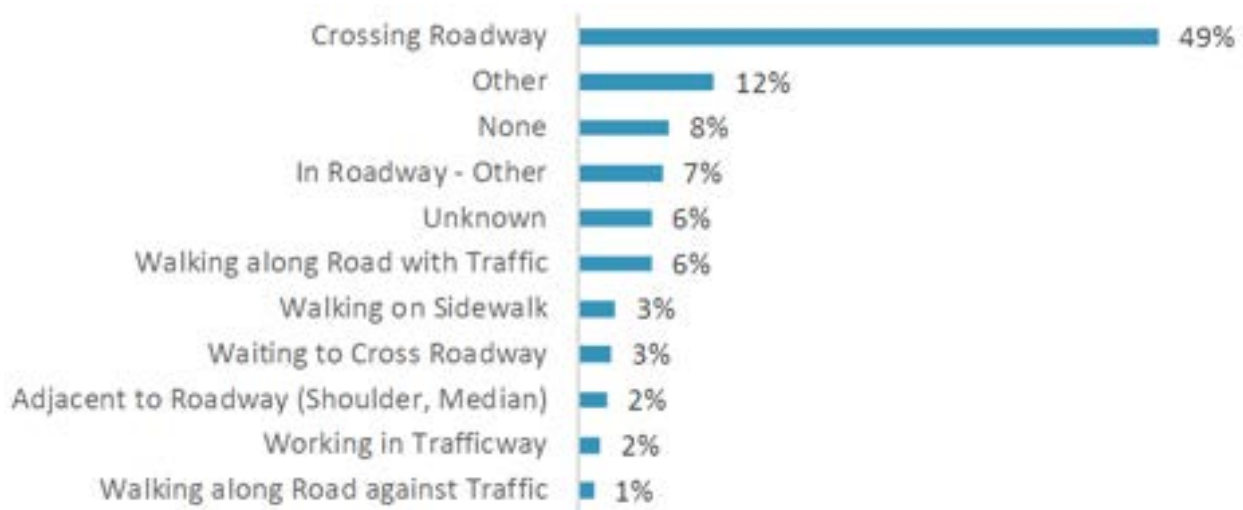


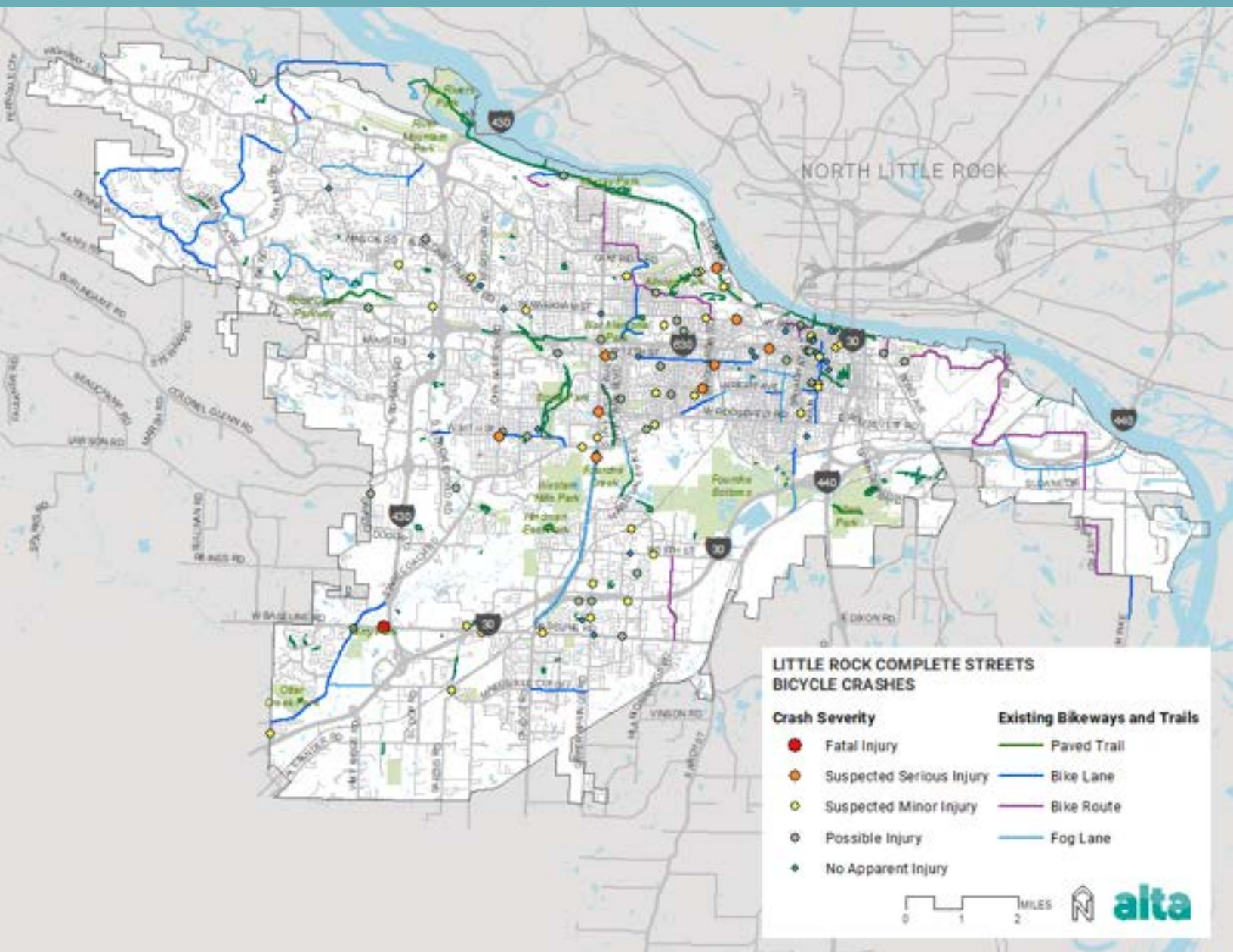
Figure 20: Pedestrian crashes by pedestrian action prior to crash, 2015 - 2019

Bicycle Crashes

OVERVIEW

There were 98 crashes involving bicycles in Little Rock from 2015 through 2019, with only one fatal injury to a bicyclist and few serious injuries. The largest categories of injury were “possible” and “suspected minor,” each with 32 total incidents, and 24 incidents out of 98 involved “no apparent injury” to the bicyclist. Map 18 displays all 98 bicycle crashes during the five-year study period by injury severity.

Map 18: Bicycle crashes by injury severity, 2015 - 2019



BICYCLE COLLISIONS BY YEAR AND SEVERITY

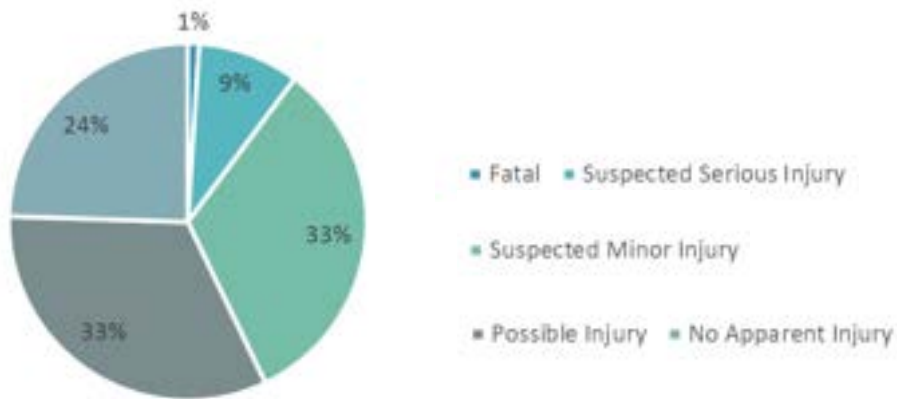


Figure 21: Bicycle crashes by severity, 2015-2019

The year with the most bicycle-involved crashes was 2017, also when the only fatal injury occurred. 2018 and 2019 each had 20 incidents, although the number of suspected injuries decreased in 2019.



Figure 22: Annual bicycle crashes by severity, 2015 - 2019

RISK GROUPS

As with pedestrian crashes, here we are interested in seeing if any specific demographic group is overrepresented in bicycle crashes in Little Rock. Figure 23 shows that again, African-Americans in the city are more likely to be involved in bicycle crashes: while comprising 42% of the population, they make up 53% of bicycle crash victims in the city. 40% of bicycle crash victims were white, while people identifying as white make up 50% of the overall population of Little Rock.

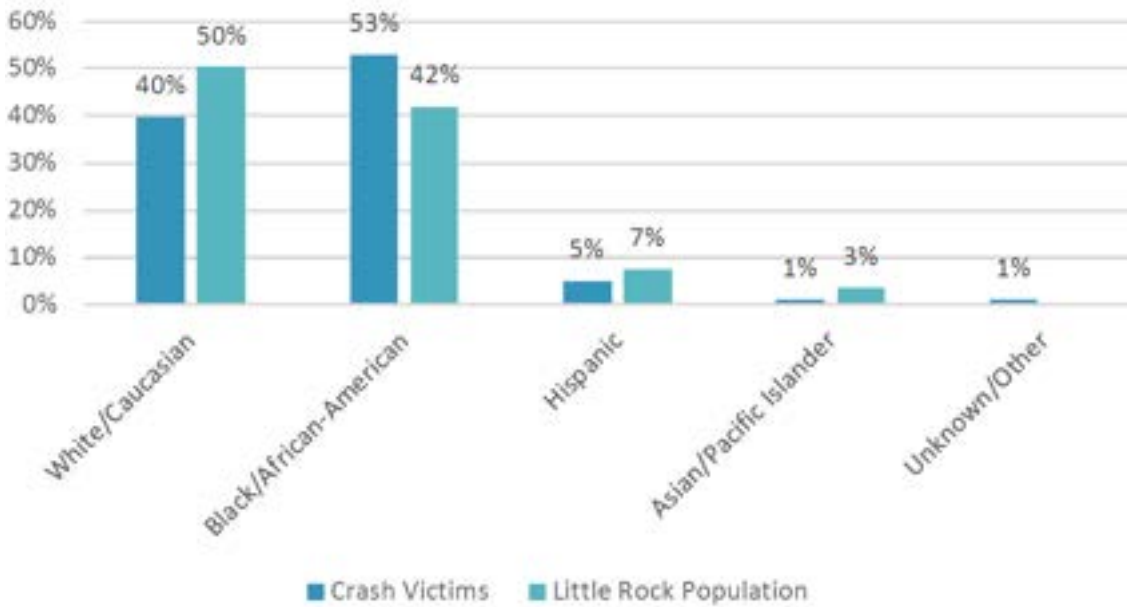


Figure 23: Bicycle crashes by bicyclist race, 2015 – 2019 (with comparison to percent of Little Rock population)

Male bicyclists made up 86% of crash victims, and as such were greatly overrepresented as compared to the male population of Little Rock (48%). Only 14% of bicycle crash victims were women, who make up 52% of the city's population.

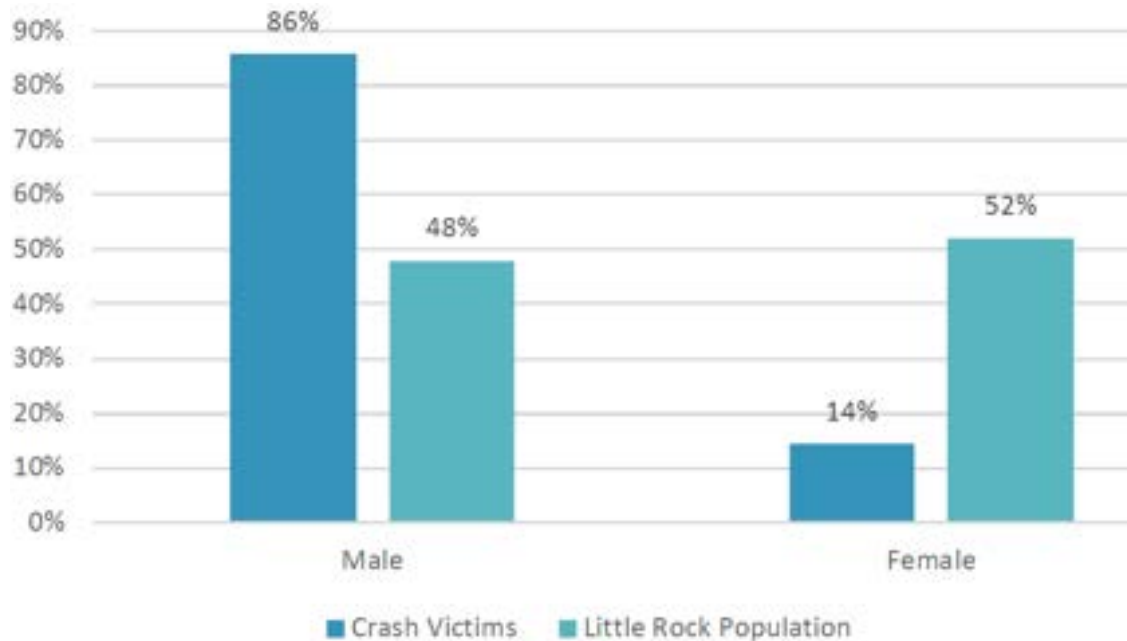


Figure 24: Bicycle crashes by bicyclist gender, 2015 - 2019

The median age for bicycle crash victims was 26, with a mean of 29, representing a much younger demographic than the pedestrian crashes. The age group with the largest number of bicycle crashes was 11-15, accounting for nearly one in every five bicycle crashes. The fact that bicyclists involved in crashes tend to be younger indicates a need for dedicated facilities in neighborhoods, and along common routes to middle and high schools, parks, and other popular neighborhood destinations.

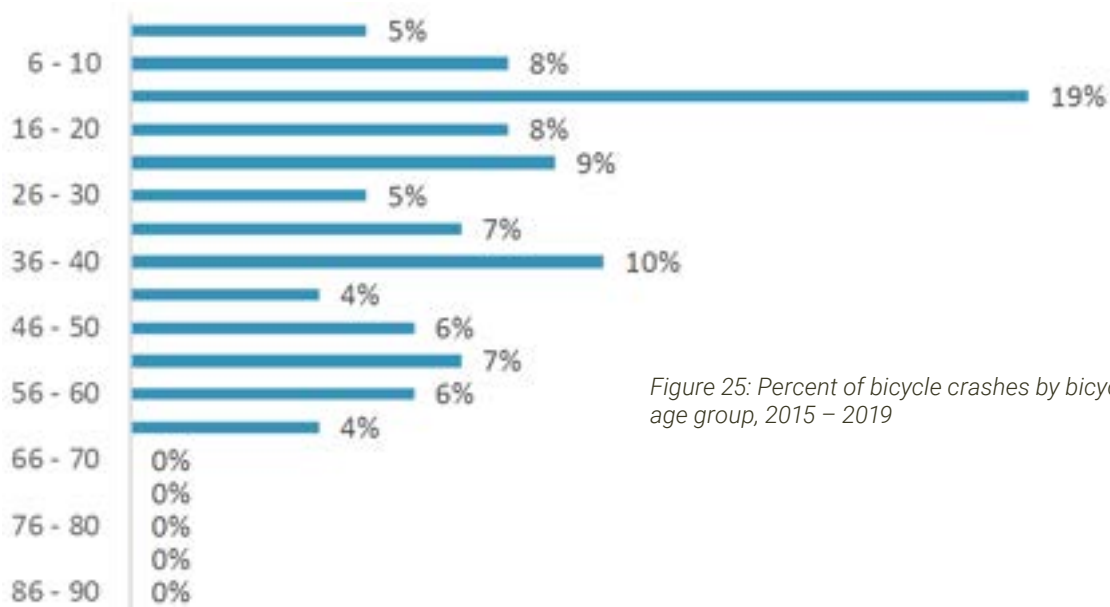


Figure 25: Percent of bicycle crashes by bicyclist age group, 2015 – 2019

CRASH LOCATION

Figure 26 shows that 58% of bicycle crashes occur on roadways classified as “Minor Arterial” and “Major Collector,” indicating that bicyclists tend to avoid major roadways with faster vehicle traffic.

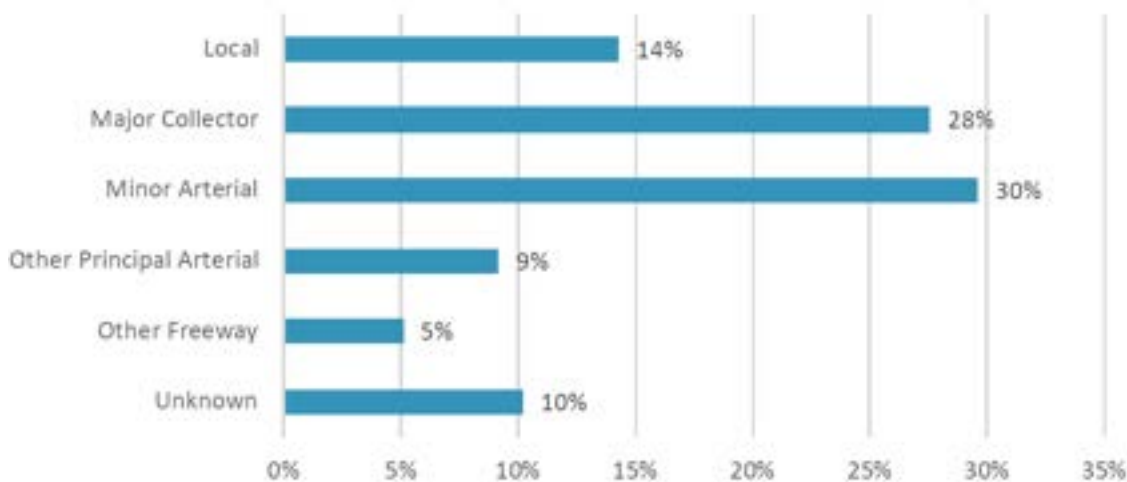


Figure 26: Bicycle crashes by roadway functional classification, 2015 - 2019

Figure 27 below shows the occurrence of the injury severity on each type of roadway. All fatal or suspected serious injury crashes occurred on non-local roads where higher traffic volumes and speeds are found.

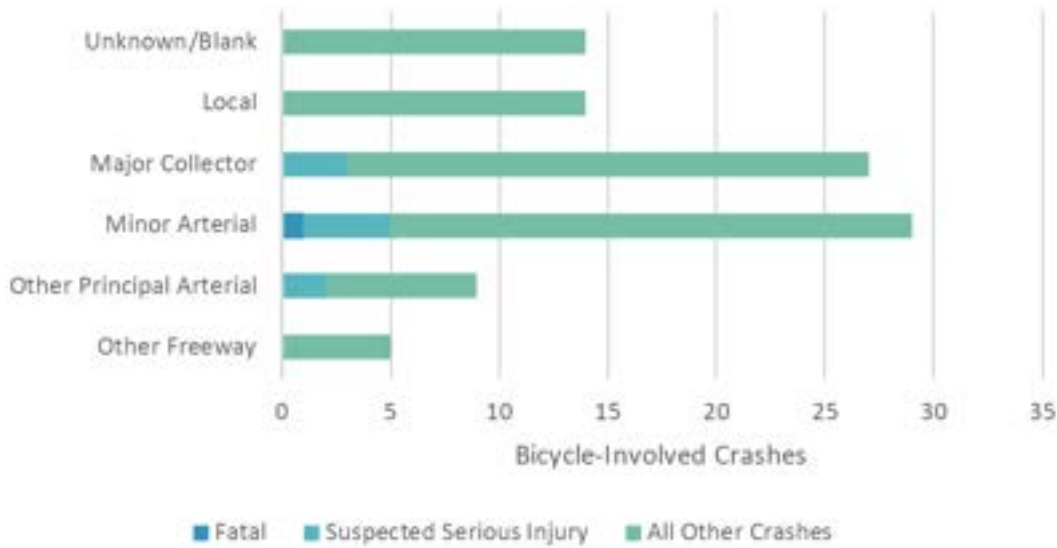


Figure 27: Occurrence of fatal and suspected serious injuries by roadway classification.

Crashes involving bicyclists were approximately equally as likely to occur within an intersection as outside of one. Figure 28 indicates that 48% of crashes occurred outside an intersection, and 52% occurred at an intersection. Figure 29 shows the distribution of the locations within the roadway where bicycle crashes occurred—most happened in intersections, due to the fact that bicyclists often have to share the road with motorists.

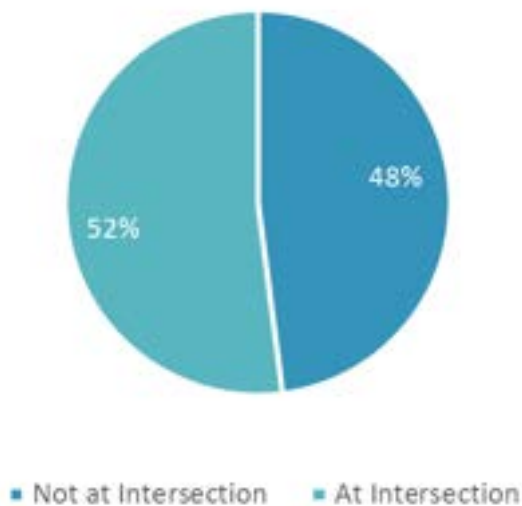


Figure 28: Bicycle crashes by roadway location, 2015 - 2019

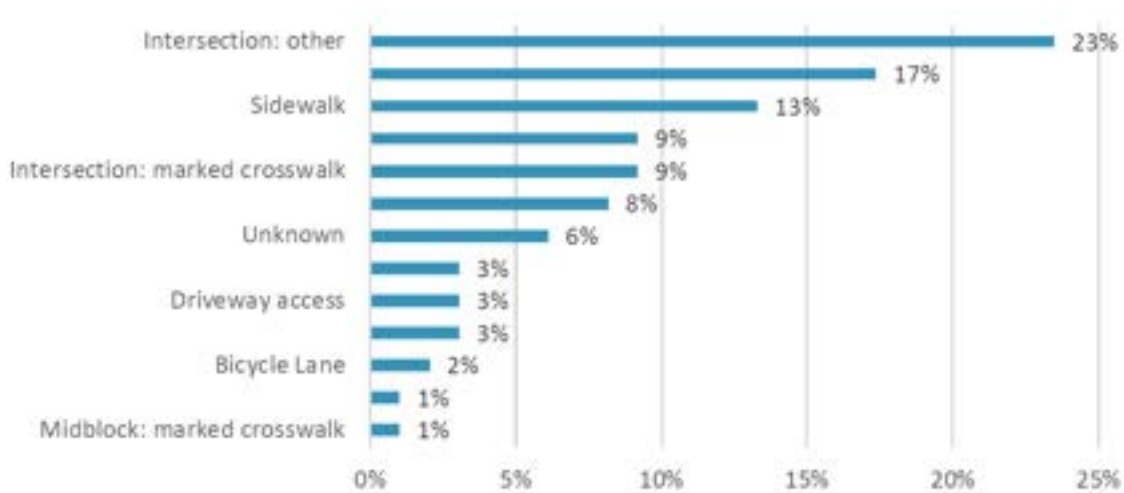


Figure 29: Bicycle crashes by location within the roadway, 2015 - 2019

BICYCLIST ACTIONS

Figure 30 displays bicyclist action prior to the crash occurrence. Almost four in every ten bicyclists were crossing the roadway prior to being involved in a crash. Other common bicyclists' actions prior to a crash include bicycling along the road with traffic and bicycling on the sidewalk. While review of individual crash reports at high-crash locations can help identify specific safety countermeasures, the data show that crossing enhancements for bicyclists and protected biking facilities can make these common actions safer and more comfortable for all bicyclists.

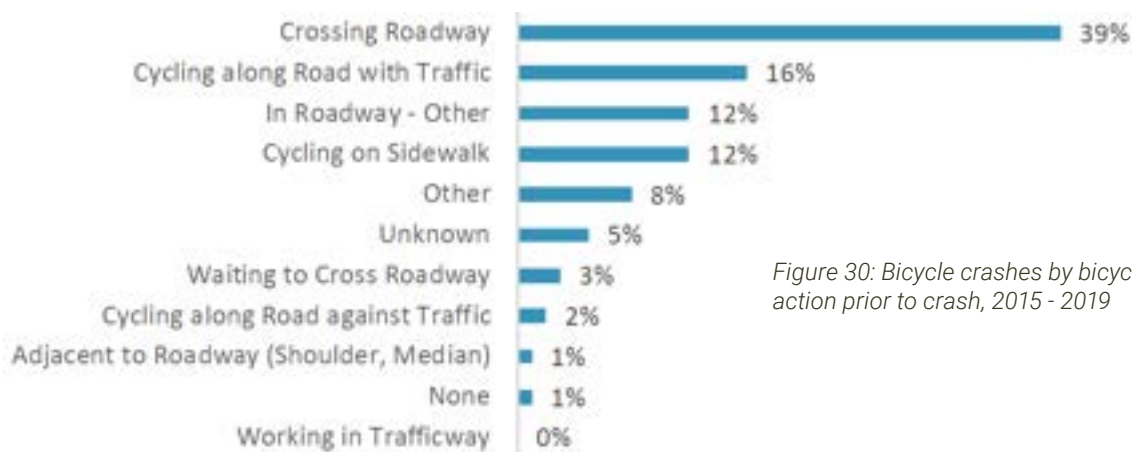


Figure 30: Bicycle crashes by bicyclist action prior to crash, 2015 - 2019

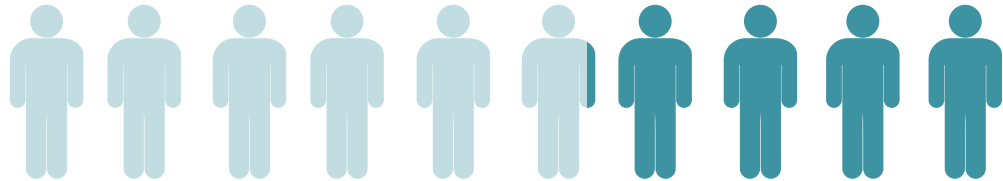
Public Outreach Summary: *What We Heard*

This planning effort included an online survey and interactive map that lived on BikePed Little Rock's website. The process also included three meetings with a project Steering Committee (see acknowledgements page), stakeholder interviews, plan presentations, frequent social media posts, and information pamphlets distributed numerous events. Below are some highlights from what we heard. Please see Appendix A for further detail.



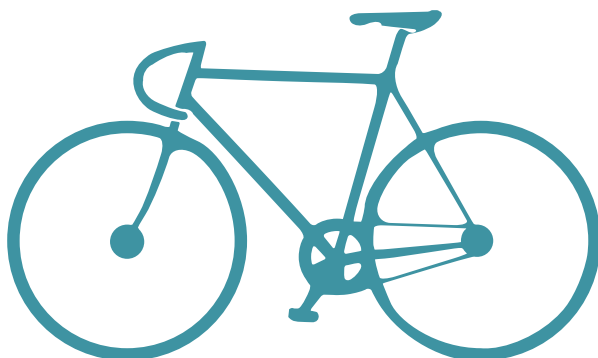
71% say they would like to bike more often.

59%



Cited lack of bike lanes or other comfortable on-street bikeways as preventing them from biking

40%



Bike for transportation around Little Rock at least a few times a week.

THE TOP



3 things the City could do to improve mobility In Little Rock, according to the survey:

1. Build more biking/walking trails
2. Increase connectivity between neighborhoods and activity/commercial areas
3. Implement traffic calming measures on streets



80% Prefer bicycle facilities that are physically separated from cars, and only **7%** are willing to ride in mixed traffic with automobiles on almost any type of street



13% Do not ride a bicycle or are unlikely to ever do so

78% Live

in Little Rock

54% Work

in Little Rock

4% Visit

Little Rock for shopping, fun, or recreation

1,386

total surveys

8 stakeholder interviews

700+

interactive map comments

3 committee meetings

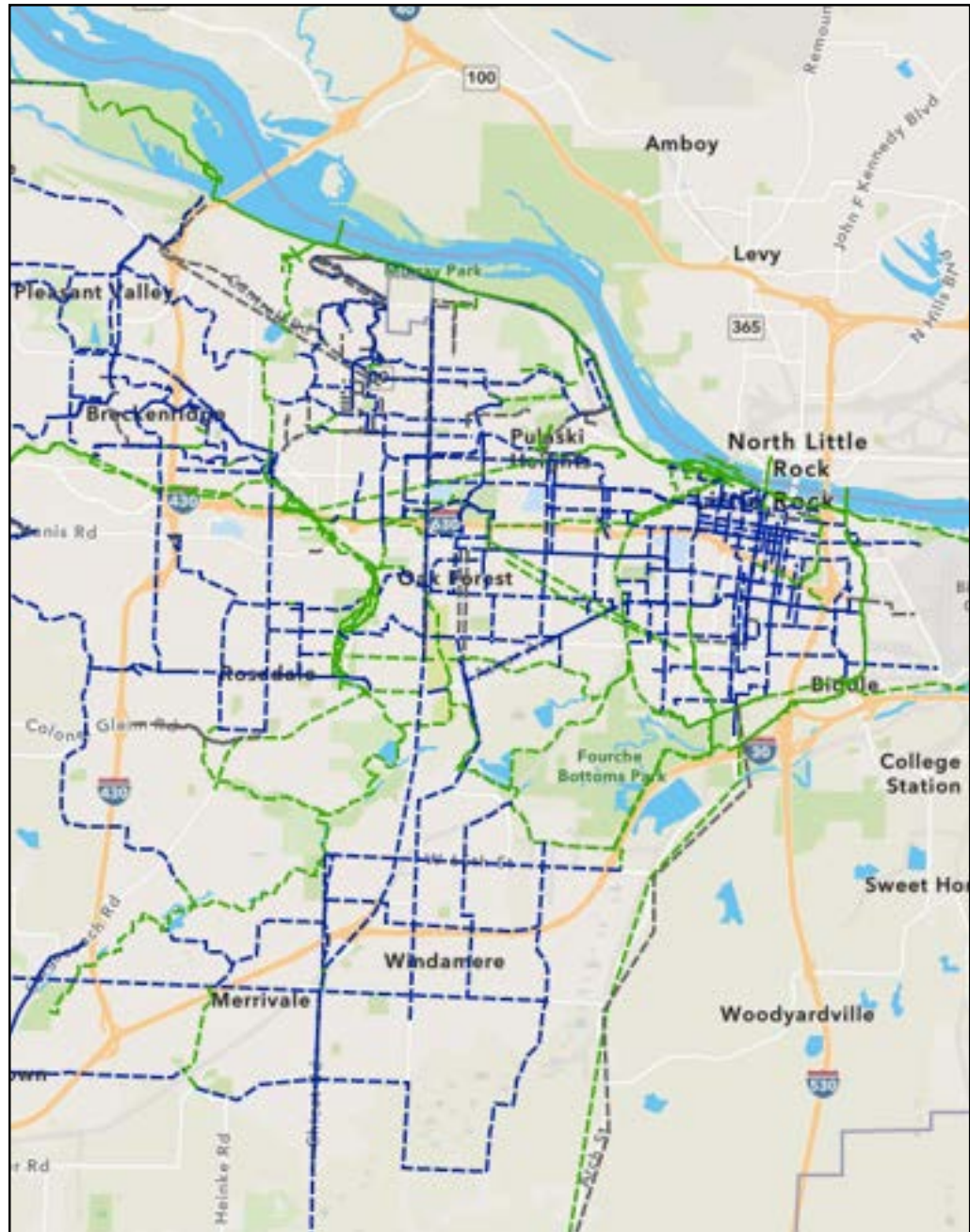
Public Outreach Summary: *What We Heard*

The interactive map provided options for participants to identify destinations of interest, barriers to walking and biking, and where they would like bike parking, on street bike facilities and off-street bike facilities.

Interactive Map Comment Themes

- *Downtown connectivity needed*
- *Improvements needed for biking across and along high speed/high volume arterials*
- *Bicycle infrastructure needed south of I-630 and SW Little Rock in general*
- *Close the Arkansas River Trail gaps*
- *Existing bike infrastructure is inconsistent and disconnected*
- *Bike infrastructure needed for more direct connections across town*

Figure 31: Screenshot from the 700+ comments left on the online interactive map



- The online interactive map can be found at: <https://apd.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=0321eff9363b4711a65ae992d588846e>

What We Heard

I would love to see the Rose Creek trail in Capitol View connected to the Arkansas River Trail . This would help neighbors south of Markham safely get to the river trail without having to cross Markham street.

Markham from downtown to Kavanaugh needs a separated multi-use trail in front of school for the blind and a road diet.

We have some great resources to build on like the River Trail and the plans for the Southwest Trail that are great for recreation. But we need to compliment that with alternative and non-motorized transit focused efforts, especially in underserved neighborhoods outside of Heights, Hillcrest, Chenal and historic downtown.

Connecting bike paths/ bike lanes to make them more practical. We have some great segments now but not a network of bike infrastructure.

The streets around the airport have lots of room to accommodate a bike path and cyclists are always out there. A bike/ pedestrian path would make it safer and encourage more use.

I think this topic is so important- transportation access is especially important for those who do not have a personal vehicle & everyone deserves the freedom of movement.

This could be a really beautiful biking city.



Chapter 3

Infrastructure Recommendations

Basis of the Recommended Bicycle Network

EXISTING CONDITIONS

Previous Plans + Policies

Current Road Conditions

Demand Analysis

Equity Analysis

Crash Analysis

Fieldwork



PUBLIC INPUT

Steering Committee

User Survey

Interactive Map

Public Workshop

PROFESSIONAL JUDGMENT

Best Practices

Engineering Judgment

Introduction

The proposed bicycle network aims to reflect the plan's vision and goals, the core of which is to provide a connected network of low stress bikeways that is safe and comfortable for people of all ages and abilities. A connected network of neighborhood greenways, buffered and protected bike lanes and intersections, and paved shared trails, aim to achieve this vision of a low stress network.

Other improvements such as standard bike lanes that can be implemented in the near-term can serve as stepping stones in the development of a city-wide, low stress network. These facility types are described in detail on the following pages.

The proposed bicycle network was developed to:

- Build upon existing and in development bicycle facilities
- Create bicycle facilities in areas where currently none exist
- Provide low stress facility recommendations, serving all ages and abilities of bicyclists
- Provide feasible alternative routes to the major arterials
- Provide connections to neighborhoods, schools, parks, and other key destinations
- Address gaps in the network

Facility Types

The facility types on the right and following pages make up the general toolbox of recommendations proposed in this plan. Each facility has its own set of guidance based on context and implementation feasibility. This section culminates in a series of maps showing the recommended strategic and existing network.



Neighborhood Greenways



“

Bring routes from south of I-630 up to connect to the neighborhoods served by the Arkansas River Trail and Kavanaugh.

”

Description

Neighborhood greenways (also known as bicycle boulevards) are streets with low vehicle volumes and speeds that prioritize bicycle travel through signage, pavement markings, and/or traffic calming. Cities with strong neighborhood greenway networks utilize the local street network instead of busy arterials. In residential neighborhoods, neighborhood greenways improve travel for bicyclists while calming traffic and adding green infrastructure where possible. Neighborhood greenways are shared by automobiles and bicycles, but at speeds and volumes that make travel more comfortable for all ages and abilities of bicyclists.

Benefits

- Provide a low stress route that is safe for all ages and abilities.
- Can be implemented with relatively low cost materials.
- Bicycle travel is prioritized using a variety of tools, from simple branding/signage to more robust traffic calming treatments such as speed humps or traffic diverters.

Elements of Neighborhood Greenways

DISTINCT VISUAL IDENTITY

Unique pavement markings and wayfinding signs increase visibility of neighborhood greenway routes, assist with navigation, and alert drivers that the roadway is a priority route for people bicycling.



SAFE, CONVENIENT CROSSINGS

Traffic controls, warning devices, and/or separated facilities at intersections help facilitate safe and convenient crossings of major streets along the neighborhood greenway network.

BICYCLE PRIORITY

Traffic calming treatments such as traffic circles, diverters, and chicanes, sometimes in place of existing stop signs, can help prioritize bicycle through travel and reduce motor vehicle traffic speeds.



TYPICAL USE

- Parallel with, and in close proximity to major thoroughfares (1/4 mile or less) on low-volume, low-speed streets.
- Follow a desire line for bicycle travel that is ideally long and relatively continuous (2-5 miles).
- Avoid alignments with excessive zigzag or circuitous routing when possible. The bikeway should have less than 10% out of direction travel compared to shortest path of primary corridor.
- Local streets with traffic volumes of fewer than 1,500 vehicles per day and posted speed limits of 25 miles per hour or less.
- Utilize traffic calming to maintain or establish low volumes and discourage vehicle cut through / speeding.
- Signs and pavement markings are the minimum treatments necessary to designate a street as a bike boulevard.

Bike Lanes



“

I frequently bike Chester St from 23rd St all the way to the trail, and it gets more dangerous when the road goes to 4 lanes and there is no bike lane. Connecting that would open up biking for my neighbors, most of whom won't feel safe without at least a painted bike lane.

”

Description

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane. This facility type may be located on the left side when installed on one-way streets, or may be buffered if space permits.

Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Bike lanes also facilitate predictable behavior and movements between bicyclists and motorists. Bicyclists may leave the bike lane to pass other bicyclists, make left turns, avoid obstacles or debris, and avoid other conflicts with other users of the street.

Benefits

- Increases bicyclist comfort and confidence on busy streets.
- Creates separation between bicyclists and automobiles.
- Increases predictability of bicyclist and motorist positioning and interaction.
- Increases total capacities of streets carrying mixed bicycle and motor vehicle traffic.
- Visually reminds motorists of bicyclists' right to the street.

Elements of Bike Lanes

- The minimum width of a bike lane adjacent to a curb is 5 feet exclusive of a gutter, a desirable width is 6 feet.
- Parking Ts or hatch marks can highlight the vehicle door zone on constrained corridors with high parking turnover to guide bicyclists away from doors.
- Typically installed by reallocating street space.
- Can be used on one-way or two-way streets.
- Contra-flow bike lanes may be used to allow two-way bicycle travel on one-way streets for motorists, improving bicycle network connectivity.
- Stopping, standing and parking in bike lanes may be problematic in areas of high parking demand and deliveries, especially in commercial areas.
- Wider bike lanes or buffered bike lanes are preferred at locations with high parking turnover. Furthermore, on streets with higher speeds and higher traffic volumes, the greater the need for buffer space, and ideally, a physical barrier (see protected bike lane in the pages that follow.)

TYPICAL USE

- May be appropriate for all ages and abilities of bicyclists when configured as 6+ ft wide lanes on lower-speed, lower-volume streets with one lane in each direction.
- On multi-lane and/or high speed streets, the most appropriate bicycle facility to provide for user comfort may be buffered bicycle lanes or physically protected bicycle lanes.
- While not as effective as protected bike lanes, research has documented that buffered bike lanes increase the perception of safety.
- Install buffered bike lanes where 7' of roadway width is available (on each side), rather than a striped bike lane.

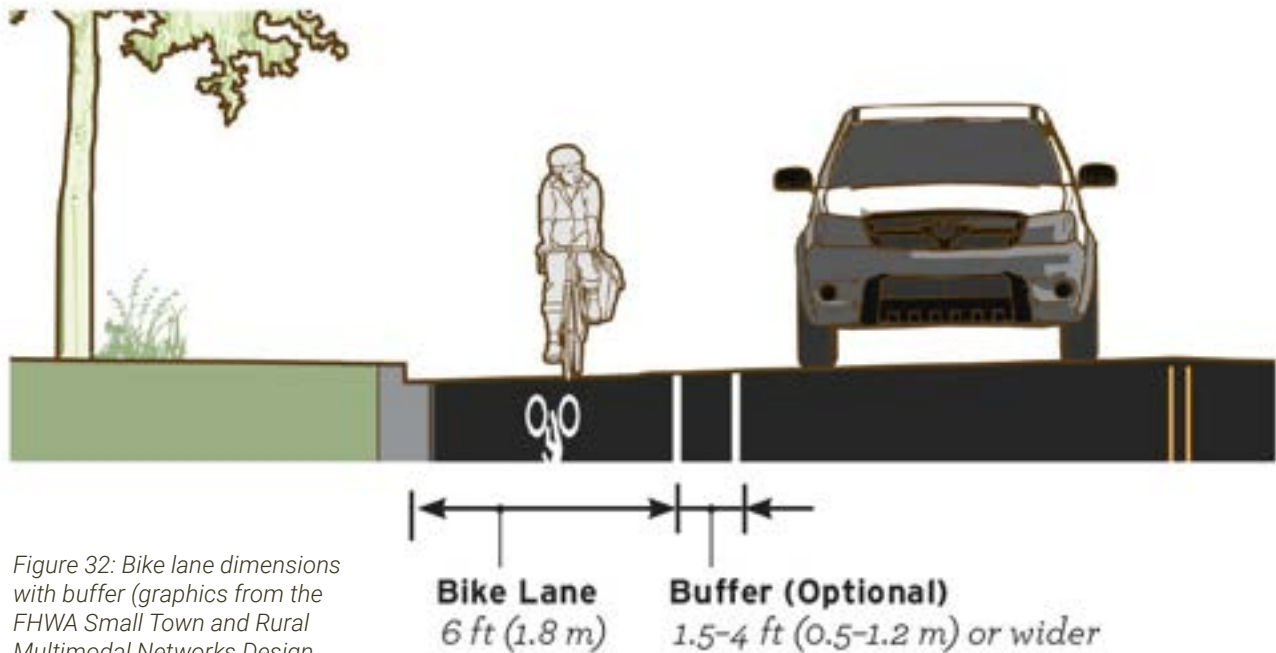


Figure 32: Bike lane dimensions with buffer (graphics from the FHWA Small Town and Rural Multimodal Networks Design Guide)

Protected Bike Lanes



“

I very firmly believe that building bikelanes in denser areas will pay massive dividends. Fill up downtown with protected bikelanes ASAP.

”

Description

Protected bike lanes are exclusive bicycle facilities where bicyclists are separated from sidewalks and motor vehicle traffic by physical features intended to prevent encroachment. They may also be referred to as cycle tracks or separated bike lanes. Protected bike lanes differ from standard bike lanes in two ways: there is a lateral separation between the protected bike lane and the nearest general purpose lane, and there is some type of physical feature that provides positive separation between the protected bike lane and the general purpose lane. The physical feature may include such things as curbs, flexible delineator posts, permanent planters, or other raised features (see graphic on the following page). Protected bike lanes may be one-way or two-way.

Benefits

- Completes networks where high-speed roads provide the only corridors available.
- Provides a more appropriate facility for users of all ages and abilities than shoulders or mixed traffic facilities on roads with moderate or high traffic intensity.
- Fills gaps in networks of low-stress local routes such as shared use paths and bicycle boulevards.
- Encourages bicycling and walking in areas where high-volume and high-speed motor vehicle traffic would otherwise discourage it.

Elements of Protected Bike Lanes

In addition to lateral separation and raised physical features, separation may also be achieved by adjusting the elevation of the bike lane surface relative to the elevations of the sidewalk and general purpose roadway. General dimensions include:

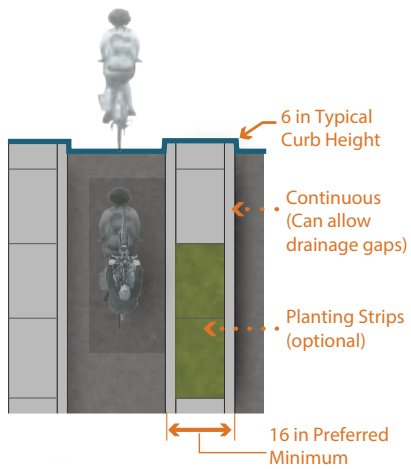
- 7 ft width preferred (5 ft minimum).
- 3 ft minimum buffer width adjacent to parking. 18 inch minimum adjacent to travel lanes (NACTO, 2012). Channelizing devices should be placed in the buffer area.
- If buffer area is 4 ft or wider, white chevron or diagonal markings should be used.



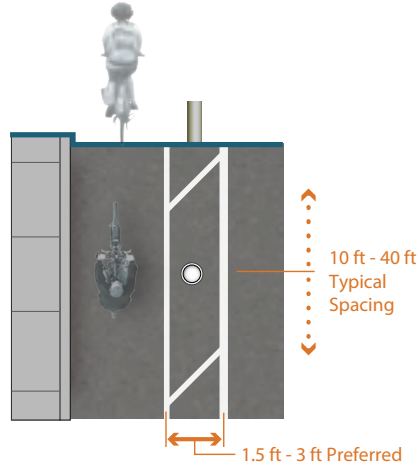
Figure 33: Two-way separated bikeway example

Forms of Separation

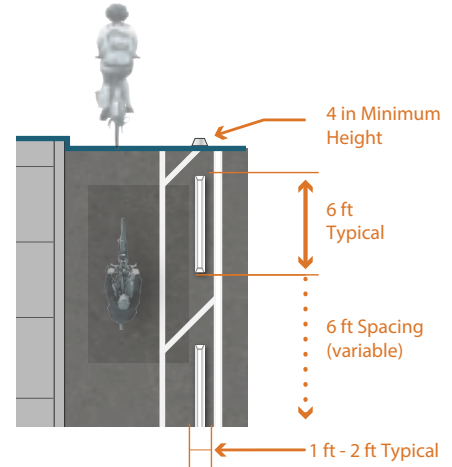
RAISED MEDIAN



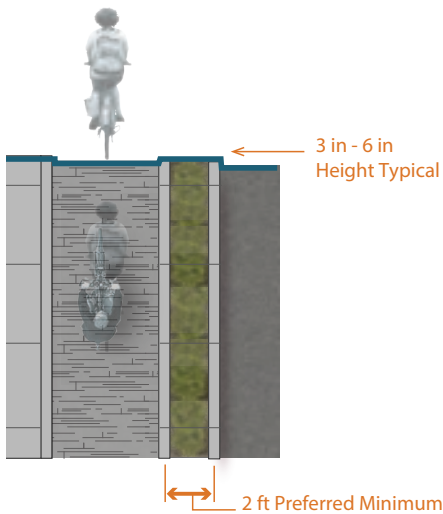
BOLLARDS



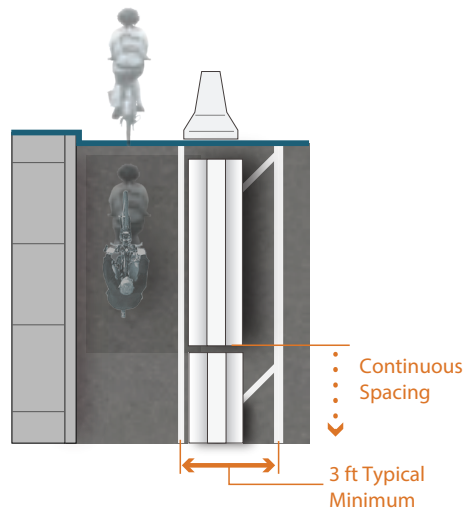
PARKING STOPS



RAISED LANE



CONCRETE BARRIER



PLANTERS

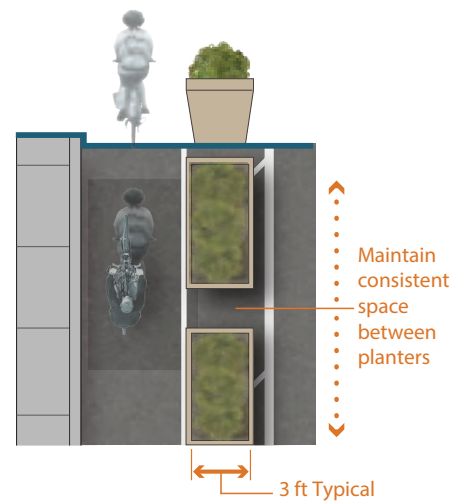


Figure 34: Forms of separation as outlined in the FHWA's Separated Bike Lane Planning and Design Guide.

Paved Shared Trails



“

The South End Community is underserved and often overlooked. We have a great community here with 3 parks. Annexing Crump Park, Interstate Park and Southside Park with an extended walking and biking trail will greatly improve the community.

”

Description

Paved shared trails (or commonly referred to as shared use paths) are completely separated from motorized vehicular traffic and are constructed in their own corridor, often within an open-space area. Paved shared trails should be a minimum of 10' wide. Pavement widths of 12-, 14-, and even 16-feet are appropriate in high-use urban contexts.

Benefits

- Provides a dedicated facility for users of all ages and abilities.
- Provides, in some cases, access to areas that are otherwise served only by limited-access roadways.
- Provides nonmotorized transportation access to natural and recreational areas, which can especially help individuals without access to an automobile obtain access to recreation.
- Provides, in some cases, a short-cut between cities or neighborhoods.
- Supports tourism through convenient access to natural areas or as an enjoyable recreational opportunity itself.

Elements of Paved Shared Trails

- The minimum paved width for a trail is 10 feet. Anticipated future traffic volumes should be used to guide design decisions.
- Maximum grade should not exceed 5 percent.
- Provide a graded shoulder area of at least 2 feet.
- Lighting should be provided at path/roadway intersections at a minimum and at other locations where nighttime use is likely to be high.
- Sight distances are based on site conditions and user-based factors. Ensure sight distances are designed per the AASHTO Bike Guide.
- Provide protective railings/fences at 42 inches high if the trail is adjacent to a steep slope.

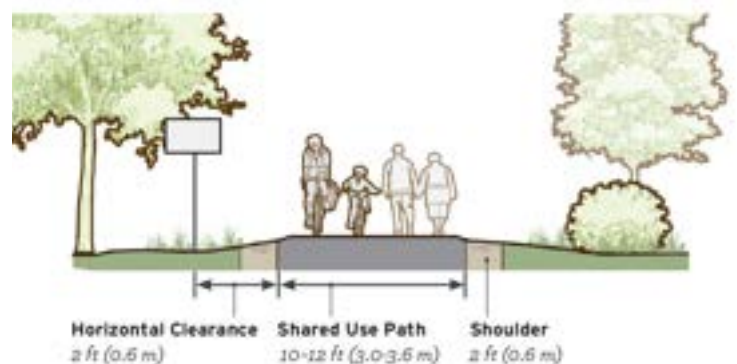


Figure 38: Shared Use Path graphic from the FHWA Small Town and Rural Multimodal Networks Design Guide

Sidepaths

A sidepath is a bidirectional paved shared trail located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, and can allow for reduced roadway crossing distances.

DESIGN STRATEGIES

- Reduce the frequency of driveways.
- Design intersections to reduce driver speeds and heighten awareness of path users.
- Encourage low speeds on pathway approaches.
- Maintain visibility for all users.
- Provide clear assignment of right-of-way with signs and markings and elevation change.



Figure 39: Recently installed sidepath just south of the new Little Rock Southwest High School on Mabelvale Pike. Away from Little Rock's urban core, sidepaths are an important facility for achieving roadway separation in the suburban Little Rock context.

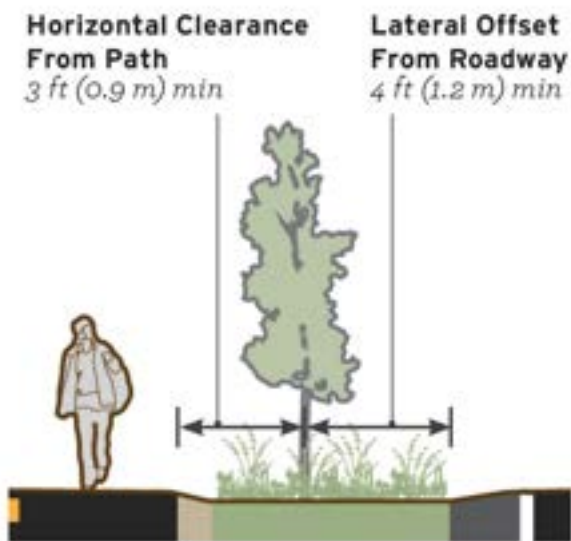


Figure 40: Guidance for sidepath separation distance in various contexts (FHWA Small Town and Rural Multimodal Networks Design Guide)



Adjacent Road Speed Limit (Mi/h)	Recommended Sidepath Separation Distance at Crossings
< 25 mi/h	6.5 ft (2.0 m)
35–45 mi/h	6.5–16.5 ft (2.0–5.0 m)
≥ 55 mi/h	16.5–24 ft (5.0–7.0 m)

Spot Improvements



“
The Arch St/Roosevelt Rd intersection is where a majority of South of Roosevelt bicyclists end up having to cross, just due to safety. Need an improved safe crossing to get riders across Roosevelt.
”

Description

Spot improvements address locations that present a barrier to safe, comfortable, and convenient bicycle travel. Spot improvements are usually located at potential points of conflict between motor vehicles and bicyclists such as intersections and crossings. Spot improvements include a variety of tools and specific improvements should be context-sensitive.

These spot improvements recommendations are a critical piece of the low stress network. In several instances, spot improvements should be coordinated with the implementation of the neighborhood greenway network to ensure a connected network of improvements.

Benefits

- Support bicycle crossing of major roadways.
- Provide enhanced connections between two bicycle facilities and/or from a bicycle facility to a destination.
- Address existing gaps or missing links in the bicycle network.

Spot Improvement Examples



Figure 41: The photo above shows a protected intersection using low cost materials such as plastic bollards and paint.



Figure 42: Bike boxes, above left, provide a dedicated space for bicyclists ahead of motor vehicle traffic at signalized intersections. Bicycle crossing markings, above right, provide clear direction for bicycle travel through an intersection.



Figure 43: Rectangular rapid flashing beacons (RRFB), above left, alert drivers at unsignalized intersections of people biking or walking. New street end connections, above right, enhance access for people walking and biking.

Figure 44: Pedestrian Hybrid Beacons stop automobile traffic for bicyclists and pedestrians wishing to cross a high traffic volume/high speed roadway.

Figure 45: The chart below from ARDOT's Action Plan for Implementing Pedestrian Crossing Treatments at Uncontrolled Locations outlines parameters for choosing an appropriate crossing treatment.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑨
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 ⑦ ⑨	① 3 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑨
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑨	① 3 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑨	① ③ 5 6 ⑨
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 ⑨	① ③ 5 7 8 9	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 8 ⑨
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 8 ⑨

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

Bicycle Facility Selection

As outlined in the Federal Highway Administration’s *Bikeway Selection Guide*, different types of bikeways are better suited for different roadways based on considerations such as how fast and how frequently vehicles use the road and the roadway width. The bikeways defined on the previous pages are part of the recommended network design “toolbox”. The proposed bikeway facility types are meant to provide a variety of options to serve the Four Types of Bicyclists, as defined in Chapter 1, including more comfortable facilities for the “interested but concerned,” (or all ages and abilities) which likely makes up the majority of residents in Little Rock. Bikeways that are comfortable for the “interested but concerned” include neighborhood greenways, paved shared trails, protected (or separated) bike lanes, and striped bike lanes in low traffic volume/speed contexts.

The FHWA chart to the right can guide recommendations for the preferred type of bikeway given roadway speeds and volumes. The chart is used by first identifying the daily traffic volume and travel speeds on the existing or proposed roadway, and then locating the facility types indicated by those key variables. Streets with higher speeds and volumes should have more separated or protected bikeway facilities.

The *FHWA Bikeway Selection Guide*, and the associated chart, are meant to be a starting point to select a bikeway facility type in addition to the results of the existing conditions analysis, public input, and professional judgment.

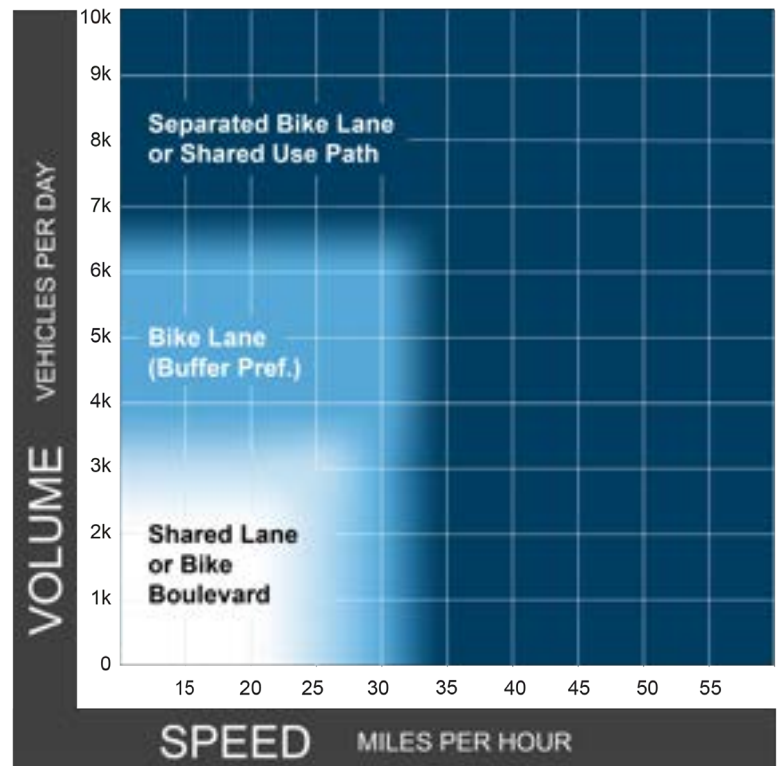


Figure 46: The Preferred Bikeway Types chart shown above from the FHWA Bikeway Selection Guide provides a great resource when selecting the appropriate facility for varying roadway contexts.

Figure 47: Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speeds rather than posted speed.

Choosing an All Ages and Abilities Bikeway Type

This chart provides guidance in choosing a bikeway design that can create an all ages and abilities bicycling environment based on a street's basic design and motor vehicle traffic conditions such as vehicle speed and volume. This chart should be applied as part of a flexible, results-oriented design process on each street, alongside robust analysis of local bicycling conditions.

Users of this guidance should recognize that, in some cases, a bicycle facility may fall short of the all ages and abilities criteria but still substantively reduce traffic stress. Jurisdictions should not use an inability to meet the all ages and abilities criteria as a reason to avoid implementing a bikeway, and should not prohibit the construction of facilities that do not meet the criteria.

Table 5. Contextual Guidance for Selecting All Ages and Abilities Bikeways

Roadway Context				All Ages and Abilities Bicycle Facility
Target Motor Vehicle Speed	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any	Any	Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 - 2,000	No centerline, or single lane one-way	<50 motor vehicles per hour in the peak direction at peak hour	Neighborhood Bike Routes
≤ 25 mph	≤ 500 - 1,500	No centerline, or single lane one-way	<50 motor vehicles per hour in the peak direction at peak hour	Neighborhood Bike Routes
	≤ 1,500 - 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 3,000 - 6,000			Buffered or Protected Bicycle Lane
	> 6,000			Protected Bicycle Lane
	Any			Multiple lanes per direction
> 26 mph	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	> 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts	Any	Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low Pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Figure 48: National Association of City Transportation Officials (NACTO) Designing for All ages and Abilities

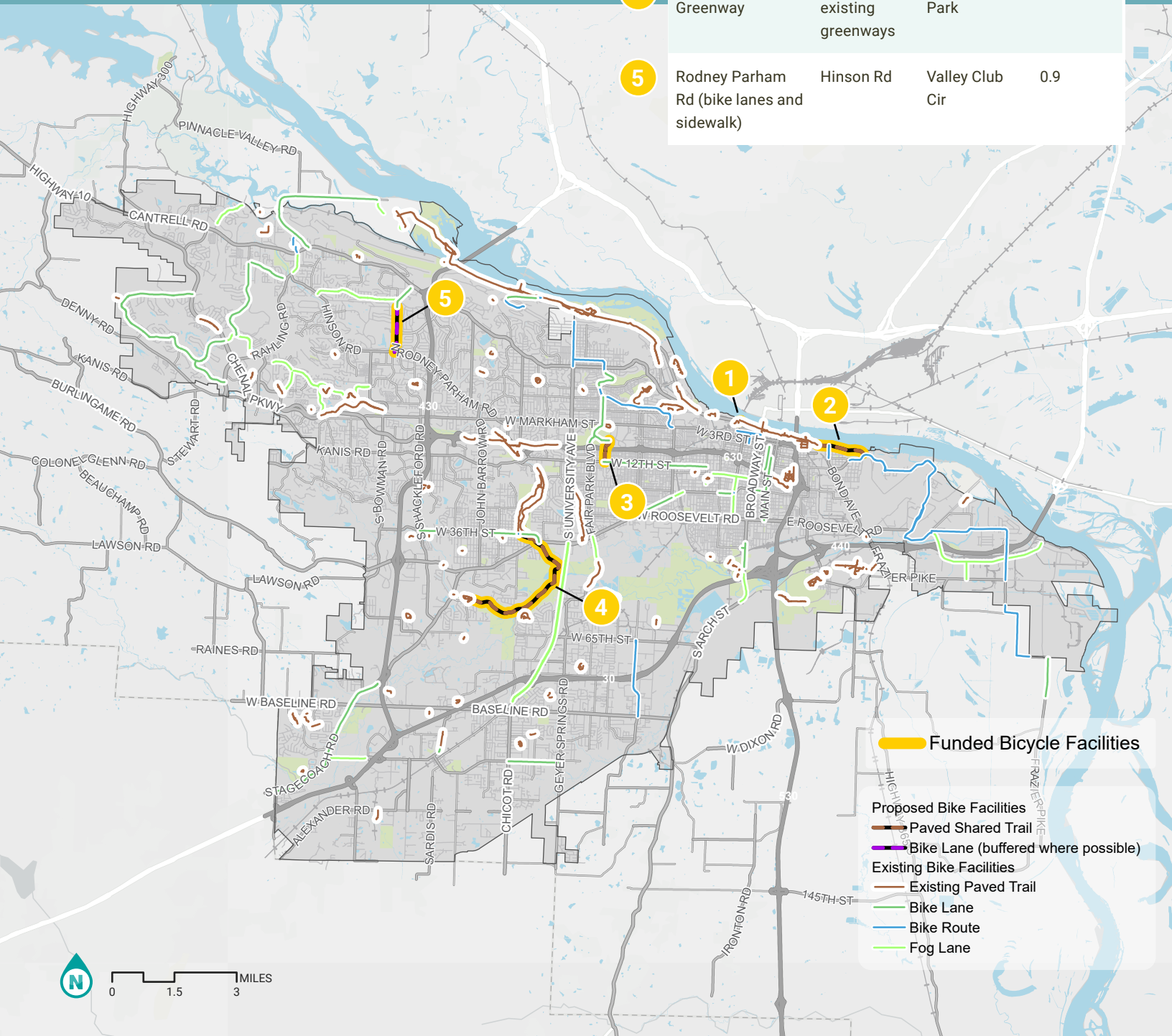
FUNDED BICYCLE FACILITIES

Building on the existing bicycle network, the City of Little Rock is already in the process of implementing several facilities that are funded and will be constructed in the near term. Each of these facilities are paved shared trails and are identified in the table to the right and in the map below. These are key building blocks for bicycle network planning.

Map 20: Funded Bicycle Facilities

Table 6. Funded Bicycle Facilities

PROJECT NAME	FROM	TO	MILEAGE
1 Arkansas River Trail	Medical Mile	Existing bike/ped bridge over RR	0.06
2 Southeast Trail	Arkansas River Trail	East End Park	0.9
3 Jonesboro Dr	12th St	Zoo Dr	0.8
4 Tri-Creek Greenway	Boyle Park existing greenways	Brodie Creek Park	3.7
5 Rodney Parham Rd (bike lanes and sidewalk)	Hinson Rd	Valley Club Cir	0.9



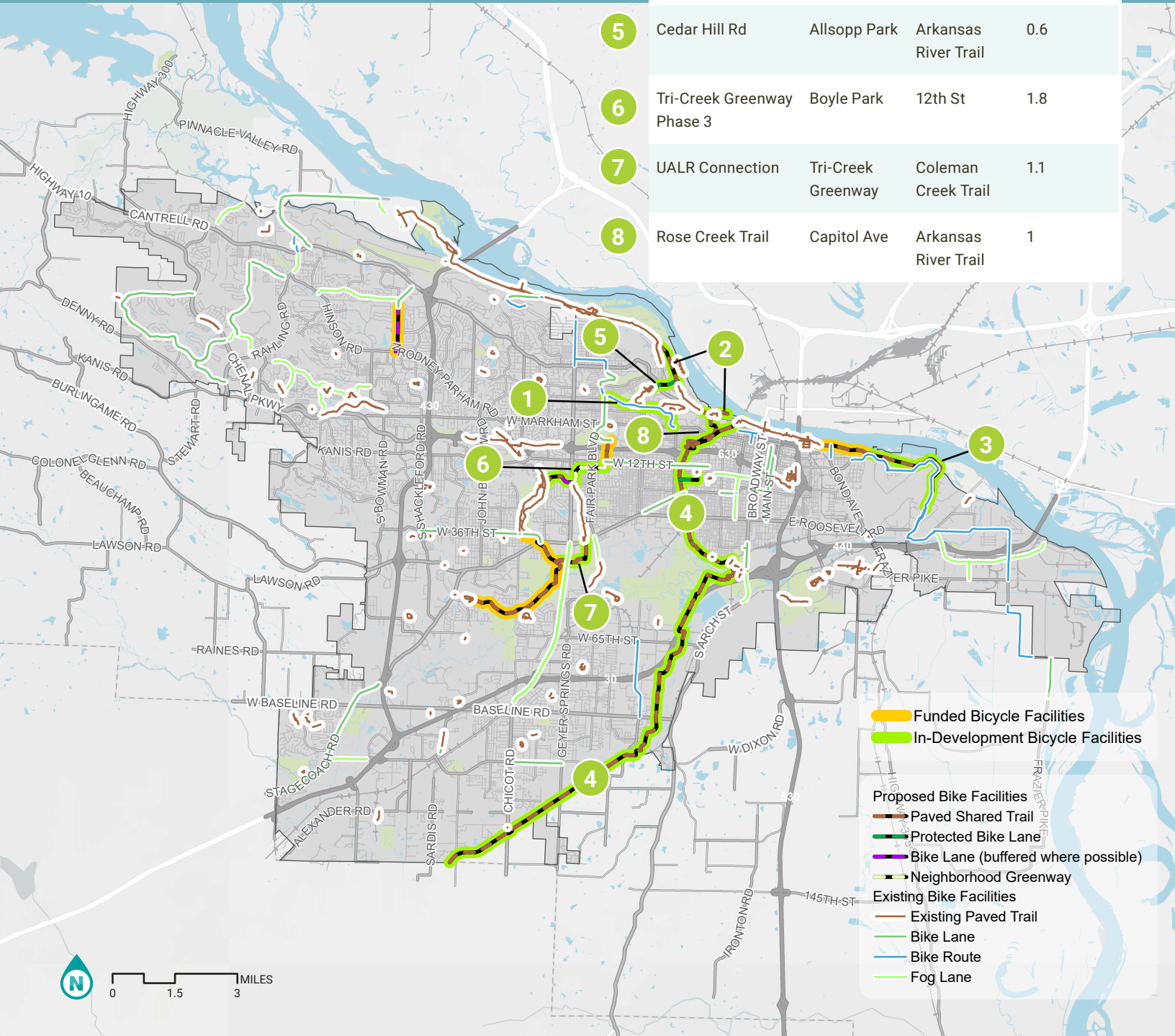
IN DEVELOPMENT BICYCLE FACILITIES

These projects, while not fully funded for construction, have some conceptual design or even preliminary engineering completed. These are key building blocks for Little Rock's bicycle network as well that should remain top priorities for implementation.

Map 21: In Development Bicycle Facilities

Table 7. In Development Bicycle Facilities

PROJECT NAME	FROM	TO	MILEAGE	
1	Kavanaugh Blvd	3rd St	Van Buren St	1.7
2	Arkansas River Trail	Dillard's Gap	Riverfront Dr gap	1.7
3	Southeast Trail	East End Park	Little Rock Airport	2.6
4	Southwest Trail	Arkansas River Trail	Hot Springs	60 (13.6 in Little Rock)
5	Cedar Hill Rd	Allsopp Park	Arkansas River Trail	0.6
6	Tri-Creek Greenway Phase 3	Boyle Park	12th St	1.8
7	UALR Connection	Tri-Creek Greenway	Coleman Creek Trail	1.1
8	Rose Creek Trail	Capitol Ave	Arkansas River Trail	1



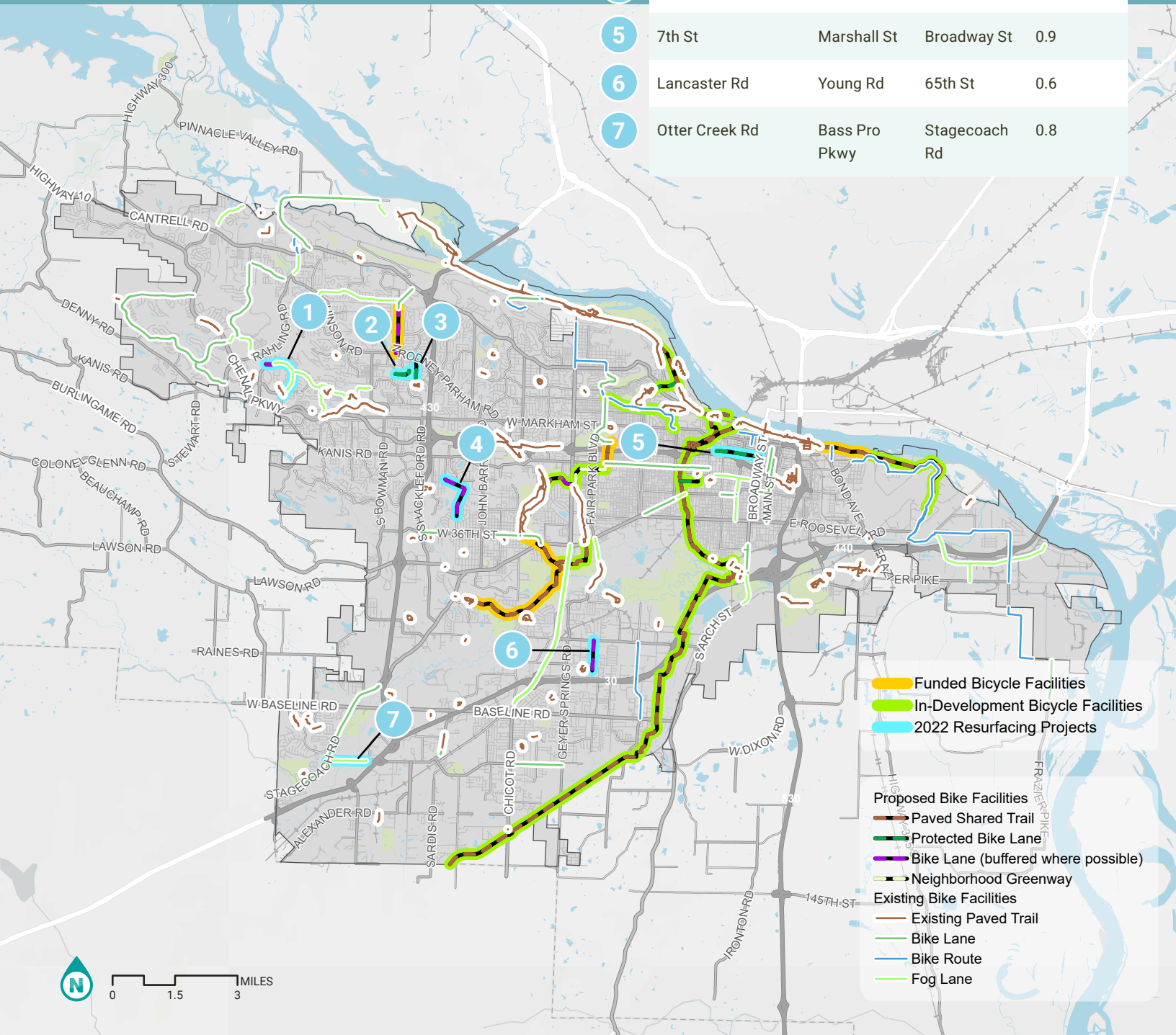
2022 RESURFACING PROJECTS

These are roads that are scheduled for resurfacing in 2022 that are also opportunities to be striped with bicycle facilities due to extra pavement width. While many of these segments do not connect directly to other existing bicycle facilities, they can serve as a starting point for network development.

Map 22: 2022 Resurfacing Projects

Table 8. 2022 Resurfacing Projects

	PROJECT NAME	FROM	TO	DISTANCE
1	Wellington Village Rd	Kirk Rd	Wellington Hills Rd	1.1
2	Huron Ln	Green Mountain Dr	Merrill Dr	0.3
3	Shackleford Rd	Rodney Parham Rd	Breckenridge Dr	0.5
4	Romine Rd	Vanderbilt Dr	Jr Deputy Rd	1
5	7th St	Marshall St	Broadway St	0.9
6	Lancaster Rd	Young Rd	65th St	0.6
7	Otter Creek Rd	Bass Pro Pkwy	Stagecoach Rd	0.8

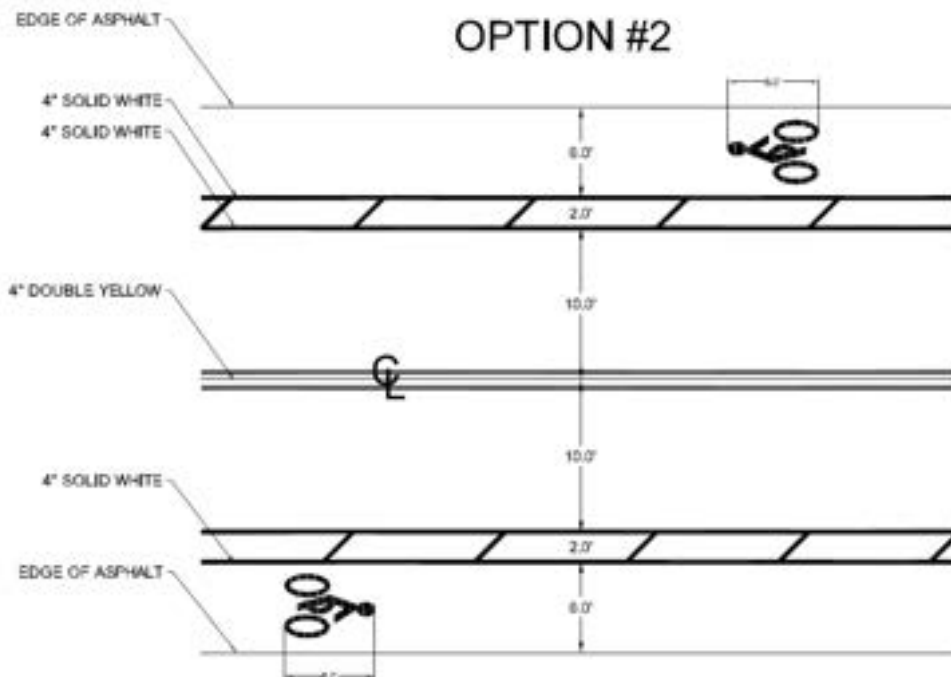


7TH ST RESURFACING

7th St is one of the few east/west streets that crosses the railroad tracks and serves as a key corridor for east/west bicyclists commuting to/from downtown. This corridor was previously studied by the city, including multiple parking studies, network analysis, and public and stakeholder engagement. The below concept is the preferred alternative from that study. With the upcoming resurfacing from Marshall St to Chester St, the buffered bike lane option below should be striped from Marshall St to Broadway St (Chester St to Broadway St was previously resurfaced and has space for striping buffered bike lanes).



Figure 49: The currently existing four lane cross section on 7th St ends at Battery St. 7th St buffered bike lane configuration should continue to Battery St (and further west), which is a key north/south crossing for bicyclists of I-630.



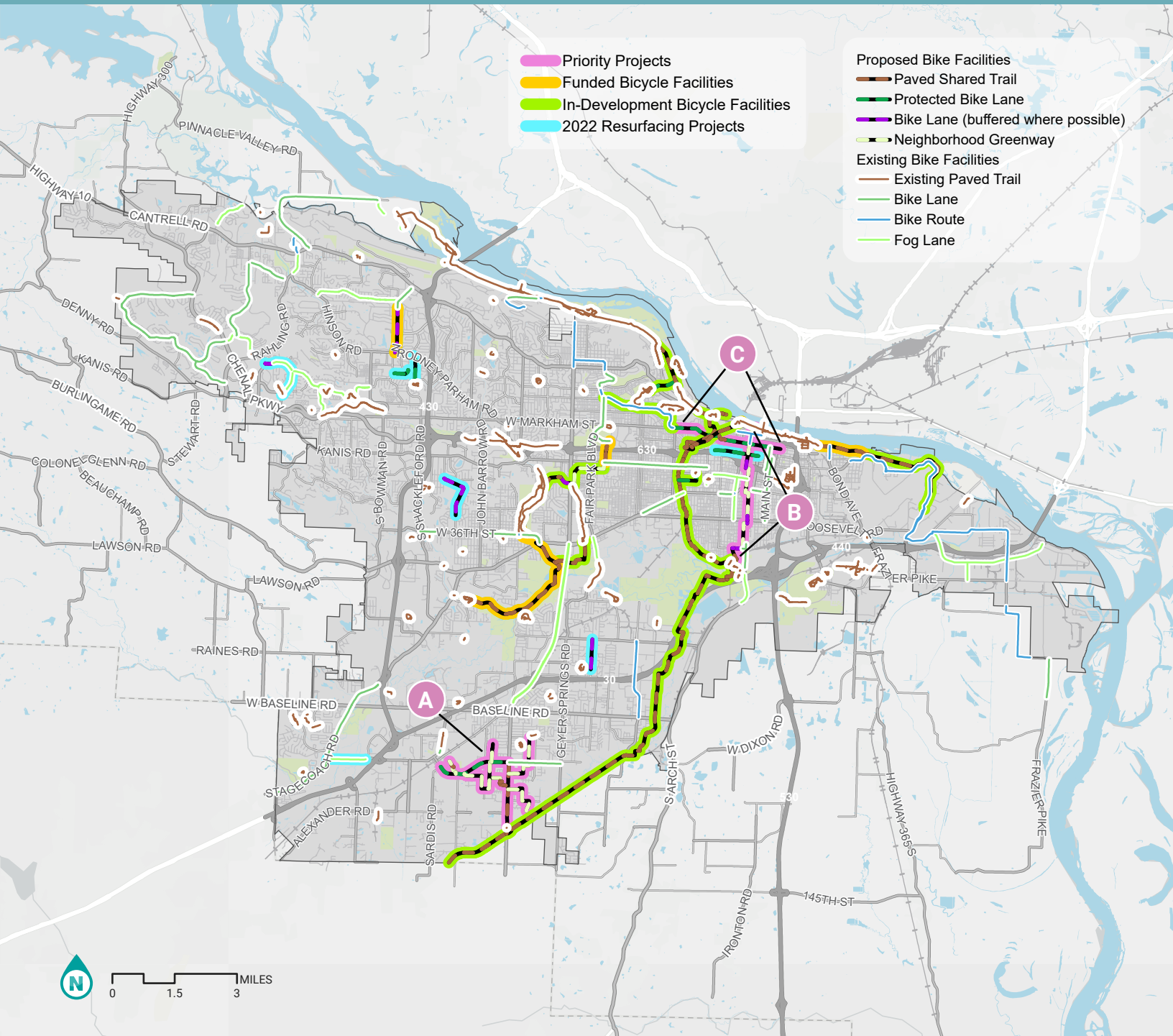
TYPICAL PAVEMENT SECTION N.T.S.

Figure 50: Preferred alternative cross-section of 7th St from the City of Little Rock's previous study of the corridor.

PHASE 1 PRIORITY PROJECTS

These three proposed priority projects were supported in public input and stakeholder feedback. They are composed of key opportunities that fulfill a variety of prioritization criteria that will help them score high in future funding applications, and are geographically distributed across Little Rock. Furthermore, these projects represent a diversity of facility types, including protected bike lanes and neighborhood greenways, that can aid the City of Little Rock in developing an all ages and abilities' bicycle network.

Map 23: Phase 1 Priority Projects



Priority Project Checklist

Developed by the project team and supported by project stakeholders, the table below was created to serve as a general guide for comparing bicycle infrastructure projects. When deciding the order in which to build out Little Rock’s network, it is just as important to be strategic in considering how new projects build upon previous projects as it is to build in order of any given list. It is also important to consider opportunities to build facilities as they arise. For example, some of the most cost-effective opportunities to build facilities are by utilizing streets with extra pavement width and capitalizing on the network of low traffic volume/low speed neighborhood streets (neighborhood greenways), in addition to upcoming roadway and development projects, regardless of priority ranking.

The three projects below fill critical gaps in the bicycle network, as well as create bicycle facilities where there are currently none. They serve as potential ‘backbone’ elements of Little Rock’s developing bicycle network.

Table 9. Priority Project Checklist

PROJECT NAME	FACILITY TYPES	MILES	ESTIMATED COST RANGE	CONNECTS HIGH PRIORITY AREAS FROM EQUITY ANALYSIS	CONNECTS HIGH PRIORITY NODES FROM DEMAND ANALYSIS	SUPPORTED IN STAKEHOLDER & PUBLIC FEEDBACK	CONNECTS TO AN EXISTING OR IN-DEVELOPMENT BIKE/PED FACILITY	REPORTED BIKE OR PED CRASH ALONG ROUTE	USES MOSTLY PUBLIC LAND OR STREET ROW
A Chicot Elementary Connectivity	Neighborhood Greenway, Shared Paved Trail, Protected Bike Lanes, Crossing Improvements	7.5		✓	✓	✓	✓	✓	✓
B Arkansas River Trail to Interstate Park	Neighborhood Greenway	3.2		✓	✓	✓	✓	✓	✓
C 3rd St/4th St	Protected Bike Lanes	2.2			✓	✓	✓	✓	✓

Priority Project Sheets

The following series of three project summaries can be used when applying for future funding, or when communicating the priority project details to potential partners during implementation. The project sheets that follow show an analysis of the priority segments, including factors of feasibility identified by the stakeholder committee and project consultants. It serves as an inventory of the alignment factors at play, providing guidance for the next steps in implementation.

Strategic Network

Furthermore, a network of 54 strategic bicycle projects connecting all parts of Little Rock was developed during this planning process by identifying ‘paths of least resistance’ opportunities for an all ages and abilities network in Little Rock that also fulfill the priority criteria in the table above.

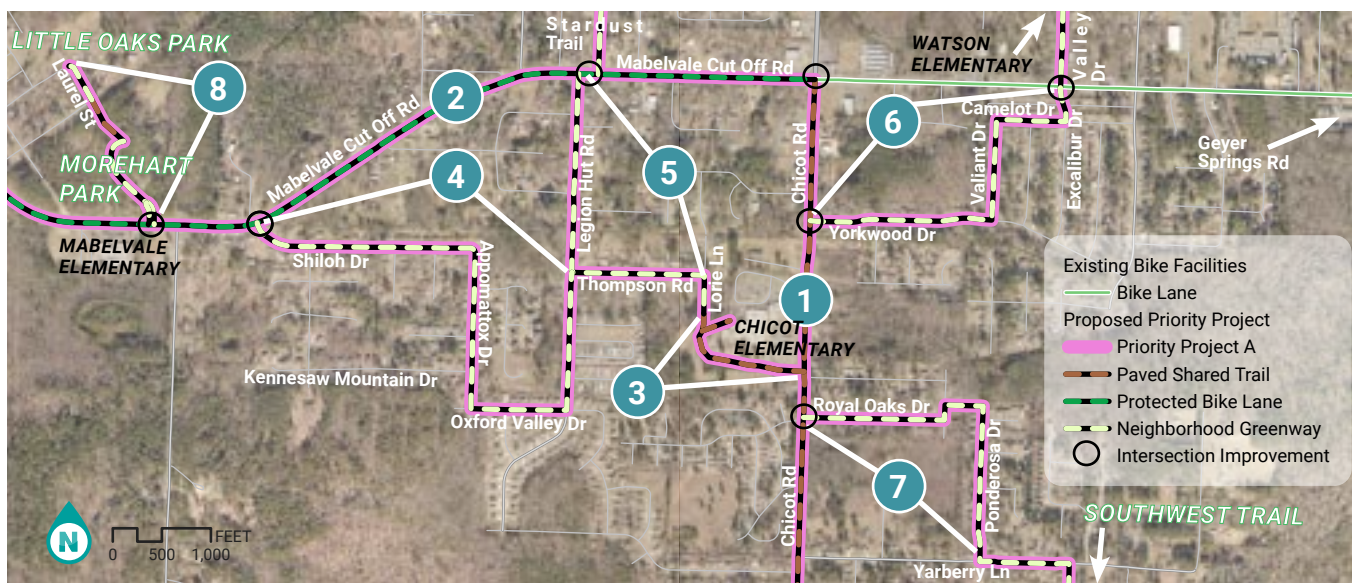
Priority Project A: Chicot Elementary Safe Routes to School

- 1 Chicot Rd: From Mabelvale Cut Off Rd to Yarberry Ln, the City of Little Rock is in the process of upgrading the existing sidewalks on the west side of the road, and will construct sidewalks along the east side of the road. This project is funded and scheduled for construction in 2022.
- 2 Mabelvale Cut Off Rd east from Chicot Rd to Geyer Springs Rd was recently resurfaced and reconfigured from four lanes to three, with the creation of bike lanes. A similar reconfiguration should be pursued along Mabelvale Cut Off Rd west of Chicot Rd through Mabelvale Main St to Mabelvale Pike. The 47' pavement width (which widens to 5' lanes west of Shiloh Dr) should be reconfigured to create protected bike lanes as follows - three travel lanes (31') and protected bike lanes (2' buffer, 6' bike lanes). West of Shiloh Rd, the additional width can be distributed across each component.
- 3 The end of Lorie Ln abuts the Chicot Elementary School property. Create a short paved shared trail connection from the end of Lorie Ln to both the school back entrance as well as along the open space on the south side of the school to the Chicot Rd sidewalk.

- 4 Shiloh Dr, Appomattox Dr, Oxford Valley Dr, and Legion Hut Rd between Mabelvale Cut Off Rd and Thompson Rd: In addition to the speed tables along Shiloh Dr and Legion Hut Rd, add sharrows and wayfinding signage directing bicyclists (and pedestrians) toward Mabelvale Elementary School and Morehart Park (west) and Chicot Elementary School (east).

Just south of the Kennesaw Mountain Dr/ Appomattox Dr intersection is a planting strip that blocks motor vehicle traffic. A short bike/ped path should be constructed through this short planting strip.

At the Mabelvale Cut Off Rd/Shiloh Rd intersection, construct either a Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB) pedestrian crossing (further engineering analysis needed).



TRIP GENERATORS: MABELVALE ELEMENTARY, CHICOT ELEMENTARY, WATSON ELEMENTARY, MOREHART PARK, LITTLE OAKS PARK, FUTURE SOUTHWEST TRAIL, MULTIPLE NEIGHBORHOODS

POTENTIAL ROW NEEDS: SHORT SHARED USE PATH CONNECTION FROM SPRINGTREE DR TO THE FUTURE SOUTHWEST TRAIL

POTENTIAL PARTNERSHIPS: CITY OF LITTLE ROCK, ARDOT, LITTLE ROCK SCHOOL DISTRICT, NEIGHBORHOOD ASSOCIATIONS, AMERICA WALKS, BACA

ESTIMATED CONSTRUCTION COSTS: TBD

- 5** Lorie Ln, Thompson Rd, Legion Hut Rd, and Stardust Trail between Chicot Elementary and across Mabelvale Cut off Rd: In addition to the speed tables along Legion Hut Rd, add sharrows and wayfinding signage directing bicyclists (and pedestrians) to Chicot Elementary (south/east) and the proposed neighborhood greenway network to the north of Mabelvale Cut Off Rd.

At the Mabelvale Cut Off Rd/Legion Hut Rd intersection, construct either a Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB) pedestrian crossing (further engineering analysis needed).
- 6** Yorkwood Dr, Valiant Dr, Camelot Dr, Excalibur Dr, and Valley Dr between Chicot Rd and across Mabelvale Cut Off Rd: In addition to the speed tables along Yorkwood Dr, add sharrows and wayfinding signage directing bicyclists (and pedestrians) to Chicot Elementary (south/west) and Watson Elementary to the north of Mabelvale Cut Off Rd.

At the Mabelvale Cut Off Rd/Excalibur Dr/Valley Rd intersection, construct either a Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB) pedestrian crossing (further engineering analysis needed).

Similarly, at the Chicot Rd/Yorkwood Dr intersection, construct either a Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB) pedestrian crossing (further engineering analysis needed).
- 7** Royal Oaks Dr and Ponderosa Dr between Chicot Rd and Yarberrry Ln: In addition to the speed tables along Royal Oaks Dr, add sharrows and wayfinding signage directing bicyclists (and pedestrians) to Chicot Elementary (north/west). Once the Southwest Trail is constructed, continue this neighborhood greenway connection along Yarberrry Ln and Springtree Dr (or similar route) to create a short greenway link to the Southwest Trail.

At the Chicot Rd/Royal Oaks Dr intersection, construct either a Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB) pedestrian crossing (further engineering analysis needed).
- 8** Create a formal paved shared trail connection between Laurel St and Morehart Park, as well as wayfinding and sharrows along Laurel St to Little Oaks Park. This can also serve as a neighborhood link to Mabelvale Elementary School.

At the Mabelvale Cut Off Rd/Morehart Park entrance, construct either a Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB) pedestrian crossing (further engineering analysis needed) to connect Mabelvale Elementary School across the street.

Priority Project B: Arkansas River Trail to Interstate Park Neighborhood Greenway

STREET NAME: STATE ST, ARCH ST, GAINES ST, AND 33RD ST

TO: INTERSTATE PARK **FROM:** ARKANSAS RIVER TRAIL

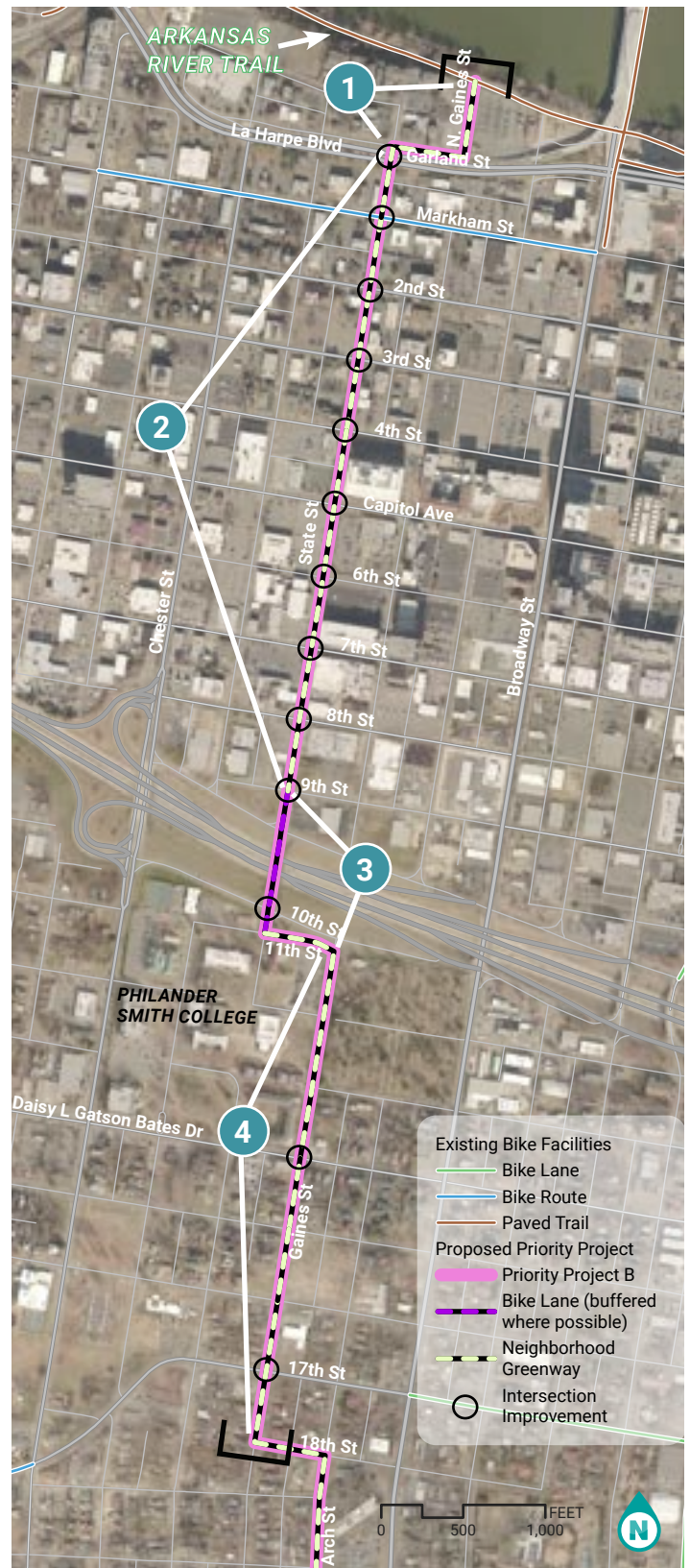
MILEAGE: 3.2

1 N. Gaines St/Garland St: From the Arkansas River Trail to the State St/La Harpe Blvd intersection add sharrows and wayfinding signage. Additionally, a short paved shared trail connection from the northern terminus of N. Gaines St to make the direct connection to the Arkansas River Trail.

2 State St: From Garland St to 9th St, add sharrows, wayfinding signage, and add all-way stops signs to the 7th, 8th, and 9th St intersections (alternatively, consider installing mini-traffic circles at these intersections). Consider adding speed cushions periodically, for any locations that tend to have faster moving traffic. Consider removing on-street parking and creating a consistent two-lane road cross-section for motor vehicles with buffered bike lanes (in this case, also add bike intersection crossing markings to all intersections along this stretch). Create a protected intersection at La Harpe Blvd.

3 State St: From 9th St to 11th St, stripe buffered bike lanes. This will require working with the adjacent college and church to allow public use of these streets (currently in public ROW, but are gated off), and moving entrance gates south and west of the State St/11th St intersection. Alternatively, create a two-way protected bike lane along the south side of 10th St by removing on-street parking and one motor vehicle travel lane between State St and Gaines St. Include wayfinding signage.

4 Gaines St to Arch St: From 11th St to 18th St, add sharrows and wayfinding signage. At both the Daisy L Gatson Bates Dr and the 17th St intersections, remove all parking within 75' of each intersection and create short bike lanes, allowing for bike lane crossing markings to be painted across the intersections. Install LED blinker lights to alert automobile traffic of crossing bicyclists.



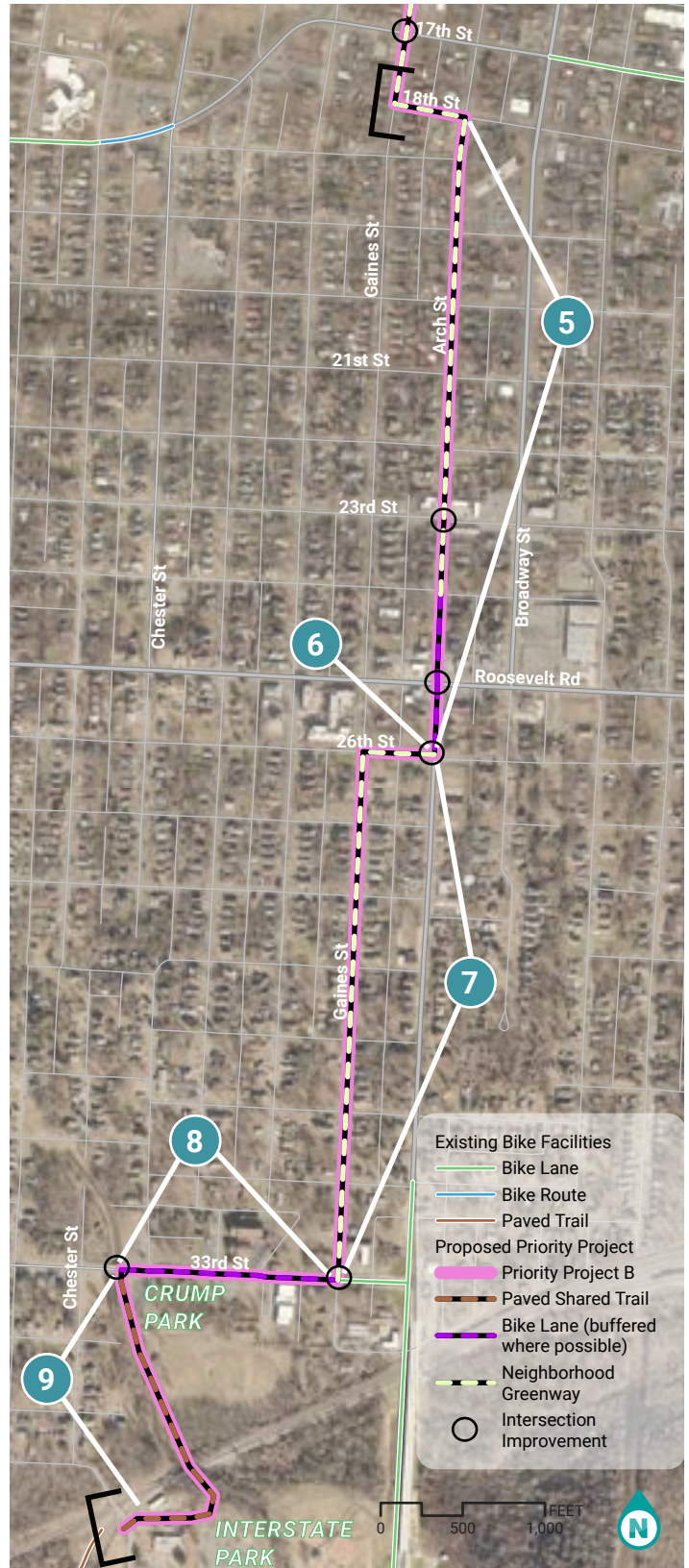
TRIP GENERATORS: ARKANSAS RIVER TRAIL, DOWNTOWN, MULTIPLE RESIDENTIAL AREAS, SCHOOLS, INTERSTATE PARK, CRUMP PARK, SOUTHSIDE PARK

POTENTIAL ROW NEEDS: RR UNDERCROSSING BETWEEN CRUMP PARK & INTERSTATE PARK

POTENTIAL PARTNERSHIPS: CITY OF LITTLE ROCK, ARDOT, NEIGHBORHOOD ASSOCIATIONS, BUSINESSES ALONG THE CORRIDOR, BACA, STUDIOMAIN

ESTIMATED CONSTRUCTION COSTS: TBD

- 5 Arch St: From 18th St to 24th St, add shared lane markings, wayfinding signage, and consider installing a traffic diverter in a strategic location between 17th St and Roosevelt Rd, to minimize motor vehicle cut through traffic (potentially at 21st St, further analysis needed). From 24th St to 26th St, stripe bike lanes within the 30' pavement width, bringing bike intersection crossing markings through the Roosevelt Rd intersection.
- 6 Arch St/26th St intersection. Install a four-way stop at this location, and lower the speed limit along Arch St to 25 mph at least several blocks south of this intersection to slow traffic, allowing for a safer transition for bicyclists here.
- 7 Gaines St (and short section of 26th St): From Arch St to 33rd St, add sharrows and wayfinding signage, and consider installing periodic speed cushions or a strategic traffic diverter if speeding automobile traffic becomes an issue. Add all-way stop signs to the 33rd St/Gaines St intersection.
- 8 33rd St: From Gaines St to Chester St, extend the existing 33rd St bike lanes (space for buffer striping west of State St), and add wayfinding signage.
- 9 33rd St to Interstate Park: Construct a short greenway segment from 33rd St along the east side of the creek, crossing under the existing railroad bridge. Construct a short bike/ped bridge over the creek just south of the train tracks, connecting into Interstate Park, as well as the future Southwest Trail. Include wayfinding signage.



Priority Project C: Downtown East/West Protected Bike Lane

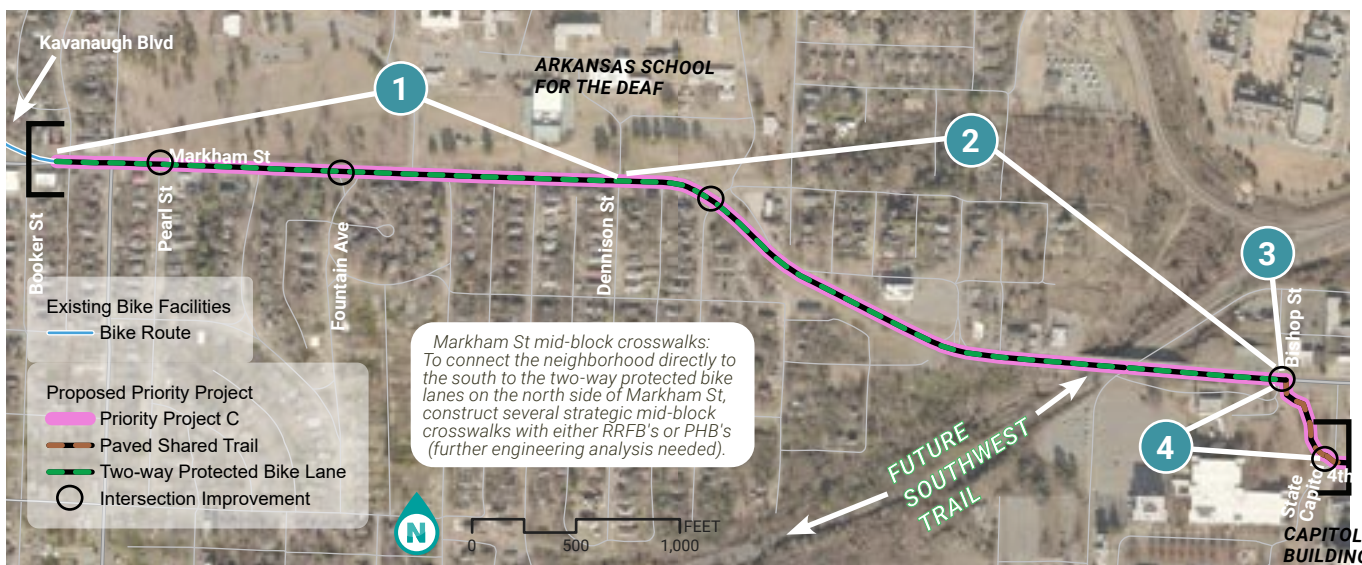
STREET NAME: MARKHAM ST/3RD ST/4TH ST

MILEAGE: 2.2

FROM: RIVER CITIES TRAVEL CENTER

TO: KAVANAUGH BLVD

- 1 Markham St (42' pavement width): From the Kavanaugh Blvd/Markham St/Booker St intersection to Dennison St, reconfigure Markham St to two motor vehicle travel lanes with either occasional center turn lane pockets where needed, or a continuous center turn lane. With a continuous center turn lane, the 42' pavement cross-section should have the northernmost lane (11') converted to a 9' two-way protected bike lane and 2' buffer. If a non-continuous center turn lane is created, the two-way protected bike lane could be tapered up to 12' with a 7' buffer where the center turn lane is not needed.
- 2 3rd St (45' pavement width): From the Dennison St intersection to Bishop St, reconfigure 3rd St to three motor vehicle lanes (including a center turn lane). This will allow 31' for the three automobile travel lanes and 10' for the two-way protected bike lanes with a 4' buffer space.
- 3 East of Bishop St, the 3rd St cross section narrows to 40'. As such, terminate the two-way protected bike lanes at the Bishop St intersection, and install a Pedestrian Hybrid Beacon (PHB) along the east side of the intersection to allow bicyclists and pedestrians to cross 3rd St here.
- 4 Construct a short paved shared trail from the south-east corner of the Bishop St/3rd St intersection to the State Capitol/Capitol Mall/W 4th St intersection.
- 5 For this short section, create a short sidepath along the north side of W 4th St from the shared use path terminus at the State Capitol/W 4th St intersection to the two-way separated bike lanes that will begin at the W 4th St and Woodlane Dr intersection. This will require modifying some curb, including the Capitol Mall curb face that currently needs ADA upgrades regardless (near term alternative - shared lane treatments).
- 6 4th St: From the W 4th St/Woodlane Dr intersection to the River Cities Travel Center, reconfigure the existing 36' wide one-way street to include a two-way protected bike lane along the north side of 4th St. Remove all on-street parking as it appears to mostly be underutilized and is surrounded by large surface parking lots and parking garages along much of the corridor. For the 1,800' section of 4th St that includes three travel lanes instead of on-street parking (Broadway St to Scott St), remove the northernmost travel lane. The recommended cross-section (from north to south) includes: 12' motor vehicle travel lane, 11' motor vehicle travel lane, 3' buffer, and a 10' two-way protected bike lane. Bicycle signal phasing will be need to be integrated into all intersections with traffic lights.



TRIP GENERATORS: MULTIPLE NEIGHBORHOODS, STATE CAPITOL, DOWNTOWN, ARKANSAS RIVER TRAIL, SOUTHWEST TRAIL, RIVER CITIES TRAVEL CENTER, UNION STATION

POTENTIAL ROW NEEDS: SHORT SHARED USE PATH SEGMENT AT THE CAPITOL BUILDING (STATE PROPERTY)

POTENTIAL PARTNERSHIPS: STATE OF ARKANSAS, ARDOT, ROCK REGION METRO, BUSINESSES ALONG THE CORRIDOR

ESTIMATED CONSTRUCTION COSTS: TBD

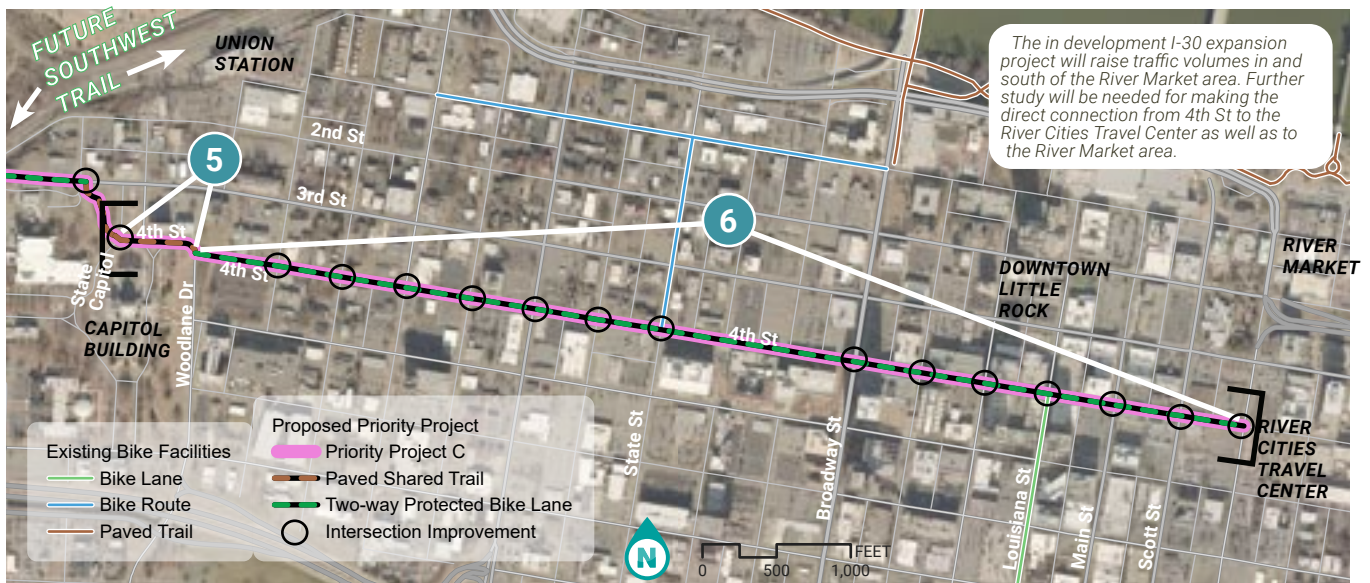
Figure 51: Two-way protected bike lane example in Huntsville, Alabama (source: City of Huntsville)



Photo Credit: City of Huntsville, AL



Photo Credit: Alta Planning + Design



PHASE 2: STRATEGIC BICYCLE NETWORK

This network of approximately 54 strategic bicycle projects connecting all parts of Little Rock was developed during this planning process by identifying a 'path of least resistance' for an all ages and abilities network in Little Rock that also aims to fulfill the priority criteria in the project checklist on the following page. Generally speaking, this strategic network is where more proactive efforts to implement bicycle infrastructure should be directed. This network includes a mixture of bicycle facility types, including a network of neighborhood greenways that utilizes the expansive neighborhood grid between downtown and Fourche Creek. Additionally, striping projects that could also be implemented as protected bike lanes now or in the future are also included. As with any network, there are numerous short greenway links, intersection improvements, and curb modification projects that will be needed to create complete connections between facilities and destinations.

Map 24: Strategic Bicycle Network

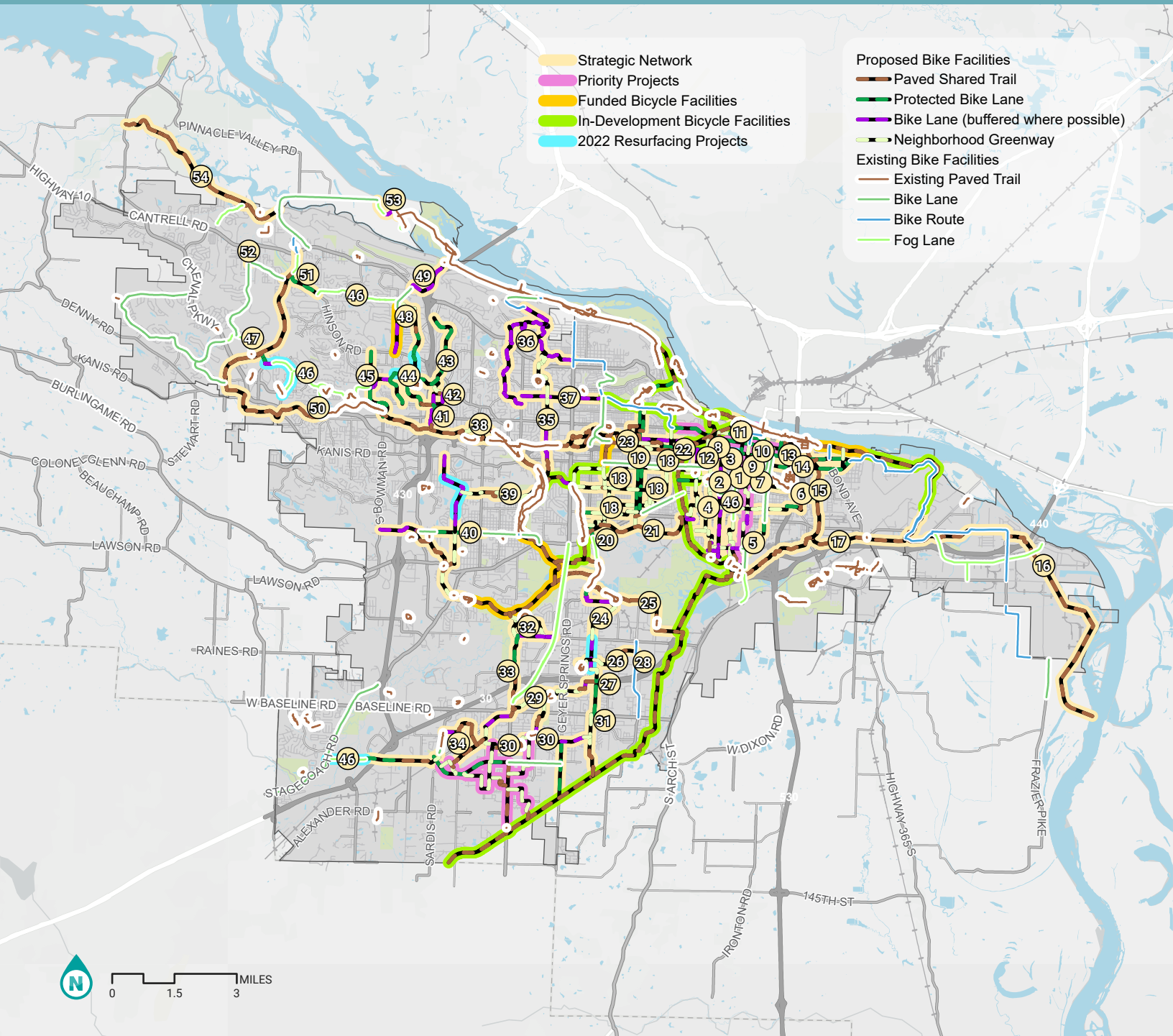


Table 10. Strategic Bicycle Network Project Checklist

PROJECT NAME	ESTIMATED COST RANGE	CONNECTS HIGH PRIORITY AREAS FROM EQUITY ANALYSIS	CONNECTS HIGH PRIORITY NODES FROM DEMAND ANALYSIS	SUPPORTED IN STAKEHOLDER & PUBLIC FEEDBACK	CONNECTS TO AN EXISTING OR IN-DEVELOPMENT BIKE/PED FACILITY	REPORTED BIKE OR PED CRASH ALONG ROUTE	USES MOSTLY PUBLIC LAND OR STREET ROW
1 Chester St		✓	✓	✓	✓	✓	✓
2 Martin Luther King Jr Dr		✓	✓	✓	✓	✓	✓
3 Battery St		✓	✓	✓	✓	✓	✓
4 22nd St		✓	✓	✓	✓	✓	✓
5 Main St, 33rd St, 34th St, etc.		✓	✓	✓	✓	✓	✓
6 17th St I-30 Undercrossing	\$	✓	✓	✓	✓		✓
7 15th St		✓	✓	✓	✓	✓	✓
8 7th St		✓	✓	✓	✓	✓	✓
9 10th St/12th St	\$\$\$		✓	✓	✓	✓	✓
10 Spring St	\$		✓	✓	✓	✓	✓
11 2nd St			✓	✓	✓	✓	✓
12 Park St		✓	✓	✓	✓		✓
13 6th St	\$\$	✓	✓	✓	✓	✓	✓
14 9th St		✓	✓	✓	✓	✓	✓
15 Rail with Trail	\$\$\$\$	✓	✓	✓	✓		
16 Southeast Trail	\$\$	✓	✓	✓	✓		✓
17 Roosevelt Rd		✓	✓	✓		✓	✓
18 Booker St, Johnson St, Charles Bussey Ave, 13th St, W 25th St, W 28th St		✓	✓	✓	✓	✓	✓
19 Cedar St and Pine St		✓	✓	✓	✓	✓	✓

Table 10. Strategic Bicycle Network Project Checklist (continued)

PROJECT NAME	ESTIMATED COST RANGE	CONNECTS HIGH PRIORITY AREAS FROM EQUITY ANALYSIS	CONNECTS HIGH PRIORITY NODES FROM DEMAND ANALYSIS	SUPPORTED IN STAKEHOLDER & PUBLIC FEEDBACK	CONNECTS TO AN EXISTING OR IN-DEVELOPMENT BIKE/PED FACILITY	REPORTED BIKE OR PED CRASH ALONG ROUTE	USES MOSTLY PUBLIC LAND OR STREET ROW
20 Fair Park Blvd	\$	✓	✓	✓	✓	✓	✓
21 Rail Trail, former Union Pacific RR	\$\$	✓	✓	✓	✓	✓	✓
22 Capitol Ave		✓	✓	✓	✓	✓	✓
23 War Memorial/UAMS	\$\$\$	✓	✓	✓	✓	✓	
24 Mabelvale Pike, Gum Springs Rd, Ballinger Rd, Lancaster Rd		✓	✓	✓	✓	✓	✓
25 Fourche Bottoms Trail connector	\$\$\$	✓	✓	✓	✓		✓
26 Plaza Frida, Little Rock Job Corps Center	\$	✓	✓	✓	✓	✓	✓
27 I-30 crossing	\$\$\$	✓	✓	✓	✓	✓	✓
28 Scott Hamilton Dr		✓	✓	✓	✓	✓	✓
29 Dreher Ln, W 83rd, Azalea Dr, Oman Rd		✓	✓	✓	✓	✓	✓
30 Warren Dr, Valley Dr, Eva Ln, Rebecca Dr, Caylor Ln, Winterwood Dr, Wilderness Rd		✓	✓	✓	✓	✓	✓
31 Geyer Springs Rd	\$	✓	✓	✓	✓	✓	✓
32 Tri-Creek Greenway connector		✓	✓	✓	✓	✓	✓
33 Chicot Rd	\$\$\$	✓	✓	✓	✓	✓	✓
34 Mabelvale Network	\$\$	✓	✓	✓	✓	✓	
35 Hughes St	\$	✓	✓	✓	✓	✓	✓
36 Pine Valley Rd, Rockwood Rd, Richwood Rd, Foxhunt Tr, Biscayne Dr		✓	✓	✓	✓	✓	✓
37 H St		✓	✓	✓	✓	✓	✓

Table 10. Strategic Bicycle Network Project Checklist (continued)

PROJECT NAME	ESTIMATED COST RANGE	CONNECTS HIGH PRIORITY AREAS FROM EQUITY ANALYSIS	CONNECTS HIGH PRIORITY NODES FROM DEMAND ANALYSIS	SUPPORTED IN STAKEHOLDER & PUBLIC FEEDBACK	CONNECTS TO AN EXISTING OR IN-DEVELOPMENT BIKE/PED FACILITY	REPORTED BIKE OR PED CRASH ALONG ROUTE	USES MOSTLY PUBLIC LAND OR STREET ROW
38 I-630/Rock Creek	\$\$\$\$	✓	✓	✓	✓		✓
39 24th St, Tanya Dr	\$	✓	✓	✓	✓	✓	✓
40 36th St	\$\$	✓	✓	✓	✓	✓	✓
41 Executive Ct, Markham Center Dr, Natural Resources Dr		✓	✓	✓	✓		✓
42 Natural Resources Dr, Connell Dr, Warwick Rd, Converse Dr	\$		✓	✓	✓		✓
43 Breckenridge Dr		✓	✓	✓	✓	✓	✓
44 St Charles Blvd, Green Mountain Dr, Huron Ln, Shackelford Rd		✓	✓	✓	✓	✓	✓
45 Napa Valley Dr/Bowman Rd		✓	✓	✓	✓	✓	✓
46 Fog lanes		✓	✓	✓	✓	✓	✓
47 Kirk Rd, Rahling Rd, Chenal Valley Dr	\$\$	✓	✓	✓	✓	✓	✓
48 Fulbright Elementary, Central Arkansas Water property, Rock Valley Dr	\$\$		✓	✓	✓		✓
49 River Mountain Rd	\$	✓	✓	✓	✓	✓	✓
50 Parkway Place Dr	\$	✓	✓	✓	✓		✓
51 Hinson Rd		✓		✓	✓	✓	✓
52 Taylor Loop Intersections	\$			✓	✓	✓	✓
53 Two Rivers Park Rd				✓	✓		✓
54 Little Maumelle River	\$\$\$\$		✓	✓	✓		✓

PHASE 2: STRATEGIC BICYCLE NETWORK - DOWNTOWN LITTLE ROCK

Due to several key streets that have extra pavement width as well as a network of low volume/low speed neighborhood streets, multiple opportunities exist to better connect downtown Little Rock and surrounding neighborhoods with all ages and abilities bicycle facilities.

Map 25: Strategic Bicycle Network - Downtown Little Rock

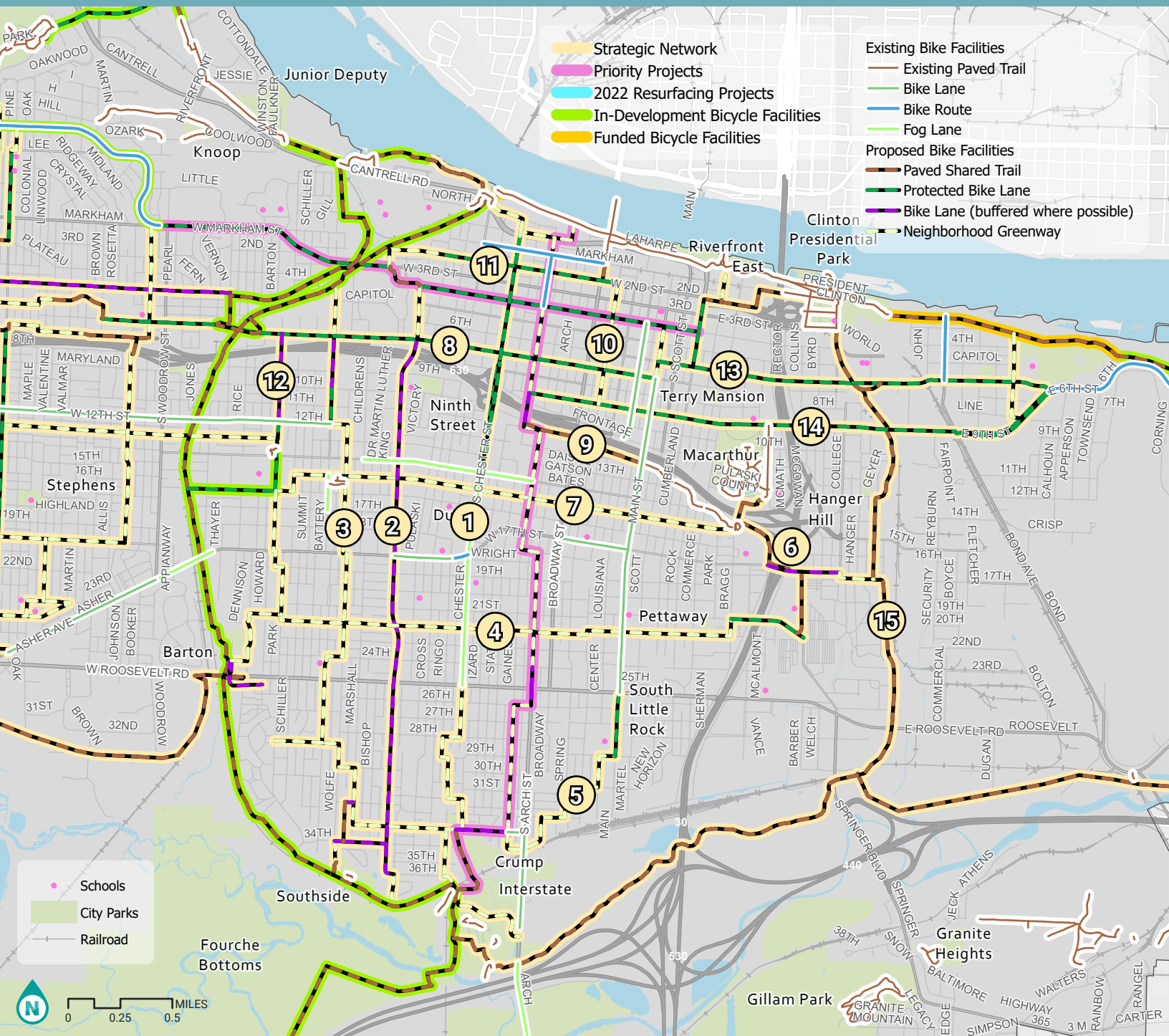


Table 11. Strategic Bicycle Network Projects

LOCATION	FROM	TO	RECOMMENDATION NOTES
1 Chester St	Arkansas River Trail	Crump Park	4-3 road reconfiguration opportunity (8,600-12,000 AADT) north of 14th St on Chester St - combine with neighborhood greenway opportunity to the south to Crump Park.
2 Martin Luther King Jr Dr	4th St	Southside Park/ SW Trail	Stripe bike lanes within existing pavement south of I-630, examine potential reconfigurations of I-630 bridge to bring bike lanes across the bridge.
3 Battery St	Capitol/SW Trail	Southside Park, SW Trail	Create a buffered bike lane on Battery St over I-630 between 7th St and 10th St (would need to remove small amount of on-street parking to bring this cross-section to 12th St bike lanes). South of here, Wolfe St and Battery St could combine as a neighborhood greenway. Key intersections: Daisy L Gatson Bates Dr, Wright Ave, Roosevelt Rd.
4 22nd St	Booker Arts Elementary	Barton Park, SW Trail, Fair	22nd St could serve as a neighborhood greenway; E 21 St from Bragg St across I-30 to Elementary school has extra width, could create a two-way protected bikeway/sidepath along the north side and create trail connection to school entrance.
5 Main St, 33rd St, 34th St, etc.	Washington Math/ Science School	33rd St/ Crump Park	Consider creating protected bike lanes in front of school (if on-street parking can be shifted elsewhere). Consider creating a neighborhood greenway following the flattest route along a series of neighborhood streets to W 34th St that crosses under Arch St - consider reopening W 34th St under Arch St (currently gated off) to allow for a bike/ped crossing under Arch St.
6 17th St I-30 Undercrossing	Washington Math/ Science School	Rockefeller Magnet Elementary, MacArthur Park	Utilizing the extra pavement width along McAlmont St and the 17th St undercrossing of I-30, create a two-way protected bike lane/sidepath trail that will serve all ages and abilities. MacArthur Park. Key crossing - 17th St.
7 15th St	Rockefeller Magnet Elementary, MacArthur Park	Central High, SW Trail	15th St has low traffic volumes and speeds and is very flat - consider converting this to a neighborhood bikeway with additional traffic calming features, shared lane markings, and wayfinding signage. Key intersections - MLK Blvd, Chester St, Broadway St, Main St.
8 7th St	Downtown	Woodruff Elementary & Lamar Porter Field	Combined with a future resurfacing and previously recommended buffered bike lanes, extend bike lanes west within the existing pavement (buffer striping where possible); eventually create protected bike lanes.
9 10th St/12th St	Existing Paved Shared Trail at Main St	State St	Utilize green space along the south side of 12th St/10th St to extend the trail. Key challenge will be retaining wall along north side of Mt Holly Cemetery.
10 Spring St	9th St	Broadway St bridge	Spring St is a relatively low traffic volume/speed street through downtown. Shared lane treatments (sharrows, wayfinding, and a degree of traffic calming measures) could make it a suitable north/south connection to the Broadway St bridge sidepath and Arkansas River Trail. A short two-way protected bikeway along 2nd St as well as a short paved shared trail connection would be needed to complete the link to the Broadway St bridge.
11 2nd St	Union Station/SW Trail	Broadway St/ State St	A two-way protected bike lane (similar to 4th St recommendation), could be implemented by removing all on-street parking to adjacent surface lots. Otherwise, the road could be reconfigured 2-1 with a directional buffered bike lane (2nd St is one-way to the west).
12 Park St	7th St	12th St	Park St is a steep hill climbing toward Central High. Due to its width, an uphill bike lane could be striped on the climbing side, complemented by sharrows on the downhill side.

PHASE 2: STRATEGIC BICYCLE NETWORK - EAST LITTLE ROCK

The Southeast Trail will eventually connect to the airport. With the airport's unique proximity to Little Rock's downtown core, it should be considered a high priority location for an electric micromobility share hub (see Chapter 4) during future micromobility share planning.

Map 26: Strategic Bicycle Network - East Little Rock

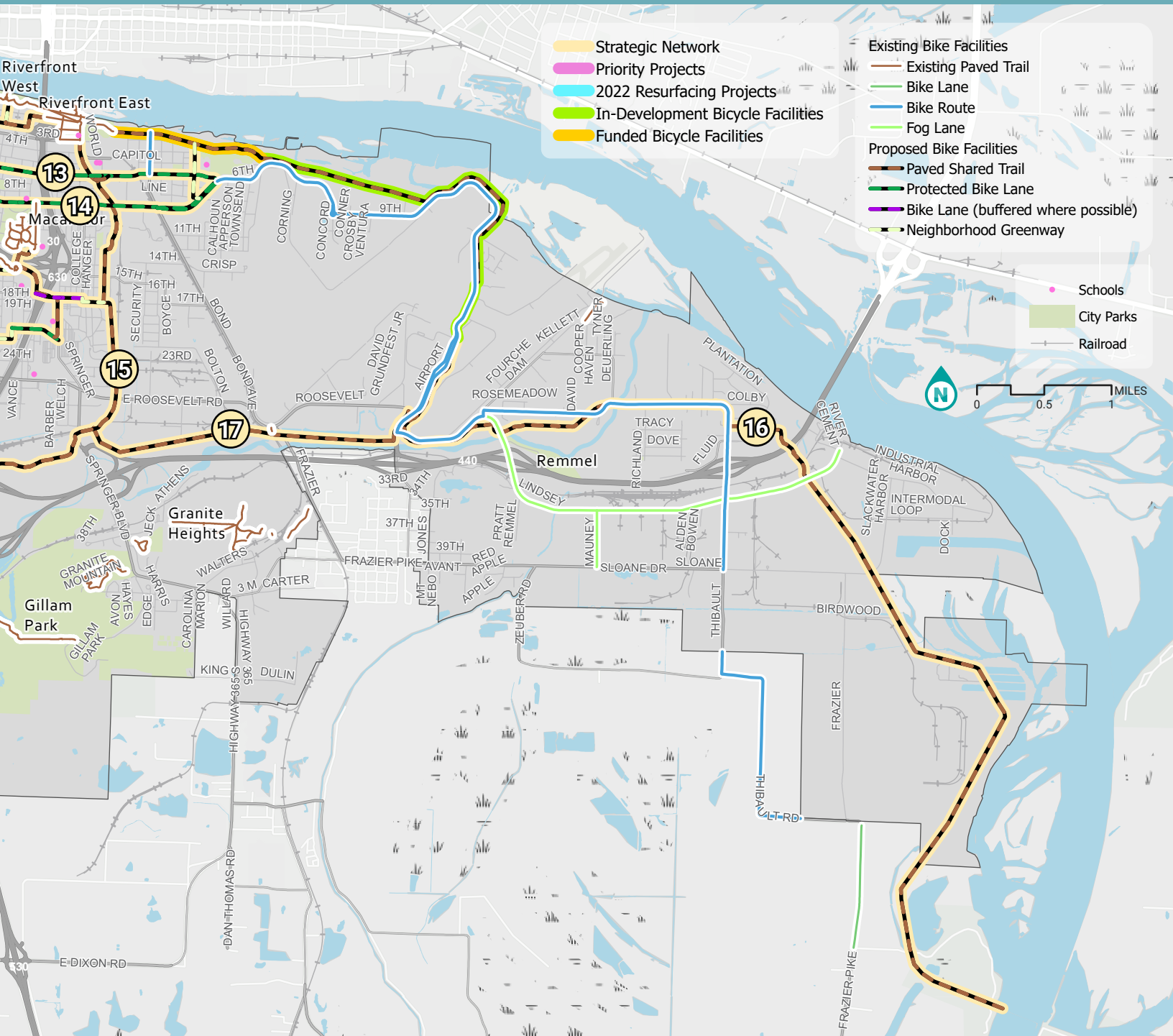


Table 12. Strategic Bicycle Network Projects

LOCATION	FROM	TO	RECOMMENDATION NOTES
13 6th St	Main St	East Little Rock Park, SE Trail	The 6th St I-30 bridge is a key need for a protected bike/ped facility, and should be constructed when the bridge is replaced as part of the I-30 expansion project. East of I-630, minimal bike lanes could be striped if motor vehicle travel lanes are narrowed to 10' (ideally, constructed protected bike lanes by modifying the curb). West of I-630, parking would need removed to continue a protected bicycle facility to Main St.
14 9th St	State St	East Little Rock Park, SE Trail	Similar to 6th St, the 9th St I-30 bridge is a key need for a protected bike/ped facility, and should be constructed when the bridge is replaced as part of the I-30 expansion project. East of I-630, 9th St appears to have relatively low traffic volumes, and should be reconfigured from four to three lanes (and two lanes east of Bond St). West of I-630, 9th St could be reconfigured from four lanes to two, allowing for striping buffered bike lanes (ideally protected bike lanes.)
15 Rail with Trail	Arkansas River Trail	Roosevelt Rd	This proposed Paved Trail alignment would likely need to utilize a combination of roadway right of way and active railroad right of way - further study needed.
16 Southeast Trail	Airport	David D Terry Park, Arkansas River dam	The Southeast Trail is envisioned to continue beyond Little Rock as part of a regional trail, serving as a potential trail spine for eastern Little Rock.
17 Roosevelt Rd	I-630	Airport	E. Roosevelt Rd appears to have space/ROW to include a sidepath connection to the southern end of the Airport, and could serve trail users wanting to connect to/from the airport to areas south of downtown Little Rock.

PHASE 2: STRATEGIC BICYCLE NETWORK - SOUTHWEST LITTLE ROCK (MAP 1)

Fair Park Blvd between 32nd St and Mabelvale Pike/Asher Ave is a critical connection point as one of the few opportunities to connect to southwest Little Rock from the north. This particular section of Fair Park Blvd is a strong road reconfiguration candidate and should be considered a higher priority.

Map 27: Strategic Bicycle Network - Southwest Little Rock (Map 1)

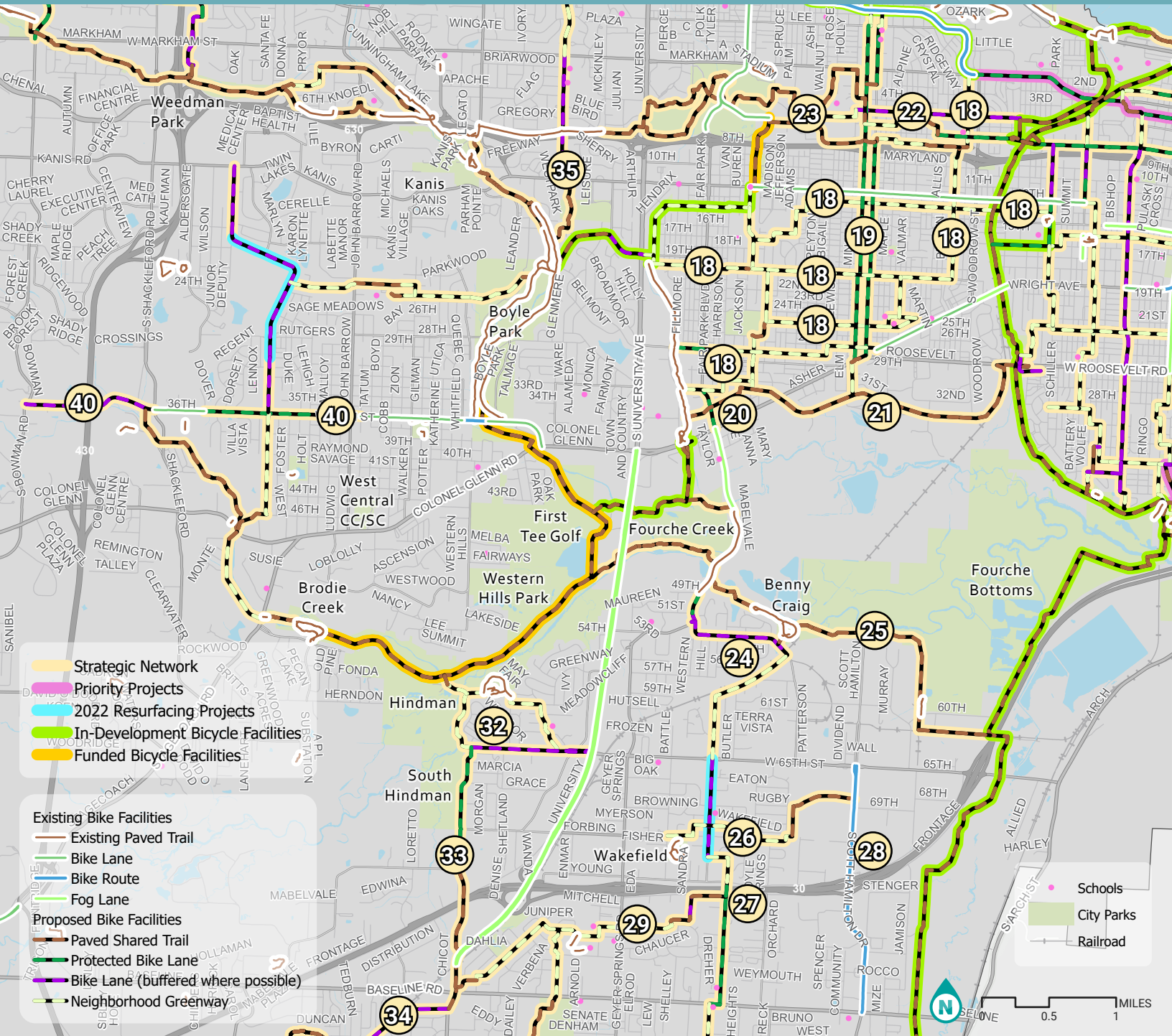


Table 13. Strategic Bicycle Network Projects

	LOCATION	FROM	TO	RECOMMENDATION NOTES
18	Booker St, Johnson St, Charles Bussey Ave, 13th St, W 25th St, W 28th St	Coleman Creek Trail/UALR	Kavanaugh Blvd, Central High, SW Trail	This network of streets are low volume/speed neighborhood streets that should be examined together as neighborhood greenways. With strategic traffic calming, sharrows, and wayfinding signage, they can direct bicyclists to optimal streets for linking this neighborhood grid to the Coleman Creek Trail/UALR, the future 12th St crossing and Jonesboro Dr trail connection, Mabelvale Pike and southwest Little Rock, Kavanaugh Blvd via the Booker St/Johns St ped bridge, and toward downtown via 13th St and options stemming from Central High. Key intersections: 12th St, Fair Park Blvd (multiple), Cedar St/Pine St.
19	Cedar St and Pine St	Kavanaugh Blvd	Asher Ave	South of 12 St, Cedar St and Pine St (one-way pairs) are low traffic volume roads, and each should be reconfigured from two lanes to one, creating space for buffered bike lanes (ideally protected bike lanes). Between I-630 and Markham St, the City is closing Cedar St and widening Pine St such that it will become two-way. This will be an opportunity to create an all ages and abilities on Cedar St along this section. Outside of the I-630 and Markham St section, traffic volumes are lower, and consideration for a similar reconfiguration as mentioned for south of 12th St should be considered.
20	Fair Park Blvd	32nd St	Mabelvale Pike/Asher Ave	This section of Fair Park Blvd is a key link in the network as one of the few connection opportunities to southwest Little Rock. With 13,000 AADT and four lanes of traffic, this corridor should be further examined for a road reconfiguration to two or three lanes (keep center turn lane pockets where needed), and create striped bike lanes at a minimum, and ideally protected bike lanes. Protected intersection treatments should be implemented for the north/south crossing of the Asher Ave intersection, connecting to the Mabelvale Pike fog lanes (which should be formalized to bike buffered bike lanes and reconfigured from four lanes to three (AADT = 13,000)).
21	Rail Trail, former Union Pacific RR	Coleman Creek Trail/UALR	SW Trail/Roosevelt Rd	A paved shared trail along the former Union Pacific railroad line would be a key connection east/west alternative to the high traffic volume/speed Asher Ave, serving as a key link between neighborhoods, the Coleman Creek Trail/UALR, and the SW Trail.
22	Capitol Ave	SW Trail	UAMS	Capitol Ave has enough pavement width to stripe minimum bike lanes, and is an important east/west connector between UAMS and the future SW Trail. With the upcoming Cedar St/Pine St roadway project, this bicycle connection should be incorporated into intersection design to connect directly into UAMS.
23	UAMS to War Memorial	UAMS	War Memorial Park	As one of the densest activity centers in the city, a well-designed paved shared trail connection should be created directly from UAMS to War Memorial Park - specific alignments need further study, but Shuffield Dr, W 7th St, and the space directly east of Ray Winder Dr between Monroe St and Cottage Dr should be considered. An east/west paved shared trail parallel to the north of I-630 should be examined as well in connecting to the Booker St ped bridge.
24	Mabelvale Pike, Gum Springs Rd, Ballinger Rd, Lancaster Rd	Mabelvale Pike sidepath	Lancaster Rd	Several opportunities make this a north/south bicycle network spine into southwest Little Rock; Mabelvale Pike, with 13,000 AADT, is a strong candidate for a four to three road reconfiguration from Asher Ave to Geyer Springs Rd. Gum Springs Rd from Mabelvale Pike to the railroad tracks just north of Ballinger Rd has extra pavement width, and buffered bike lanes should be striped (pavement should be widened to complete the Ballinger Rd connection over the railroad tracks). Ballinger Rd is relatively low traffic volume/speed - implement traffic calming features, sharrows, and wayfinding signage to Lancaster Rd. Lastly, while there is a pinch point along Lancaster Rd between Westminster Rd and 65th St, much of Lancaster Rd could be striped with bike lanes and improved with traffic calming features. Key intersections - 65th St/Lancaster Rd/Ballinger Rd; Mabelvale Pike/Gum Springs Rd.
25	Fourche Bottoms Trail connector	Mabelvale Pike Sidepath	Benny Craig Park, SW Trail	The City of Little Rock owns much of this potential trail alignment, and could serve as a key SW Trail connection for southwest Little Rock neighborhoods. Much of this corridor is low lying and may need to be constructed as boardwalk, depending on alignment.
26	Plaza Frida, Little Rock Job Corps Center	Plaza Frida, Little Rock Job Corps Center	Wakefield Elementary School, Wakefield Park	Working with developer owned land and public ROW connecting Rugby Dr, created a paved shared trail connecting this neighborhood to the new Plaza Friday as well as the Little Rock Job Corps Center. Furthermore, Wakefield Dr could be utilized as a neighborhood greenway, with sharrows, traffic calming features, and wayfinding signage connecting this neighborhood to Wakefield Elementary and Wakefield Park. Key intersection: Lancaster Rd

PHASE 2: STRATEGIC BICYCLE NETWORK - SOUTHWEST LITTLE ROCK (MAP 2)

While currently disconnected and lacking bicycle infrastructure, southwest Little Rock will eventually have connectivity to the Southwest Trail and Tri-Creek Greenway. Strategic paved shared trails and neighborhood greenways can provide connectivity spines through southwest Little Rock neighborhoods and destinations.

Map 28: Strategic Bicycle Network - Southwest Little Rock (Map 2)

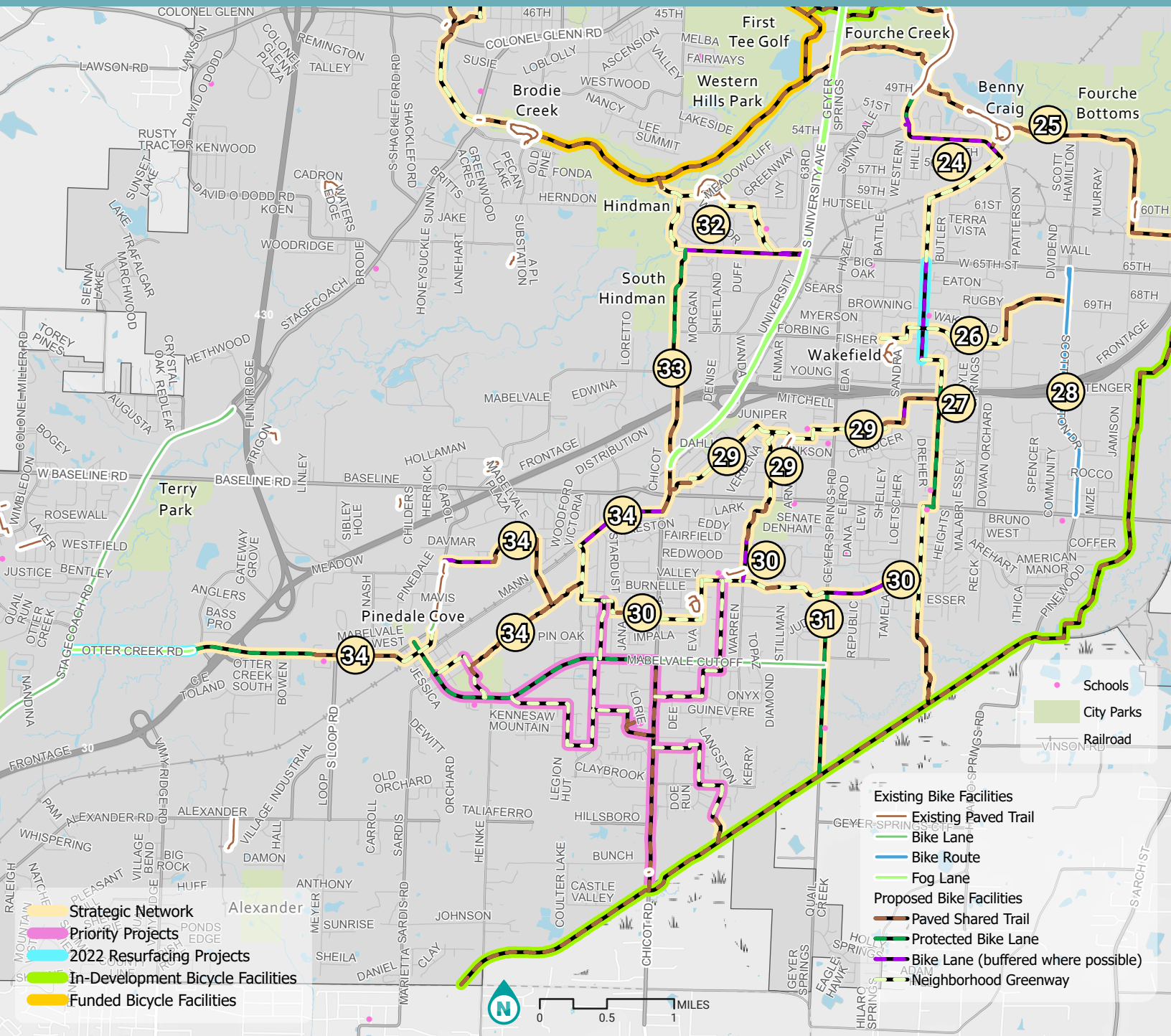


Table 14. Strategic Bicycle Network Projects

LOCATION	FROM	TO	RECOMMENDATION NOTES
27 I-30 crossing	Portsmouth Dr	Stanton Rd	This is a key crossing location for the bicycle network that will need curb modification to create an all ages and abilities connection across I-30 in southwest Little Rock. Protected bike lanes or a sidepath should be constructed along the length of Stanton Rd. Additionally, a paved shared trail segment should be constructed from Stanton Rd to National Dr along the south side of the I-30 frontage Rd, connecting to the proposed neighborhood greenway network further to the southwest.
28 Scott Hamilton Dr	65th St	Baseline Dr	This corridor should be studied for a four to three road reconfiguration with buffered bike lanes. AADT is 15,000 at its highest at the I-30 crossing and is generally significantly lower outside of the frontage roads. This could be another key bicycle crossing of I-30 that should be prioritized in southwest Little Rock.
29 Dreher Ln, W 83rd, Azalea Dr, Oman Rd	National Dr	Chicot Rd, Southwest Community Center	This series of generally low traffic volume/low speed neighborhood streets should be further examined as a network of neighborhood greenways. Upon completion of all ages and abilities facilities across I-30 along Stanton Rd, across the Chicot Rd/Baseline Rd intersection, across the Geyer Springs Rd intersection, and across the Oman Rd/Baseline Rd intersection, this could serve as an excellent all ages and abilities connector in southwest Little Rock. The above pinch points should be priorities for the southwest Little Rock network.
30 Warren Dr, Valley Dr, Eva Ln, Rebecca Dr, Caylor Ln, Winterwood Dr, Wilderness Rd	Southwest Community Center	McClellan High School, Watson Elementary, Mabelvale	This series of generally low traffic volume/low speed neighborhood streets should be further examined as a network of neighborhood greenways. Key crossing improvements at Chicot Rd and Geyer Springs Rd, as well as strategic paved shared trail segments connecting to the Southwest Community Center (public ROW), Valley Dr endpoints, Morehart Park, and the SW Trail from Sunset Blvd would create all ages and abilities connectivity in this section of southwest Little Rock.
31 Geyer Springs Rd	Baseline Dr	Mabelvale Cut Off Rd bike lanes	This section of Geyer Springs Rd should be analyzed for a five/four to three road reconfiguration with buffered (ideally protected) bike lanes, as traffic volumes drop from 14,000 AADT heading south of Baseline Dr. This section of Geyer Springs Rd is a key linchpin in the bicycle network in this part of southwest Little Rock. South of Mabelvale Cut Off Rd, a sidepath should be constructed along Geyer Springs Rd to the SW Trail (upon implementation of the SW Trail).
32 Tri-Creek Greenway connector	Hindman Park Way, Meadowcliff Elementary	Hindman Park	Hindman Park Way should be striped with buffered bike lanes due to its extra pavement width from Mabelvale Pike to Carolina Dr (Hindman Park entrance). A combination of Sheraton Dr, Meadowcliff Dr, and a short segment of Edgemont Dr make the most conducive (including topography-wise in this hill section) neighborhood greenway connection from Mabelvale Pike to the eastern existing trail connection to Hindman Park at Edgemont Dr. Traffic calming features, sharrows, and wayfinding should be implemented.
33 Chicot Rd	Hindman Park	Baseline Dr	One of the limited options in connecting southwest Little Rock to the future Tri-Creek Greenway at Hindman Park includes constructing a sidepath along the west side of Chicot Rd (potentially as a greenway through the open space to the west), north of Mabelvale Pike. South of Mabelvale Pike, buffered bike lanes (ideally protected) could be striped in the wide pavement cross-section to the south side of I-30 where the cross-section changes, and a sidepath would need to be constructed to the Baseline Dr intersection.
34 Mabelvale Network	Southwest High School, Mabelvale Middle School	Morehart Park, multiple residential areas	Several opportunities existing here to connect the new high school and sidepath to surrounding destinations. Stripe buffered bike lanes along Rich Smith Ln; work with developers to create a paved shared trail from Rich Smith Ln to Dartmoor Dr, and create a sidepath along Dartmoor Dr to cross the railroad tracks to Mann Rd to a large tract of developer-owned land (partnership needed with developer to create a paved shared trail connection along cleared power line that is conducive to a paved shared trail, connecting Morehart Park and adjacent neighborhoods. Stripe bike lanes (some space for buffer) along Mann Rd from Wilderness Rd to Chicot Rd. In the Mabelvale town center, reconfigure Mabelvale Main St from five lanes to three for a consistent cross-section that includes buffered bike lanes; Helm St and Train Station Dr should be utilized as a neighborhood greenway connection as well. Lastly, a sidepath should be constructed along the south side of Mabelvale Rd from Train Station Dr to the Mabelvale Middle School entrance, appears to be space available.

PHASE 2: STRATEGIC BICYCLE NETWORK - WEST LITTLE ROCK

While I-430 and I-630 are clear barriers to bicycle travel, key opportunities for connectivity include connecting the Tri-Creek Greenway and Rock Creek Trails and utilizing a series of strategic opportunities for uphill bike lanes and downhill sharrows to connect to the Arkansas River Trail west of Murray Park. Hughes St and H St are key roads with opportunities to become integral to the bike network.

Map 29: Strategic Bicycle Network - West Little Rock

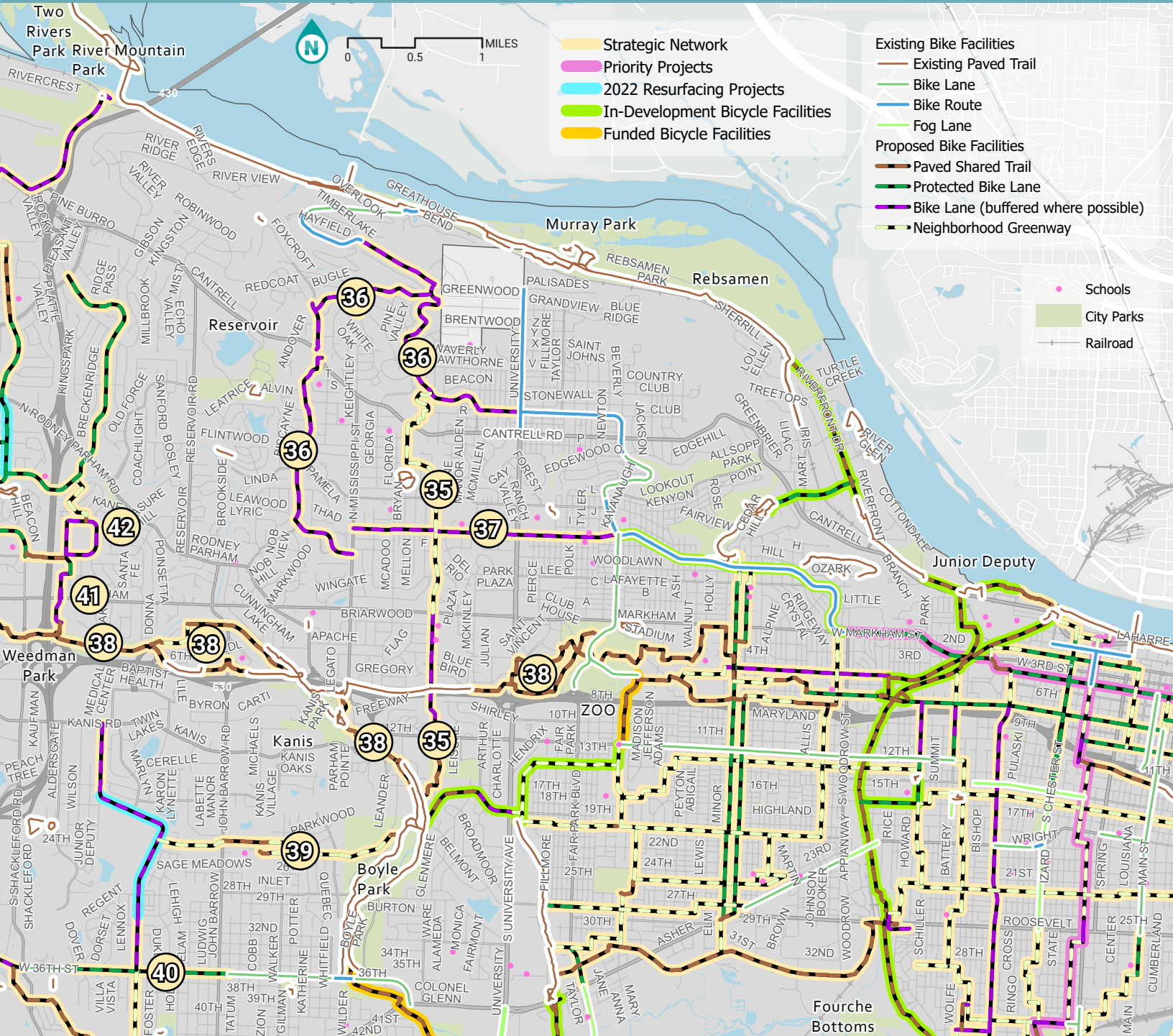


Table 15. Strategic Bicycle Network Projects

LOCATION	FROM	TO	RECOMMENDATION NOTES
35 Hughes St	Rock Creek Trail	Pine Valley Dr	One key aspect of this potential north/south spine is the University Park land between 12th St and the Coleman Creek Trail. If a paved shared trail could be implemented, Hughes St between 12th St and Markham St has extra width and could include striped buffered bike lanes for continuity. Further north, Hughes St narrows and connects through a residential area - with strategic traffic calming, sharrows, and wayfinding, this section of Hughes St (and a short section of Bryant St could connect bicyclists to the Cantrell Rd intersection. This Cantrell Rd intersection will be improved with a traffic signal in the near term, and it is imperative that bicycle accommodations are implemented across this intersection. Lastly, several alignment options should be considered in connecting through the Cantrell Heights Apts (or around via paved shared trail on public ROW), connecting Darby Pl, Brownwood Rd, and Durwood Rd to Pine Valley Rd.
36 Pine Valley Rd, Rockwood Rd, Richwood Rd, Foxhunt Tr, Biscayne Dr	Kavanaugh Blvd	Arkansas River Trail, multiple residential areas	Bicycle connectivity is challenging in this section of Little Rock, due to topography, narrow roadway pavement width, and narrow public ROW. The streets highlighted here are opportunities for uphill bike lanes/downhill sharrows due to the topography and general pavement widths of 25'. Foxcroft Rd and Leawood Blvd have extra width and could be striped with buffered bike lanes. Key intersections: Cantrell Rd; Mississippi St
37 H St	Mississippi St	Kavanaugh Blvd/Van Buren St	H St is one of the few east/west opportunities in this Little Rock neighborhood, and is a key opportunity. Minimum 5' bike lanes could be striped in the existing pavement width, and a short paved shared trail segment should be constructed from the eastern terminus of H St to the Kavanaugh Blvd/Van Buren St intersection (public ROW). Key intersections; Kavanaugh/Van Buren; Hughes St; Mississippi St.
38 I-630/Rock Creek	War Memorial Park/ Tri-Creek Greenway	Weedman Park, Rock Creek Trail	A series of proposed paved shared trail segments will need investment to make a key east/west trail connection through Little Rock. This is part of the regionally identified greenway spine through Little Rock, that can eventually become one of the main spines of bike/ped connectivity through northwest Little Rock neighborhoods. Crossing I-430 will require a bike/ped bridge or tunnel.
39 24th St, Tanya Dr	Parkview High School, Romine Rd	Boyle Creek Park, Tri-Creek Greenway	The eastern terminus of 24th St at Boyle Park could be a key paved shared trail connection since the public ROW connects here, and 24th St carries low-speed/low volume traffic. Combined with Tanya Dr, and a short paved shared trail connection around Parkview High School, sharrows, traffic calming features, and wayfinding signage could connect multiple neighborhoods to the high school and Boyle Park. Key intersection: John Barrow Rd.
40 36th St	Existing bike lanes near John Barrow Rd	Existing bike lanes west of Dover Dr and undercrossing of I-630	36th St is one of the few east/west connection opportunities in this section of Little Rock. Unfortunately, curb modification will be needed to connect the existing bike lane segments. Further to the west, 36th St crosses under I-430 and traffic volumes are lower, making this an important I-430 crossing location in the network. Pavement widening will be needed here as well to create bicycle facilities.
41 Executive Ct, Markham Center Dr, Natural Resources Dr	Rock Creek	Existing ped bridge over I-430	When the Rock Creek Trail is constructed, this will become a key connection. Executive Ct is narrow, and can function with shared lane treatments (traffic calming, wayfinding, sharrows) in the short term, but would be preferable to have dedicated bike facilities. Markham Center Dr has a little more width, such that bike lanes could be minimally striped. Natural Resources Dr - AADT is unknown, but it is likely a strong candidate for a four to three road reconfiguration, with additional width for buffered (or protected) bike lanes. This makes the key link to the existing ped bridge, and connections further north. Key intersection: Markham St.
42 Natural Resources Dr, Connell Dr, Warwick Rd, Converse Dr	Existing ped bridge over I-430	Breckenridge Dr	This is a key connection to two key I-430 crossings - the existing ped bridge and Breckenridge Dr. The Natural Resources Rd loop has extra width and could be striped with buffered bike lanes. The southern terminus of the Connell Dr ROW connects to Natural Resources Dr, and a short paved shared trail should be constructed to make this link. Sharrows, traffic calming (if needed), and wayfinding signage can make this neighborhood greenway connection to Breckenridge Dr.

PHASE 2: STRATEGIC BICYCLE NETWORK - NORTHWEST LITTLE ROCK

Due to topography and development patterns, the northwest portion of Little Rock has less opportunity for cost effective bicycle facilities, although multiple key existing and recommended features are displayed below and in the table to the right. In addition to closing gaps, the Arkansas River Trail and a proposed regional connection to Pinnacle Mountain State Park highlight this section of Little Rock.

Map 30: Strategic Bicycle Network - Northwest Little Rock

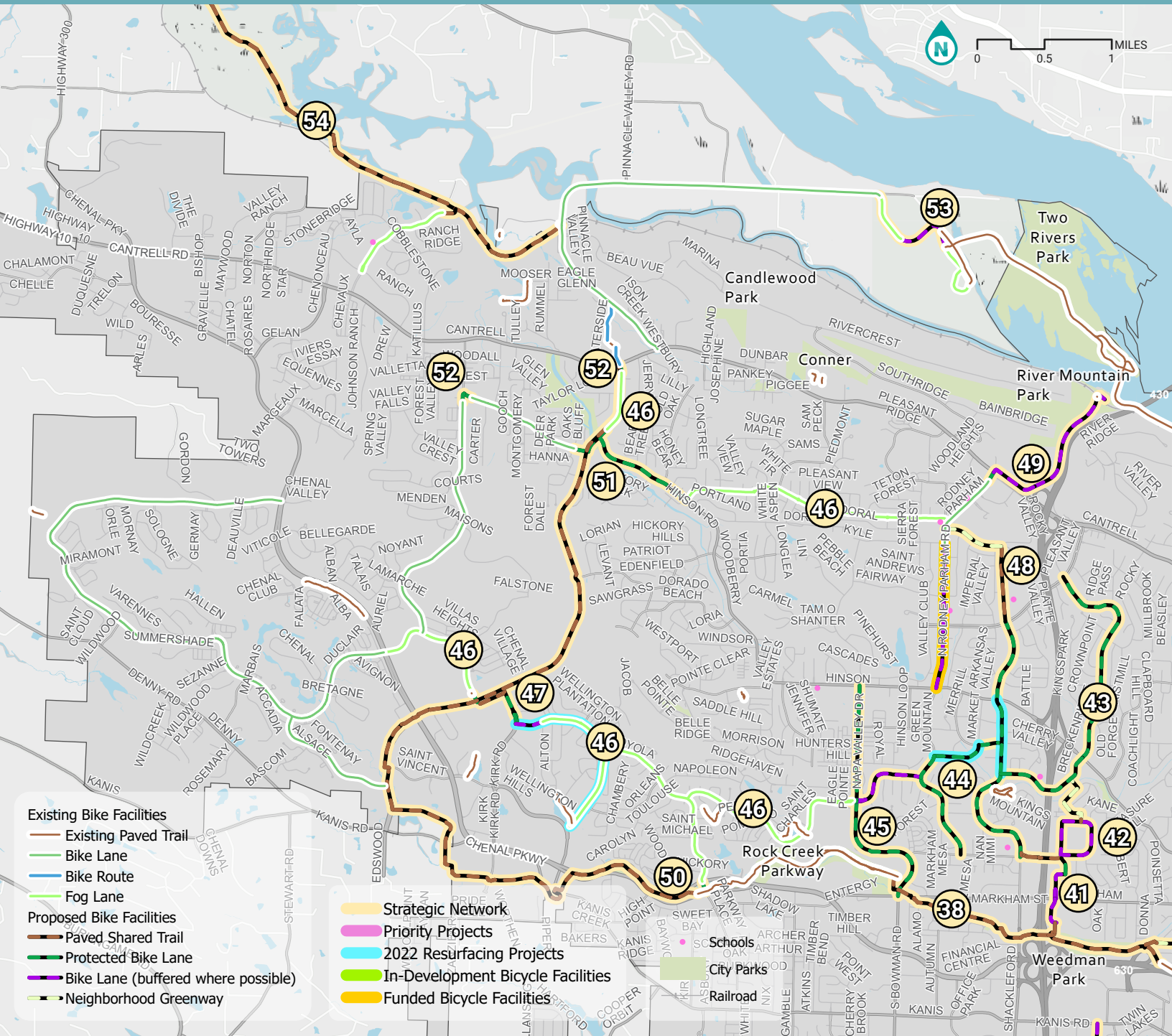
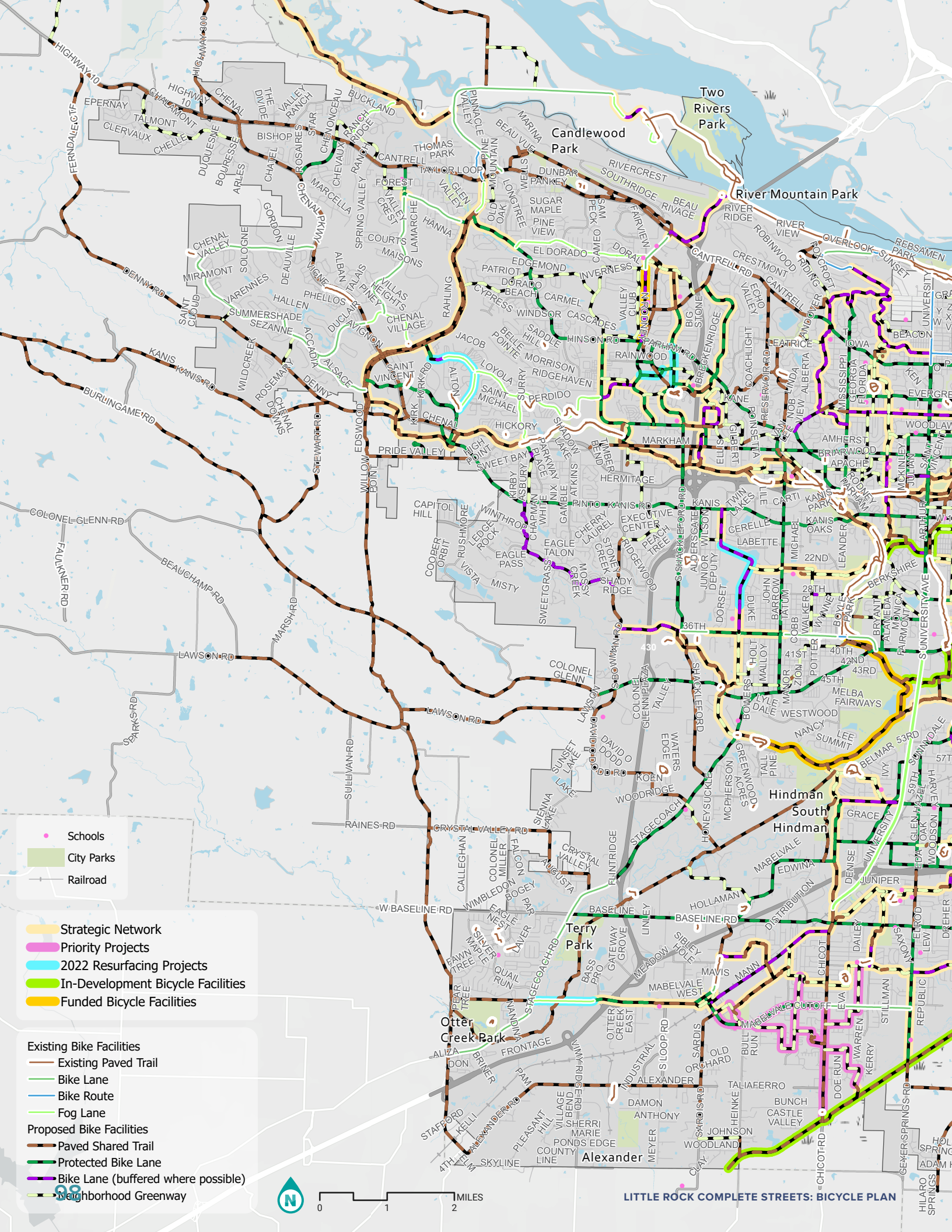


Table 16. Strategic Bicycle Network Projects

LOCATION	FROM	TO	RECOMMENDATION NOTES
43 Breckenridge Dr	Shackleford Rd	Pleasant Valley Dr	Breckenridge Dr is a key opportunity in a section of the city that has limited opportunities for connectivity, and connects under I-430. With the extra pavement width, buffered bike lanes should be striped. Key intersections: Rodney Parham Rd; Pleasant Valley Dr, Shackleford Rd.
44 St Charles Blvd, Green Mountain Dr, Huron Ln, Shackleford Rd	Napa Valley Dr	Existing ped bridge over I-430, Breckenridge Dr, Rodney Parham Rd	This series of streets include several key opportunities for striping minimal or buffered bike lanes in the near term, although protected bike lanes (or a sidepath) would be ideal longer term. The 2022 resurfacing projects on Huron Ln and Shackleford Rd could potentially accomplish part of this, and a coordinated effort to stripe bicycle facilities on St Charles Blvd, Green Mountain Rd, and Shackleford Rd should be coordinated in the near term. To make this a more connected network longer term, curb modification will be needed on streets such as Mara Lynn Rd, Merrill Dr, and Rodney Parham Dr.
45 Napa Valley Dr/ Bowman Rd	Rodney Parham Rd	Rock Creek Trail	Napa Valley Dr/Bowman Rd is a strong four to three lane road reconfiguration opportunity (11,000-14,000 AADT). Much of the Napa Valley Dr section is residential with long block lengths, leaving a potential opportunity for creating a two-way protected bikeway as well. A connection should be created from Napa Valley Dr to Valley Dr via Greenbrier Dr (curb modification would be needed and intersection crossings).
46 Fog lanes	Multiple	Multiple	All fog lanes throughout Little Rock should be formalized into bike lanes. Include buffer striping where possible.
47 Kirk Rd, Rahling Rd, Chenal Valley Dr	Wellington Village Rd	Chenal Valley Dr	Complete this gap by doing the following: five to three road reconfiguration with buffered bike lanes along Kirk Dr; construct a short sidepath along the south side of Rahling Rd, improve intersection to accommodate a bike ped crossing and connection to the Chenal Valley Dr fog lanes that currently stop short of the intersection.
48 Fulbright Elementary, Central Arkansas Water property, Rock Valley Dr	Arkansas Valley Dr	Rodney Parham Rd	Construct a short paved shared trail link from the northern terminus of Arkansas Valley Dr to Rock Valley Dr, utilizing the public ROW. Implement sharrows, traffic calming features, and wayfinding signage to complete the link toward Rodney Parham Dr.
49 River Mountain Rd	Rodney Parham Rd	Arkansas River Trail	When River Mountain Rd turns north toward the Arkansas River Trail, it drops steeply to the river and has enough width to create an uphill bike lane (with downhill sharrows). From here to Cantrell Rd/Rodney Parham Rd, the pavement will need widened to create bicycle facilities (appears to be space to do this). Reconfigure the Rodney Parham Rd approach to Cantrell Rd and bring bicycle intersection improvements across this intersection.
50 Parkway Place Dr	Rock Creek Trail	Loyola Dr	This short connection could be achieved by narrowing the 40', three lane cross-section to 30' for the three lanes, and 5' bike lanes in the short term (ideally, constructed protected bike lanes or a sidepath).
51 Hinson Rd	Pleasant Forest Dr	Taylor Loop Rd	Hinson Rd is a strong four to three road reconfiguration opportunity (11,000 AADT, mostly residential). Because there are few driveways along the south/west side, consider implementing a two-way protected bikeway to complement and improve the existing sidewalk. The Taylor Loop Rd gap from Hinson Rd to the Taylor Loop Rd west bike lanes should be analyzed to complete this link (intersection improvement, re-striping).
52 Taylor Loop Intersections	Taylor Loop Rd/ LaMarche Dr	Taylor Loop Rd/Cantrell Rd	Bike lanes stop at intersection, analyze configuration to bring them through, may require re-striping or curb modification depending on analysis.
53 Two Rivers Park Rd	Arkansas River Trail	Existing bike lane	Pavement will need widened to create dedicated bike facility to close this gap.
54 Little Maumelle River	Pinnacle Valley Rd	Pinnacle Mountain State Park	Feasibility analysis needed to identify alignment for this link - several challenges related to river crossings, wetlands, floodplain, and railroad tracks.



- Schools
- City Parks
- Railroad
- Strategic Network
- Priority Projects
- 2022 Resurfacing Projects
- In-Development Bicycle Facilities
- Funded Bicycle Facilities

- Existing Bike Facilities**
 - Existing Paved Trail
 - Bike Lane
 - Bike Route
 - Fog Lane
- Proposed Bike Facilities**
 - Paved Shared Trail
 - Protected Bike Lane
 - Bike Lane (buffered where possible)
 - Neighborhood Greenway

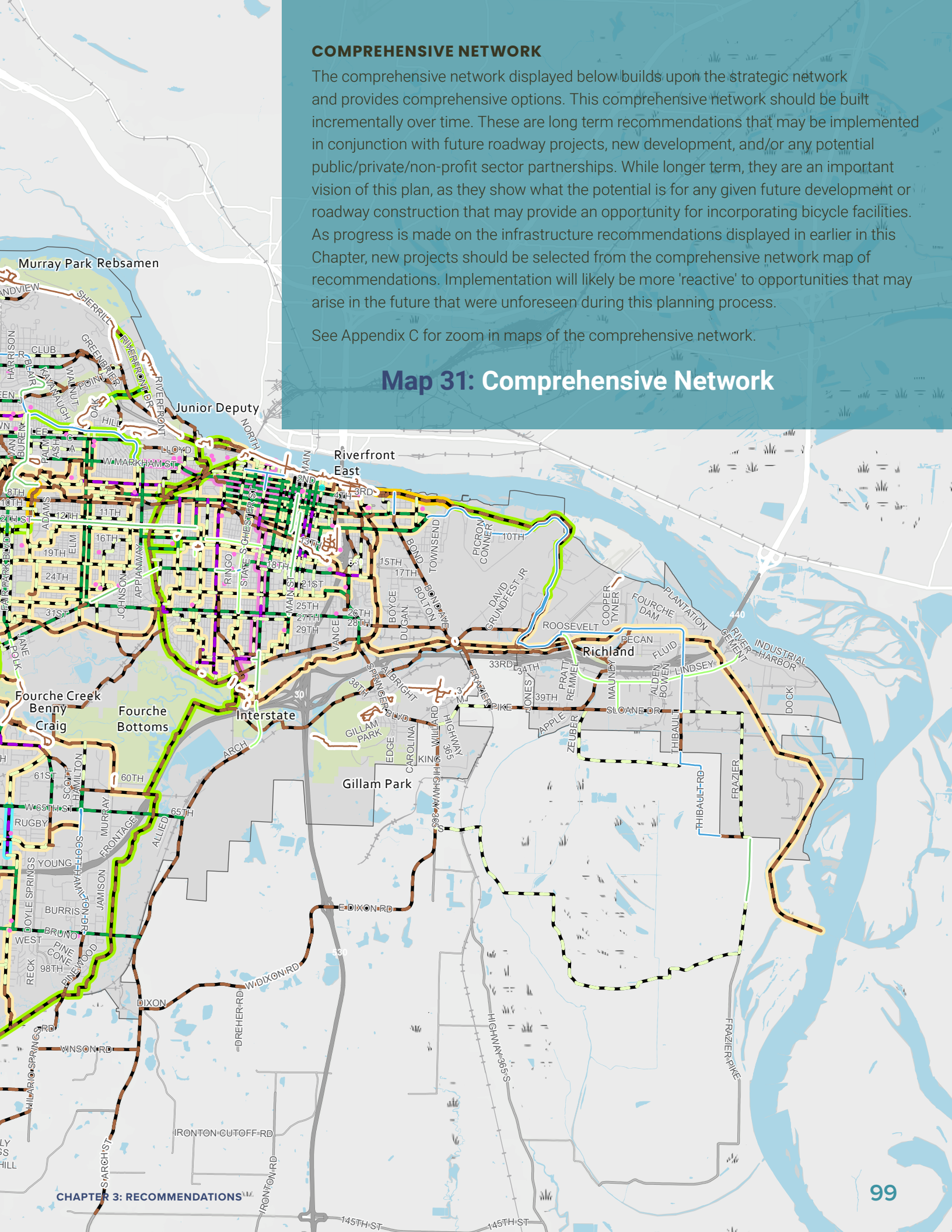


COMPREHENSIVE NETWORK

The comprehensive network displayed below builds upon the strategic network and provides comprehensive options. This comprehensive network should be built incrementally over time. These are long term recommendations that may be implemented in conjunction with future roadway projects, new development, and/or any potential public/private/non-profit sector partnerships. While longer term, they are an important vision of this plan, as they show what the potential is for any given future development or roadway construction that may provide an opportunity for incorporating bicycle facilities. As progress is made on the infrastructure recommendations displayed in earlier in this Chapter, new projects should be selected from the comprehensive network map of recommendations. Implementation will likely be more 'reactive' to opportunities that may arise in the future that were unforeseen during this planning process.

See Appendix C for zoom in maps of the comprehensive network.

Map 31: Comprehensive Network



Chapter 4

Program & Policy Recommendations

Introduction

Program and policy recommendations are essential and complementary to the bicycle infrastructure recommendations presented in the previous chapter. Throughout the planning process, several ideas for program and policy improvements were collected during public, stakeholder, and committee feedback. Program and Policy recommendations in this chapter include:

- Update The Master Street Plan: Complete Streets Ordinance Adherence
- Greenway Infrastructure Requirements
- Equitable Engagement in Active Transportation
- Safe Routes To Parks & Schools Action Plans
- Create and Adopt a Vision Zero policy and action plan
- Speed Management
- Tactical Urbanism/Pop Up In the Rock
- Wayfinding
- Bicycle & Pedestrian Count Program
- Bike Parking Ordinance
- Electric Micromobility Share Expansion Study
- Medical District Active Transportation Plan

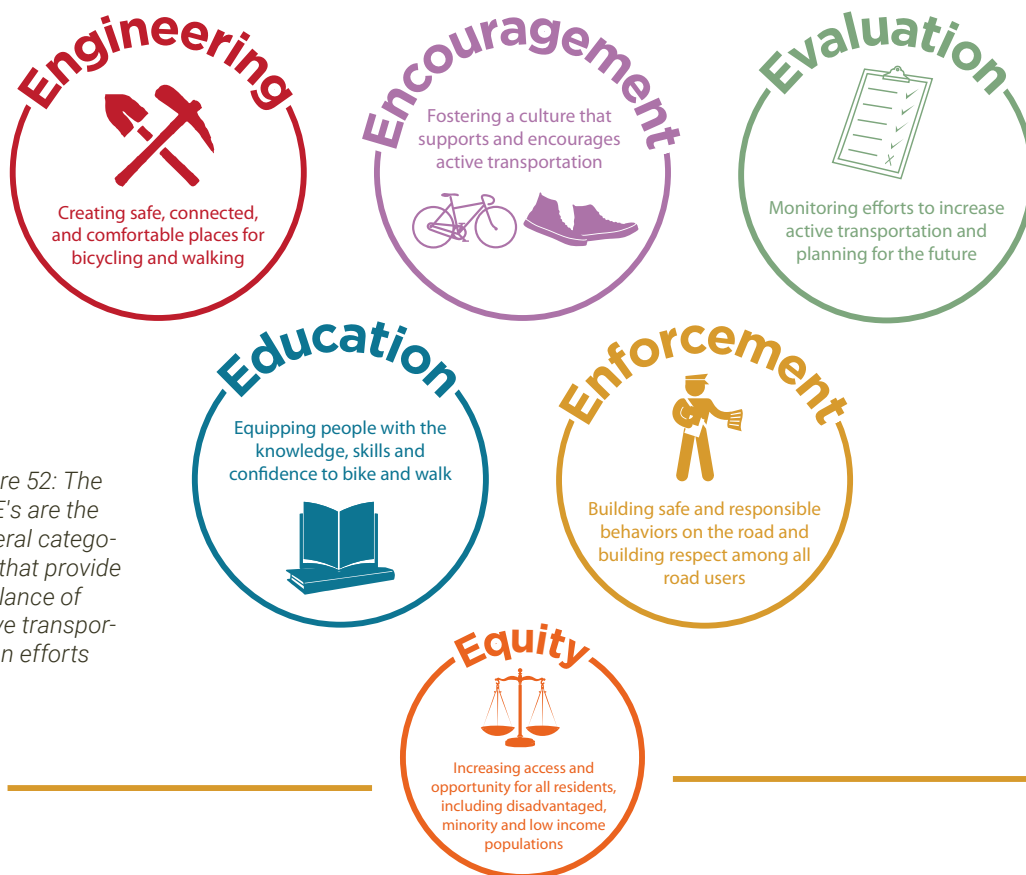


Figure 52: The Six E's are the general categories that provide a balance of active transportation efforts

UPDATE THE MASTER STREET PLAN: COMPLETE STREETS ORDINANCE ADHERENCE

Recommendation:

The updated bicycle maps in this plan, including the protected bike lane category, should be incorporated into the Master Street Plan. Bicycle infrastructure should be included during all roadway surfacing, reconstruction, or new roadway or development projects, unless as specified as one of the exceptions in Section 5 of the Complete Streets Ordinance.

Bikeway designers and the City of Little Rock should reference the latest versions of existing national design guidance for bicycle infrastructure including that published by FHWA, AASHTO, and NACTO - these guidelines are also incorporated in Metroplan's recently completed Multimodal Infrastructure Guidelines.

Background

Key updates to the Master Street Plan should include:

- Updated road cross-sections and typical intersections to reflect national standards in bicycle and pedestrian guidance.
- Inclusion of protected bike lanes as a bicycle facility type - refer to the FHWA Separated Bike Lane Planning and Design Guide (2015) for current design guidance. Additionally, the Fifth edition of the AASHTO Guide for the Development of Bicycle Facilities and the 11th edition of the MUTCD will feature more detailed guidance when released.
- Update the Bicycle Plan maps with the strategic and comprehensive network maps in this plan

FEDERAL, STATE AND LOCAL GUIDELINES

Additional sources for standards and guidance are referenced throughout this Guide. These should be used in conjunction with this Guide to assist in making decisions as appropriate.

ADA: Americans with Disabilities Act:

- » [United States Access Board's proposed Public Rights-of-Way Accessibility Guidelines \(PROWAG\)](#)
- » [2010 ADA Standards for Accessible Design](#)

American Association of State Highway and Transportation Officials (AASHTO)

- » [Guide for the Development of Bicycle Facilities](#)
- » [Guide for Geometric Design of Transit Facilities on Highways and Streets](#)
- » [Guide for the Planning, Design, and Operation of Pedestrian Facilities](#)

Federal Highway Administration (FHWA)

- » [Federal Highway Administration \(FHWA\) Bikeway Selection Guide](#)
- » [The Federal Highway Administration's Manual on Uniform Traffic Control Devices \(MUTCD\)](#)
- » [Achieving Multimodal Networks](#)
- » [Federal Highway Administration \(FHWA\) Traffic Calming e-Primer 3.7](#)

The National Association of City Transportation Officials (NACTO)

- » [NACTO Transit Street Design Guide](#)
- » [NACTO Urban Bikeway Design Guide](#)
- » [NACTO Urban Street Design Guide](#)

Figure 53: National standards for bicycle infrastructure design from the FHWA, AASHTO, and NACTO are referenced on page 5 of Metroplan's Multimodal Infrastructure Guidelines.

GREENWAY INFRASTRUCTURE REQUIREMENTS

Recommendation:

Paved shared trails identified in this plan (also known as shared use paths or greenways) should be required as part of new development.

Background

The City should consider requirements for reservation of right-of-way for greenway; dedication of easement or greenway for public use; and/or construction of greenway in new developments where a greenway or trail is shown on this updated Little Rock Bicycle Plan (or other adopted plan); or where a property connects to an existing or proposed greenway. The City should consider this for both new residential and commercial development.

Because this would be a new requirement, the City could consider offering incentives in the form of reduced fees, cost sharing, density bonuses, or reduction in other open space requirements when adopted greenway alignments are constructed through private development. For example, the City could require reservation of right of way for a greenway in a new development, but could reduce open space requirements or grant a density bonus or other incentive if a portion of a planned greenway is constructed and dedicated by the developer.

EXAMPLES FROM OTHER CITIES

[Charlotte, NC](#)

[Nashville, TN](#)

[Durham, NC](#)

[Fayetteville, AR](#)

[Oxford, MS](#)

[Fort Smith, AR](#)



Figure 54: Recently installed sidepath just south of the new Little Rock Southwest High School on Mabelvale Pike. This was constructed by the City as part of the new high school construction and ancillary roadway improvements in this area. As new development or new roadway projects happen, these are key opportunities to continue filling in the paved shared trail network.

EQUITABLE ENGAGEMENT IN ACTIVE TRANSPORTATION

Recommendation:

With the City's creation of the Office of Diversity, Equity, and Inclusion (ODEI), develop a toolbox of equitable engagement strategies and materials to be used at future active transportation events and engagement efforts. Develop and implement an ongoing engagement process co-created with this new Office that builds community capacity and is available to supplement engagement for active transportation projects.

Background

Prepare an engagement plan that identifies desired outcomes and measures for engagement efforts.

- Identify and contact existing residents, employees, business and property owners, neighbors, and other stakeholders

Partner with a community-based organization or consultant that has experience working with community members in the proposed project area.

- Compensate partnering organization or consultant for their time and energy on the project, and for their local expertise
- Work with partnering organization or consultant early in the process to shape the engagement efforts and build shared understanding, accountability, and a sense of value in the project outcomes

Implement an inclusive outreach process

- Use a variety of outreach methods including pop-up or mobile workshops, design charrettes, regular standing neighborhood association meetings, focus groups, and online engagement tools
- Collect demographic data of outreach participants related to the geographic area of the project or program to understand who is not being reached and tailor remaining engagement accordingly
- Designate an ODEI staff member that will act as a community liaison to regularly update stakeholders on the project pipeline as part of their work plan

Evaluate the impact of engagement efforts during and after the process

- Share and learn from the results

SAFE ROUTES TO PARKS & SCHOOLS ACTION PLANS

Recommendation:

Develop action plans for active transportation connections to both schools and parks around the City, building off efforts such as the Safe Routes to Parks plan for connecting War Memorial Park from 12th St along Jonesboro Dr.

Background

Safe Routes to School and Safe Routes to Parks enables and encourages children to bike and walk bike to school parks. The program helps make bicycling and walking to school a safe and more appealing method of transportation for children. These programs facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools and parks.

Both schools and parks are key local destinations that, if connected by all ages and abilities bicycle infrastructure, has the potential to influence a shift to more active modes of transportation. Serving as 'mini' bicycle and pedestrian plans for each school/park, these planning processes could begin by incorporating the recommendations for the network from this plan, and further explore opportunities and challenges for infrastructure, programming, and policy. See Priority Project A in Chapter 3 of this plan for an example of potential connectivity improvements to multiple schools and parks in southwest Little Rock.

Encouraging children to bike or walk to and from school is an easy and inexpensive solution. Following are suggestions on programmatic approaches to active transportation for students to schools:

- If children live close enough and have a safe route, they can ride their bikes to school—riding with parents, friends or others in their neighborhood. Of course, the school needs to provide bike racks for students to safely lock their bikes while they are in class.
- Another option is a bike train, led by parents or school staff. Students can gather with their bikes at a designated location and ride in a “train” with a parent or other trusted adult leading the group to school in the morning and home again in the afternoon.
- For students who live too far away, a drop-off location within biking distance of the school can be used as the meeting location. Churches are often willing to host these meet-ups. The students would then ride together, preferably with an adult, to and from the school.
- National Bike to School Day: In partnerships with the League of American Bicyclists, the National Center for Safe Routes to School organizes an annual Bike to School Day during the first week of Bike Month. Encourage parents and school officials to organize a bike-pool or bike train for parents at local schools and engage the next generation of bicyclists. Learn more and get tips at www.walkbiketoschool.org.

Many of these ideas and resources are both applicable to schools and parks connectivity as key destinations in Little Rock.

CREATE AND ADOPT A VISION ZERO POLICY AND ACTION PLAN

Recommendation:

Create and adopt a Vision Zero policy and action plan in creating a formal program to eliminate all traffic deaths. Develop clear objectives and action items to achieve the goal.

Prioritize safe street design to minimize the impact of human error on our roadways. Use education and enforcement strategies to supplement safe street design.

Background

The Vision Zero philosophy rejects the notion that traffic fatalities are inevitable and proactively tries to keep people safe. Key tenets of Vision Zero are that design should seek to prevent crashes, and that we can always afford to take steps that save lives.

By adopting a Complete Streets Ordinance, the City of Little Rock has been taking important steps to making its streets safer for residents, and a Vision Zero policy and action plan will build on these efforts.

A Vision Zero Little Rock policy and action plan would provide a framework for City departments and community stakeholders to work together to eliminate traffic deaths.

A Vision Zero policy would be a long-term promise that this commitment would be at the forefront of all decisions made regarding transportation policy and projects going forward. The goal of zero deaths on the City's roads is not one that will be accomplished in a few years. It will take a continuing effort by many stakeholders, as well as the city's residents, to change the nature of the roadways and the culture of mobility in the city. This ongoing effort will occur over decades, and the City will need to become dedicated to making the changes necessary to achieve zero traffic deaths.

Charlotte, NC Vision Zero Program

Charlotte, North Carolina recently implemented a Vision Zero Policy with a commitment to "eliminate traffic deaths and serious injuries for all who share Charlotte streets by 2030." A task force was established with the plan that will continue to meet and evaluate plan implementation. The task force includes more than 50 members from 25 stakeholder groups representing law enforcement, area schools, local government, advocacy organizations, and neighborhood associations.

Charlotte's Vision Zero policy uses a data-driven approach that focuses on high-injury corridors, which make up 10% of the roadway network. The crash analysis found that 38% of fatal crash victims in Charlotte were pedestrians, while 6% were cyclists.

For more information, go to: <https://charlottenc.gov/VisionZero/Pages/VisionZero.aspx>

SPEED MANAGEMENT

Recommendation:

On major streets, where conditions vary widely, cities can conduct a Safe Speed Study to determine the safest maximum speed limit (see page 58 of the NACTO City Limits guide). In urban areas, a Safe Speed Study will most often result in a recommended maximum speed limit of 20 or 25 mph for major streets.*

NACTO guidance for Speed Management

NACTO's City Limits guide succinctly outlines why cities may want to revisit their speed limits, how to go about making changes, and what is recommended based on context and goals. This is one tool out of many that can create safer street speeds, and trends amongst cities testing this particular tool point to positive outcomes in reducing collisions and injuries.

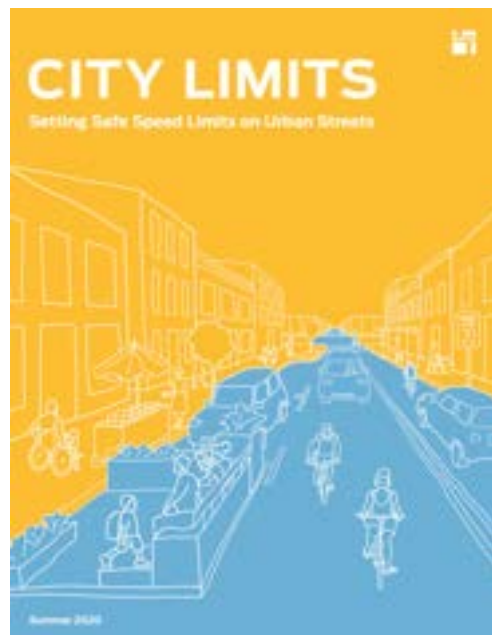


Figure 55: *More on these tactics can be found in the NACTO City Limits guide referenced to the right.

<https://nacto.org/safespeeds/>



Figure 56: Source: Tefft, B. C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention 50 (2013) 871-878.

*Survival rates drop significantly for pedestrians over 60 years old, especially as speed increases - less than 2% of pedestrians over 60 years old survive when hit by a vehicle at 45 mph.

TACTICAL URBANISM/POP UP IN THE ROCK

Recommendation:

Partner with Pop Up in the Rock and create and adopt a Tactical Urbanism Design Guide and implementation policy to streamline the process and ensure consistent implementation.

Background

Tactical urbanism has evolved quickly from small community-driven acts addressing a need in the built environment with a temporary intervention; to include formalized processes that test and implement major infrastructure projects. Cities tend to support these activities because their benefits can be far-reaching with often minimal risk. Pop Up in the Rock has 10 years of experience working with the City of Little Rock to create demonstration projects, several of which altered traffic movement to facilitate active transportation. Through that experience, they've learned how to get these projects done in Little Rock. The City should partner with them to record and formalize this process, using Fayetteville's guide as a template/reference as needed.



Figure 57: S. Main St from 7th St in downtown to Roosevelt Rd was reconfigured from four lanes to three with the creation of bike lanes in 2013 as part of a resurfacing project. 'Pop in the Rock', an annual tactical urbanism event created by studioMain was a key reason for the Main St transformation.

CITY OF FAYETTEVILLE, AR TACTICAL URBANISM GUIDE

The City of Fayetteville developed a Tactical Urbanism Guide to encourage and enable residents to streamline tactical urbanism projects in Fayetteville. Similar to Little Rock, Fayetteville has experience with various forms of tactical and open streets type projects. The guide and policy builds off those precedents to create a process so the community and City of Fayetteville can develop and test ideas in a more streamlined way. Complete with easy-to-understand timelines, materials examples, and necessary forms, the guide and policy can serve as a potential template for Little Rock.

TACTICAL URBANISM

Permitting Process, Application, & Materials Guide



A GUIDE TO COMMUNITY-LED PLACEMAKING PROJECTS



PHOTO CREDIT: FAYETTEVILLE FLYER

"AN APPROACH TO NEIGHBORHOOD BUILDING USING SHORT-TERM, LOW-COST, AND SCALABLE INTERVENTIONS TO CATALYZE LONG-TERM CHANGE."



Figure 58: City of Fayetteville, AR's Tactical Urbanism Guide

WAYFINDING

Recommendation:

Create and implement a wayfinding plan as bicycle facilities become connected across the City of Little Rock.

Background

Wayfinding elements such as signage and mile markers will help to draw visitors, help users to identify the best routes, and enhance their ability to connect to key destinations. A wayfinding system will give users a unique experience while improving safety by alerting both users and motorists of the presence of active transportation routes. The Little Rock Convention and Visitor's Bureau is in the process of conducting a wayfinding campaign. As the City works to implement connected bicycle infrastructure projects, including neighborhood greenways, wayfinding schemes for these projects should build upon the results of the Little Rock Convention and Visitor's Bureau wayfinding efforts.



Figure 59: Example neighborhood greenway (or bicycle boulevard) wayfinding signage from across the US.

BICYCLE & PEDESTRIAN COUNT PROGRAM

Recommendation:

Currently, the City Little Rock participates in the National Bicycle and Pedestrian Documentation Project with annual manual counts at strategic locations around the City. Expanding the collection of data utilizing permanent counters or the various technologies available will enable the City to evaluate trends, such as increase/decrease in usage, peak travel periods, and high activity locations. Better data on bicycle and pedestrian travel can help to determine where investments are most needed. It also helps in quantifying the benefits of biking and walking. Ultimately, better data will make active transportation projects more competitive for funding opportunities.

Background

Determine the appropriate counter technology for Little Rock based on feasibility and available funding. The following study provides in-depth information on current technologies available. NCDOT's State-of-the-Art Approaches to Bicycle and Pedestrian Counters provides great detail on different counting technology. As you can see below, Miovision Scout was labeled as 'Acceptable' in the study's Benefit-Cost Ratio (BCR). The City should continue to explore Miovision as a viable option using traffic camera data.

Table 43. Qualitative Cost-Benefit Analysis of the Technologies Tested

Product	Technology	Mode	Benefits		Costs		Benefit-Cost Ratio (BCR)
			Accuracy	Quality of Software Tools	Installation Difficulty	Equipment or Service Cost	
Eco-Counter MULTI System	Passive Infrared	Pedestrian	High	High	Acceptable	High	Acceptable
Eco-Counter MULTI System	Inductive Loop	Bicycle	High	High	Acceptable	High	Acceptable
TRAFx Trail Counter	Passive Infrared	All Modes Combined	Acceptable	High	Very Low	Low	High
MetroCount RidePod BP	Piezoelectric	Pedestrian	Very High	Low	Very High	Low	Acceptable
MetroCount RidePod BP	Piezoelectric	Bicycle	Very High	Low	Very High	Low	Acceptable
MetroCount RidePod BT	Pneumatic Tube	Bicycle	Very High	Low	Low	Low	Very High
Miovision Scout	Standard Video with Algorithm Processing	Pedestrian	High	High	Low	Very High	Acceptable
Miovision Scout	Standard Video with Algorithm Processing	Bicycle	High	High	Low	Very High	Acceptable
Eco-Counter CITIX 3D	Depth Camera	Pedestrian	Very Low	Acceptable	Very High	Very High	Very Low
Eco-Counter CITIX 3D	Depth Camera	Bicycle	Very Low	Acceptable	Very High	Very High	Very Low

Figure 60: State-of-the-Art Approaches to Bicycle and Pedestrian Counters by NCDOT (2021) with NCSU Institute for Transportation Research and Education (ITRE) and Department of Parks, Recreation, and Tourism Management.

BIKE PARKING ORDINANCE

Recommendation:

Continue to increase the amount of high quality bicycle parking throughout Little Rock, and upgrade existing bike parking to meet APBP standards. Adopt a formal bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking required, and develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. Consider incentives or subsidies to increase APBP compliance among private entities.

Background

The APBP Bicycle Parking guidelines include both model facility guidance and policy guidance for bicycle parking. These are industry standard and should be incorporated into the City of Little Rock Code of Ordinances.

Additional steps for bike parking improvements have been identified by the City of Little Rock, and include:

- Quantify the existing bike parking inventory by completing a bicycle parking inventory
- Decrease Bike Rack Costs
- Identify potential locations for bicycle parking

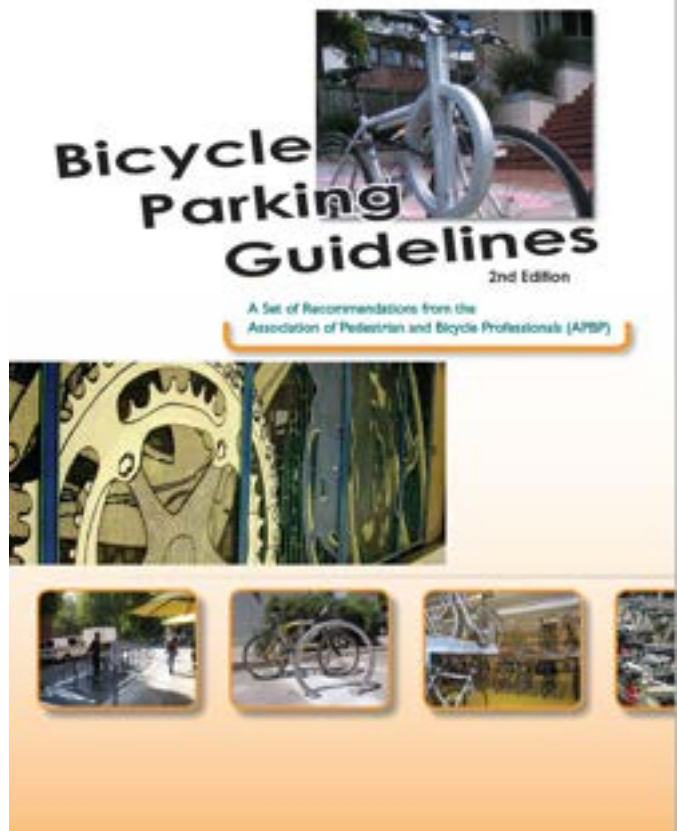


Figure 61: APBP Bicycle Parking Guidelines, 2nd Edition

ELECTRIC MICROMOBILITY SHARE EXPANSION STUDY

Recommendation:

Expand the Little Rock micromobility share program to include e-bikes and micromobility share electric docking stations. As the Little Rock bike network grows and becomes more connected, logical locations for micromobility hubs will need to be developed to keep the system organized and efficient.

Background

As micromobility share continues to evolve, one of the more recent trends includes the creation of third party electric docking systems. These are docking stations that have the ability to charge e-scooters, e-bikes, and other types of electric assist devices such as e-skateboards and e-wheelchairs from most vendors as well as privately owned devices. Key features that some third party docking systems include:

- Ability to charge different types of batteries across different devices on site (dockless systems require manager to gather devices to recharge off-site)
- Locks device to docking station (dockless systems can lead to devices parked in bike/ped pathways or remote locations, requiring more hands-on management).

- Power source - options for solar power or battery (if hardwiring is not desirable (or possible))
- Ability to provide devices
- Manage system operations including data

As Little Rock systematically improves the overall active transportation network, micromobility share will add significant value to the overall mobility system. Electric micromobility devices such as those pictured below, are ideal for 0-3 mile trips, filling the gap in transportation needs where a walk may be too long and an automobile trip would be too short/inefficient when factoring in parking. For example, when the Southeast Trail is completed to the airport, the airport will become an excellent location for a micromobility hub electric docking station.



Figure 62: Third party electric docking systems, such as those developed by Kuhmute (pictured above) and Swiftmile, have recently emerged in the micromobility world. These electric mobility hubs can accommodate a variety of devices and vendors (and variety of batteries), as well as offer their own devices and operations services (Image above from Kuhmute's website - <https://www.kuhmute.com/>)

MEDICAL DISTRICT ACTIVE TRANSPORTATION PLAN

Recommendation:

Leveraging partnerships to implement infrastructure that supports active transportation is a key element in moving toward a more bikeable and walkable Little Rock. One of the highest concentrations of activity in the City is found at the UAMS/War Memorial Park/Chi St. Vincent area of the Little Rock. With very high amounts of parking and automobile accommodations in this area, automobile use is the dominant transportation mode, which also sets the tone for adjacent areas and to an extent, the rest of the City of Little Rock.

An Active Transportation Small Area Plan should be developed in partnership with large institutions in this area, including UAMS, CHI St Vincents, War Memorial, the Little Rock Zoo, and other stakeholders. Evolving this space to become more bicycle and pedestrian friendly can serve a large number of employees, visitors, patients, and neighbors that travel within and to/from this area, and can serve as a city-wide example.

Background

Several ideas for an active transportation study submitted by a stakeholder during this planning process included the following:

- An expansion of safer pedestrian walkways, traffic calming measures, crosswalks, bike routes, bike lanes, bike sharrows, etc. Garner letters of support from these large employers and/or their employee associations.
- Work with Rock Region Metro to help plan a combined active route to work – park and ride the bus or park and ride bus with bike for final leg to work.
- Bike to work event - Identify and select interested employees within these institutions to develop a guided route for a period of time until employees feels comfortable and safe riding or walking on their own, weather permitting.
- CHI St. Vincent borders War Memorial Park near their parking deck. Approach them about partnering for a connector trail from their property to the existing golf cart paths/walking trails at War Memorial. This would be a wonderful amenity for their employees and visitors. Perhaps they could place a sheltered bike parking area in their parking deck near this visionary connector trail
- Employers could dedicate a parking area or protected corrals for the secure storage of bikes and at least a secure locking bike rack. A covered area or otherwise sheltered area would be ideal. At UAMS and CHI St. Vincent, there are likely corners in the covered parking decks that the design won't accommodate vehicles that could be converted to bike parking.



Chapter 5

The Path Forward

Introduction

The infrastructure, policy, and program recommendations in previous chapters provide strategies for making Little Rock more bicycle friendly. The purpose of this chapter is to provide guidance and action steps for implementing the recommendations.

The implementation of the Little Rock Complete Streets Plan will require leadership and dedication to bicycle facility and program development on the part of a variety of City of Little Rock departments and partners. Equally critical, and perhaps more challenging, will be meeting the need for a recurring source of revenue. Even small amounts of dedicated funding for bicycle and pedestrian infrastructure & programs could be very useful and beneficial when matched with outside sources. Most importantly, the City need not accomplish the recommendations of this plan by acting alone; success will be realized through collaboration with regional and state agencies, the private sector, and non-profit organizations.

This chapter provides the necessary steps and guidance for delivering the recommendations of this plan. Additionally, further guidance on project delivery, maintenance, partnerships, funding, investment approach, and evaluation are provided.

Phase One and Phase Two action steps, with recommended project partners, are detailed at the end of this chapter.

This plan provides a long-range vision for improving conditions for bicycling in Little Rock. This plan will be implemented incrementally over the coming years.



Figure 63: S. Main St from 7th St in downtown to Roosevelt Rd was reconfigured from four lanes to three with the creation of bike lanes in 2013 as part of a resurfacing project. 'Pop in the Rock', an annual tactical urbanism event created by StudioMain was a key reason for the Main St transformation.

Typical Project Development Process

These are the steps typically involved in bicycle facility development, when the project is being built independent of other major development or roadway projects. Certain funding sources may have additional requirements, and some steps may occur simultaneously or in a different order.



Bicycle Project Delivery Process

This section outlines several steps in the bicycle project delivery process to be used by the City (much of which is part of current City implementation processes), especially in regards to public engagement and project evaluation. Consistency is critical to provide the public a general understanding of how a project will be developed, designed, and implemented.

As noted in the previous page, the project development process includes a number of steps in taking a project from idea to implementation. The following pages provide additional details, including the public engagement process within the implementation process. The list below highlights important action steps to implement this process.

PROJECT SELECTION FOR IMPLEMENTATION:

Bicycle projects are selected through several means:

- The prioritized process as described in Chapter 3.
- By building on opportunities, such as street resurfacings, major street reconstruction projects, or those that arise when new connecting facilities (from completed projects or new development) trigger a change in needs or expectations.
- Strategically building an interconnected network building and expanding off of existing facilities and/or key destinations/neighborhoods that are currently unconnected.

BICYCLE PROJECT DELIVERY ACTION STEPS

Continue formalizing bicycle project delivery that includes public engagement, data collection and technical analysis, conceptual design alternatives, and preferred design.

Evaluate and monitor projects by conducting before-and-after data collection, including incorporating new technology (such as MioVision bike/ped counts) and user perception surveys.

Continue partnering with studioMAIN and build a robust program for temporary implementation of bicycle facilities (tactical urbanism projects (ie: Pop Up in the Rock)). Experiment and test improvements of a bicycle facility in order to determine traffic operation pros and cons.

Continue providing training for City staff on bicycle facility design best practices, the bicycle project delivery process, and project evaluation techniques.

Evaluate the need for an additional staff person that would more directly oversee education and outreach as part of the bicycle project delivery process and all bicycle plan implementation activities.

PROJECT DEVELOPMENT AND DESIGN:

The design process is highly dependent on project context. Three broad categories are included below, but not all projects will fit cleanly into one category.

	NEIGHBORHOOD GREENWAY PROJECTS	RESURFACING AND STRIPING PROJECTS	MAJOR PROJECT
	SEE CHAPTER 3 FOR A FULL DESCRIPTION OF NEIGHBORHOOD GREENWAYS, WHICH TAKE ADVANTAGE OF CALM NEIGHBORHOOD STREETS AND CAN OFTEN BE IMPLEMENTED MORE QUICKLY THAN OTHER FACILITIES.	THESE ARE PROJECTS THAT INSTALL BIKE FACILITIES BY PAINTING NEW PAVEMENT MARKINGS, SOMETIMES WHEN A STREET IS RESURFACED.	THESE ARE MORE COMPLICATED PROJECTS INVOLVING MORE THAN SIMPLE PAVEMENT MARKINGS. THEY ARE LIKELY TO INCLUDE PROTECTED FACILITIES RECOMMENDED IN THIS PLAN.
DATA COLLECTION AND TECHNICAL ANALYSIS	Gather or organize traffic counts and speed data, but don't otherwise develop conceptual designs, beyond the stage of a rough alignment and educational materials that define a typical neighborhood greenway, before consulting with residents.	Gather necessary data: counts, speeds, crash history, parking surveys, and field measurements for streets that are anticipated to be resurfaced or are identified for facility installations. Conduct traffic analysis if motor vehicle capacity may be reduced.	Gather necessary data: counts, speeds, crash history, parking surveys, and field measurements.
INITIAL PUBLIC ENGAGEMENT	Neighborhood workshop to gather data on and discuss <ul style="list-style-type: none"> • traffic calming and safety benefits • best routes • local traffic concerns and conditions • destinations Workshop should lead to shared expectations and understanding between city-wide desires of bicyclists and the residents of the areas the facilities will be routed through.	Consult with public on conceptual treatments. Specific strategies may include: <ul style="list-style-type: none"> • Communication to neighborhood associations • For projects with many potential alternatives for the bike facility configuration, hold a meeting or workshop to ask for citizens' feedback on alternatives, and send postcards to citizens in residential areas to ask for feedback 	Consult with public on conceptual treatments. Specific strategies may include: <ul style="list-style-type: none"> • Public workshops for businesses and residents to compare bike facility design concepts • Project websites • ATAC presentations • Presentations to neighborhood associations • Postcard communications
DESIGN DEVELOPMENT	<ul style="list-style-type: none"> • Develop and refine alternatives • Analyze and evaluate the alternatives • Assess maintenance needs • Additional public engagement as necessary • Selected preferred design 	<ul style="list-style-type: none"> • Develop and refine alternatives • Analyze and evaluate the alternatives • Assess maintenance needs • Additional public engagement as necessary • Selected preferred design <p>Note that often streets slated for potential resurfacing get delayed. Earlier steps may need to be redone or reconsidered, and follow up communication each time a street appears on the potential resurfacing street list may be needed.</p>	<ul style="list-style-type: none"> • Develop and refine alternatives • Analyze and evaluate the alternatives • Assess maintenance needs • Additional public engagement as necessary • Selected preferred design
TRANSITION TO IMPLEMENTATION	<ul style="list-style-type: none"> • Develop final engineering plans and transition into implementation • Present concept plans at a follow up meeting and/or at a neighborhood association meeting • Plan for facility maintenance • Engagement process evolves as the project moves into implementation 	<ul style="list-style-type: none"> • Confirm final resurfacing list for projects to be implemented through resurfacing. • Develop final engineering plans and transition into implementation • Create necessary construction plans • Plan for facility maintenance • Work with resurfacing program manager to communicate timeline and changes to those effected 	<ul style="list-style-type: none"> • Develop final engineering plans and transition into implementation • Hire engineering consultant as appropriate • Develop pilot implementation and evaluation strategies, especially when project designs are unique, innovative, or controversial • Inform City Board and present project for their approval as appropriate • Create necessary construction plans • Plan for facility maintenance • Engagement process evolves as the project moves into implementation

PRE-IMPLEMENTATION MARKETING AND EDUCATION

The goal of this step is to increase awareness and eliminate or reduce surprise and confusion that may result from a new bike facility. It requires the development of education materials to clearly explain new designs and then the targeting of materials as appropriate.

Strategies can include:

- Proactive, high-level outreach to press and media for major projects
- Community engagement through neighborhood-level groups in affected communities such as newsletter-style communications, neighborhood-level meetings, or social media outreach
- Temporary placards or posters, shopfront windows, etc. in contexts with significant on-street parking and/or bike/ped traffic
- Postcard or direct mailings, especially in residential neighborhoods
- Door-to-door marketing, especially in commercial and retail areas with street-level shop fronts, potentially requiring volunteer resources from partner organizations
- Changeable message boards immediately before, during, and after construction, especially in areas with significant through motor vehicle traffic or in cases where traffic patterns will undergo change

PROJECT IMPLEMENTATION

- Structure contracts and field work to reduce potential for confusion, conflict, and undesirable interim conditions when projects are under construction
- Unless a segment of street is left as an obvious and ongoing construction site, each day of construction should end with a condition that is safe and respects all users expectations
- Continue marketing and outreach through active project construction

POST-IMPLEMENTATION ENCOURAGEMENT PROGRAMING

After the project is constructed, the focus shifts to efforts to publicize the new facilities in order to encourage their correct use. This information includes how the facilities should be used (from all perspectives: bicyclist, pedestrian, driver, etc). There is also a focus on:

- Destinations served
- Program goals
- Benefits of the facility or new configuration to safety, clarity, capacity, etc.
- Evaluation process and need for constructive feedback and time to evaluate.

EVALUATE PROJECTS

This step begins immediately after a project is completed but continues for years as evaluation metrics on a project can be tracked. In the early stages, project evaluation may identify issues requiring immediate attention due to unforeseen circumstances. In these cases corrections should be promptly made. Over time, specific steps include:

- Record public feedback
- Count bicyclists using facilities
- Monitor motor vehicle volumes
- Track crash history
- Document lessons-learned for future projects

BICYCLE FACILITY MAINTENANCE

People riding bicycles are particularly sensitive to the condition of the roadway or paved shared trail surface, because maintenance-related issues like potholes, irregular surfaces, and debris can be uncomfortable and may lead to collisions. Maintenance affects the comfort and appeal of facilities, and lack of well-maintained facilities may reduce bicycling rates. Improving maintenance for bicycle facilities requires action on several fronts:

- Designers should be expected to think about maintenance (materials and labor costs) when they begin project development.
- Low-maintenance and high-quality techniques and materials should be the rule rather than the exception.
- Maintenance policies should be shared and agreed upon by all relevant departments.
- Bicycle facilities and pavement conditions should be assessed.
- The public should be involved in identifying maintenance needs through the Little Rock 311 app.

On-street bicycle facilities should be maintained as part of other routine roadway maintenance, with attention to detail to ensure smooth travel for more vulnerable street users. Maintenance activities should be funded at a level that allows the City to meet the maintenance performance outcomes described below. As protected bikeways are implemented, new maintenance equipment will be needed to adequately and efficiently maintain these on-road bicycle facilities with vertical separation.

Table 17. Maintenance Overview

MAINTENANCE ACTIVITY	TIMEFRAME
Permanent utility cut restoration	Within one year
Replace drain grates with new bicycle-friendly grates	As needed
Repair and replace pavement	50–100 years; Varies due to City and ARDOT funding allocations.
Repair potholes	Within 24 hours of report
Replace signs	As needed
Replace pavement markings and striping on bicycle facilities	Annual review/as needed
Clean leaves, debris, trash, etc. in bicycle facilities	As needed and upon request
Maintain bicycle racks/furniture	As needed

CONTINUE EVALUATION AND CONSIDERATION FOR UPGRADES

In addition to maintaining existing bicycle facilities, the City should also work to improve facilities as needed. An improvement of an existing facility could involve the condition of a bicycle facility, modifying operations for all modes, or other engineering elements that provide a safer street for everyone (such as transitioning a striped bike lane to a protected bike lane).

The City should maintain the data-driven prioritization framework developed in this plan to re-prioritize bicycle facility corridors to be considered for improvements. A bicycle network is always evolving. The City must continually update its GIS bike facility database, re-evaluate, re-prioritize, and modify its bicycle facilities to best meet the needs of all bicycle riders.

This final step is functionally the same as step one in the process, as Little Rock re-evaluates its bicycle network, identifying new projects to undertake and existing facilities that need modification or expansion. The process is a cycle of continuous improvement.

PARTNER ROLES

The City acknowledges the critical role of various nongovernmental, public, and private partners in implementing this plan. While the City is the primary implementor of bicycle infrastructure improvements in Little Rock, coordination with other partners is critical to success. Furthermore, working with all City departments effectively to achieve the goals of the plan is a key and necessary action step. All City departments should understand their roles in the process and commit to achieving safer streets while also providing people with options for getting around the City. Interdepartmental coordination is essential for efficient and successful roll-out of projects.

To help partners deliver programs, the City should provide support where possible. This includes providing grant funding, technical assistance, and logistical support for events or meetings. There are a variety of bicycle related partners that the City already coordinates with to varying degrees: ARDOT, Metroplan, Bicycle Advocacy of Central Arkansas (BACA), studio-MAIN, Rock Region Metro, neighborhood associations, participating residents, and local businesses and bike shops. Continuing to develop relationships with a diversity of organizations and people will help expand the knowledge about why bicycling is important to the future of Little Rock.



METROPLAN
SMART PLANNING MAKES SMART PLACES.



Figure 64: Seeking and maintaining partnerships will be key for implementing projects, initiatives, and programs.

INVESTMENT APPROACH

Little Rock’s funding approach to implement this plan should be multi-pronged, covering investments not just in constructing new facilities, but also in offering bicycle parking, encouraging people to use facilities, educating people about the rules of the road, maintaining bicycle facilities, and tracking the success of bicycle projects and programs. The City should employ a funding allocation strategy that is flexible and allows for opportunistic spending.

CAPITAL FINANCING & FUNDING STRATEGY

Federal and state grant funding sources are important, and will be even more so with the recently passed Infrastructure Investment and Jobs Act. Current budget allotments are not sufficient for widespread expansion of the bicycling network. The City will need to provide an increased Capital Improvement Program (CIP) allotment for standalone bicycle projects defined in Chapter 3 of this plan while continuing to take advantage of implementation during street resurfacing, major street improvements, and enforcing the Complete Streets Ordinance with new development/roadway projects (including paved shared trails).

In the past decade, local funds have been allocated to bicycle-specific projects on a case-by-case basis, typically to match funds granted from state or federal funds. Bicycle projects have been funded by the Surface Transportation Block Grant Program (STBG), Transportation Alternatives Program (TAP), Highway Improvement Program (HIP), and Federal Lands Access Program (FLAP). The table to the right shows some of these grants recently awarded for bicycle projects.

The City has been successful in obtaining grant funding, and this plan will help in positioning the City for continued successful grant applications in addition to more thoroughly incorporating Complete Streets elements into all new roadway and development projects in the City. The table to the right is a sample of recent grant funding awards for new bicycle facilities.

CONTINUE EVALUATION AND CONSIDERATION FOR UPGRADES

In addition to maintaining existing bicycle facilities, the City should also work to improve facilities as needed. An improvement of an existing facility could involve the condition of a bicycle facility, modifying operations for all modes, or other engineering elements that provide a safer street for everyone (such as transitioning a striped bike lane to a protected bike lane).

The City should maintain the prioritization framework developed in this plan to re-prioritize bicycle facility corridors to be considered for improvements. A bicycle network is always evolving. The City must continually update its GIS bike facility database, re-evaluate, re-prioritize, and modify its bicycle facilities as opportunities (and challenges) change from year to year

This final step is functionally the same as step one in the process, as Little Rock re-evaluates its bicycle network, identifying new projects to undertake and existing facilities that need modification or expansion. The process is a cycle of continuous improvement.

Table 18. Recent Grant Awards

SELECTED BICYCLE PROJECT GRANTS	AMOUNT
SW Trail FLAP Grant Phase 1	\$1.6M
SW Trail FLAP Grant Phase 2	\$1.3M
Southeast Trail STP TAP	\$900K
Jonesboro Dr STBG	\$750K
Tri-Creek Greenway STBG	\$3M

Table 19. Funding and Financing Strategies

FUNDING AND FINANCING STRATEGIES APPLIED TO DIFFERENT TYPES OF BICYCLE FACILITY PROJECTS. Rarely: ○ Sometimes: ◐ Often: ●	PROTECT- ED BIKE LANES	NEIGH- BORHOOD GREEN- WAYS	BIKE LANES
Continue to include bicycle facilities in street projects and development-provided public improvements, as directed by the updated bicycle network maps and the City’s Complete Streets Policy.	●	◐	●
In order to build a cohesive network of facilities for bicyclists of All Ages and Abilities, use quick build techniques, such as pilot projects or interim designs, which reduce cost and risk while increasing flexibility. Over time, with a spirit of continuous improvement and as funding allows, convert the facilities to more attractive and permanent installations.	●	◐	◐
Continue to install pavement markings for bicycle facilities through the street resurfacing program.	○	◐	●
Position bicycle projects to compete for grant funds by developing preliminary plans for priority bicycle projects. Compete for funds on an annual basis in significant but manageable packages of projects.	●	◐	◐
As done with other major transportation investments, utilize bonds to finance priority bicycle projects.	●	◐	○

FUNDING COMMITMENT

Top cities across the country have shown that a broad based approach to bicycle investment funding for infrastructure, marketing, education, and maintenance can simultaneously realize marked increases in bicycle use and safety. To attain the successes of other cities, Little Rock should emulate their strategies and commitment to bicycling, including providing continuous and predictable investments. Doing so is critical for the City to achieve the goals of this plan.

FUNDING STRATEGY ACTION STEPS

Include bicycle projects in the City’s Capital Improvement Program (CIP), increasing consistent year-to-year funding levels.

Fund bicycle facility maintenance and consider funding additional maintenance equipment needed to adequately maintain the system, especially new facilities such as protected bike lanes.

To increase readiness for grant funding, develop preliminary plans (30% construction drawings) for priority bicycle projects.

Fund bicycle programs and public outreach efforts. Create a bicycle and pedestrian education/outreach coordinator position.

Fund end-of-trip facilities as part of all future development of major capital projects, adhering to the updated bicycle maps in this plan and the Complete Streets Ordinance.

PERFORMANCE MEASURES – BICYCLE FRIENDLY COMMUNITY STATUS

The core of the League of American Bicyclists (LAB) Bicycle Friendly Community (BFC) program is a balanced approach to engineering, education, encouragement, enforcement, and evaluation. Each of these categories is scored in the application through a series of detailed questions. The City was recognized in 2013 as Honorable Mention and then in 2016 and 2020 with a bronze-level Bicycle Friendly Community (BFC) designation.

The application process is an important benchmarking tool for the City to enhance, develop, and manage the Little Rock bicycle program. LAB provides detailed information on the strengths and weaknesses within each category as well as a comparison to premier Silver-level communities. To reach silver status, the City must commit to implementing the recommendations of this Little Rock Complete Streets Plan and LAB’s score card, of which are shown below. The low percentage of the transportation budget spent on bicycling is one of the key items that needs addressed, especially to enable the other categories to be addressed.



LITTLE ROCK, AR

TOTAL POPULATION

197,881

POPULATION DENSITY

1663

TOTAL AREA (sq. miles)

119

OF LOCAL BICYCLE FRIENDLY BUSINESSES

4

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Little Rock
High Speed Roads with Bike Facilities	35%	6%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	18%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	2%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 66K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.9 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.9 /10
ENFORCEMENT & SAFETY <i>Promoting safety and protecting bicyclists' rights</i>	2.3 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.2 /10

KEY OUTCOMES

	Average Silver	Little Rock
RIDERSHIP <i>Percentage of Commuters who bike</i>	3.5%	0.15%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	1208.33
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	13.89



KEY STEPS TO SILVER



» Reviewers were very pleased to see the progress and ongoing commitment to improve from the City of Little Rock's 2020 BFC application. The recommendations below will help the City move up to Silver in the future, but most importantly, we hope they will help to increase daily ridership by making bicycling more safe, convenient, and accessible to all. Until the City of Little Rock's ridership and safety metric outcomes better reflect the standard outcomes of a Silver-level community, we encourage a sustained focus on the following infrastructure and education investments to remove barriers, increase ridership, and improve safety for bicycling in Little Rock.

» Continue to expand Little Rock's trail system and on-road bike network, and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume. On roads where automobile speeds regularly exceed 30 mph, it is recommended to

provide protected bicycle infrastructure such as buffered or protected bike lanes.

» The City of Little Rock's reported bicycle network showed that there are many low-speed streets without bicycle facilities. Take advantage of these low-speed streets to create a network of bicycle boulevards or neighborhood greenways to encourage and optimize bicycle travel on low-stress corridors. In addition to dedicated bike lanes, diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard. Pop-up demonstrations are a great tool for increasing community support for permanent infrastructure changes.

» Ensure that your Complete Streets Ordinance is better followed, particularly when Little Rock's BFC Committee recommends bicycle facilities to the City. Ensuring compliance with a Complete Streets

KEY STEPS CONTINUED ON PAGE 2...

policy is an important and often low-cost way to add to your bicycle network. If necessary, revisit your Complete Streets Ordinance and process to ensure better compliance.

» As part of your Master Bike Plan update, develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for City staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.

» Continue to increase the amount of high quality bicycle parking throughout the City, and to upgrade existing bike parking to meet APBP standards. Adopt a formal bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking required, and develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. Consider incentives or subsidies to increase APBP compliance among private entities.

» Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools, including more on-bike youth education opportunities.

» Continue working toward the launch of a public bike share system. The City of Little Rock's 2020 BFC application indicated a Gotcha Bikeshare program is scheduled to launch in the Summer

2020, and BFC reviewers look forward to seeing the successful implementation of this program. The City should look to resources such as the Better Bike Share Partnership to ensure equitable access to the new bikeshare program.

» Adopt a comprehensive City-level Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety. Data about crashes should be used to identify where projects can resolve or mitigate safety issues.

» Establish a dedicated annual budget for implementation of your Bicycle Master Plan, in addition to funding for ongoing bicycle programming and infrastructure development/maintenance.

» Continue working toward the BFCC's stated goal of increasing commuting ridership to 3.5%. Set a timeframe for meeting this goal, and ensure data collection necessary to monitor progress. Continue to develop a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Little Rock. Automated bicycle counters provide long-term data on bicycle use at fixed points in the community, and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts can supplement automated data in order to collect demographic information and examine social equity goals. Surveys can help identify real and perceived barriers as well as potential solutions to address the concerns of potential riders.

Figure 65: 2020 feedback summary from the League of American Bicyclists regarding the 2020 City of Little Rock BFC application.

Table 20. Recommended Phase 1 Action Steps

ACTION STEP	TYPE	LEAD(S)	DETAILS
Adopt this plan	Engineering, Education, Encouragement, Enforcement, and Evaluation	City of Little Rock Board of Directors; Planning Commission; Plans Committee	Adoption does not obligate the City of Little Rock financially, but signals an intent to support the vision, goals, and recommendations of this plan in the coming years and decades.
Implement the three priority projects identified in Chapter 3	Engineering	City of Little Rock Public Works	The City should pursue funding for the implementation of the three priority projects identified in Chapter 3. These projects are intended to address the "Interested but Concerned" bicyclist group and should have an immediate impact. As part of this implementation, the City should communicate and educate the media and public about the roadway changes and the bicycle facility.
Begin concept development and preliminary design for half (26) of the projects in the strategic network	Engineering	City of Little Rock Public Works	The City should begin an implementation program to develop preliminary design for top priority projects. The City should consider conducting some of this work in-house but also establish an on-call contract with consulting, engineering firm(s) to facilitate the preliminary design and ultimate design of these projects.
Continue implementation of projects through resurfacing	Engineering	City of Little Rock Public Works	Implementation of on-road bicycle treatments can be cost-effective as part of a scheduled roadway resurfacing. The City of Little Rock has had some success in the past and should continue to make this a priority.
Improve intersections for bicycle friendliness by conducting pilot projects.	Engineering	City of Little Rock Public Works	Intersections are challenging for the "Interested but Concerned" bicyclist group. Today, most intersections do not include treatment/markings for bicyclists. The City should create pilot treatments of intersections and evaluate their effectiveness. Appropriate pilot projects would include intersections in the top three priority projects.
Update Master Street Plan/ City Code of Ordinances	Engineering	City of Little Rock Public Works (Engineering), Planning & Development	Update the Master Street Plan to include national guidelines in bicycle/pedestrian design (including protected bike lanes) and the recommended comprehensive network in this plan. Add greenways requirements and bike parking requirements to the City Code of Ordinances and enforce the Complete Streets Ordinance consistently.
Expand existing programs and begin new programs	Education, Encouragement, Enforcement, and Evaluation	City of Little Rock departments (Office of Diversity, Equity, and Inclusion; Planning & Development; Public Works, Parks and Recreation), ATAC, studioMAIN, advocacy groups, local businesses, residents, private groups	Implement programs as described in Chapter 4. This includes an expansion of successful, existing programs and the addition of new programs such as Vision Zero. The emphasis should be placed on reaching areas of the City identified in the equity analysis in Chapter 2, or as recommended by the Office of Diversity, Equity, and Inclusion.
Maintain bike facilities to keep them usable by bicyclists	Engineering	City of Little Rock Public Works	As the City bicycle network has continued to grow, it's more imperative to maintain facilities so they are usable by bicyclists.

Table 20. Recommended Phase 1 Action Steps Continued

ACTION STEP	TYPE	LEAD(S)	DETAILS
Create an online story map of the existing and developing bicycle network, and create a printable brochure map; Update the City of Little Rock Bikeways Map with the recommendations from this plan	Education and Encouragement	City of Little Rock Public Works, Planning & Development	A story map is a good way to spread awareness of the existing and developing bicycle network, providing greater depth to what each facility means as far as safety and comfort. Additionally, create a printable brochure map for distribution to further spread awareness and accommodate bicyclists that prefer a paper map. Update the online version regularly as new facilities are constructed, and update the paper version of the map every five years or less.
Continue expansion of bicycle parking	Engineering and Encouragement	City of Little Rock, Public Works, Planning & Development; Rock Region Metro, developers, and local businesses	In addition to creating a bike parking ordinance, provide additional short-term bike parking such as typical bike racks, bike corrals, sheltered parking, and event parking. Find opportunities for the installation of pilot long-term parking such as bike stations, cages, and bike lockers.
Engage business community and other private partners	Engineering and Encouragement	City of Little Rock Public Works, Planning & Development, Office of Diversity, Equity, and Inclusion; ATAC, and advocacy groups	The City and its partners should build relationships with larger, local companies and private foundations to support the development of infrastructure and programs.
Expand count program	Evaluation	City of Little Rock Public Works, Planning & Development	The City should expand its ongoing count program for bicyclists with a focus to capture “before” data on upcoming, near-term implementation projects in order to compare before/after counts. The count program should aim to count bicyclists on all existing facilities and begin utilizing technological tools, such as MioVision to count bicyclists throughout the City.
Grow PR/marketing campaign	Education	City of Little Rock Public Works, Planning & Development, Office of Diversity, Equity, and Inclusion	The City should initiate a PR/marketing campaign that seeks to educate a broader range of residents about facility types and upcoming project implementation.
Continue conducting internal staff trainings on bicycle infrastructure	Engineering	City of Little Rock Public Works, Planning & Development, ARDOT, and ATAC	The FHWA bikeway facility training recently completed is an excellent start to training staff on bicycle facility best practices. Continue offering these trainings, with the next training to focus on intersection design.
Brand 1-2 more neighborhood greenways across the City	Encouragement and Engineering	City of Little Rock Public Works, Planning & Development, Office of Diversity, Equity, and Inclusion, and ATAC	Following on the north/south neighborhood greenway priority project detailed on Chapter 3, the City should strategically choose 1-2 corridors, such as the 13th St/15th St combination that make lengthy neighborhood connections. The routes should include bikeways that are suitable for the “Interested but Concerned” population.
Implement e-bike/ micromobility share	Encouragement, Education, and Engineering	City of Little Rock Public Works, Planning & Development, Office of Diversity, Equity, and Inclusion, ATAC, and private vendors	Continue pursuing bike share and continue growing the micromobility program by considering electric docking stations that accommodate a variety of electric micromobility devices.

Table 21. Recommended Phase 2 Action Steps

ACTION STEP	TYPE	LEAD(S)	DETAILS
Implement a mix of neighborhood greenways and protected bikeways from the top projects	Engineering	City of Little Rock Public Works, Planning & Development, Office of Diversity, Equity, and Inclusion, and ATAC	Using lessons learned from the protected bike lane and neighborhood greenway projects from the priority projects identified in Chapter 3, the City should implement more projects from the strategic network detailed in Chapter 3. These projects are intended to address the “Interested but Concerned” bicyclist group and should have immediate impact.
Evaluate ridership on new bike facilities, especially protected bikeways and neighborhood greenways	Evaluation	City of Little Rock Public Works, Planning & Development, and ATAC	In order to understand the effectiveness of new protected bikeways and neighborhood greenways, conduct “after” bicyclist counts (when facility is completed) to compare to “before” bicyclist counts (Phase I action step). In addition, conduct surveys to better understand bicyclist types that are using the facilities and their opinions of the facility.
Continue implementation of projects through resurfacing	Engineering	City of Little Rock Public Works and ATAC	Implementation of on-road bicycle treatments can be cost-effective as part of a scheduled roadway resurfacing. The City of Little Rock has had success in the past and should continue to make this a priority.
Re-apply for upgrade in Bicycle-Friendly Community (BFC) status with the League of American Bicyclists (LAB)	Engineering, Education, Encouragement, Enforcement, and Evaluation	City of Little Rock Public Works and ATAC	After the adoption of this plan and implementation of new projects, policy, and programs, the City should re-apply for an upgrade to silver-level BFC status.
Continue growing existing and recommended programs	Education, Encouragement, Enforcement, and Evaluation	City of Little Rock Public Works, Planning & Development, Office of Diversity, Equity, and Inclusion, Parks and Recreation, ATAC, studioMAIN, advocacy groups, local businesses, residents, private partners	As described in Chapter 4, continue to grow existing and recommended programs, strengthening them over the next decade.
Maintain bike facilities to keep them usable by bicyclists	Engineering	City of Little Rock Public Works	Continue making maintenance a top priority as the network continues to expand.
Update Bicycle Plan	Engineering, Education, Encouragement, Enforcement, and Evaluation	City of Little Rock Public Works, Planning & Development, Office of Diversity, Equity, and Inclusion, and ATAC	The Bicycle Plan should be updated every five years. The process should be initiated again in 2027-2028.

Little Rock **COMPLETE STREETS MASTER PLAN: APPENDICES**

Appendix A: Public Outreach

Appendix B: Funding Resources

**Appendix C: Comprehensive
Recommendations Maps**



alta

*Prepared for the City of Little Rock, Arkansas
Prepared by Alta Planning + Design*



Appendix A

Public Outreach

Overview

Social media messaging through BikePed Little Rock Facebook and Twitter

- Posts were made roughly every two or three days throughout the life of the project, specific to this planning process or other active transportation related projects/events/programs in Little Rock.
- The City also created 628 posts to Little Rock Facebook communities organized around neighborhood associations, sustainability, health, community, business, racial diversity, advocacy, aging in place, income equity, disability, youth, and education. See the list of all the organizations that received a Facebook post asking for feedback on this planning process.

Online survey

- See summary on page 52
- See full results in this Appendix

Online interactive map

- See summary on page 54
- See full results on the online map through this link - <https://apd.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=0321eff9363b4711a65ae992d588846e>

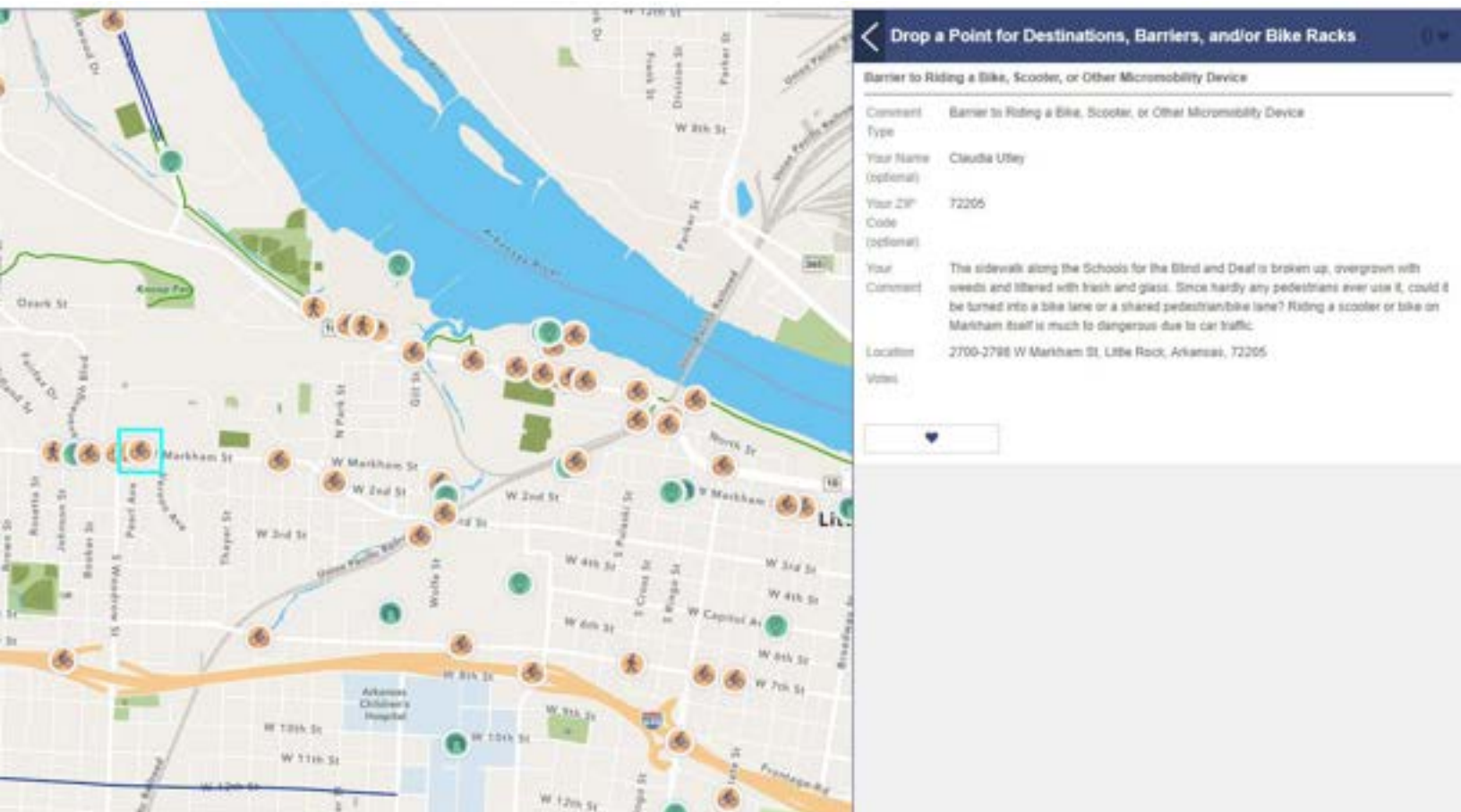
Eight stakeholder interviews

- See summary in this Appendix

Information Pamphlets

- The City distributed information pamphlets at the City's Juneteenth parade, Shop Black @ Wright Ave., and partnered with BACA, Strong Towns Little Rock, and Little Rock Walks to distribute pamphlets at other events and venues.

Figure 66. Screenshot of the interactive map tool.



Facebook Pages Posted

- #LittleRocktoGo
- 1 Million Cups Little Rock
- 1424 SOMA
- 3 Bridges Marathon
- 3 Cheerleaders Memorial Fund
- 501Fest
- 50th Joe Weber Arky 100
- 7th Street Arts and Entertainment District - Little Rock
- Aaron Meals
- Above the Bar Foundation
- ACPJ - The Arkansas Coalition for Peace and Justice
- Add bike lanes on third street in Little Rock
- Addiction Recovery Care of Little Rock
- Adult Learning Alliance
- Africa Day Fest
- All in Multisport
- All of the Marketplace pages
- AMBCS
- American Cancer Society Cancer Action Network Arkansas - ACS CAN
- Angry Dave
- AR Education and Leadership
- AR School Based Health Centers
- AR Tobacco Education Initiative
- Arc of Arkansas
- Arch Street Business District Exploratory Group
- Arch Street Safety Awareness
- Architecture and Design Network
- ArCOP
- Ark 5K Classic
- Arkansans for Care
- Arkansas Access to Justice
- Arkansas Addiction Resources
- Arkansas Advocates for Children and Families
- Arkansas Association of Black Professionals
- Arkansas Audubon Society
- Arkansas Better Cities
- Arkansas Bicycle Club
- Arkansas Black Hall of Fame
- Arkansas Black Pages
- Arkansas Black Philanthropy Collaborative
- Arkansas Blue Cross and Blue Shield
- Arkansas Central AR mtb
- Arkansas Children's
- Arkansas citizens' climate lobby
- Arkansas Coalition for Disability Employment
- Arkansas Coalition for Peace and Justice
- Arkansas Commitment
- Arkansas Community Advocates
- Arkansas Community Foundation
- Arkansas Cycling (UAMS Cycling Sports Team)
- Arkansas Cycling and Fitness
- Arkansas Democrat Gazette
- Arkansas Department of Health
- Arkansas Diaper Bank - ACAA
- Arkansas Dirty Fondo
- Arkansas Disability and Health
- Arkansas Disability Policy Consortium
- Arkansas Earth Day Foundation
- Arkansas Environmental Education Association
- Arkansas Environmental Federation

- Arkansas EPSCoR
- Arkansas Family Medicine
- Arkansas Fatherhood and Family Initiative: FEEL
- Arkansas Fire and Land Management
- Arkansas Fitness Network
- Arkansas Foodbank
- Arkansas Forward
- Arkansas Freeride Society
- Arkansas Frogs and Toads
- Arkansas Governor's Cup
- Arkansas Grassroots Resurgence
- Arkansas Green Guide
- Arkansas Head Start Association
- Arkansas Human Development's Health Program
- Arkansas Humanities Council
- Arkansas Interfaith Power and Light
- Arkansas Italian Wine and Food Festival (supports the Boys and Girls Club of Central Arkansas)
- Arkansas Junior Naturalists
- Arkansas Legislative Black Caucus
- Arkansas Longevity Center
- Arkansas Lyme Foundation
- Arkansas Martin Luther King Jr. Commission
- Arkansas Master Naturalists
- Arkansas Minority Health Commission
- Arkansas Mission of Mercy Volunteers
- Arkansas Monarch Conservation Partnership
- Arkansas Opportunity to Learn Campaign
- Arkansas Outside
- Arkansas Peace Week
- Arkansas Peer Advisory Committee
- Arkansas Poor People's Campaign: A National Call for Moral Revival
- Arkansas Primary Care Clinic
- Arkansas Public Health Association
- Arkansas Public Policy Panel
- Arkansas Reborn
- Arkansas Recycling Coalition
- Arkansas Regional Innovation Hub
- Arkansas River Trail
- Arkansas Running Klub
- Arkansas SCSEP
- Arkansas Small Business and Technology Development Center
- Arkansas START
- Arkansas State NAACP
- Arkansas Substance Abuse Certification Board
- Arkansas Supreme Basketball Team
- Arkansas Talks
- Arkansas Times Rock Candy
- Arkansas Trendsetter
- Arkansas Urban League Young Professionals - Central Arkansas
- Arkansas Wildlife
- Arkansas Women's Outreach
- Arkansas Worker
- Arkansasauce-Central AR mtb
- Arkansas Citizens' Climate League
- Arky 49th
- ARPolitics101
- Audubon Arkansas
- B Street Rib Off
- BACA Close the Loop

Facebook Pages Posted (continued)

- Back 5 Fields
- BANA Briarwood Neighborhood Association
- Bank on Arkansas +
- Baptist Health College Little Rock
- Baptist Health en Español
- Baptist Health Family Medicine Residency Clinic
- Baptist Health Foundation
- Be Enough
- Be Mighty Little Rock
- Be Nice Arkansas
- Bell and Company Mountain Biking
- Bicycle Advocacy of Central Arkansas (BACA)
- Big Brothers and Big Sisters of Central Arkansas
- Big Dam Bridge
- Big Dam Bridge 100 Cycling Tour
- Big Dam Dogs
- Bike Arkansas Magazine
- Bike/Walk Arkansas
- BikePed Little Rock - Environmental
- BikePed Little Rock - Women
- Black Little Rock
- Black Lives Matter Little Rock
- Black Owned & Proud Businesses of Central Arkansas
- Blue Sail Cycling
- bobfridays420
- Boys and Girls Club of Central Arkansas
- Bridge 2 Success
- Bright Futures Little Rock
- Broadmoor Neighborhood Association
- Brothers Operating in Spiritual Success
- Capitol View Stiff Station Neighborhood Association
- Causes and Community Connections
- Celebrate 501
- Central AR Young Professionals Network of the American Cancer Society
- Central Arkansas Capernaum
- Central Arkansas Gravel Rides
- Central Arkansas Mask Makers
- Central Arkansas MTBers
- Central Arkansas Off Road Group
- Central Arkansas Small Business Owners Unite
- Central Arkansas Trail Alliance
- Central Arkansas Velo
- Central High Neighborhood Inc.
- Change for Change Campaign
- ChI St. Vincent
- Christian Kimbrough
- Christmas Boot Drive
- City Connections
- City of Little Rock Government
- City of Little Rock Multicultural Liason
- City of Little Rock Volutneers
- City Park Conservancy
- City Year Little Rock
- Close the Loop on the Arkansas River Trail
- Coalition for Neighborhood Libraries
- Communities4Cause
- Community Connections Now
- Cottonball Motivations
- Crank it up Cycling Little Rock

- Created Black
- Critical Mass Little Rock
- Crowson Open Addition Treatment Center
- CUTIESisters Mentoring Organization
- Cyclists of Arkansas
- Disability Rights Arkansas
- Disability Resource Center - University of Arkansas at Little Rock
- Ditch the Keys
- Downtown Little Rock Neighborhood Association
- Downtown Little Rock Partnership
- Downtown Little Rock Walk Audit
- Dr. Crisp Little Rock
- Drinking Liberally Little Rock
- Dunbar Community Center
- Dunbar Historic Neighborhood Association
- Earth Arkansas
- East Little Rock Neighborhood Association
- EcoKidzProject AR
- El Mercado Latino Little Rock
- Empowering Acts of Kindness
- Enhanced Healthcare LLC
- Equality Arkansas PAC
- Fairfield Bay Chamber LOB MOB
- Family Promise of Pulaski County
- Feed Arkansas Kids
- Feed First USA
- First Choice Senior Care
- Food Pantries and Free Events in Central Arkansas
- Forest Hills Neighborhood
- Forest to Faucet Program
- Forgotten Little Rock
- Forward Forest Hills
- Freshly Renewed Transitional Housing
- Friends of LRSD
- Friends of the Southwest Trail
- Friendship Camp of Central Arkansas
- From His Throne Ministries
- From Struggle to Success Foundation
- Full Circle FarmCorps
- Garrett Uekman Foundation
- Get Healthy UAMS
- Get Your Rear In Gear - Arkansas
- Giant Little Rock
- Giant Spokes
- Girls on the Run of Central Arkansas
- Giving Kindness in Arkansas
- Go Mile
- Good Grid
- Grassroots Arkansas
- Greater Little Rock Organizing Committee
- Guided Path Therapies
- Habitat for Humanity of Central Arkansas
- Happy Hour 4 Life
- Harvesters AFYP
- Healing Conversations
- Healing Outreach Ministry of Equality
- Health for Life Clinic
- Healthy Active Arkansas
- Heart and Soles AR
- Heels on Wheels

Facebook Pages Posted (continued)

- Helping Hand Greater Little Rock
- Helping One Willing- HOW
- Here 4 Kids
- Hex Carbon Workshop Bike Deals
- Hillcrest Residents Association
- Hindman Health and Wellness
- Hispanic Business Committee of the Little Rock Regional Chamber
- Historic Dunbar Neighborhood
- Historic Wright Avenue
- History on the Run 5K
- I Too Have A Dream
- ICLR Food Bank
- Immerse Families
- Improve 30 Crossing
- In His Footsteps Ministries
- Indivisible LRCA
- Ink Magazine
- Jack and Jill of America Inc. Greater Little Rock Chapter
- Jbar Cycling
- Jerico Way, Project of DePaul USA, Inc.
- Jobs 4 You
- John Landosky
- Josephine Pankey Educational Community Center
- Just Communities of Arkansas
- Keep it Local LR
- Keep Little Rock Beautiful
- Kid's Directory of Central Arkansas
- L.C. & Daisy Bates Museum
- Law Offices of Boyd Connors
- Life Skills for Youth, Inc.
- Little Rock #KeepLocalAlive
- Little Rock 1960's - 60's West 9th Street community
- Little Rock Angels
- Little Rock Association of the Deaf
- Little Rock Awakening
- Little Rock Bike Polo
- Little Rock Black Pride
- Little Rock Bradford Health
- Little Rock Carbon
- Little Rock Children's Clinic
- Little Rock Citizens Climate Lobby
- Little Rock Civitan Club
- Little Rock Coalition of Neighborhoods
- Little Rock Collective Liberation
- Little Rock Critical Care Program
- Little Rock Diamond Foundation
- Little Rock Dirty Fondo
- Little Rock Families
- Little Rock Food Forest Initiative
- Little Rock Free Pantry
- Little Rock Hikers.org
- Little Rock Homeless Coalition
- Little Rock Midtown Young Life
- Little Rock Parkview Class of 1985 Foundation Inc
- Little Rock Pedal-Palooza Bicycle Swap Meet
- Little Rock Planeteers
- Little Rock River Market
- Little Rock River Trail Fans Page
- Little Rock Roadrunners Club

- Little Rock Technology Park
- Little Rockers Kids Marathon
- Little Rock's East Village
- Liv Little Rock
- LR River Market Restaurants Bars and Shops
- LR Roof Top Party
- LRCVB
- LREA - Every Student Every Day
- MacArthur Park Downtown Little Rock
- Maggies Baggies
- Mainstream Center for Independent Living
- Major Taylor
- Mayor's Car Free Challenge
- Meadowbrook Neighborhood Association
- Melo Vello Cycling Club
- Mercado San Jose Grocery & Bakery Store
- Metroplan
- Midtown Health Alliance - Little Rock
- Minute Man Cross Country
- Mission Mini Serve
- Mountain Bike Arkansas
- Move Arkansas
- Ms. Arkansas Ambassador 2021
- My Sisters Keyper Inc
- Natural State Bikes
- Natural State Recovery Centers
- Natural State Running Series
- Natural State Streams
- Nature Conservancy Arkansas
- Nayborhood Activists
- New Arkansas Coalition
- New Leaders Council - Arkansas
- NextDoor (city wide)
- No Show
- North Little Rock Black Owned Business
- NPHC Little Rock
- Nurses4Arkansas
- Oasis Renewal Center
- OK Program of Little Rock
- One is too Many
- One Little Rock
- Our Arkansas
- Our Community, Our Schools
- Ozark Slow Food
- Ozark Society, Highlands Chapter
- Panda Racing Development
- Passion to Progress
- Pettaway Neighborhood Association
- Pettaway Square
- Pine Street Community Backpack Program
- Plastic Free Little Rock: Creating a Waste Free City
- Pop Up in the Rock
- Project Zero
- Pulaski County Government
- Pulaski County SNAP ED
- Pulaski County Youth Services
- Quapaw Quarter Association
- Raid the Rock Adventure Race
- Recovery Direcions
- Recycle Bikes for Kids

Facebook Pages Posted (continued)

- Red Carpet Little Rock
- Reimagine Arkansas
- Remember When in Little Rock
- Remix Ideas
- ReNu Life Center
- Respond-I-Bility
- Restoration Healthcare
- RevRock
- River Mountain Two Rivers Trails Conditions
- River Trail 15K
- Rock City Life
- Rock City Rescue
- Rock City Running
- Rock Region Metro
- Rock the Culture
- Rock Town River Outfitters
- Rose Creek Park and Trail
- Rotary Club of Little Rock
- Roy & Mamie Elliott Foundation
- Run Little Rock
- RunArkansas
- Saint Marks Food Pantry
- SAMHSA in Arkansas
- Sandra Tate
- Save Hillcrest
- Saving Nature Now
- Savvy kids
- SBG House Inc.
- Shift Modern Cyclery
- Shop Black Live
- Sierra Club, Central Arkansas
- Sistahs WITH Visions - SWV
- Sober Living Inc
- Soma and Quapaw Quarter
- SoMa Little Rock
- Souls to the Polls Arkansas
- Southside Little Rock YL
- Southwest Little Rock Business Alliance
- Southwest Trail
- Spanish Rock Apartments
- SR Chambers Outreach
- St. Charles Neighborhood Association
- St. Francis House
- Stewpot - Little Rock
- Strong Towns Little Rock
- studioMAIN
- Sunrise Little Rock
- Support Local Little Rock Business
- SWLR Community & Business
- SWLR Community Group
- SWLR Hometown Health Improvements
- Talk Black Arkansas
- The Arkansas Society of Freethinkers
- The Beverly Divers White Foundation
- The CALL in Pulaski County
- The Centers of Arkansas
- The Family Development Center
- The Giovanna Group
- The Humanitarian Society
- The Hundred Investment Group

- The Movement
- The Nature Conservancy in Arkansas
- The Other Arkansas
- The Venture Center
- The Young Democrats of Arkansas Black Caucus
- TKC Foundation Inc
- Today's Communique
- Today's Communique
- Tour de Rock
- Trek Bicycle Little Rock
- UAMS - University of Arkansas for Medical Sciences
- UAMS 12th St. Health and Wellness Center
- UAMS Center for Health Literacy
- UAMS Fay W. Boozman College of Public Health
- UAMS Office of Interprofessional Education
- UAMS Winthrop P. Rockefeller Cancer Institute
- Under the Bridge Ministry
- Union Rescue Mission Little Rock
- United to Heal Community Violence
- University District Partnership
- University of Arkansas - Partners for Inclusive Communities
- Upper Baseline Neighborhood Association
- Urban Sanctuary Arkansas
- Utopia Health and Wellness
- Vedanta Society of Arkansas
- W. Harold Flowers Law Society Inc
- Wakefield Neighborhood Association
- Wampoo Roadeo-Metric Century Bike Ride
- We Care of Pulaski County
- We Move Arkansas
- Wedgewood Creek
- West Ninth LR
- Westwood Neighborhood Association
- Women of Color Vote PAC
- Women Run Arkansas Running Club
- Women United LR
- Wright Avenue Neighborhood Association
- Yeah8
- Young Lives Little Rock

Online Survey Full Results

What is your primary means of transportation in Little Rock?

Answered: 1,369 Skipped: 17

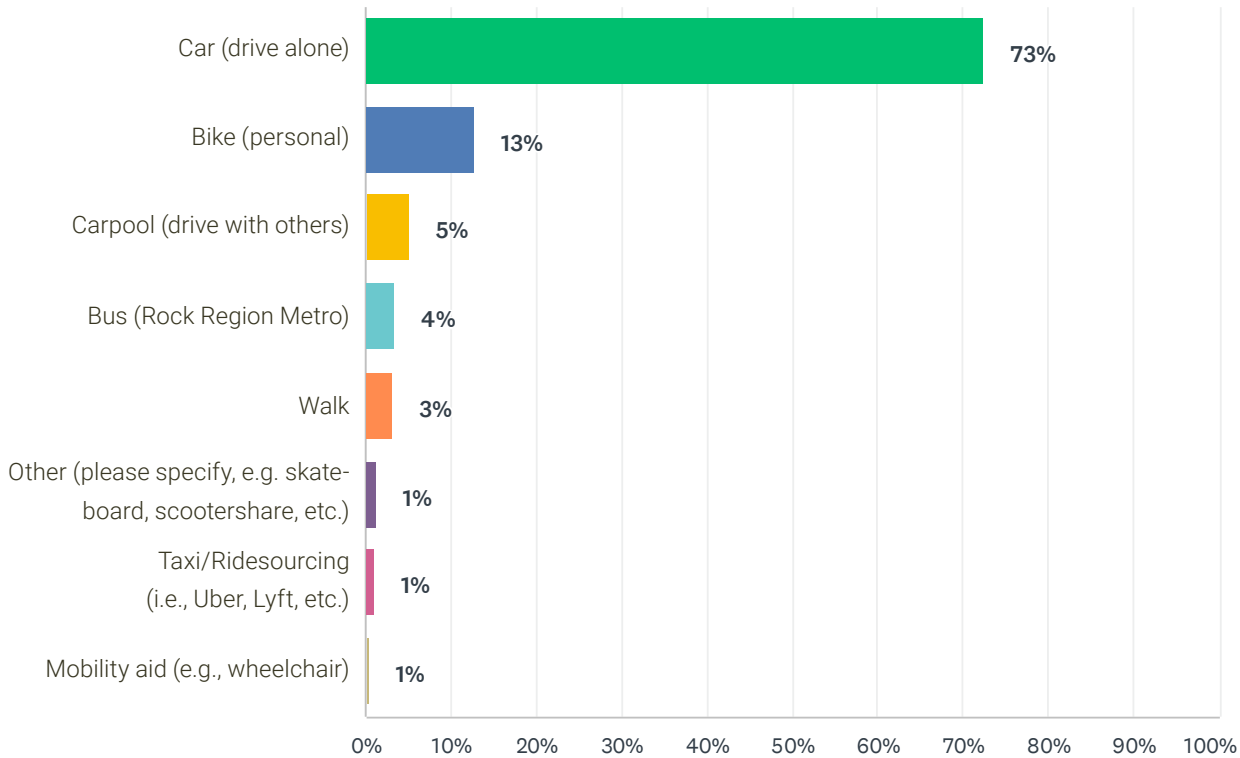


Table 22. "Other (Please Specify)" Responses

WHAT IS YOUR PRIMARY MEANS OF TRANSPORTATION IN LITTLE ROCK?
I have used the bus when between cars
Bus and Uber/Lyft
Car with wife
I live downtown, so I walk when I am in the downtown core. To venture outside of downtown, I drive.
I ride my bicycle every other day. I ride the bus when I ride my bike. Some weeks I do not drive.
Motorcycle
Motorcycle
My bicycle is my preferred method of recreationally travel using the bus routes to supplement as convenient. I wil stop at Kroger or Target for single items I want. My car stays parked most days.
Right now walking
Scooters
Though we do walk our neighborhood when we can.
Walk and escooter
Wheel chair accessible car.
One wheel
Car and bike - use both

In general, how often do you use the following means of transportation to get around Little Rock?

Answered: 1,371 Skipped: 15

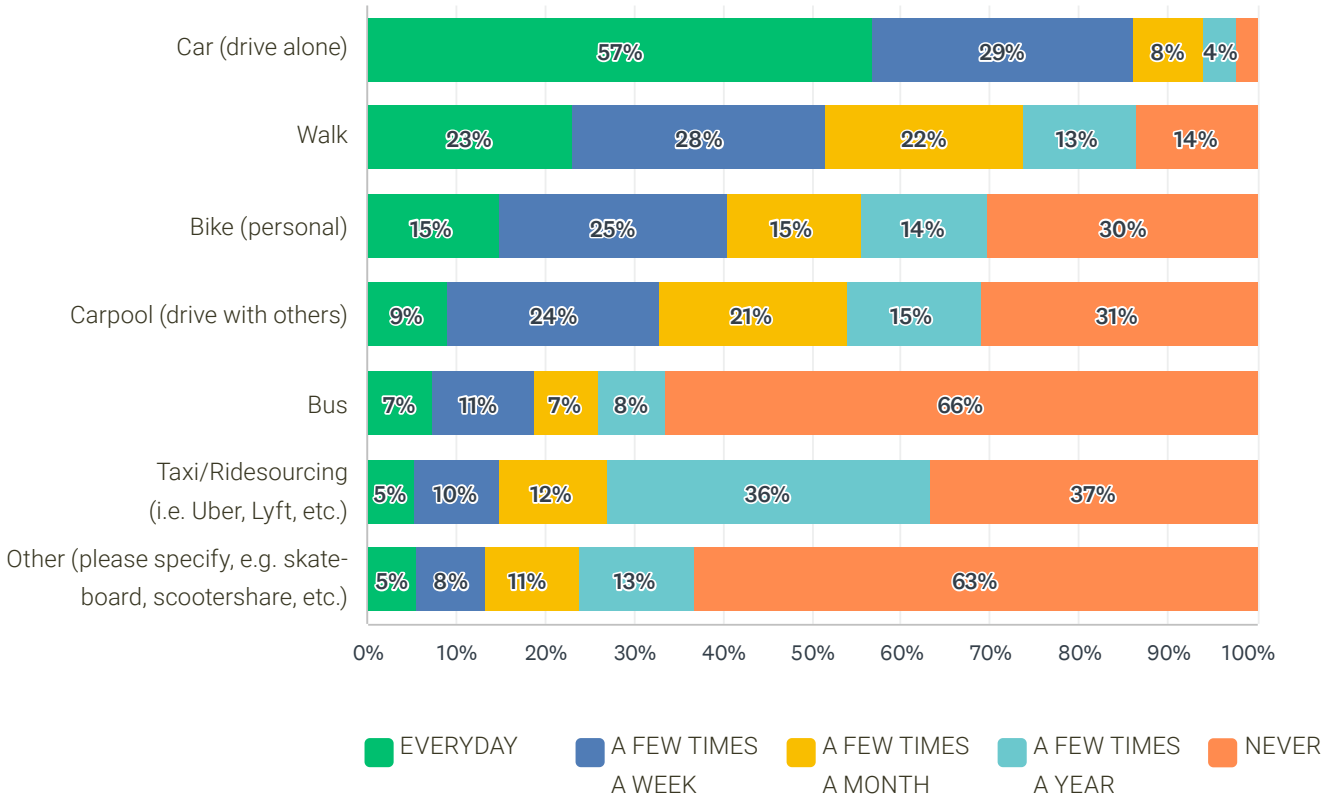


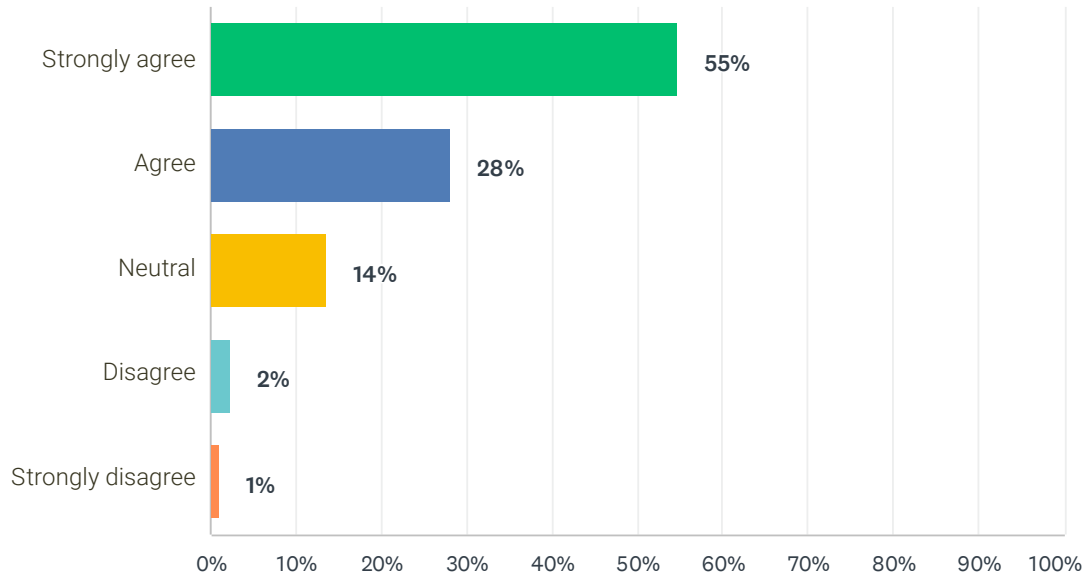
Table 23. "Other (Please Specify)" Responses

IN GENERAL, HOW OFTEN DO YOU USE THE FOLLOWING MEANS OF TRANSPORTATION TO GET AROUND LITTLE ROCK?
scootershare
Ride scooter for fun in my neighborhood and walk for exercise
WC car.
Scooter, Skate
Scooter, trolley
I ride the scooters every once in a while
scootershare
scootershare
scootershare, bikeshare in other cities, bus
Motorcycle
Lime
Skateboard
Motorcycle
Scooter
Trolley!
Scootershare
roller blades
Scootershare

Lime Scooter
Lime or Bird Scooters
If you could get rid of the electric scooters LITTERING the sidewalks and bridges of Little Rock, it would not be too soon. The companies that run them should be required to scoop them all up and position them in designated areas out of the way of pathways one hour before dawn EVERY DAY.
Roller Skates & Skate Board
Scootershare
Running to/from work
Scootershare
Scooters in Downtown
scooter
Scooter
Scooter
Motorcycle
Motorcycle
Scooter
Narwhal
Run
Skate
lime
Drive alone or walk is all I do.
Lime scooters
Drivers go way too fast on residential roads, Rarely stop at signs residential, and I believe that the higher and the more speed bumps we can have it will make residential cut through streets safer such as Serenity, Mark brook or closing off south Serenity and north Markbrook.
Lime/Bird Scooters (primarily in Downtown)
Byrd/Lime scooters
Skateboard
Electric scooters
Run
Electric scooter
Skateboard
Kids scooter
Scooters
Bicycle using bus. I keep a car for convenience.
Scootershare to meetings/appointments downtown.
electric bicycle
Skateboard, rollerblades
Running
Scooter
electric scooter
inline skates
Scotershare
scootershare
Scootershare
scooter share
Scooter
walk - every day
Rollerskating
I ride the scooters every once in a while
One wheel
scootershare
drive
Scooter
no
Railway
electric skateboard
Trolly/streetcar

I would like to walk more often.

Answered: 1,296 Skipped: 90



Which of the following destinations do you currently walk to or would like to be able to walk to? Please select all that apply.

Answered: 1,286 Skipped: 100

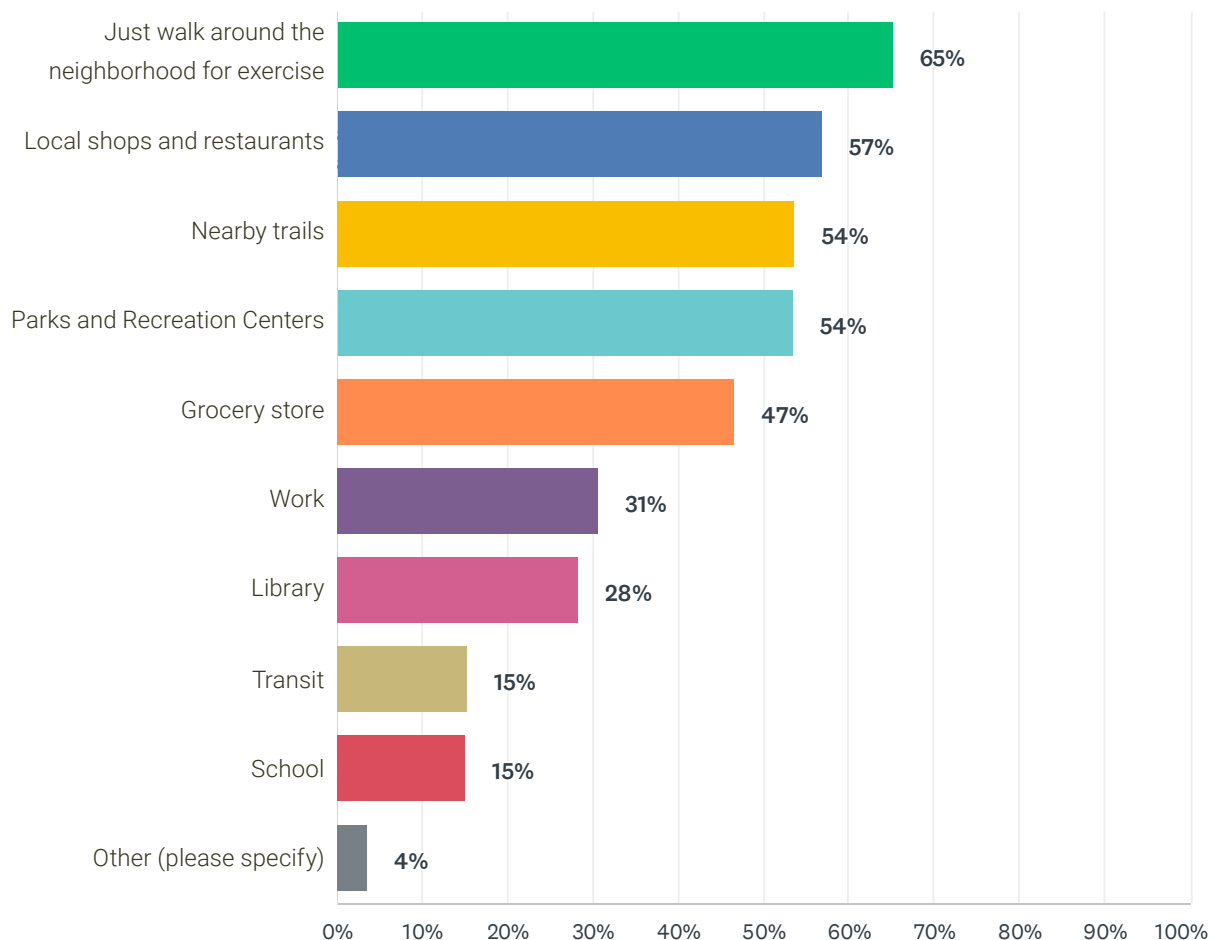


Table 24. "Other (Please Specify)" Responses

WHICH OF THE FOLLOWING DESTINATIONS DO YOU CURRENTLY WALK TO OR WOULD LIKE TO BE ABLE TO WALK TO?
Post Office
church
Clinton Library and Rivermarket area.
I bike
Friends' & Family's Homes
Certain neighborhoods need sidewalks. Dreher Lane at State Police Assoc. Hdqtrs. and the new open field.
I do not walk
post office,
I can walk to most of these places already, except the library and work
Gym
Work downtown and walk to shops and restaurants. Would like better options in neighborhood- WLR.

Medical needs, post office
Primary care physician, pharmacies, or local telemedicine portal
Bank and Post Office
Not feasible fo Americans, unless we suddenly decide we can have work and school within one mile of affordable housing.
Would love to live in a walkable city! LR is not currently one.
No comment
Hardware Store
My yard and treadmill (transitional neighborhood)
Sisters and friend
This should be 2 seperate questions
BANA residents would love to have access to Kanis park as we have no neighborhood park area. However, crossing the intersection at S Mississippi & S Rodney Parham is impossible on foot of wheels
Post office, drug store, hardware store, bakery, restaurants, galleries, museums, collectible shops, etc
Hiking trail access should be accessible by multiple neighborhoods and all connected
Bank
Pharmacy, Doctor, Post Office
I'll drive my car, what's the point in this babble
Bank
I leisurely walk when I choose
Walk dogs every day.
Rose creek trail
post office on Huron
anywhere, I hate driving in my own car.
Heights shops and car repair at times
To friends' houses occasionally
Anywhere
Doctor's office, appointments, friends' houses
church
restaurants
Big Dam Bridge out to two rivers
State Capitol
Get rides from other people
I would walk to transit if we had a railway or some other form of public transit that was faster than bus to get from west LR to downtown

What prevents you from walking more often?

Answered: 1,289 Skipped: 97

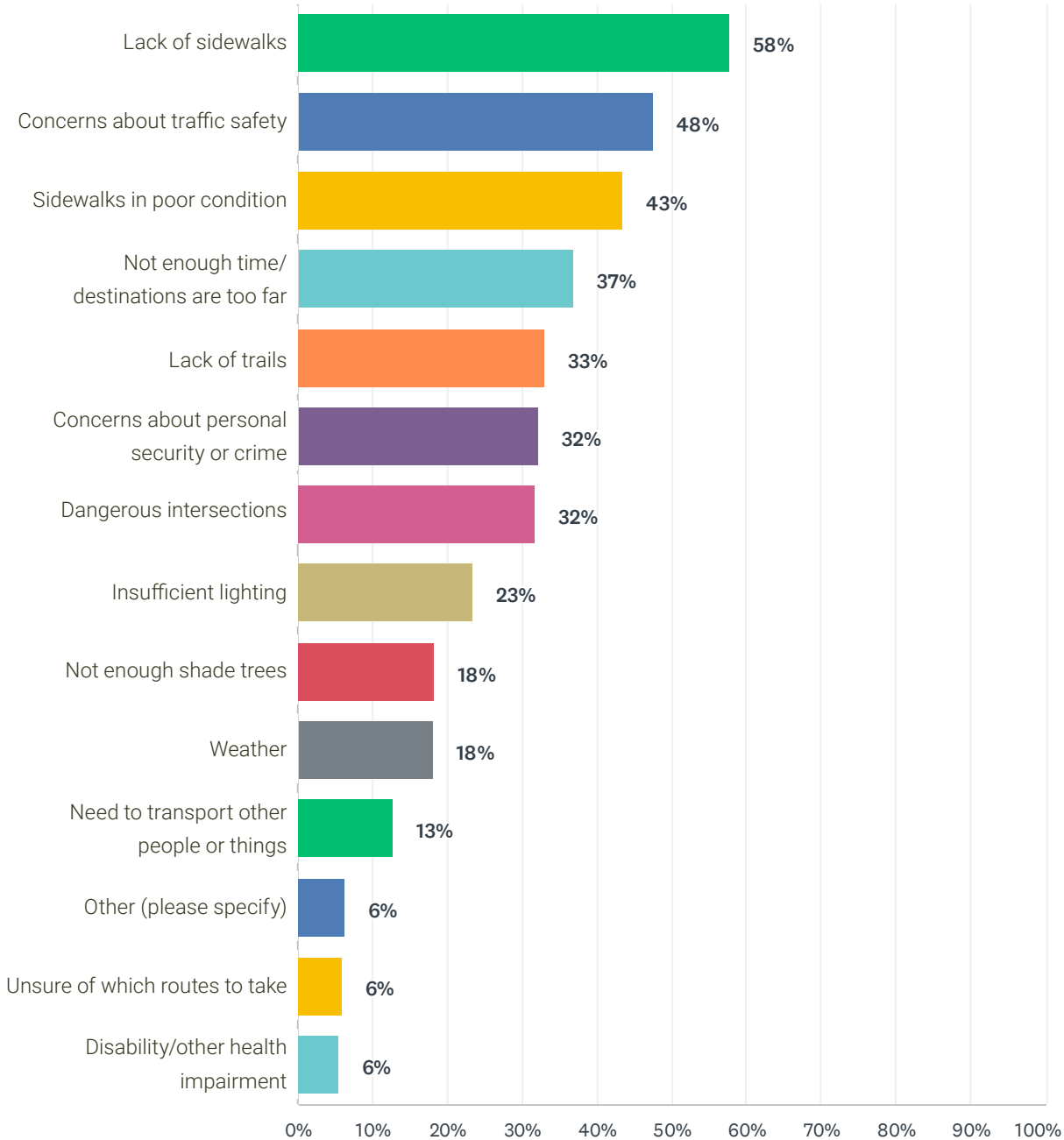


Table 25. "Other (Please Specify)" Responses

WHAT PREVENTS YOU FROM WALKING MORE OFTEN?
Steep hills
Safety is main concern esp for women
It isn't safe to walk in many areas of this city
Busy schedule and I bike instead of walking 1,400 miles this year
I'm concerned more of safety from crime more then anything also the side walks around town are just awful
Nothing. The questions seem to be designed to steer answers to a desired outcome.
Highly traveled street
Don't like the blocked sidewalks, trash, food scraps, dog poop etc left along streets
Racing on our street
Roosevelt St and State St need a light to help pedestrians
The sidewalks in downtown LR are a safety hazard. I tripped and fell on a sidewalk on Rock street between 6th and 7th street. Neighbors who helped me said that another women fell in the same spot earlier in the day.
Busy riding bikes
Other than exercise, nothing is close enough to walk to.
Speeding cars in neighborhood
All the good places are across the freeway, I don't have concerns about safety, but my neighbors have concerns and it bothers me that they want me to worry
Location
Speeding on neighborhood street
Right of way design favors cars, but they should be designed to accommodate the simplest, most accessible forms of transportation first.
Too many stray dogs
Don't live in Little Rock only work.
Entire city worries about crime.
Poor weed management along Kavanaugh Hill. Always overgrown on the running/bike path. Also the traffic lights take too long to change.
Bikes are faster and far more efficient to travel longer distances on. Why walk when I can ride?
lack of bike lanes
Need to change habits and walk to more nearby destinations
age
Laziness
Unleashed dogs
Crime
Loose dogs
Very few sidewalks.
Lack of respect for sidewalks--parking vehicles blocking, untrimmed brush blocking, etc.
No sidewalks
Most of LR neighborhoods are not planned to have support business close by. You have to drive (with some exceptions).
Speeding on neighborhood streets
Cross walks at Rushmore and Capitol Hill
I walk a leashed dog that is intimidated by off-leash dogs not under voice control, so when I do walk my pet, I avoid walking near Allsopp Park on certain days and at certain times. I have been bitten, unprovoked. My own pet has been injured while on leash by other dogs not under owner's control
Older person/ fear of getting hit
I don't want to, I am a business man that needs my Car
Drivers' complete lack of respect for pedestrians. Several pedestrians have been struck by hit-and-runs in my neighborhood. Drivers NEVER stop for pedestrians - even at crosswalks. At stop lights, cars pull into the crosswalk, blocking my path. I am new in town and continue to be dismayed by this city's car culture. Everything is built with cars in mind, NOT people. Practically the entire downtown is one giant parking lot and human-scale buildings continue to be torn down due to the City's Wild West approach to demo permits and "anything goes" development. I am nothing less than horrified by the machinations of this place. Something must change ASAP if we are to continue to be a "city." We are a state capitol and need to start behaving like one. Where is the civic pride?!
We don't have good public transit that's efficient enough to walk to/from. It's a national problem.
Speeding and reckless drivers

I live on Arthur Lane & it needs to be widened with curbs like Gamble Road.
Violence
Rude and reckless bicyclists at the River Trail who do not like to share with walkers. Very very rude!!
Cars speed on road
Nothing prevents me from walking
Lazy
Traffic extremely fast on Cantrell between Kavanaugh and University and never any traffic enforcement in the area.
Health
Dogs running loose
Laziness
Time after work
The ridiculously high crime rate
I prefer to ride my bike to close destinations
Kids who still aren't great at road rules
many places are just not a desirable environment to walk in
Too little police presence results in horrible traffic violations I see DAILY
Lots of people get too close to my German Shepherd dogs in more dense parts of the city. They're very friendly dogs but invading their personal space could go badly one day.
Connectivity to other neighborhoods beyond Governor's Mansion Historic District.
Distance to anything I want.
Mosquitos
Not enough trails advertised around Little Rock
Lack of walkable destinations
Hills
I walk and ride for exercise/enjoyment. Not transportation
Overgrown brush on sidewalks
rather go by bicycle
Time
operator error & more often than not: lack of community education. cars do not stop at crosswalks
Primary cycle for exercise
cars park across sidewalks, block, sidewalks inconsistent
I prefer cycling to walking for recreation and exercise
Interstate 630's Very Narrow Sidewalks
30 Crossing project has hindered my ability to walk to East Village and Clinton library area
concerns about homeless population and walking alone.
Feels like the neighborhoods west of University don't have sidewalks, it takes ~1 hour to reach an actual shop/eatery/grocery store
Car racing on primary roads next to pathway
Nothing
Sidewalks cluttered with empty scooters. Motorcycles loud, cruising esp weekends

What improvements would encourage you to walk more often? Please rate all of the options below on the scale provided.

Answered: 1,285 Skipped: 101

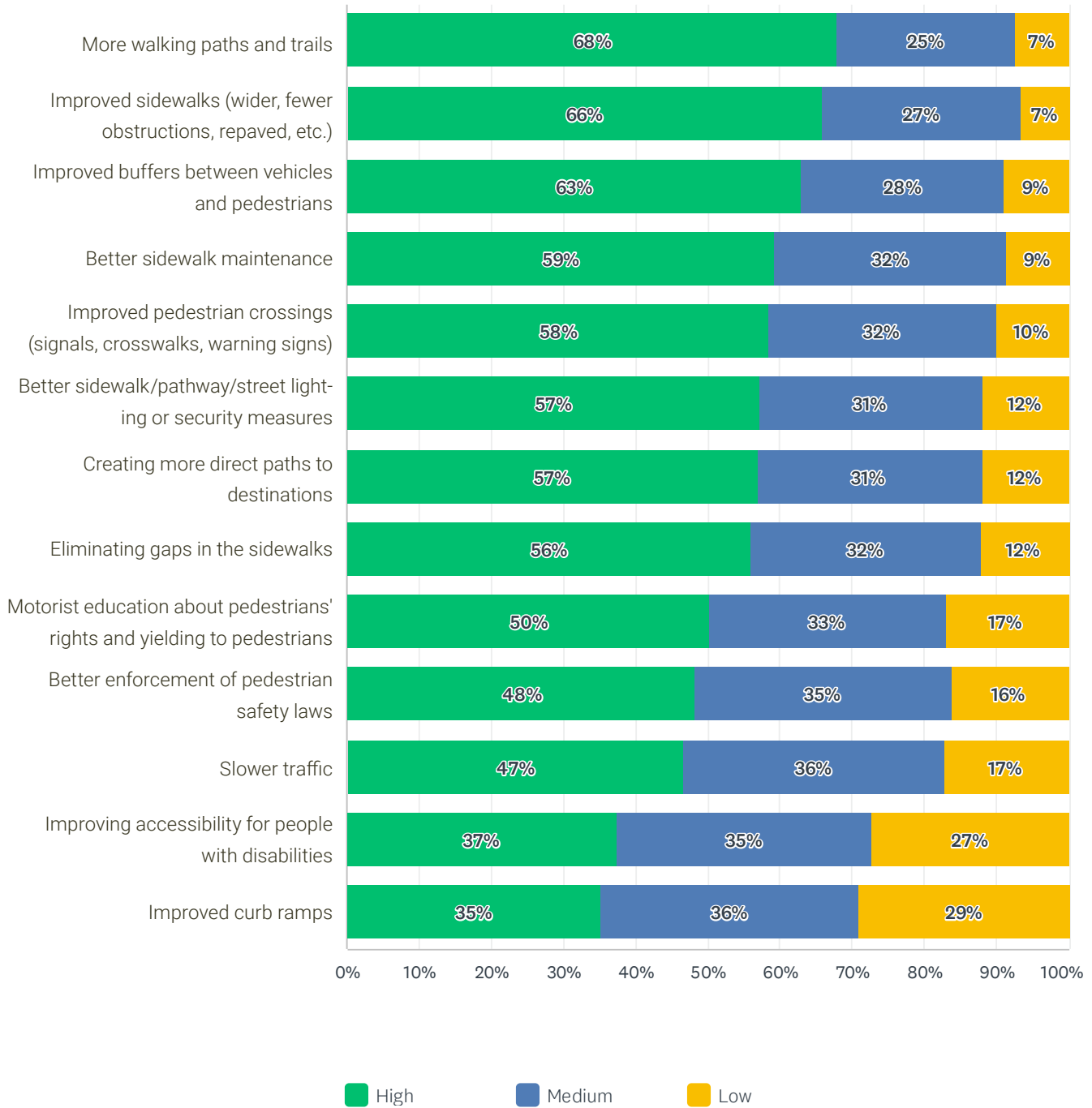


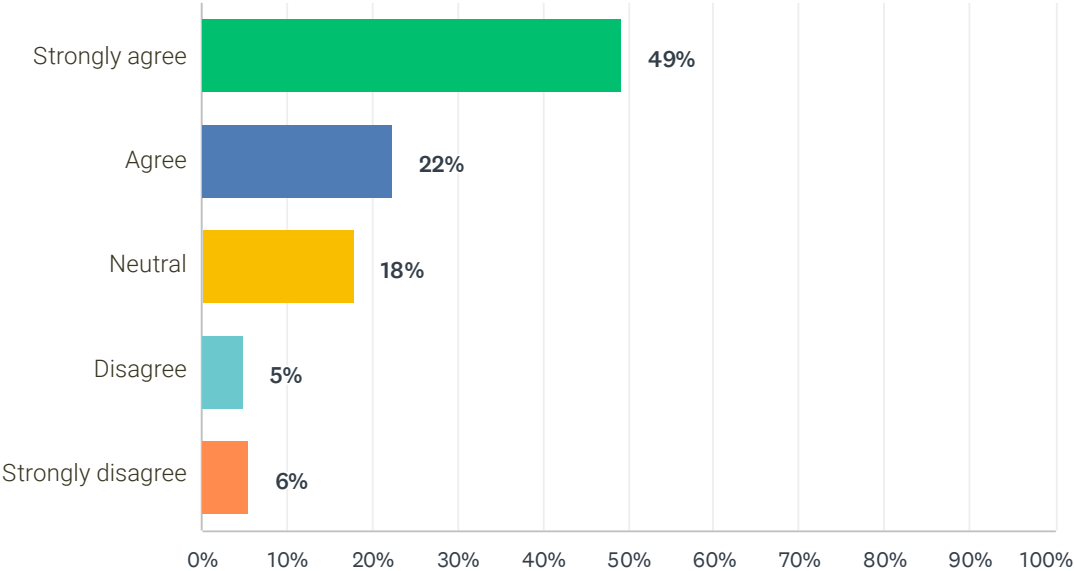
Table 26. "Other (Please Specify)" Responses

WHAT IMPROVEMENTS WOULD ENCOURAGE YOU TO WALK MORE OFTEN?
#1 - Reduce overall violent crime in LR
Little Rock is a little scary in some places.
Traffic safety is extremely high on my list. I do not feel safe being around drivers that I know are hostile towards me as a cyclist.
Neighborhood sidewalks would be helpful.
Repeal ordinance that places curvilinear streets as the preferred development model, and end the discouragement of through traffic by design
A small market/ in every community.
Sense that drivers expect/respect pedestrians walking alongside
Public transit is not convenient, so for places too far to walk to, most often taking a car just makes more sense. That's unfortunate.
Again, your questions appear to be designed to steer folks to anti-car, anti-suburb answers
Turning left or right on Main St. Is too narrow and unsafe. It indicates selfish ideas and poor planning. Lack of foresight for auto traffic. Need to replace for wider turns. Trees block traffic lights. "HELP!"
Speed bumps on Old Cantrell Road between Cantrell Road and Rabsemen Parkway are highly needed.
Penalize street racers
Improved police presence
Homeless downtown
better and well defined pedestrian crossings
My destinations are to far apart to walk
A number of areas do not have sidewalks at all as compared to affluent areas
crosswalks should be raised up to curb/sidewalk level, not ramped down to street level
More shade, trees and water to walk by on South side of 630
Better knees
a map of local trails or pedestrian pathways
My neighborhood has NO sidewalk. It's very dangerous given the curves.
Curb ramps suggest that smooth drive is more important than pedestrian crossing. Elevated crosswalks (and bike lanes) put accessible transportation in priority.
Zoning must be amended to not only permit, but encourage that neighborhood needs are met locally. Second, right of ways must be designed for pedestrian safety first. Cars are only necessary for travel beyond neighborhoods and when cars travel through neighborhoods, road designs must must discourage speeding to improve pedestrian safety. Design speeds should be lower than speed limits, not higher.
shade
Streets being in better shape. They are terrible.
Better tree canopy - more shade
No comment
Some areas obviously need a way to slow 40mph traffic so pedestrians can cross safely, or pedestrian foot bridges over some of these busy streets to connect one side to the other. Crosswalks are to few and far between. Cantrell is a good example of this, especially between University and Mississippi..
Crime
Better zoning that allows for neighborhood stores, etc, within walking distance. FIX THE TRACK AT BOOKER!!!
More Dense and Mixed Used Development
Loops (ability to return by a different route than I went out on)
More sidewalks!
Fix the sidewalks - all of them - get a plan. Slow down traffic to 25MPH in lots of areas, mark the roads for bikes, people so cars KNOWN - some people here barely know what a crosswalk is - so you need an educational campaign too.
Slow down traffic on Mississippi and Cantrel. More speed bumps.
Protected bike lanes
Connect more trails
Actually having sidewalks
Enforcement regarding blocking sidewalks, vehicles, brush, tree limbs, etc
I would take sidewalks of any kind. Too many places require you to walk on the street
We live in River Ridge. There are no sidewalks and much of the main road has no curbs or gutters. Neighbors have to walk in yards to avoid traffic. Kids walk to bus pickup spots while speeding cars/trucks race through the neighborhood.
People do not obey speed, noise ordinance and run the stops signs like they are not even there.
We need sidewalks on busy thoroughfares like Biscayne which is a road used for vehicle cut throughs. This makes it difficult for residents to walk in their own neighborhoods. Cars drive too fast in the neighborhood
Speed bumps

Better funded Parks dept and Animal Control so that use of public spaces and city parks is more balanced an equitable.
You don't get, working Arkansans drive to
More human-scale development. Practically the entire city looks like a fast food drive-thru. It is absolutely pathetic. We need more trees, slower car traffic with fewer and narrower lanes, more colors painted on the streets other than the old school white crosswalks so drivers will show down and pay more attention to their surroundings. We need to hold developers accountable so they'll present their best designs with high sensitivity to human-scale. We need stricter design overlays and more of them. We need to recruit imaginative city planners from larger cities to work on committees like the Design Review Board. We need to consult with planners from aspirational cities for new ideas. Think big! The people of Little Rock deserve SO MUCH BETTER!
I mostly Jazzercise for my exercise but I just need more motivation to get out when the weather is nice... not too hot, not too cold not raining,etc.)
Please have speed bump on Old Forge drive- this is a neighborhood street not a major artery for city of Little Rock
Speed bumps on problem streets
Arthur Lane is 1block long that needs to be widened. People walk on it every day with dogs & children. Too narrow & no sidewalks.
More sidewalks!
Better signage as to where trails are located.
Walkers only trails, No Bicyclists!
Speed bumps on street to slow traffic
speed bumps on Coachlight Dr in Sturbridge
I do not need improvements to walk
Traffic enforcement on Cantrell at night and weekend
Add sidewalks to Kingwood neighborhood
There are no sidewalks on my street. It is a direct neighborhood route to Jefferson School
Walking paths and trails are not part of my walking routine. I walk the neighborhood streets.
Keep trees.
If there is a side walk here its in bad condition. With all honesty its sad for what tries to attract any new companies here
Ramps and improved accessibility for those with disabilities are of high importance but would not increase my walking frequency.
Police presence for traffic is virtually null since this chief was installed
St. John seminary has tons of unused green space behind it that would be perfect for a hiking path and biking path instead of just wasted
Ward 2 lacks sidewalks as well as decent roads in the majority of the neighborhoods.
Why are things so spread apart in this city?
More, improved, wider bike paths
more dense and diverse land uses throughout the city, including downtown
Please connect McAurther park to Clinton Library
more urban density (closer things worth walking to)
More pedestrian oriented design, lands aping or development. ie, design buildings to be closer to the street with parking in back. Higher density development.
education of the people
sidewalks here are so inconsistent, often very narrow, stop and start and hard 90 degree turns are difficult in mobility chairs.
Cut down on cars - narrow lanes - pedestrianize when possible - get rid of car lanes in walkable neighborhoods (Hillcrest, SOMA); prioritize people, not cars
Dense development to decrease walking distance. I would like to be able to have everything I need within walking distance.
Installing sidewalks where there are none
Where am I going to walk to in this city? Everything is so spread out and it's clear the city only cares about car infrastructure
More cycling lanes
Lower speed limits in densely populated areas
Priority-providing parking for entertainment districts...especially where so many spaces have been eliminated in River Market entertainment district and hotel area.

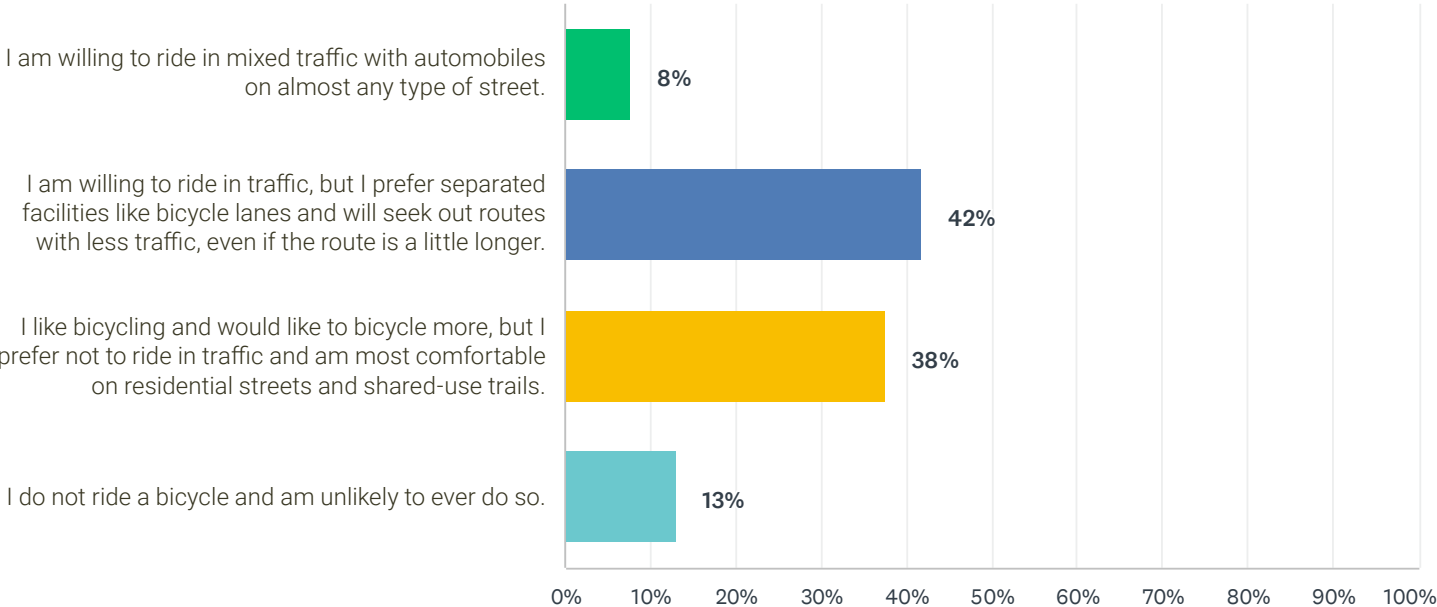
I would like to bike more often.

Answered: 1,258 Skipped: 128



Which of the following best describes your bicycling habits/comfort level?

Answered: 1,256 Skipped: 130



Which of the following destinations do you currently bike to or would like to be able to bike to? Please select all that apply.

Answered: 1,145 Skipped: 241

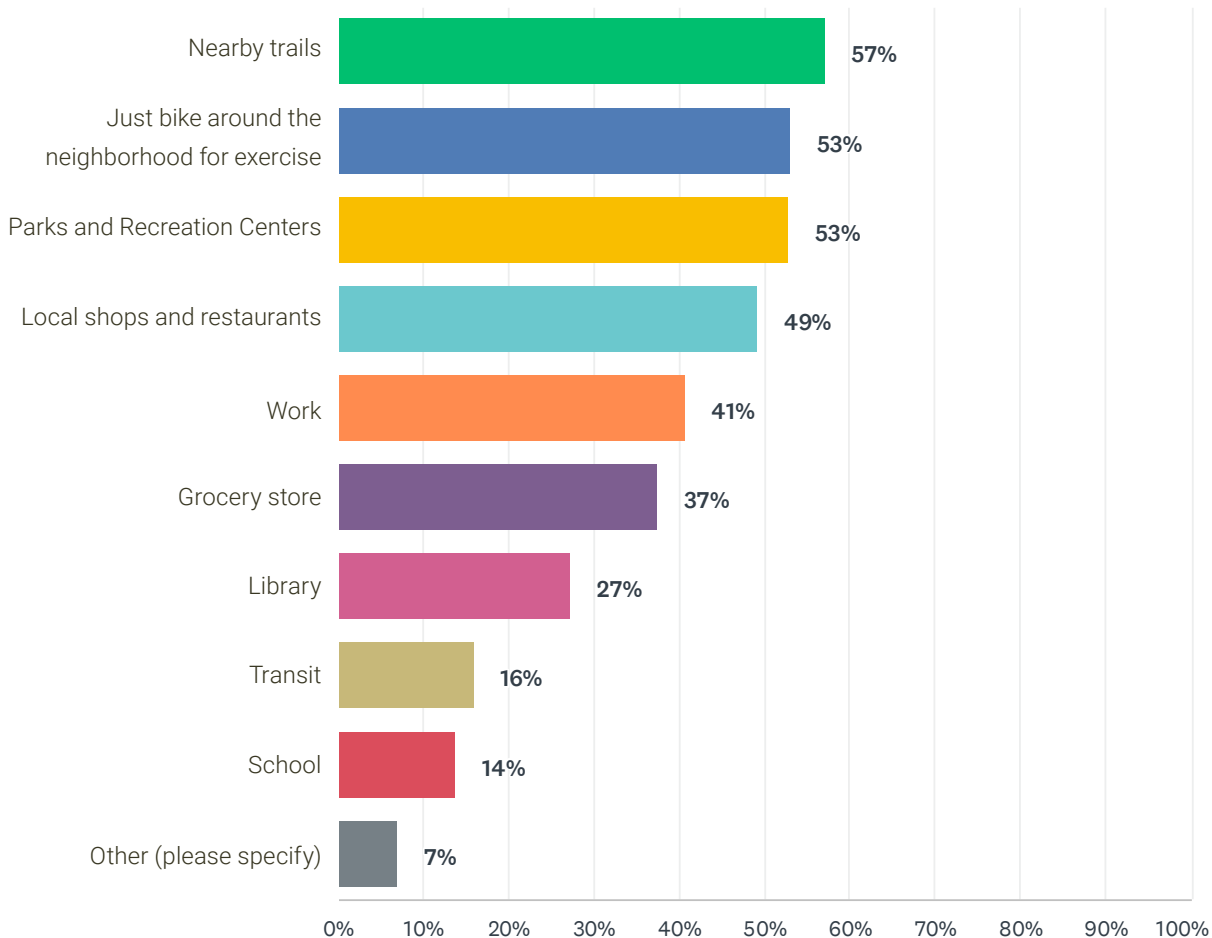


Table 27. "Other (Please Specify)" Responses

WHICH OF THE FOLLOWING DESTINATIONS DO YOU CURRENTLY BIKE TO OR WOULD LIKE TO BE ABLE TO BIKE TO?
River trail connection
church
I bike the River Trail from 2 Rivers Park to Junction bridge & back
Pinnacle Mtn. area.
Church
None
Downtown
I bike for exercise and not to destinations. The question and options seem to be designed to reach an outcome that is anti-car and anti-suburb. I like living in a low density area and driving to work and to run errands.
Arkansas River Trail on the Little Rock side.
Distance cycling
friends and family houses, parks for outdoor events

Since covid I work at home and so bike less often
not interested in biking
Not interested in biking
Areas outside Little Rock
While I don't bike myself, I fully support across the board improvements in all aspects that would help greater bicycle use
I do not ride.
Don't bike
Long road cycling routes
Don't bike any more!
Never learned to ride a bike; unlikely to learn at age 78!
Post office, healthcare providers
Primary care physician, pharmacy
Dogs
I don't bike ride.
River trail
Na
N/A
Cannot bike due to disability
Recreation/Exercise
Hardware Store
NONE ... Too dangerous to ride a bike in Little Rock due to discourteous and dangerous drivers, as well as insufficient enforcement of traffic laws.
Currently bike in neighborhood for exercise. Should change pattern and ride to local shops, e
This should be 2 seperate questions
Never ride
I wish I could bike to the Little Rock Zoo! I wish there was a safe way to get there via bike!
Government buildings ie. dmv, county assessor, courthouse, etc
NA
Prefer low traffic streets over high traffic with bike lanes e.g. West 15th over West 17th
Nowhere
None
N/A
None
All these activities require a car
This whole concept is liberal and unrealistic
Every street should be a safe, complete street for EVERYONE. This is a car-centric town and that needs to change ASAP. Please don't focus on the Heights, Hillcrest, Cammack Village, and other areas where everyone owns a car and biking is only recreational. Focus on the city core (or what's left of it) and lower income neighborhoods first. Think about the areas where folks can't afford a car and MUST bike or walk. Think about the Central High neighborhood - we have a real opportunity to make it a beautiful, walkable, and bikeable place, promoting heritage tourism and revenue. We need some fresh blood at every level of city government - we need people who've lived elsewhere and know what Little Rock is missing out on. Biking trails are great, but it should most definitely NOT be the primary focus.
None
Visit friends
I don't bike
Not applicable
None
Bike at my leisure
Exercise on the River trail
Bike several miles for exercise
I don't ride a bike.
Rose creek trail would increase bike ability.
most destinations, if practical
AR River Trail full length and around airport

Church
post offic on Huron and Butler Park on N. Rodney Parham
N/A
I cycle the trails between LR/NLR and from my home to downtown. Also the southeast trail.
I don't bike and never will bike anywhere
Multi-day bicycle trips
I want to ride everywhere. But until the city and businesses work together to build thoughtful bike friendly infrastructure INCLUDING bike friendly businesses (ahem like NWA) all the bike lanes and safer intersections will be for nothing
None
appointments
Bike/pedestrian trails
Friends' houses
church, office & medical appointments
none
I ride to recreational rides.
Routes through city to roads in the county.
I travel to scenic bike routes. There are no real developed bike routes near my home
I do not bike. However my family does.
Bike to other communities such as Little Italy, Bigelow, Scott, etc.
Dont ride them
My family takes scooters often downtown (and bikes/ scooters on vacations) & into neighborhoods. Getting an Uber or taxi is currently very difficult esp to/from airport so more visitors depending on friends driving or renting cars.

What prevents you from biking more often?

Answered: 1,192 Skipped: 194

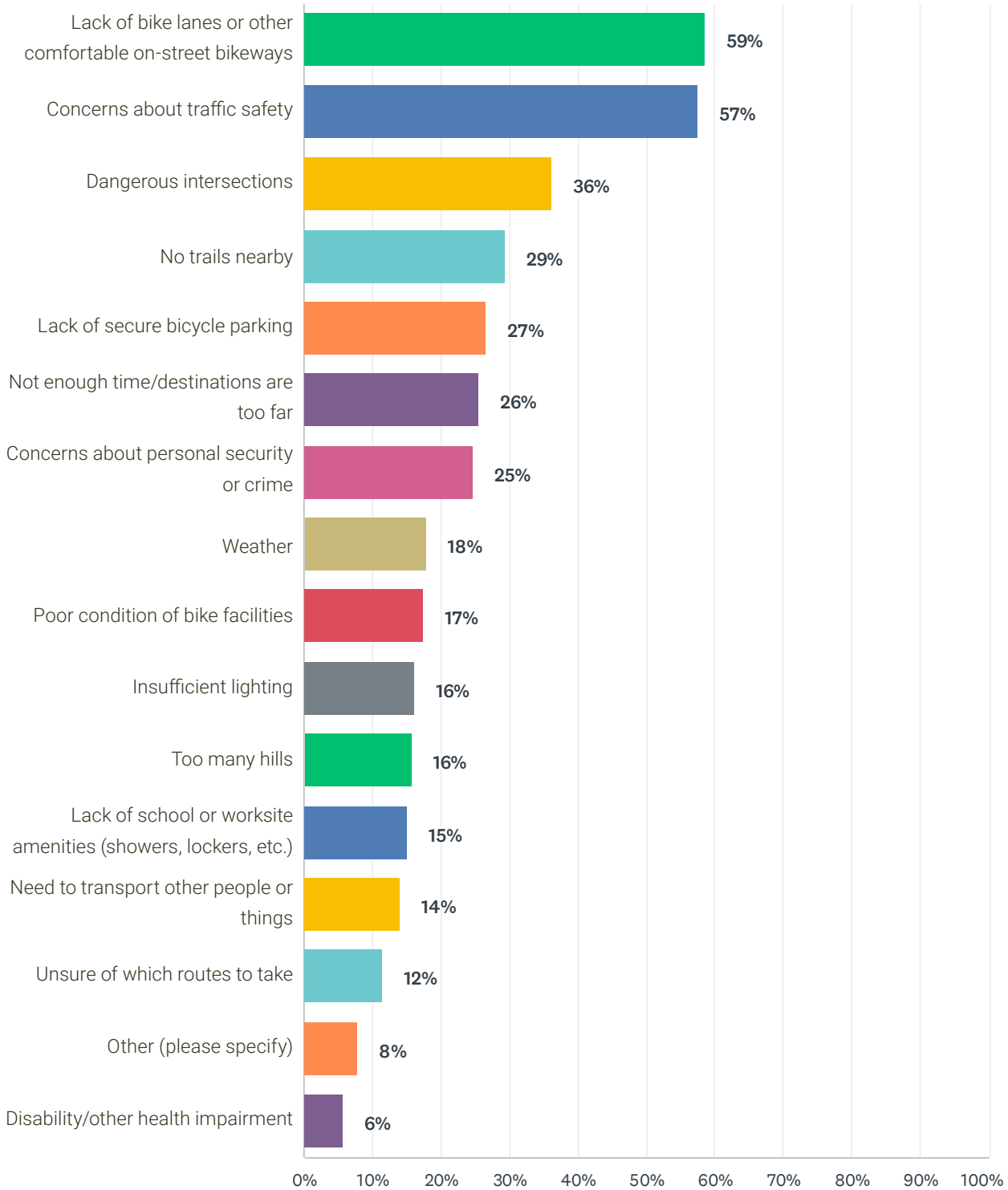


Table 28. "Other (Please Specify)" Responses

WHAT PREVENTS YOU FROM BIKING MORE OFTEN?
Don't think bikes should be on main streets; too dangerous and that's not what streets were made for
many Central Arkansas drivers are deeply hostile to cyclists
Connection to river trail needed
There are too many areas that are unsafe.
Need a commuter coach program in Little Rock even if staffed by volunteers, all city owned or leased properties should have secure bike parks, racks
My work schedule
No desire to bike
I don't own a bike
This question is complete and total steering toward a desired outcome. I love to bike. I love our bike trails and like to get outside of town to enjoy the beautiful views and lower traffic to the west. I've biked for decades and thousands of miles and prefer to get outside of town and away from traffic. The answers seem to be drafted by a small minority of bikers who want to bring bikers into city traffic and not by the overwhelming majority of bikers who want to get outside of town, away from traffic. There is a bit of an anti-car feel to this survey.
All age levels should be encouraged to ride in their neighborhoods if safe. Why not hav monthly bike-a-thons in most neighborhoods. I see the homeless on bikes in Southeast Little Rock.
Not enough or quality paved bike trails outside of the ART. Would be nice to have quality trails to access other areas in and around Little Rock
poor route maintenance
No laws enforced for texting and driving or distracted drivers.
The lack of a safe trail along Cantrell/LaHarpe in the Dillard's area.
getting down arch street to baseline from downtown is impossible
Bikes, more so the riders, have hit me and my property and most of them never make themselves known on pedestrian trails and have therefore become a danger and a trigger for me as a pedestrian
I smell bad at work, don't like that; and I get tired of the hard workouts on the way home.
Not interested in biking
Not interested in biking
Currently don't have a bike.
some unkind motorist to cyclist is unnerving, some don't understand the share the road idea
Too many careless pedestrians on the ART
None of the above. It's time. Too busy!
Don't bike
Don't own a bike
I live in Central High Historic District (15th and Summit) and the sidewalks aren't navigable!
Broke leg on bicycle, can't take chance of it happening again!
Too many stop lights downtown
tough to get across the freeway
Age
Elderly
The gap in the river trail by Dillard's
Dogs
I bicycle for recreation up to five days per week. However, I appreciate the amenities Little Rock has to do so; in fact, they are part of why I moved here from Mississippi, which laughs at bicycle lanes, generally. However, after over ten years, I am surprised at the lack of progress to come to some agreement with Dillard's to close the loop. Too bad the US only uses eminent domain on poor people.
Na
N/A
Lack of driver education and bike awareness
Too dangerous to ride a bike in Little Rock due to discourteous and dangerous drivers, as well as insufficient enforcement of traffic laws.
I do not own a bike
Due to my age, I will not ride a bike anymore. Years ago I walked, rode my bike, and took the bus almost exclusively. I have an efficient car and limit my trips. I would like to see more alternative transportation.

LR has done a really poor job building up its bike lanes - it should take precedence. It makes places more livable, people will want to move here and less cars and pollution because you can get around by walking or a bike. And decreases the huge obesity rate here.
Crime
Speeding on my street is frequent and dangerous. no police presence to stop it.
Terrible condition of roads and sidewalks. Lack of awareness and education of drivers.
NA
Nothing
Health
I'm too old
Do not ride a bike and have no wish to.
I do not and will not bike
Most streets are only conducive to cars. We could very easily fix this with road paint, dedicated and protected bike lanes, narrower streets, more trees and landscaping, more signage for both cyclists and drivers, and more human-scale development. We need more public meetings for input, more advertising for these public meetings, and definitely more civic engagement. My impression is that citizens don't think they have a voice and don't know what to do to encourage change.
No working bike
Not going to bike on city street
It's almost 100% because of the risk of death for cyclists on roads with cars.
No interest on my part
Not applicable
Not a personal choice
Disrespectful Bicyclists
speed bumps on Coachlight Dr in Sturbridge
Bike at leisure
Would rather walk
Laziness
Not interested in frequent biking
Trolley Tracks Downtown
I don't like bikes
I don't ride a bike.
Bikers can be hit by cars and the cops won't give drivers tickets because they want the insurance companies to determine who is at fault
Lack of driver education combined with the lack of enforcement of current law including lack of education evident in the reaction of law enforcement to car/bike led interactions is a huge deterrent to feeling safe to share the road.
Too many hills, again!
It's just not something I want to do, but I support bike accessible public routes.
I don't own a bike
Need a new bike lol
If bicycling was safer for everyone to get around town, I would bicycle more often because I could go with exponentially more friends and family. Also, if bicycling to places was less stressful, then distances would not seem as far.
Lack of appropriate prosecutorial tools for auto-cyclist assaults, harassment of cyclists
Hi
N/A
Parking at the BDB specifically
I bike everywhere all the time but I find it absurd that you can't just go for a casual ride to a coffee shop here. It's as though the entire city was planned to completely separate pedestrians/cyclists from businesses
Not interested
Work
don't have a bike, no direct connections to my destinations (highways divide so many parts of the city that I travel to compared to where I live)
Enforce traffic laws we now have, noise, speeding, not stopping, no signaling, etc
time
Not confident in my bike skills
Not interested

no desire
I fell off my bike when I was 6 years old and vowed to never ride again. I have kept my vow.
prefer to be in the woods away from traffic
lack of bike parking
Car racing on main roads
None
Repair stations are in bad condition
Popular entertainment areas where families walk to restaurants are challenging. Parents must have safe areas to unload kids, strollers and elderly to museums and entertainment.
Totally uninterested

What facility improvements would encourage you to bike more often? Please rate all of the options below on the scale provided.

Answered: 1,173 Skipped: 213

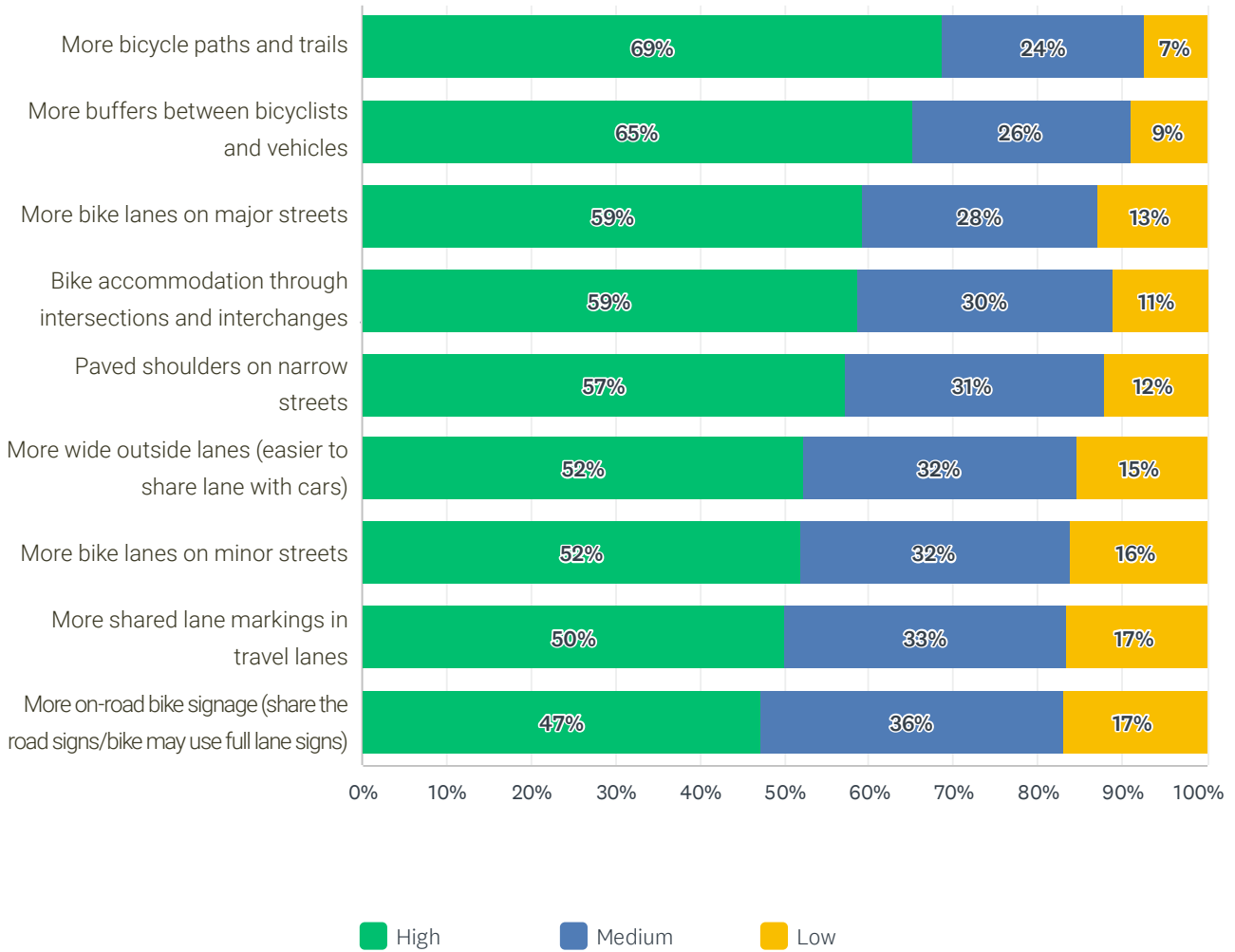


Table 29. "Other (Please Specify)" Responses

WHAT FACILITY IMPROVEMENTS WOULD ENCOURAGE YOU TO BIKE MORE OFTEN?
Reduce crime
Please no bike lanes on major streets!!
FLAT GROUND
Education of bikers and motorists to understand the rules to share travel ways.
Enforcement of traffic laws- i.e. ticketing cars that drive in the bike lane, etc
Roads are for transportation and transportation isn't always cars, ARDOT must accommodate cyclists and pedestrians
Elevated bike paths, i.e. bike use sidewalks above the curb but separated from sidewalk
better maintenance of river path!
separate bike/walk paths along road
Better options for getting outside of town & away from traffic. The options seem to be designed by someone with an anti-car agenda who does not represent the overwhelming majority of cyclists who want nice trails to the West and ways to get outside of town and away from traffic.
Bike lanes in Little Rock have been designed for avid riders. Never see any riders on Mabelvale Pike in LR. Cycling groups have declined in SE Little Rock. Downtown Lanes designed for new residents in East of Main St. and the new upper middle class dwellers in the Main St. areas. Watch out for crime.
A better trail on the Little Rock side by Dillard's and School area
I am for the safety of bikes without removal of street parking already hard to find in little rock
Finish the River Trail! It's a mess in downtown LR and at Dillard's HQ.
Less flooding on the river trail in NLR
Not interested in biking in the city
Other drivers are not mindful and travel too fast
Slower traffic
Education is key, some political leaders on the council are not helping slow down cars
Separate bike paths by objects: bollards, elevated above curb, tree/grass/hell strip
Bike lanes should be above the curb and separated from walking paths by a tree/green strip.
Please no more weird bike lanes on big streets
Finish loop around Dillard's
I don't ride bikes
Curbs and gutters on the 600 to 800 blocks on North Taylor.
Paved shoulders are huge. Seems that almost no roads have shoulders on them here, or if they do they are full of gravel/debris and unusable. Same with many of the bike lanes. They need to be swept clean occasionally to be useful.
Better maintained, wider sidewalks
I do not ride a bike so my answers would be moot.
Slow down the cars so bikes may use the lane. It's safer than bike lanes.
Protected bike lanes
Bike lanes that actually make sense for keeping cyclists safe instead of more dangerous
Pedestrians need a safe place to walk first. If we are sharing space, it makes it more dangerous
Biking on city streets is dangerous, it's too hard to understand????
Again - we need COMPLETE streets that are safe for every mode of transportation. Cars should be considered LAST, not first. We need more trees and landscaping and narrower car lanes so motorists will slow down and pay more attention to the others on the road. We need more signage explaining the rules of the road for EVERYONE using it.
None
Not applicable, I don't bike
Bikers who respect cars and follow traffic laws.
speed bumps on Coachlight Dr in Sturbridge
I use a vehicle for transportation
This is N/A for me, don't have a bike!
Traffic enforcement
Remove Trolley Tracks Downtown
Sweep off bike lanes. There's so much trash you have to ride in the street.
I don't ride a bike.

Please no more bike lanes on major streets. Dangerous!!
We need safer routes not more bike lanes
Keep trees.
More ways to connect to trails that actually go useful places.
Paved shoulders are great for highways in lower-populated areas. In town, bicycle lanes, fog lanes and separated facilities would be more appropriate.
More police presence on our streets!!
All parks should be connected by bike lanes and/or paths.
secure bike racks at all city parks, city community centers, city neighborhood resource centers
Much more awareness for both cyclists, walkers and drivers. A lot of people, especially walkers don't know which side of the street to walk on!!!!
Education for drivers
traffic signals specifically for bikes, more bike racks throughout the city and at destinations (maybe encourage developers and institutions to include bike racks as well as parking?)
Drivers in west LR drive so fast they can barely stay between lines, need protected bike lanes or speed control
Connectors between established bike lanes and routes
Please connect McAurthur Park to Clinton library
Fix potholes and Sweep bike lanes, shoulders, and corners that often have gravel.
Cleaner bike lanes, some are overgrown
Bikeshare, a larger community of transportation cyclists.
More driver safety education.
education of the people, cars & CYCLIST. i know this is a difficult achievement. a lot of people (drivers) don't care & wish bicycles off the road. education to road cyclist is also important. a lot of road cyclists are also the problem. forcing the 3' rule (most cycles are 2-3 abreast & dont single file, also in the middle of the lane, not as far right as they could be) only pushes the cars to not be acceptive that cyclist are also on the road.
Street sweepers need to clean gravel and debris from bike lanes.
secure bike parking are
Keep bike lanes/shoulders cleaner. Many designated bike lanes/routes have too many road hazards like sharp rocks or glass that are a tire puncture hazard, or cause bikes to have to weave to avoid hazards, creating hazards in sharing the road with autos
#1 and all else is irrelevant until you get rid of mandatory minimum, nothing matters until you fix zoningattached parking; need separated bike lanes (sharrows are a joke); bike/ped only streets where possible; can't fix the bike problem until you do something about cars
Physical separation between bike lanes and car lanes using bollards or vegetation. The most effective protection would be be to put the bike lane above the curb and to bump curbs out and elevate crosswalks to demonstrate that pedestrians and cyclist have priority right of way.
Facilities for parking/stowing bike at work
Shoulders and bike lanes need to be periodically swept. Gravel, glass, and other trash commonly cause flat tires and many bikes prefer to ride in the main road as a result.
The bike lanes are unsafe in areas because they have drains and grates.
Placing bike lanes in direct travel paths to high use areas, not roundabout courses
Please no more bike lanes on major streets
Depends on what accommodations are recommended. When bike riders run lights it is unsettling what they may do or where they will go.

Which streets or intersections would you like to see improved for biking?

Answered: 498 Skipped: 489

Table 30. Responses

WHICH STREETS OR INTERSECTIONS WOULD YOU LIKE TO SEE IMPROVED FOR BIKING?	
Markham/3rd st at least east of Univ - DTLR,	Leave Kavanaugh alone! Bike lanes will cause injury and wrecks.
Chenal Parkway, Markham	Cantrell/River Mountain Road/Rodney Parham intersection.
Anywhere along the AR river trail that still uses streets	I'm general of you are making it for Bicycles there should be safety and availability for all citizens.
It would be an improvement to get rid of bike lanes on all major streets. More bike trails, not on streets, not bike "lanes", with or without buffers, are needed; we need to get rid of some of the ones we have. Bike trails, we could use more	JFK and most of Little Rock. It's so bad here.
any Shackelford Intersection from West Markham to the south	Kavanaugh and University; Cantrell and Kavanaugh
NA	Markham or another east west road. Get from hillcrest to downtown.
12th & Fair Park, 12th & Woodrow, Fair Park, Woodrow, Asher	Stagecoach
capital ave	Markham and we need more connectors South to North from neighborhoods to river trail. Need more mountain bike and trail options within the city.
Cedar Hill Road	University Ave. Markham Cantrell
Riding along Cantrell, Mississippi, Markham. Crossing any of these streets.	12th and university
Cantrell Street	Kavanaugh, Markham, Downtown(6th, 9th, 4th & Cross-streets)
From the Cantrell / 430 intersection to the River Trail. It's dangerous to try to access the trail from anywhere in west Little Rock.	Kavanaugh, Cantrel, 12th
Pleasant Valley, Markham, Cantrell, Rodney Parham	University and Cantrell, Kavanaugh and Van Buren, University and Evergreen, Evergreen and Kavanaugh, Cantrell and Kavanaugh, Cantrell and Taylor
Close the river trail loop by Dillard's	Cantrell/Chenal/630 corridor/John barrow/colonel Glenn/Fair Park/ Mississippi Ave/Reservoir/All downtown CBD streets.
Cantrell/river trail connection around Dillard's.	Kavanaugh, Markham, fair park/ Van Buren
Cantrell & River Mountain Rd, Cantrell & Kavanaugh,	Wright avenue, arch street, battery, Martin Luther King, University, Baseline, GUYS SPRING,, BROADWAY, ALDI STREET HAVE POTHOLE EVERYWHERE..
East 6th street	Chicot Road & Baseline Road
Asher, 12th, broadway,	Cantrell and river mountain rod
Fair park south of 630	The stretch of Highway 300 from Pinnacle Mountain to Roland. Once you get to Roland, the traffic is light and the riding is safer.
Cantrell, University, and W Markham	Broadway, Roosevelt, Arch, 21st, 17th, Baseline, Chico
Cantrell Road and University and Kavanaugh	None in SE Little Rock. Not popular pastime. We need bike trails inside parks to encourage cycling.
Cantrell Road	The trail around dillard's and school area
More trails!	more direct path between NLR and LR/UAMS area
Fair Park, Broadway	Dillard's area
kavanaugh and van buren	La Harpe
North rodney parham, green mountain drive, Hinson	Hinson, Rodney parham, markham
river	All Streets
Chester from 630 to the river trail. I frequently bike chester from 23rd st all the way to the trail, and it gets more dangerous when the road goes to 4 lanes and there is no bike trail. Connecting that would open up biking for my neighbors, most of whom won't feel safe without at least a painted bike lane.	Down town little rock
Green mountain and streets in the Rodney Parham area	Cantrell Road, Chenal parkway
MacPark pedestrian bridge, south on Bragg to 21st. 17th Street from Springer west to Wright Ave to Asher to Colonial Glenn. Also 21st from Main to Springer. Springer to Granite Mountain. All of Kanis, John Barrow and Chico roads.	Arch Street, 7th street, Broadway, Wright Ave, Roosevelt, University, Asher, Chester, Daisey Bates, Scott....
	kanis & stewart & denny
	Little Rock River trail expanded to decrease use of downtown streets

H, Evergreen, University, Kavanaugh	Cantrell & University & Cantrell & Kavanaugh
Downtown section of the river trail, close the loop	Area by Dillards!
Markham St from UAMS to downtown; 7th St, Capitol, Plateau (in Stiff Station)	Maumelle
Complete the Arkansas River Trail from downtown Little Rock west to Riverdale. It is a shame that this great treasure is not completed. Completing it would be a big draw for the Little Rock / North Little Rock area.	HWY 10 around Dillards
extend river trail through Cajun's Dillard's riverfront	Markham, University, Kavanaugh
River Trail, Kavanaugh, riverfront drive, River Trail downtown and by Episcopal/Dillards and the viaduct by Cross Street	Capital Avenue, Scott Street, 4th Street, 6th Street, Kavanaugh, Crossing 630 from North to South, Daisy Bates, Markham Street, Connect the river trail behind Dillard's,
Kanis, Bowman, Markham, Shackelford, Highway 10, Chenal Parkway	in front of Dillard's corporate and where the AR River Trail goes under Cantrell Road near Gill St and that intersection
Chicot rd	Kanis, Markham, Chenal, Shackelford
.	University, Old Shackelford Rd,
Broadway	Hwy 300 out to Roland. Kanis Rd out to Ferndale
Arch, MLK and parts of Roosevelt	Hwy 300 out to Roland. Kanis to Ferndale.
Kavanaugh, University, Rodney Parham, Markham, Evergreen, Kanis, Fair Park, Boyle Park Road, Mississippi	North Hills, McCain, JFK, Keihl, Brockinton, Maryland, Warden Road, Landers Road
Cantrell	3rd Street, W. Markham and Cantrell Road
Fair Park Blvd	don't know
Capitol and Broadway	Across University on H or Evergreen for my children to bike to school
not sure.	Major thoroughfares-Cantrell, University, Asher, Rodney Parham
S University	Evergreen and Kavanaugh, Kavanaugh and Van Buren, University and Evergreen, impossible to get to big dam bridge from Markham without crossing several dangerous intersections
Reservoir	Daisy Bates from Battery to Main Street
Downtown LR. West LR (Ferndale, Col Glenn)	cantrell
West Markham, Cantrell	Shackelford, Bowman and University
Rahling, HWY 10	Markham between UAMS and the AR Capitol
Cantrell	Cantrell at Kavanaugh, Tyler, Cedar Hill. Also a good trail route for Cantrell hill/Kavanaugh hill. Kavanaugh between Van Buren and Cantrell has a bike lane but needs some extra buffer protection. Raised crosswalks allowing use for pedestrians and bikers. On-street parking modifications in Hillcrest to slow traffic and allow mixed use including bikes.
Bike lane on climbing side of river mountain drive	Evergreen, Cantrell, University, Mississippi
Those between midtown and downtown	Markham
The area between downtown and the east side of Dillards. The alternate routes around this area are sketchy at best and dangerous more often than not. There is literally no safe way to go from the Rivermarket area to the area past Dillards.	Pine and Cedar
28th and Barrow	The streets around the airport have lots of room to accommodate a bike path and cyclist are always out there. A bike/pedestrian path would make it safer and encourage more use.
State St	Markham Str., Kavanaugh, University,
Would prefer that bikers not be on the regular driving lanes because the bikers do not observe giving drivers signals when they are turning or ride closer to the curb	Markham, Kavanaugh, Close the Loop
Side walks down Wright Ave and side streets in this Historical Dunbar area. There are parts of streets that have no sidewalks at all.	H St around Hall High School to Kavanaugh
Cantrell - the recent construction between two rivers and big dam bridge left no travel alternative to head West.	All major thoroughfares: University, Mississippi, Cantrell, 12th, etc.
all of downtown - river trail on Little Rock side by Dillards	Hughes
A bike crossing at Cantrell and Pierce would be nice. It is dangerous to cross University south of Cantrell. It is difficult to cross Cantrell.	Kavanaugh, Markham,
Markham, Broadway, Cantrell, Roosevelt, Springer, Chenal, Asher,	Jonesboro from 12th to Markham
Connecting downtown to river trail near Dillards	Crystal valley
Gill and Garland streets	All of them.
Markham, Cantrell, Kavanaugh	Highway 10; neighborhoods in Southwest Little Rock
33rd Street from Arch to Battery and Main from Roosevelt to 34th St.	Kavanaugh
Southridge/Rodney Parham and Cantrell, Taylor Loop and Cantrell, area around Dillards office bldg on Cantrell	The ART in front of Dillards
Highway 300 to increase the safety of getting outside of town, away from traffic.	Markham St from Kavanaugh towards downtown and along 3rd St.
	No way to cross Reservoir - barrier between central and west LR
	La Harpe/Hwy 10, Broadway
	Chenal Parkway

Cantrell; or provide better/safer access for Cantrell-adjacent neighborhoods to the River Trail.	Dillard's area of Arkansas River Trail, #closetheLoop
in and out of the Central High Area, going down to Park street then cross under freeway and over to White Water Tavern to connect South and North side of 630	I personally hate the trolley tracks downtown
South Bowman	Markham
Mississippi and I-630	Rodney Parham
Downtown	MLK
Markham and University; Mississippi and Rodney Parham	Broadway, anything downtown, crossing 630 on any street
MacArthur Boulevard	Hey 107 and Batesville Pike
University, Hughes, McAdoo	3rd & Cumberland
Daisy bates	Baseline/Geyer Springs
Cantrell	Wright Ave from MLK to Asher; Asher
Markham, kavanaugh	7th Street from Downtown to UAMS, Kavanaugh, State Street
Cantrell at Dillard Pkwy	Shackleford Road
Southeast trail intersections	I do not ride a bike so my answers would be moot.
Labette drive and Lynette	University/Markham area
Southridge and Rivercrest in Walton Heights	Cantrell
Area around dillards and episcopal school	Cantrell at Mississippi for both walking and biking
21st street from main to Springer to granite mountain and college station	Markham
Rahling Road, Cantrell Road, Taylor Loop, Hinson and Rodney Parham, chenal parkway	Chenal, Markham, Hinson, Bowman, Rodney Parham, Kanis, & all of downtown Little Rock
17th, wright, Asher, college and Byrd to river trail	Rodney Parham and surrounding neighborhoods
Cantrell from downtown to 430	Markham
Neighborhoods	Broadway between 630 and Roosevelt is a death trap due to speeding and running lights. It needs to be calmed" with islands and bike lanes.
The ART trail behind Dillards	So many - can't even count. Center Street from the Governor's Mansion from door to the old state house would be an excellent connector - with a big fat green bike lane
Kavanaugh	Cantrell
Finish trail around Dillards.	H Street, Pleasant Ridge Rd. North Rodney Parham,
Kanis rd, bowman rd	Kavanaugh; 7th Street, Kavanaugh/Woodrow/Markham intersection area
Rahling. Denny Road	Not sure
Any	Erratic driving in Little Rock keeps me from riding on the streets, so no input here.
Downtown area	University and Markham
University and H Street; Cantrell and Cedar Hill	West Markham to 3rd Street
Markham	Mississippi St and s. Rodney parham
Cantrell, University, Kavanaugh, Makham	Bottom of Mississippi and Rodney Parham
Cantrell Road with Kavanaugh, university Ave	Mississippi, Cantrell
Leigh Avenue	Kanis and Rodney Parham
University and H Street; Hughes and Markham	BANA neighborhood
Na	S Mississippi/Rodney Parham intersection
Bowman, third, Boone	Markham
Cantrell road	Univerity&Markham, Mississippi & Rodney Parham
Cantrell and north Rodney Parham, Taylor loop to chenal.	South Mississippi
Close the River Trail Loop by Dillards!!!	There are very few that are bike friendly at the moment. Look at Bentonville, Fort Collins, CO, other bicycle friendly cities for good examples.
12th and University	Markham
The loop around the airport - Bond Street/9th/Temple/Roosevelt especially. A safer path up/down Cantrell in front of Dillards HQ building. A safe way to get from the big dam bridge to west little rock if the river trail section is closed like it has been for the last month or two. It's the only safe way to transit the area currently. West LR is full of bike lanes and safe riding if you can get there. Garrison road, Denny Road, and Kanis from Costco out to Ferndale would be welcome too.	Markham
Kavanaugh; markham between Kav and downtown; cedar hill across Cantrell	Rodney Parham, Mississippi, and Markham
Crossing for Cantrell. Road to Roland. Kirk Road.	Briarwood
	Need a safe way to walk or bike to Kanis Park to access it from Briarwood Neighborhood.
	Mississippi and Markham
	Hughes and Markham

S Mississippi & S Rodney Parham	Markham east of UAMS, Lee and Kavanaugh
FAIR PARK! PLEASE PLEASE PLEASE widen fair park and Van Buren and/or put sidewalks on these streets!	Hinson and pebble beach
1) Markham from Kavanaugh to University 2) Cantrell at Dillard's HQ 3) Capitol Ave to UAMS	Indian Trail; Keightley
Kavanaugh, Markham/3rd St., Battery, Broadway, 7th St., Chester, Daisy Bates, Riverfront Dr., S. Arch St., Mara Lynn Rd., Taylor Loop Rd., S. Arch St., E. 6th St., Bond Ave., Spring St., and State St.	Keightly, Indian Trail
Almost all intersections are dangerous for walkers, bikers and even cars. Too much speeding, drag racing, running of stoplights. Where are the police? Big problem: 17th and Broadway.	All of downtown rivermarket district
None	all
kavanaugh and cantrell	None
Downtown area, especially	Cantrell / university. Cantrell/Mississippi
Downtown LR connecting each side of 630, West Little Rock areas-kanis, chenai, Cantrell	N/a
Fairpark by 630 [a bike lane ends/begins right there but it's extremely dangerous]	Markham, Cantrell, Rodney PRham
streets from Shiftt Station/MedCenter area to River	Rodney Parham at Markham
The most direct routes to useful destinations. Streets that connect and allow one to travel a logical path instead of having to go out of the way to take another bike lane. Starting with downtown area.	All of Wright Ave, Daisy Gatson Bates, 12th St, and other neighborhoods that are lower-income where it is more difficult to own a car. These folks need it the most, not the affluent who bike trails recreationally.
Interstate crossings	N/A
I'd like kavanaugh to see improvement and for river trail on little rock side to be completed	Pinnacle valley road and highway 300 is where I know many people that ride. It's terrifying to me that they ride there. Also Ferndale area, like Kanis, Denny, Ferndale cutoff.
Cantrell, Broadway, W. Markham/3rd Street	I think safe routes like pedestrian bridges are crucial in helping people cross the highways safely. Notably the overpass on Kanis near the interesection of Kanis/ Shackleford has no safe crossing / sidewalk/ rail.
Rodney Parham, Hinson, Cantrell	Rodney Parham
Stagecoach Rd, Colonel Glenn, Shackforf	Intersections throughout Stagecoach
Hinson Rd, Rodney Parham Td, Cantrell Rd/Hwy 10	Kingwood and Skywood
Broadway/E 12th, Louisiana/E 12th, lots of roads in S/SW LR which is typically neglected	Capitol View Stifft Station area
Cantrell Road, Markham, Rodney Parham - all major thoroughfares	Cantrell and Kavanaugh
Cantrell, Kavanaugh, major downtown intersections	Not applicable
Kavanaugh Blvd., N. University	Wright Ave near Battery St
Markham	None
Kanis road from Chenal to Gamble	None. Keep them separate. Traffic is bad enough
Kavanaugh Blvd.	Clapboard Hill; Old Forge Drive
Pebble Beach, Rahling Road, Kanis Road, Rock Creek Trail, 12th Street, 6th Street, 9th Street, Cantrell (Dillard's A.R.T. Connection)	Hillcrest Kavanaugh & Van Buren
Bicycling is not that service in my area	Pedestrian Hillcrest shopping area and surrounding neighborhoods. The intersection at Van Buren and Kavanaugh is super dangerous and confusing to everyone. It's just designed to move cars faster through the intersection.
Does not matter	Markham around UAMS, Stifft Station, Hillcrest
Cedar Hill and Cantrell	John Barrow - 36th street - Shackleford
Highway 10	Cloverdale
Cantrell & Kavanaugh; Kavanaugh north of Cantrell; Cantrell & Hill Road	Cantrell & River Mt road
Pine Valley and Rockwood	Rondey Parham and Reservoir
Kavanaugh Rd. Cars parking on the street make it difficult to share the road with bicycles and cars.	None
Old forge and Sanford after Sanford is cleaned up.	Markham/3rd street to and from downtown
Capitol Hill	Breckenridge and Rodney Parham.
Coachlight Dr	Cantrell between Kavanaugh and University
University	Kavanaugh and Cantrell; Cantrell and Mississippi; Kavanaugh and University
Kavanaugh Blvd, Third street, Markham st	Kingwood neighborhood
Woodlawn, Lee Avenue or West Markham,	Old Forge, Breckenridge, Pleasant Valley
Downtown	Markham from Fair Park to downtown
	Chenal, and all of them honestly
	Neighborhood streets
	Na

Kavanaugh and Markham
H street
All Throughout the kingwood/midtown areas
kavanaugh
Kanis and Rushmore
South Bowman Road between Colonel Glenn & Mara Lynn Rd
H street
I prefer the bikes stay off the major streets like Kavanaugh, Cantrell, Hinson, Kanis, University AVE, downtown streets. I ride often but i stay out of the way of cars and believe other bikers should too. One way downtown only and not on a street with retail and restaurants. A bike lane should enhance a neighborhood, not take away from it. It is wrong to hamper a retail or restaurant business just for a few bike riders. The numbers don't justify the disruption to retail or restaurants.
N Rodney Parham , N shackleford
Rodney Parham/Mississippi (at Kanis Park) - Cumberland/2nd, 3rd - 12th/University - Cantrell/Mississippi - all of Cantrell - all of 3rd(Markham)
Kavanaugh from the Heights to W Markham St into downtown. Safe access from these areas will take already heavy walking and biking populations to the places they want to be. Connections from the south to the ART are VITAL to #UNITELR. Bring routes from south of 630 up to connect to the neighborhoods served by the ART and Kavanaugh.
Downtown and across I-630 in and out of down town
Cantrell
Heavy traffic areas around River Market and off Rodney Parham + Cantrell
Markham
NLR Broadway and Broadway/ LR Van Buren and Markham
Rodney Parham
I don't ride a bike.
All major and surrounding. Fayetteville is a great example
All
Keep bikers off Cantrell, Kavanaugh, Markham. get rid of those stupid parking spaces in the middle of streets downtown
Cantrell/Hwy 10
Cantrell and University
Rodney Parham, Markham
All of them
Asher Ave
Mid-town connection to the river trail. Would love to see the Oak Forrest and Fair Park area be more walkable & Rideable. Many people often walk/commute on Fair Park throughout the day and there are no sidewalks.
Cantrell/university
Kavanaugh between University & Markham; Markham East of Kavanaugh; 7th
University and Markham
Markham to Cantrell
Markham
Allsop
Markham
Markham

Pinnacle Valley Road from Maumelle Park to Highway 300 and Highway 300 between Pinnacle Valley Road and Barrett Road
Hinson in Little Rock,
All midtown area. Huge opportunity for shopping and dining essentially inaccessible by walking or bike because of the huge intersection.
Cantrell
Evergreen; Cantrell
Kavanaugh. Cantrell. Markham
Any major road. Markham is bad for walking and biking along with. Rodney parham. Fair park. Roosevelt.
Everything on Markham and cantrell
University, Cantrell
University has broken cross walks!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! It is so unsafe to even walk in Little Rock! Transit is also slow. It takes 1.5 hrs to take the bus from the heights to UALR!!!!!!
Pierce St
Downtown streets, but especially Broadway
Cantrell /cedar
West mark ham near Kavanaugh
Lee St, Markham, Cantrell
University, Clinton Ave, 9th St, anywhere south and west Little Rock
recent 12th street resurfacing from University to Kanis should have been striped for bike lanes
I would love to see the Rose Creek trail in Capitol View connected to the Arkansas River Trail. This would help neighbors south of Markham safety get to the river trail without having to cross Markham street.
Markham and Kavanaugh + Woodrow! That's such an awkward intersection and totally strands us in Stiff Station.
Markham, University, bike paths! More lighting. Little Rock is not lit enough at night for a capital city.
Connected bike lanes from West Little Rock to downtown. There is a gap between I-430 and Mississippi north of Rodney Parham that limits my commute to Midtown. The River Trail is nice but it really limits access from home because of all the hill climbing. An easier connection from the BDB to central Little Rock bike lanes would be nice.
Cantrell around Dillards
Rose Creek Trail connect through to AR River Trail
Arkansas River Trail from Rebsamen to Clinton Library
Rodney Parham, Markham, Cantrell
Markham all the way from downtown to Chenal
Broadway-Markham; Kavanaugh-Markham-Woodrow; 19th-University; Mississippi-Rodney Parham (and most intersections near the interstate); Fair Park-12th; Fair Park-Interstate crossing; Van Buren-Markam; Breckenridge-Rodney Parham; Taylor Loop-Cantrell. Many other intersections need improvement, however the surrounding areas also need improvements to make things work and be connected, like in SW Little Rock (where very little welcoming, safe and connected bike-ped facilities exist, but if they did, could be hugely helpful to the area) and the surrounding area around UALR (which could be an incredible economic engine and place to be) and crossing University Avenue and Barrow Road, just to name a few.
12th-Fairpark-Markham-Stagecoach-Colonel Glenn-University Ave-Cantrell-Markham-Rodney Parham

It is absolutely insane to me that cyclists are required to bike under sketchy overpasses and on unsafe streets downtown because the River Trail loop has remained unclosed for so long. I cannot believe that we require tourists to find their way through that mess. I'm embarrassed that Little Rock has allowed this for so long.	I'd like to see no bikes on arterial streets/ Cantrell Markham etc. and get rid of those weird parking spaces in the middle of the streets downtown. Make bikers use the bike lanes where they have them like around Murray park
Mccain Blvd	lookout
Markham, Rodney Parham,	Markham, Kanis/12th, Bowman, Shackelford, Chenal
Green Mountain/Hinson, Cantrell/Rodney Parham	7th street; Capitol Ave
Broadway, through the Governor's Mansion Historic District	E. Charles Bussey Ave.
Area around Dillard and Episcopal	There is no good east-west route. Only option is to get on 630, Kanis, or Markham, all are untenable options..
Markham	Markham, Bowman, Kanis
Markham,	H Street/University, Markham/Hughes, Kavanaugh/Cantrell
W. Markham; Cantrell Road; I-630 to Chenal all the way to Hwy 10; Bowman; All downtown streets. Florida has done a good job with bike lanes and should be copied in ways.	Markham
Rodney Parham, West Markham, Jonesboro Drive, 12th St. Kanis to Fair Park	Markham from fair park east, lanes along 630 at least univ ave eastward, all overpasses over 630 at least fair park eastward
Downtown, River Market, Midtown	12th st, Rodney parham, downtown little rock
University Blvd.	Cantrel, University, Mississippi
Cedar Hill to Cantrell	9th St, 6th and 5th St, 12th, Broadway. Then either improve or make parallel safe streets for the following: Cantrell, Kavanaugh, Markham
Areas in West Little Rock along/around Chenal Parkway	3rd St to Markham St from downtown for an East/West corridor. Alternatively 7th St from downtown to another option for East-West with many good short N-S connection.
Streets and intersections near shops and restaurants. Also, residential neighborhoods	La Marche dr between hwy 10 and Chanel Dr, Taylor loop and hwy 10
Markham and Kavanaugh, Little Rock side of river trail	Markham, University, Cantrell,Capital, Main, LaHarpe, Van Buren, Kavanaugh,
JFK Blvd, Cantrell Road, President Clinton Ave/East Markham, North Hills Blvd	the River trail on the Little Rock side after all of these years still has gaps in the loop. the downtown connection, The Riverdale connection, and the Dillards area continue to be dangerous and not well marked.
Cantrell, Markham, Rodney Parham, University, Mississippi, Reservoir, Kanis, Shackelford, Bowman, Chenal	Rodney Parham at Rocky Valley and Pleasant Forest
Cantrell and Cedar Hill, Cantrell and La Harpe, all of Markham	All major streets and intersections
John Barrow crossing at 36th. A connection to River Trail under Markham and Cantrell	Keightly & Cantrell, trail around Dillard's, Kavanaugh Boulevard, Woodrow, all of Markham
12th street	Chenal, Markham, Cantrell
Baseline or Geyer Springs in SWLR, bike drop offs on streets with bike lanes	Hwy 10 and LaMarche, Ranch and Hwy 10,, Ranch and Katillus, Ranch and La Marche, Robert's School and Pinnacle View School, HWY 10 and Taylor loop crossing light , Chenal Pkwy and Hwy 10 to 300, connect bike lane on LaMarche to Barrett Rd
Asher Ave.	River trail to connect to McAurther park somehow. Then it would also connect SOMA.
Crossing markham/more alternatives to river trail connecting west to downtown.	LaHarpe Blvd, Cantrell to Rebsamen Road
unsure	South Main Street
Markham, Kavanaugh	Cantrell and Cedar Hill, Cantrell and University
NLR - JFK	Clinton Ave. , west markham , cross street , broadway
Cantrell Rd at Taylor Loop - Taylor Loop at Rahling Rd	Hinson, Napa Valley, Fair Park south of 630, 3rd street east of Kavanaugh, River Mountain / Rodney Parham at Cantrell
Heights	Rockwood, Overlook, Pine Valley, N. University, Cantrell
Any that can be done that aren't already. Going down Kavanaugh on the right side in Crestwood is hardly ever mowed/cut.	Improve the river trail in front of Dillard's Corporate Office to make it safer for cyclists.
Just about all of them in Little Rock. Little Rock is awful for bike and pedestrian safety.	6th street corridor Cantrell corridor particularly where it crosses Rodney Parham
Cantrell, Markham, Mississippi or nearby streets, University, Kanis, downtown and west LR	Geyer Springs, Baseline, Asher - any route from downtown to SWLR
All of downtown, Markham Street, Hillcrest, Heights	Broadway
Fair Park, Asher, 12th St, S. Tyler, S. Taylor	Daisy Bates, better markings for existing bike lanes downtown
Cantrell and Mississippi, All major roads need a barrier and vehicle traffic. Bicycle riders are not safe from being hit by vehicle traffic	Roosevelt, Broadway, Markham
All of them.	Markham, Kavanaugh/parallel road to Markham

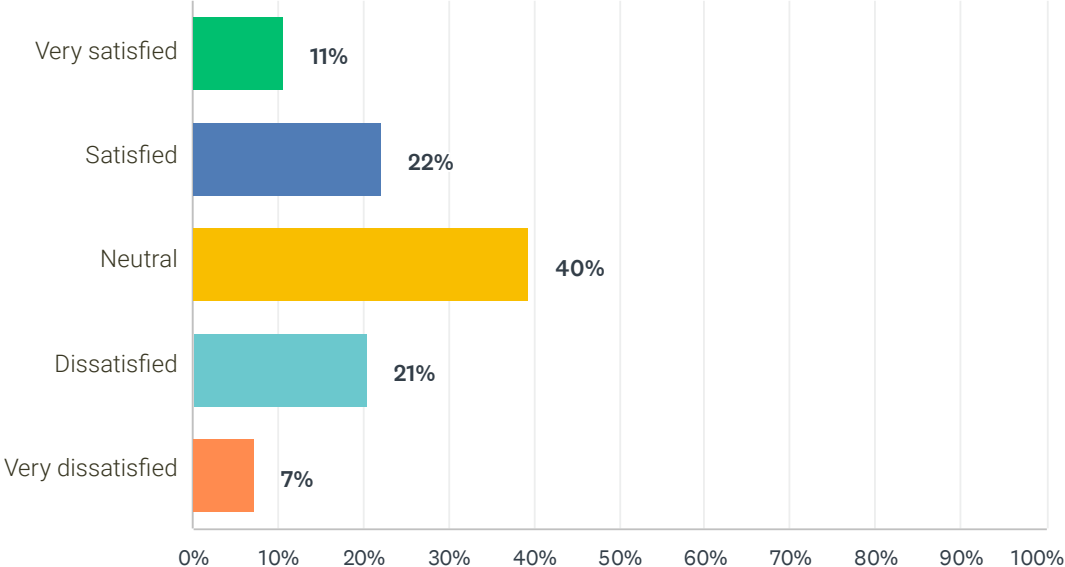
Cedar Hill	Daisy Bates (or parallel street like 15th) - Woodrow to Main St; Battery St- 12th to Wright Ave
University	Kavanaugh in Hillcrest
most all streets	Bowman
Markham from downtown to Kavanaugh. Needs a separated multitude trail in front of school for the blind and a road diet.	Rodney parham and green mountain drive and Hinson intersection first, secondly north rodney parham and Cantrell highway 10, third rodney parham and west Markham
I want to bike from home (Leawood) to work downtown (Simmons Tower). I do this on weekends but am a little scared of weekday traffic. What would help are the following: (1) designated bike/ped walkway between Beckwood Dr. dead ends in Midtown; (2) pedestrian crosswalk over Markham at McAdoo/Sun Valley; (3) connect Flag Rd. to the adjacent paved bike trail; (4) curb cut ramps and a crosswalk where the trail crosses Hughes St.; (5) connect via dedicated bike lanes and crosswalks through the Doctors' building development, across University, and into War Memorial park; (6) east-west bike connectivity through War Memorial Park; (7) designated east-west bike lane through medical campus, likely 7th st.; (8) bike lane continues across Cedar/Pine boulevard and through Capitol View / Sift Station neighborhood; and (8) bike lane continues on 7th street to downtown. A lane is particularly needed going uphill past DFA on 7th St.	Cantrell Road, Kavanaugh Blvd
Markham & Kavanaugh (better than it used to be, but it's still a bit scary, particularly for (ahem) mature riders...	I very firmly believe that building bike lanes in denser areas will pay massive dividends. Fill up downtown with protected bike lanes ASAP.
Cantrell and Kavanaugh, Kavanaugh, Markham between University and Woodlane, 7th St from Woodrow East, 6th Street by I-30, 9th Street by I-30, President Clinton Blvd, Main Street from 3rd to I-630	Markham, Kavanaugh, Main, 3rd, 7th, Battery, 36th, Scott Hamilton, Arch (S of Roosevelt), Taylor Loop, Cantrell (W of 430), Bond, 6th, Daisy Bates, Capitol, Jonesboro
Most everything East of 430 is pretty rough. Downtown riding seems hazardous.	Daisy Bates, 17th st., 15th or 16th, Wright Ave., S Battery, S. State st.
Rodney Parham & Green Mountain, Rodney Parham & Cantrell	All over downtown
Markham Street speed limits lowered and road diet. Punch buttons and refuge island at in city locations.	Anywhere along Cantrell
Around Dillard's area!!!!, also a lot of the streets in the downtown area could use more signage, sharrows, etc	Main St, university and Markham intersection, university, cantrell rd.
Wright Avenue; Chester; Woodrow	Downtown needs a north/south straight shot to the river trail systems.
Markham (Stiftt Station Area to Downtown)	People drive in the bike lanes on Kavanaugh and Fair Park. Got hit on Fair Park in the bike lane, had a near miss on Kavanaugh. Not even safe to ride there anymore.
Cross Street and Laharpe	North/South streets from UAMS and west
Cantrell	unsure
Markham	Main Street and JFK
Markham	Need more info. Scooters & bikes are growing in number so need plans for their safety & electric & motorized drivers helping know where to most expect to find bikes and scooters. Mutual respect needed and more parking in popular entrainment districts.
LaHarpe/Cantrell and Rodney Parham	MacArthur but that's in North Little Rock - it's the worst!
La Harpe	Markham and McKinley - S. McKinley street side
St Charles to the river trail via rodney parham	Frontage roads!
Kanis, Chenal, Bowman	None
Cantrell, Markham, Mississippi	highway 10 from river mountain road to the Ranch; close the loop at Dillards (please), kavanaugh
MARKHAM, Cantrell, University, All of 12th Street, Fairpark	Rhaling, Hinson, Rodney Parham North
More safe bike options near Otter Creek, along Stagecoach, Baseline, Crystal Valley, Colonel Miller, Otter Creek Road, etc.	Kavanaugh, Cantrell, University, Asher, Fair Park,
Hillcrest needs dedicated, separated bike lanes	I would like more bike trails added to the area
Markham	Neighbors
Broadway Ave, Arch St south of Roosevelt, 17th Street and 21st Street through the Pettaway Neighborhood	Cantrell
Broadway	All of Cantrell, Scott St., Markham/Clinton Ave., 9th, 6th
12th and Fair Park, Fair Park and I-630	Markham St from West LR all the way to downtown
17th from main to college, all of arch street and Broadway.	Every street in the city
Main Street, La Harpe to Cantrell on River Trail, Riverdale, Bill Clinton Ave/Markham in downtown LR, Broadway, 12th Street	School or park
Markham and university	None
	The city has already started implementing some of these changes. For example, they have added new bike lanes on Market Street
	We should also think about what kind of infrastructure is needed for cyclists to be able to commute safely and easily in our city. We should not only focus on creating safe bike lanes but also on creating protected intersections for cyclists so that they don't have to worry about getting hit by cars when crossing the street or intersection.
	I like every streets can for biking
	Masonic Hill Road
	Fittro Street
	4261 Timber Ridge Road

no	Chanal and markum
Masonic Hill Road	Pennsylvania Avenue
Bassell Avenue	220-2nd Street East
Don Jackson Lane	All of them
Fittro Street	Southwest Little Rock Area
Zeuber Rd was a very popular biking route before Amazon. The amount of reckless driving there now is going to kill someone.	Markham between Hillcrest and Downtown and Cantrell in Dillards/ Episcopal area
One of the major E-W corridors (e.g. Markham, Cantrell, etc)	North little rock
None	Almost all
Bike paths and pavements are smooth	The traffic lights
Cycling road leveling	The traffic safety
No current target	Streets near residential buildings
There is no	Streets near government
The street lights are clearly visible at the crossroads	Street near the supermarket
Enhanced vehicle lane cameras	Streets near the park
No idea	Street near school
road	To rectify the phenomenon of disorderly parking in the streets
It's not clear	Urban streets include crosswalks
More road bike signs need to be added	Guide lane traffic
Park avenue	Cantrell and river walk
W San Bernardino Rd	City centre street
Lincoln street	Pulaski County Main Street
Add more road bike signs	Set up sidewalks
Faculty of Arts	University of Little Rock
More road bike signs (shared road signs/bicycles can use full lane signs)	yes
All modification	Adapt to cycling and build bike lanes
Implement traffic reduction measures on streets (e.g. speed bumps, traffic roundabouts, roadside widths, etc.)	Urban streets include crosswalks
Park avenue	An open road junction
W San Bernardino Rd	I would like to see traffic improve on the busiest streets
Affinia Manhattan Hotel	At the corner of the school road
Brown Bldg	The loop around the airport - Roosevelt especially. A safer path up/ down Cantrell in front of Dillards HQ building to complete the LR side of the River Trail. A safe way to get from the big dam bridge to west little rock if the river trail section is closed. It's the only safe way to transit the area currently. West LR is full of bike lanes and safe riding if you can get there. Garrison road, Denny Road, and Kanis from Costco out to Ferndale would be awesome for bike lanes. As would highway 300 from Pinnacle out to Roland community. Commonly ridden, and very dangerous. Residents in Roland are extremely hostile towards bikes.
Lincoln street	ALL
W San Bernardino Rd	Rodney Parham, Cantrell Road near Dillard's, Chenal Parkway west/ north of intersection w/ Kanis Road
Brittany Hall	Santa Ana
W San Bernardino Rd	shijian streeet
Affinia Manhattan Hotel	I can't think of anything right now.
Nearby my house.	All
721 Broadway	all
Lack of bike lanes or other comfortable street bike lanes	
Widen the road	Narrow junction
6 Metrotech Center	all
Add traffic lights	The blind man to travel
Park avenue	Most of the
Lack of bike lanes or other comfortable street bike lanes	
2nd Street Dorm	
There are enough bike lanes	
Oak Street	
Maple street	
W San Bernardino Rd	
Washington Avenue	

An intersection with a damaged road surface
The crosswalk is not clearly signposted
Seriously damaged road surface
An intersection where the ground is partially uneven
All street junctions
A zebra crossing
An accident-prone intersection
A chaotic intersection
A mess of intersections
All the intersections and streets
Hope for full improvement
The street near the mall
The line of sight is broad
Woodrow, 7th, markham
Higher traffic streets
Kanis in West LR, 12th St Fair Park to Shackleford
Cedar hill at Cantrell intersection; w markham from IZARD east through downtown
all, Rock Creek connection from Chenal through 12th Street Corridor
North Rodney parham and green mountain drive and hinson
South of Markham, to UALR and the 12th/University/Boyle/Kanis Park area
7th St.
Kavanaugh Blvd
Riverfront drive nlr and downtown lr
Riverfront and Cantrell
Pine Valley, Reservoir, Mississippi, Markham, Cantrell (if possible)
North/South streets from UAMS and west
People drive in the bike lanes on Kavanaugh and Fair Park. Got hit on Fair Park in the bike lane, had a near miss on Kavanaugh. Not even safe to ride there anymore.
Downtown needs a north/south straight shot to the river trail systems.
Main St, university and Markham intersection, university, cantrell rd.
Anywhere along Cantrell
All over downtown
Daisy Bates, 17th st., 15th or 16th, Wright Ave., S Battery, S. State st.

How do you feel about the transportation choices that are available to you in Little Rock?

Answered: 1,240 Skipped: 146



Q14 What single transportation issue in Little Rock is most important to you?

Answered: 662 Skipped: 325

Table 31. Responses

WHAT SINGLE TRANSPORTATION ISSUE IN LITTLE ROCK IS MOST IMPORTANT TO YOU?	
a full environment that's safer for pedestrians/cyclists	safety
Bus line non availability in far Chenal, The Ranch. It's hard to hire when people have have a car to get there.	Connecting bike paths/bike lanes to make them more practical. We have some great segments now but not a network of bike infrastructure.
Safety	Too many fast streets - it's as if streets are designed to zip cars from point A to point B. It makes walking or biking impossible.
asd	Well maintained streets for vehicle and escooter riding
Get rid of bike lanes on all streets that are "through streets"; they are so dangerous and most bikers are not really protected to get hit by a car	Safety of people not in cars.
Lack of sidewalks, connections or river trail	Stopping unnecessary changes in traffic lanes to accommodate very few bikers. Comparing LR to cities with millions of people and much more dense populations are foolish.
Congestion	Dedicated / protected bicycle lanes.
Bus	Accessibility
Better bus service with a route closer to my home	Bike lanes
Better bus service	Unsafe for bikers
Bus routes are too long and time consuming.	Safer roads for everyone including walkers and bikes.
pedestrian safety	More cycle options. Make more streets more liveable and stop building giant interstates through town that lower quality of neighborhoods and make it easier for people to commute out of the city to live. We need more neighborhood parks and better park facilities
Navigating the city by bicycle.	Mass transit available for personal needs. Now the system serves as a way to provide transportation for low income employees of big corporations.
Although it is not economically feasible now, more bike lanes would be highly desirable.	Equity for different socio-economic groups
Safe accessible cycling infrastructure.	Access for everyone
It is difficult to walk in many areas of the city because of the lack of sidewalks.	Need for light rail
The amount of road construction and maintenance that is just to accommodate commuters from outside of the city.	Not enough ride shares available
Bike paths	We need more bike and walking trails
need more space for cycling	Mass-Transit Options needs to be improved dramatically in order to make it a viable method for commuting from Downtown to Midtown to West Little Rock(Although the latter seems like a lost cause). A single central light-rail running the length of Markham would be a huge help
Bicycling lane and trail additions to open the community to biking as a suitable transportation option.	Lack of mass transit options in WLR
Bike safety	Biking everywhere
Bike	General pedestrian hostility. Lack of complete sidewalks for pedestrians, disabled people, and people using wheelchairs.
It is very hard to get somewhere if you do not have a car, since little rock is so spread out. Biking / walking is not an option most of the time and the buses are sparse, esp with vivid mandates limiting the number of people on a bus.	Light-rail
Bike lanes	Bike safety
Lack of free public parking in downtown	My Car
Cycling	Too many potholes, streets (sections of Chicot Road & Roosevelt Road) too narrow.
Ev chargers	Safety this city is full of crime
The focus on interstate widening through downtown to benefit exurb commuters over the citizens of Little Rock	Keeping roads in good repair.
Too many driving cars and texting	That transportation is necessary because of a zoning-caused lack of Neighborhood Commercial development
People speeding and distracted driving.	Need covered benches at all bus stops and large trash cans emptied daily.
safer biking	
bike lanes	
Pedestrian and cyclist safety from vehicle collision	
parking	

No e
Biking
Roadway/bike trail maintenance
The lack on interest in providing bike lanes that go North/South. The few we have are East/West.
Bad Roads
Safety
Cycling
neighborhood sidewalks accessible for walking
Bike lanes and paths
Bus schedule expanded, more safe bike and walk paths along major traffic arteries
bike lanes
Bike lanes or lack, thereof
Direct routes to major services.
I wish Little Rock was more walkable.
Markham St in Hillcrest is way too fast, please please please calm Markham! It is scary to walk along Markham, and crossing it in Hillcrest area is unimaginable (with the exception of the crossing at that one area . . . is it Johnson & Kavanaugh?). I would really like for Markham to transition to a being one lane on both east and west-bound, with a turning lane in the middle, much like what was done during the recent experimental 'road diet' I thought that really worked well! It would allow me to walk kids to school, ride bike to grocery, and connect more often with families on the north side of Markham. I work at UAMS and am not very comfortable taking back-roads to work on foot or bike. I feel safer taking a more public route, such as Markham, but no way I'm walking so close to traffic. Last time I did that I literally sprinted the whole way b/c it was so scary. Seemed foolish of me to take that risk. My driveway is literally closer to my office than the parking space I have been provided by UAMS, yet I pay for it monthly b/c walking is dangerous. Would love to see this change!
Finish the Arkansas River Trail loop.
Make parking decks and quit tearing down downtown. Sprawl makes biking more difficult.
Pedestrian safety.
Reckless driving in residential neighborhoods. I've had two cars totaled while parked on kavanaugh Blvd. I have to park on the street for my residence.
Finish the River Trail
Faster travel without congestion like a train line
Need more direct tours to shopping, medical and entertainment areas. Expand Trolley up Broadway to Roosevelt to benefit that community and provide access to SOMA from downtown and Argenta
Long times for bus rides. Not enough city public transit options.
More mixed use trails
The buses.
Bike and pedestrian travel. For example, between 12th St and 28th St on South University, sidewalks disappear and street lights haven't been replaced. But the area is highly traveled by pedestrians. The poor pedestrian paths continue South on University. Fair Park is another very scenic street could/should have good pedestrian pathways.
Pedestrian safety
Safe public transportation

Biking
Speeding vehicles on Kavanaugh.
I want us to focus less on attracting tourists to downtown and more on transportation for residents all over town. I think we've made some big strides in this.
A light rail system that serve the entire city and beyond.
Walk and bike-ability
Safety
Bicycle rider awareness for vehicle drivers
The lack of enforcement against those who violate laws regarding automobile/cyclist road sharing. Many motorists do not give 3 feet, and repeatedly, my spouse and I have had experiences with deliberate close passes. It is particularly bad on Pinnacle Valley Rd. But has happened on virtually every route I ride except Southeast or due East.
Trail access
Bike safety
Downtown pedestrian lighting and safety
safety for transportation other than cars like walking or biking
Sidewalk maintenance,
bicycle traffic/greenways
I'm having to buy new tires every year. Bolts with the washer still intact, nails, screws, broken glass, all have gone through my tires since I moved here 6 years ago. There's never ending construction and the potholes still don't get fixed. The roads themselves are hazardous in places. And I'm tired of busting tires on garbage in the road, especially when I'm a conscientious driver that doesn't speed or drive recklessly.
Making downtown more walkable
Light rail
buses available more frequently and go to the complete LR Metro area--from Jacksonville to Benton/Bryant. More people would possible ride the bus if it is more efficient and available.
Improve the public transportation that is available and provide more access points.
Cycling access
River Trail "loop" is horrible because of Dillard's/Downtown until you get to NLR at Clinton library
Well, car is the most important but that is because Little Rock is designed only for cars. I would prefer to bike or walk. I commuted to work each day by bike when I lived in Fayetteville. I would love to do this in Little Rock if it becomes possible.
Inner city transit & more education on what's available.
traffic calming
Poor public transportation
More shoulders and share lane signs and road paint
Walking Trails throughout the South End Neighborhood and to connect the 3 parks - Crump Park, Southside Park and Interstate Park
LR is overly single-driver car dependent. We need slower traffic, more options for bus transportation destinations, more sidewalks for safe walking, safer intersections for walkers and cyclists.
Ease of getting around in automobiles.
Making sure Rock Region Metro is properly funded and managed to provided the best public transit possible for the citizens who most depend on the RRM system and services
Making Little Rock one of the top biking cities
being able to bike to work

How are we going to manage the I-30 project (debacle) both during construction and afterwards? During construction, downtown LR is difficult to walk and navigate and the downtown core is dirty and ugly because of the construction. How will the city alleviate these issues? Afterwards, how will we make this concrete jungle a place where locals and tourists want to walk and bike?
Cycli g
Biking
bus stops are not user friendly
Traffic Flow
Limited crossing points over the river.
transit times within the city
Pedestrian crosswalk safety
the lack of a transportation master plan... so many stop lights! no secondary access roads to major arteries
Pedestrian infrastructure downtown to businesses and parks. Providing more shade trees along the street edge to be able to walk throughout the year and provide a buffer to the street.
Road rage toward cyclist is unnerving(last week-end motorist blowing horn coming in the other direction flipping group off), so we weren't slowing him down, but that was his disposition toward cyclist.
The ability to safely ride my bike to places like work, the grocery store, etc.
Biking
Cycling infrastructure
Running Red lights and Stop signs. Pot holes everywhere.
Crazy drivers. Running Red Lights.
Particular car
Nice level, smooth streets.
People not stopping at stop signs and running through red lights
None
I don't understand why the buses are so big and never full.
sidewalks
The bus system is not conducive as an alternative to single person driving. The stops are in frequent, the bus routes are marginal at best and they do not run during the hours necessary to be considered helpful for the common folk. To get around in Little Rock, one HAS to have a vehicle or working outside of your neighborhood is prohibited. Also, the bus stops are not maintained
Insufficient bus transit for people without access to stable transportation
Sidewalks in the area around Centennial Park
Aggressive, impatient, angry, rude, and dangerous drivers. They speed, tailgate, cut you off, pass in turn lanes, run stop signs.
Equitable access to multiple modes of transportation
reducing car traffic speeds through neighborhoods
Car transportation
Need more bus routes
No reliable public transportation
Pedestrian and cyclist safety.
walking
Lack of ride share (Uber, Lyft), lack of safe streets for biking, lack of empathy for bikers by motorists.
construction and traffic congestion

Safety
Bike Lanes
Bike Lanes
I'd like to see fewer cars on the road but don't see how that's possible in central AR.
Space for both cars and cyclist on the road
More public transit, buses running more often with more stops, including ones to and from Conway.
Bike lanes and safety.
Better busing schedule
More bike lanes
People always speeding and running RED lights.
Route on Cantrell in front of Dillards
More public transportation
Better, safer, pedestrian paths
Bike lanes
more public transportation
Improved bus service
Safe cycling
Safety
Lack of connectivity outside of downtown puts too much traffic pressure on arterials like Hwy 10.
speeding cars
Better bike access from existing residential neighborhoods to trails.
The current freeway system segregates our city, using the bicycle / walking changes over and under the freeway will help health, safety and social issues that currently exist
Kids getting to ride bikes
speeding in residential areas
Some of the intersections, like University and Cantrell, are not maintained. Potholes that are not filled properly.
The ability to walk safely in areas. I live on Fair Park, and that is not a very safe place to walk. There is so much high speed traffic and public service vehicles that use Fair Park as a thru street that it is almost impossible to walk to the gas station at 12th and Fair Park. Decreasing the width of the street has not changed the traffic through Fair Park at all. Adding speed bumps may help and encouraging public service vehicles to use University instead of Fair Park would be a better solution. Especially when you hear sirens at all hours of the night.
Bus routes that only got to downtown.
Conditions of streets.
Bike Trails Good Roads
Car-Pedestrian interface safety. Road pavement condition.
Probably walking. In downtown, bicycle or scooter lanes would also be preferred.
I would like to have more sidewalks/trails by busy streets
Enforcement of traffic laws
More sidewalks needed and maintained
Smart design for all options.
Transportation equity
Safe bike accommodation
Biking infrastructure
Speeding

Auto
Unsafe to walk when streets have no sidewalks.
More bike lanes
Bike safety
Slow traffic. Narrow streets or encourage on street parking. End use of Cul de sac, traffic tributaries
Bike Riding
Discourage curvilinear streets and cul de sacs, and require new developments to use connected street grid
Close the loop. Get a trail either in front of or behind Dillard's. It's ridiculous to be routed onto sidewalks.
Lack of variety
More bike paths/lanes
Keep buses running for those who need them.
More biking
Drivers failing to heed stop signs and red lights intentionally.
Left turn signals
What happened to all of the Ubers?
People driving too fast on city streets and running traffic lights.
Kanis road is terrible. I have to go that way to work & I could NEVER ride a bike on it as it is now
Access to public transport in neighborhoods.
Shade for walking
Not enough bike lanes
Ongoing construction
Personal safety
School buses
Recreational/bike trails, bike safety on downtown area streets
Safe bicycle routes that are isolated from vehicles.
Uber availability
People driving high speeds/reckless driving
North Taylor between 600 and 800 blocks is too narrow. Curbs and gutters would enable a 2 lane road so 2 cars could use the road. It is dangerous now.
Speeding cars. Noise of modified car engines.
I wish Cantrell Road from Kavanaugh to Old Cantrell Road had a sidewalk along the north side.
Trollies.
Getting rid of street cars
Negligent motorists
Lack of bus stops
Lack of mass transportation available to everyone.
The lack of bike lanes on connected roads.
non-coordinated traffic lights
Road construction takes FOREVER here. Traffic is impacted for a year or more. Other cities I have lived in get in done in a few months.
Bike lanes
Safer biking on the streets. I almost get hit by cars often.
Completeness of biking master plan
We need to add bike and pedestrian accommodations on every road improvement project throughout the city.
Urban sprawl
Sidewalks

Walkable routes that connect popular city destinations.
People running red lights
Personal vehicle
Walkability, trails
Security
Pedestrian safety
Lack of bus routes / times
Pedestrian/bike safety
Making it more bike and walker friendly
Noise in downtown residential areas
More bus stops/routes. Covered bus stops with a bench.
Bus
Sidewalks paved south of 630. White government neglected this area so long it's a hazard to run walk, and our communities are screaming for better roads and sidewalks.
Reducing car dependency
Light Rail
Personal vehicle.
I think most of us use cars since we have a fairly affordable living wage here. It is much quicker to take a personal car or even an Uber/ ride your bike versus taking the bus transportation. I know this isn't an easy solution, but buses could get me to my destination faster, I would consider switching to bus transportation.
Limited number of bridges over the river
Condition of existing roads
Better bus service for those who need it. AND sheltered bus sops.
Hours of operation
Lack of sidewalks/bike lanes
Rodney Parham, Hwy 10 traffic jams
condition of the streets and roads
I'm continuing my survey starting where I left off...
Metro Little Rock needs better public transportation, and we need to de-emphasize motor vehicles. Unfortunately, ARDOT has other plans!
Good, safe, efficient public transportation.
bike paths/lanes - connecting the plan. Right now it's just a hodgepodge of bike lanes. No completely thought-out plan with what to do every single year to keep building it out and connecting places.
Sidewalk improvement
Safety
Walkability to things in the city
walkability
I would like to bike and walk more, but don't feel safe doing this because of erratic, aggressive drivers and a culture of not sharing the road. More trails, please. The River Trail is great, minus the Little Rock side.
Cycling/walking infrastructure to keep people safe.
Bus
more and better public transportation
handicapped accessible public transit
Traffic safety
More investment in mass transit and less in highways and widening arterial roads. We must engineer shared rides and less commuting in general if we want to reduce carbon emissions.

Reliable public transit. Trails and trolleys that actually go places. Extend downtown trolley to airport maybe?	More walkable or bikeable areas. Even when I try to walk from work a short distance in west Little Rock sideways disappear and I have to cross huge major intersections.
Dangerous intersection	Cycling
Better and safer public transit	Greater availability of transportation.
Safe walking and biking from the Briarwood neighborhood to lovely Kanis Park.	Safe cycling
Sidewalks	traffic congestion in general
Safe bike lanes, good bus access, light rail	Any way to cross/travel along Cantrell without a car
Traffic, lack of speed bumps where needed	Too few busses
Road maintenance is non-existent in the city.	Safer paths
Enforcement of traffic laws such as speeding, burn out events, caravans, disregarding traffic lights & signs.	Sidewalks
Bus	Safety
Bike lanes/trails	Too many speeding cars and road racing
Expanded trail system	Connection from Downtown to Midtown and Midtown to West Little Rock. Creating a Mid-line Trail would provide so many connection opportunities for residential areas to the commercial and business districts of our city.
We need a subway/railway transportation	More streets need to be added
Lack of mass transit infrastructure	Bus/Uber/Lyft
Sidewalk or lack there of for walking & biking in our neighborhood	Sidewalks
Not enough public transportation	Public transportation = Buses That's it. I doubt LR ha the budget for any light rail or shared electric vehicles.
Traffic safety	Dedicated bike lanes/trails all around town accessible to amenities, more so than just the River Trail
Crime	Streets are not safe for cycling.
I wish there were more bike routes/bike Lanes coming to and from UA Little Rock. So many people in our city would like to bike to school/work there, and there doesnt seem to be an easy way to get their via bike! Fair park is so narrow, dangerous, and people drive too fast.	The roads are in bad shape
Calming traffic, increase bike lanes	Lack of police in areas that people run stop signs, park on wrong side of road
That residents can safely and conveniently go from any origin to any destination by walking or biking.	Lack of public transportation with direct routes
Every person living in this town needs a car. That is monumentally wasteful. We need far better public transportation and alternatives.	Buses. Primarily, medical transport. , to Dr's appointments. Limiting the number of riders so it doesn't take so long to go and come
Safe transportation for school-aged children.	General safety - loud vehicles, disobeying speed laws and running stop signs and lights. It is an unbelievable problem in LR.
Making motorists more aware of cyclist and the consequences for not being aware and hitting one, a cyclist) or running them off the road.	Walkway
Bike friendly city	Safety
As a young woman, I've been told not to use the public bus. I wish it was safer and cleaner too. Better stops and more stops around neighborhoods.	Traffic law enforcement, Driver education and willingness to follow the law and Share the road.
Enforcement of existing laws - the number of people driving distracted (texting, facetimeing, etc.) is astounding and there is no accountability. Also, AR needs to ban talking on the phone while holding it while driving. Whenever I see a driver not staying in their lane, the person is on the phone, either staring at their phone or talking.	I drive but would like to see an efficient public transport system for those who rely on it. It needs covers from the heat and rain. It needs to be timely so people do not have to wait forever for a bus.
Speeding on roads makes it too unsafe to bike or walk anywhere.	Light rail
Lack of connectivity	Inaccessible or limited parking spaces in Hillcrest/Heights area. Frequency and number of accidents on Kavanaugh. Reluctance or failure of LRPD to investigate traffic accidents that don't involve personal injury, even if hit-and-run.
Poor road condition.	Sidewalks
Increased emphasis on people rather than vehicles.	The condition of the streets—potholes, patches, uneven surfaces
Improved biking access across the whole city	Road maintenance
Safety	We need more speed bumps
Need more and more affordable bus routes.	Transportation for those who need it for their jobs
lack of pedestrian/bike-friendly culture	Lack of bus routes.
Bike lanes	
Senior transportation	
More and safer options	
Na	

The bus line seems confusing and stops are not welcome or convenient. If the weather is bad, people are exposed to the harsh elements. It is often trashy or unkempt around the bus stops. This appears unsafe to me.
Traffic safety
Lack of Walkability in my neighborhood, kingwood
Drivers drive way too fast.
Those black bird scooters always blocking sidewalks and intersections! Blocking the rivertrail
Drive your car, if you don't have one ride the bus, pretty simple.
Cars running red lights
the lack of transportation options that are not vehicular. if you do not have a vehicle you are effectively immobile. what a horrible barrier!!!
Lack of police enforcing traffic laws, i.e. speeding, using cell phone while driving. caravanning
Safer intersection a for pedestrians on major roads
I wish there were no bus routes west of Shackelford.
Disability accessibility & equity
Safer intersections and more traffic police
I'll drive my car, bikes need to to get the hell out of the way
Roads need improvement
Wreckless drivers
Our public transit system is practically non-existent. The roads are only safe for cars. Period. I've never needed a car to get around in any other city I've lived. I am in utter disbelief at how this city, a capitol, has come to look like this. I live in the city core and still must commute by car because it is my only option both logistically and for safety reasons - not crime-related, but because the roads are too wide with no landscaping on the sides, no landscaped medians, and seemingly no education on road sharing. It is not uncommon for drivers to actually speed up to try to hit me while I'm biking or walking. My neighbors have been seriously injured due to hit-and-runs. It's a travesty. Other major cities are adaptively reusing their interstates and exits as park-like settings for pedestrians and cyclists, but for some reason we're widening ours to add more lanes! I'm at a loss. Our city cannot attract a young, educated populace, or anyone, for that matter, as long as it continues like this. For #15: YOU ARE ASKING THE WRONG QUESTIONS! STOP THINKING "MORE CONCRETE!" There are plenty of other traffic calming measures besides speed bumps - think landscaped medians, tree planting, and more color! The LAST THING this city needs is more parking lots. Hell, the entire city is practically one giant parking lot already. Did you know that we can actually reduce the temperature by planting more trees, turning parking lots into pocket parks, and reducing the number of cars and carbon emissions? C'mon y'all! Think big! We deserve some grand, imaginative ideas put into practice!
I have heard from many folks that we need a much better bus transit system...more coverage.
The high speeds of cars through my neighborhood and areas where I run.
The bus stops have no seating or shelter from weather. Folx stand out & face the elements to wait on busses that may not come for up to 45 minutes. Nobody seems to ride public transport because it doesn't take you everywhere & it doesn't come often. The sidewalks in LR are horribly designed and don't connect for long paths. Many are extremely dilapidated or dangerous (ie the sidewalk on university) PLEASE reach out to Dr. David Baylis from UALR. He has studied sidewalk connectivity & accessibility in Little Rock via GIS.

Auto
Sidewalks throughout Stagecoach Rd
Bus stop is over a mile away. We live in Little Rock but because Cammack Village will not pay their share to have buses we have to walk to far to catch the bus
We need high-speed rails or something besides a public bus. We rely on personal cars for everything, which is creating more parking lots that are bad for water management in a city with a lot of flash floods.
I live on Arthur Lane & the street is barely wide enough for 2 cars to get by the street. People can't ride bicycles as they might get hit by cars.
Safety and speed
Speed bumps on Coachlight Drive in LR
We need much more mass transit, but our city's sprawl makes it largely impractical and prohibitively expensive.
Walkable streets
Potholes... They are everywhere.
Saftey
Speeding cars snd cars speeding through stop signs
Bad road conditions, traffic lights too short or too long for traffic numbers
Slow car speed on my street
Speed through residential neighborhoods.
lack of accessible (for disabled people) neighborhood sidewalks
Decrease speed on side streets
Safer traffic on Markham—need slower traffic, need bike lanes, need sidewalks.
Lack of sidewalks
Too much construction on every main highway. 63o construction is complete and still floods causing hydroplaning.
Lack of trails connected to others and trails in general. I live very close to work but there is no safe way to get there from home.
Southwest LR is not bike or pedestrian safe and has inadequately weather protected bus stops
speed bumps on Coachlight Dr in Sturbridge
More sidewalks. The option to walk along many roads is non existent
increasing the ability and safety for those who walk
None
Walkable communities
Improved sidewalks, ramps, curbs for wheelchairs, rollators, etc.
Drivers cutting through my street, speeding, and not stopping at stop sign.
Safe vehicular traffic
Traffic speed and no traffic enforcement in the Heights
No transportation service from Chenal to Midtown or downtown other than uber
Inadequate bus service
I am vehemently opposed to the widening of I-30 through downtown LR to 10 lanes. It is a 20th century solution to a 21st+ century problem.
Lack of interconnectivity
Walking paths
Car tragfic
More mass transit options in Midtown and West Little Rock
More walkability

Better sidewalks/pedestrian accommodation
SEVERE over-reliance on cars and almost complete lack of any useful public transit
Personal vehicle
Too many cars speeding
It seems the primary focus and fiscal spend is on transporting people into and out of Little Rock rather than within Little Rock.
Signal timing
Crazy drivers
Large intersections that still have stop signs instead of lights.
speeding
Lack of sidewalks - for mobility outside of cars.
Expanded bus routes and increased running times.
Lack of sidewalks
as a driver, I would like to feel better about sharing space with bikers on major roads
More efficient routes to more places
The roads are TERRIBLE. Everywhere. Full of potholes and bumps and dips and uneven surfaces (like manhole covers above or below the level of the paved surface). I want QUALITY roads more than anything else. The streets downtown are absolutely horrible. I'd rather drive down a gravel road than the streets downtown. And this is even true on NEW roads that get constructed. Kanis is a great example. They just widened it to 5 lanes between shackelford and bowman, and it's awful. Bumps and dips all over the place. There's no excuse for this kind of laziness in road construction. We pay way too much in taxes to have to put up with these God-awful roads.
More bike lanes connecting to one another and leading to local destinations
Lack of sidewalks and bikelanes
Speed limit enforcement on major streets such as Cantrell and University.
Car
light rail and bike lanes.
Keeping our local streets that contain tax paying businesses and restaurants safe from disruption by removing parking for them for additional or widened bike lanes. Number 1 concern!!!
Safety
Sidewalks that aren't hazardous.
The lack of bicycle infrastructure (designated residential routes, separated bicycle lanes) to commercial/entertainment districts in Midtown, the Heights, and (albeit to a lesser degree) Hillcrest. While the River Trail is stellar, I believe we need more A-to-B bike/ped infrastructure (as opposed to purely recreational).
The need for increased safety for cyclists and walkers.
Personal vehicle, the city streets are in awful shape
Increasing bike awareness by adding bike lanes, in-lane markings, and marked intersections. The visual aid that reminds cars that bikes could be on the road is better than any other deterrent.
Lack of sidewalks
As a Cyclist, remove trolley tracks, have you ever got a wheel in there, it hurts and you will be going to the ER

Public transportation (bus, city-hosted scootershares/bikeshares, walking through LR) should be better maintained - it's not really seen as a "valid" choice. It appears as an alt to those who cannot afford otherwise. Maybe a fair hosted by the transportation dept could raise funds and more importantly awareness of awesome options for transport in LR.
Biking
No ubers
Bicycling lanes
The city hasn't been developed for being able to walk to things. I think it would be hard to change it now, but I would like to see this be a consideration for new developments in the future. Just because historically this hasn't been the case for the city doesn't mean you can't make changes in the future so that some things like this are possible. I'm not saying we need a complete transformation across the entire city, just something to think about for in the future.
Lack of uber and lyft
Poor road conditions
A rail system would be incredible
Keep bikes off major streets
I would like better bus service
More public transportation options
Need more trails and access to them.
Insufficient sidewalks and intersections that are hazardous for pedestrians.
bike lanes
Making it a walkable & bikeable community
Congested traffic
Unmaintained sidewlks
Would love to one day see a Light Rail connecting downtown to midtown (UALR to connect and grow the college) and then on to WLR. This would TRANSFORM the city. Long ways away, but bike lanes connecting the entire city are a GREAT start! Way to go!!
I appreciate that it exists at all, but public transportation here is basically unusable if one has any other options at all because of the lack of lines and low frequency.
Cars running red lights.
More pedestrian friendly intersections
Safer streets that accommodate multi modal transportation
Better public transportation
Not enough variety of transit services. Very limited locations as well.
Sidewalks, stroller-friendly, especially on the way to city attractions like the children's library or zoo
Condition of roads and sidewalks
All the construction on the highways and how long it's going to take to complete
Safety
Vehicle speeds.
All the parking downtown that was once free and accessible seems to be becoming costly and inaccessible. Same thing happening in SOMA. There have to be options for parking or we will lose business. Roundabouts, especially the very wide ones, need proper signage to explain their direction and some sort of public education about traffic laws and roundabouts.
Walking
Walking safety

I hope to see Little Rock work to maintain our beautiful (and important) trees and natural spaces.
Safety
Bus running past 7 or 8 pm. It may help drunk drivers to have a bus as an option.
Manual transportation safety
Safety with other aggressive drivers
Bike lanes
We need safe crosswalks and more side walks so we can walk and maybe shared bike lanes.
More sidewalks and trails
Pedestrian options!!
Reducing dependence on single-occupancy vehicles
To stop the I-30 widening.
Safer sidewalks!
Dangerous roads with no shoulders (Markham, e.g.)
The public transit is extremely limited and inefficient. Trolleys should go farther. Cabs should be more available and roadways should be much safe for pedestrians.
Bike lanes
slower vehicle speeds all over town
The Arkansas Highway Department wasting millions to excessively widening an interstate through downtown LR/NLR.
Decentering the car as the only realistic transportation choice - I want real options!
Bike lanes.
Road safety
Cantrell Road at Pleasant Ridge
River trail gap near Dillard's
Interconnected routes so people can walk/bike for utility (to get to and from places the need to go) not just for exercise/recreation.
Bike lanes/Trails
Traffic and people not obeying the driving laws. Especially around markham and Mississippi where people drive crazy and the lines in the road aren't always easily visible
Better bicycle facilities.
Making Little Rock bicycle and pedestrian friendly for all its residents. Little Rock is mainly auto-centric. Because of this residents spend a large share of their budgets on transportation, and the auto-centricity also contributes to the relative isolation of the cities residents. It also costs Little Rock in many other ways. One of those ways is with small businesses. When places are walkable and bike-able, small businesses seem to thrive more because they are easier to check out. Another cost is in social health. When people are walking and bicycling they see others they may never see else-wise, and this is huge for developing community and can lead to greater social and economic growth. The social and economic growth would help larger businesses attract and retain talent and attract more businesses to move in or develop. (This seems to be the philosophy NW Arkansas is using successfully.) A bike-bed transformation would also improve residents' physical and mental health and their connection to their surroundings. People want to live where they can be healthy, have community, engage with their surroundings, have choices in how they make a living, and play a contributing role in their communities. Amazingly, opening up the transportation choice of walking and bicycling can be a significant catalyst for all of that.

Streets are a mess thanks to extreme waste in city planning (new Costco location is a travesty to the inner city & "sustainable" city planning, & newly paved and a totally unnecessary expenditure repaving Otter Creek-what a joke!)
Protected bike lanes; closing the River Trail loop.
Walking safety
Potholes. I have a pickup truck but I like driving my car without destroying it's tires too. For the love of God, suspension parts, and all that is holy STOP WITH THE SPEED HUMPS. If you're going to do them make them to where when taken at Cammack Village Speed they don't bottom out regular cars like Accords and Camries or fully compress their stock suspensions.
Bicycle Safety on streets
Bike/walk
Slow and manage vehicular traffic!
Bike lanes/sidewalks
Need a better bus system
Light Rail/Subway
ACTIVE transportation. Being able to ride my bike FROM MY HOUSE to purposeful destinations.
Better cycling lanes, amenities
Using mass transit to replace egregious amounts of parking lots downtown.
Drivers running red lights, speeding
lack of pedestrian cross walks and sidewalks
Greater walkability!
The lack of sidewalks
There's not enough safe public transport across downtown to midtown to west little rock
I would love to be able to ride my bike to work, but there are no safe options to do so. It would be great to have more bike lanes!
There is no passenger train. Also, busing is not optimized for everyone. It stops in weird locations and is looked down upon because it's not clean or made for everyone.
Better design to accept broader forms of transit (walking, biking) without degrading the ability for traffic to move. Take a trip to NWA, they are doing it right.
Bike lanes
Most of the interstate and roads I drive on daily in Little Rock and North Little Rock are covered in potholes or damaged concrete/ asphalt. I've had to fix or replace my car's windshield 3 times in the last year due to debris/rocks on the roads and interstates constantly being kicked up by other cars.
Significant Bike Infrastructure improvements on main arteries in the city (Greenway bike paths)
More bike paths
Avoid car only mentality which needs parking decks and freeways. Mass transit builds great cities.
Improved cycling infrastructure.
stopping I-30 highway
MASS TRANSIT. I'd love to take mass transit to work with a bike and bus route, but it would be too long/dangerous with the route available right now.
Safe route options for bikes
Far too focused on cars/driving to destinations
Walkability

Long, safe bicycle routes	With biking infrastructure since parking is at a premium in a lot of areas, you tempt people to use bikes as transportation - and that's one less car
Expansion of River Rail	Bicycle
connecting with other major urban areas	Pedestrian safety
An almost total lack of traffic law enforcement is a serious issue in Little Rock. Rahling Rd and Cantrell Rd are like race tracks.	More low stress bike and pedestrian connectivity.
We use to live in west Little Rock and moved to heights because the traffic was terrible. We could use a train to get people from west Little Rock to downtown and make it popular to do so. I love trains ! Trains are missing from our society and they work so well to get many people from A to B and thrn keep them there to spend money !!! Therefore more tax dollars for the city	Limited bus service to West LR, along hwy 10.
Driver awareness	Bicycle free streets and more biking lanes on existing streets are needed in Little Rock. More encouragement to bicycle and not drive a car.
Improved traffic safety / enforcement	The bus stops on Riverfront Dr were removed leaving the people who needed it the most without consistent transportation
Lack of access and availability when it comes to more routes with CAT, and bus stops that are within walking distance as well as protecting riders from weather. Lack of transportation options.	the Trolley Cars could be effective if they connected to Hillcrest, The Airport, and into Park Hill NLR side. Peole would actually use them. The bus service should also have a weekend pick up plan that runs through midnight to encourage folks to use for safety.
condition of the roads	Dedicated trail systems linking neighborhoods to parks.
Incomplete bicycle routes/lanes/paths. Especially the River Trail as it approaches downtown, from Junior Deputy to the train ridge especially. Being able to connect the path along the river behind Dillard's would be fantastic, despite their resistance.	Bike lanes etc.
Getting rid of caravanning, create an ordinance to restrict noise level of vehicles, improve sidewalks and all streets (especially downtown).	Safe bike lanes
It's not just a lack of infrastructure it's a lack of community/BUSINESS involvement. Until there are places built to be walked/bikes to this is an exercise in futility.	Bicycling safety
N/a.	Bike lanes
Wish they would restore bus service to Kingwood. They stopped it because Cammack Village will not pay their fair share towards having buses. We have to walk a mile and a half to get to the first bus stop	Improve stop lights to change faster when no cars are coming. Well maintained roads and sidewalks. It would be a Awesome to have a bike/walking trail that ran from the river market to SOMA.
Walkability	Less speeding of vehicles
People running red lights. I see this happen EVERY SINGLE DAY on Markham and Pine and am afraid to walk across Markham. In fact, I was t-boned by a car running that light about a year ago. I never see police at this intersection.	Walkability
Better light timing. Late night and early morning flashing yellow or red on major arteries Don't mess up downtown interchange from I 30 down to River Market/Markham/LaHarpe	Zero parking enforcement in hillcrest makes roads dangerous for peds and cars alike. Illegal parking, low visibility..etc
I wish the trolley was useful. I would love it if the trolley or something pedestrian friendly ran from downtown to the airport.	No sidewalks... that's just strange.
lack of walking infrastructure	Car-independent mobility.
Sidewalks and Walking/Biking paths/trails	Making the city more bike and pedestrian-friendly and reducing sprawl
Bus schedule (too few buses)	Fixing potholes
Improving infrastructure for bicycles	Bicycle Safety
There is no connectivity except by car. Must connect neighborhoods to commerce areas, parks, schools, etc. Most neighborhoods are accessible by car only.	Traffic Calming perhaps. More separated trails and Buffering bike lanes is up there as well.
sidewalks	bicycling
Better bike routes	I'd like sidewalks in my neighborhood.
Big thruway right through downtown is a big mistake. Bike trails generally aren't wide enough; need maintenance. Separating bikes from cars is so important. Bike canbe an important economic engine.	Improving roads and sidewalks downtown for cars and pedestrians. Roads are very rough on my car. Sidewalks need repairs, maintenance, cleaning. There is a lot of trash and broken glass that discourage me from walking. When walking, I see too many cars speeding, running stop lights and stop signs. Most days when walking, I see cars stop at a stoplight, look around the intersection, and drive through the stop light if no cars are coming. This is unsafe for pedestrians crossing at intersections.
Bicycle and pedestrian safety...from uninformed and uneducated drivers	Bike lanes
No major trail system like in Fayetteville. The River Trail is good for exercise but not transportation.	Better bus routes
	Congestion
	Bike lanes
	Walking. The issue is that necessary businesses are too far from many residential areas.
	Lack of planning, poor traffic/road design.
	I think the city would greatly benefit from a commuter train system.
	Bike lanes
	lack of efficient mass transit

Moving away from car oriented development. Improving not only nikin and pedestrian infrastructure, but encouraging new development that will support it.
Lighting.
I really want to get an e-bike and use it as much as I can.
car
Reducing reliance by design on private motor vehicle travel.
Missing link in Arkansas River trail
more bus service
Get rid of the street trolley.
Pedestrian infrastructure
Bicycle lanes in streets and need for slower traffic...NOT more 4 lane thoroughfares!!
would like to see better sidewalk maintenance
Speeding vehicles in the presence of pedestrians and cyclists.
Walkability
Pedestrian and bicycle safety
Safety for bicyclists and pedestrians.
Travel by private automobile is prioritized over all other options.
Improving connectivity of bike path from along the river to downtown
no enforcement of traffic, parking and noise laws.
Lack of railed mass transit (not the River Rail)
Actually enforcing traffic laws
better bike infrastructure connecting east side/downtown/hillcrest
Lack of enforcement of speed limits and stop signs.
MORE PROTECTED BIKE LANES!
Trails. Walking.
Equity: the message is very clear that private vehicles are the only method of transportation that Little Rock endorses.
Bus routes out Hinson Road
Completing the River Trail past the Dillard's Headquarters
Close the loop behind Dillard's.
Public transportation is no good. What takes 15 mins to drive takes 1.5 hrs by bus.
Close the loop
stop widening interstates and highways, change mindset of getting there fast. people have to accept that safe travel will take time or they need to move closer to work/school/etc, They take interstate/hey speeds into neighborhoods making them unsafe!!!!
Highway on ramps and road layout
The city is not bike accessible
More available quality cycling routes
If you don't drive, you suffer. Eliminate mandatory (car) parking; require mandatory bike parking; make all commercial buildings front streets; limit parking lots in front of commercial buildings; parking in the rear. Zone for density and walkability. Complete streets is a great idea, but it's Step 2. Step 1 is zoning.
Sidewalks! We have no sidewalks in our neighborhood (Brookfield) and it is a shame. It makes walking around the neighborhood dangerous in some cases, and forces pedestrians who do try to walk out of the street because there's no signage giving leeway to walkers.
Ending the highway system in the city. For question 15.: ☒ End the highway system in the city ☒ Replace many traffic lights with roundabouts ☒ Improve city streets

Amenities and services are located too far from housing areas to easily allow for biking and walking.
Trails
Excessively auto-centric-->Too many block-long surface lots creating pedestrian deserts.
Street and sidewalk condition and repair.
The only way to REALLY get around the city is by car
Slowing vehicle speeds in residential areas, particularly by reducing the design speed of the streets.
Adding more bike paths
We need a more walkable downtown and I am afraid that the interstate 30 project will make it less so. Also, when I walk I see so much trash along the streets/sidewalks. The downtown area is dirty. What can Be done about that?
Safer and more single female walking areas. Currently I do not feel safe walking all of the available areas.
Not feeling safe to ride a bike around
We need a light rail system. It would be perfect on I630
Traffic calming in residential areas (Battery St)
Biking
Safety
Better bus service for those citizens that must rely on it and secondly slower vehicle speeds everywhere
Electric bikeshare system could be an equitable, environmentally-friendly way to navigate the city.
Urban sprawl makes it so that I have to drive almost everywhere. Encourage dense development so that I can walk/bike everywhere I want to go. Also, downtown protected bike lanes would be huge
lack of safety and equity
transportation network built for the efficient movement of cars over all other modes and for overall safety
The availability of multi-use trails south of 630.
Car
Lack of public transportation options, current bus routes not developed enough for efficient use
Bus stops are denoted by small signs and no route or map information is available at the stop. There are very few with benches or coverings from the sun or rain.
So unsafe, everywhere. Who designs the streets?
Bicycle lanes
Better biking infrastructure, especially trails and dedicated waking/cycling/skater ect. trails and large sidewalks (like Bentonville).
Little Rock needs to invest more in transit, pedestrian and shade infrastructure to help mitigate climate change.
Better parking information. There is enough land area dedicated to parking, but limited free parking, and limited information/signage to plan ahead for (public parking) WHERE one should park when going to a destination. There are many lots with open spaces, but those are for specific business or permit holders. Basically - the infrastructure is there but there is lack of effective communication on how to use it (signage, online database of where to park, limited info on business sites of where to park (to go there) if you are a visitor). Saying "we (Little Rock) have sufficient parking" is not helpful.
Pedestrian safety
Walking and driving

Parking safe, well lit to invite families to Museum of Discovery, parks, restaurants, CALS, Farmers Mkt, coffee shops, bars. The area needs to appeal to all ages who seek fun in a safe environment that appreciates the outdoor environment.
Driving - there's so many cars & people I'm not sure I would feel comfortable trying to get around on a daily basis on a bike.
Hall High Neighborhood sidewalks or lack thereof. Many sidewalks are in disrepair, or don't exist. Getting in and out of the Hall High Neighborhood is a BIG traffic safety concern especially within blocks to retail centers, Fletcher Library, etc. Park Ave, Park Plaza, are not safely walkable from the Hall High Neighborhood.
Need subway/train transportation instead of these slow buses.
Safety for cycling
Better timing of traffic lights major arteries
Ability to use bicycle to go anywhere safely in the city, places to lock bike, safe bike lanes and paths, safe intersections, etc.
Bicycling
Bowman road is not safe It is dangerous. Needs bike lanes.
The entire city is much too car-dependent. Developers rarely accommodate non-motorized transportation as part of their planning.
Bicycling
Not many bike trails forcing cyclist to use busy roads that are dangerous
Bus
Public transit
Biking
It is extremely difficult to get around without a car.
Bike lanes
I could care less
Bus
The car, a lot of times difficult to park
The single transportation issue that is most important to me is the lack of public transportation. I would like to see more buses and trains in Little Rock.
It is hoped that more bicycle streets can be added
The single transportation issue that is most important to me is the need for more public transportation options.
Just as important as
The pavement
Timely maintenance of street traffic lights
Traffic awareness in Little Rock
A motor vehicle
Road network construction and transportation facilities lag behind
Less giant parking lots, more parking decks to consolidate cars and promote a walkable city.
More protected bike lanes
Increase shade coverage
Lack of Uber available, and FREE downtown parking
Safety
Traffic safety sidewalk
Motorized road
Bus lanes
Street lamp
The pavement
Roads and sidewalks

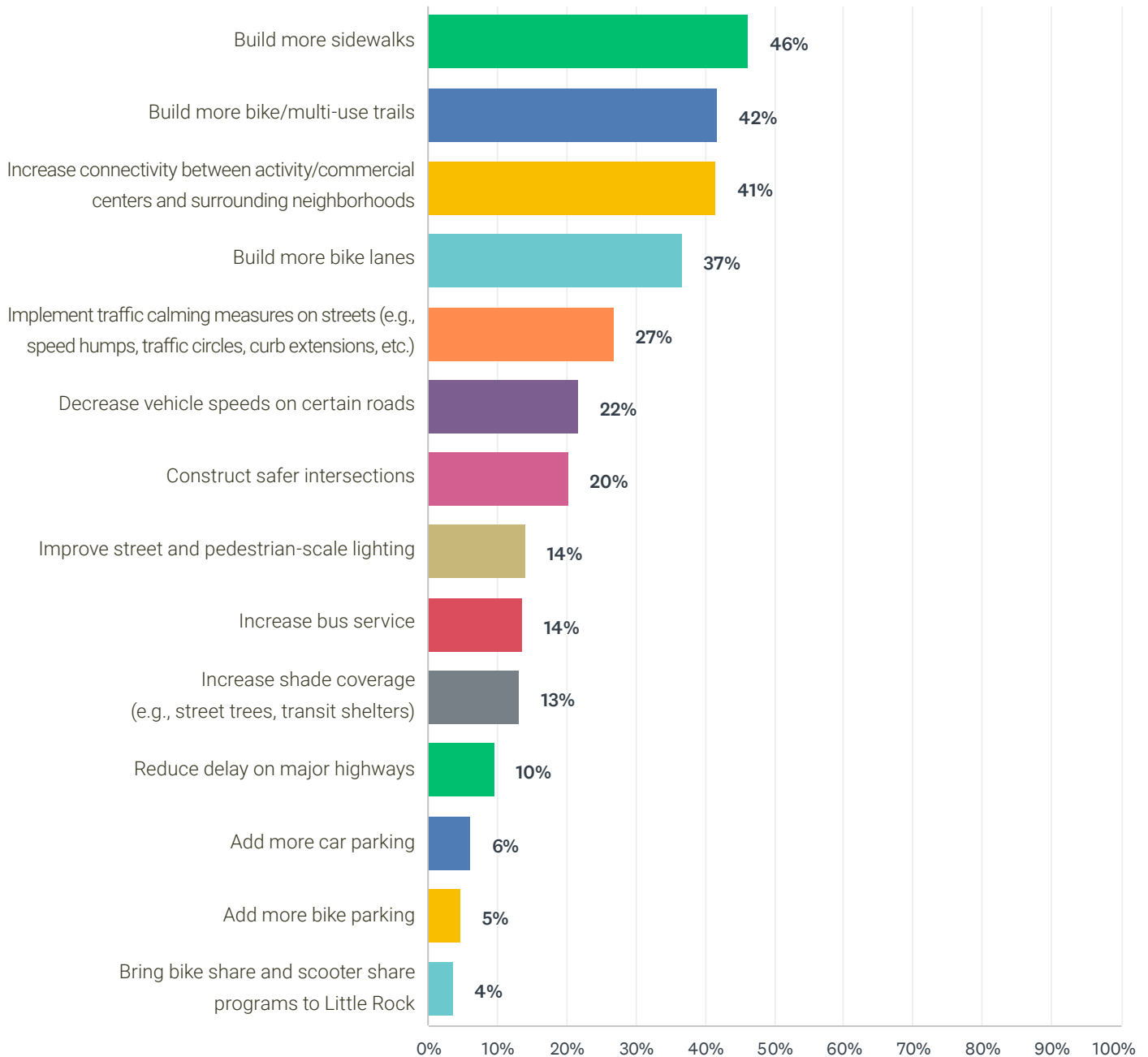
Bus lanes
Bike lane formation
The street is too narrow and needs to be widened
Bike lanes
More road bike signs need to be added
Build more sidewalks
Add more road bike signs
Improve street and pedestrian-scale lighting
The car sometimes stops in the wrong direction
More Road Bicycle signs
All important
Implement traffic reduction measures on the streets
There aren't enough bike lanes
Sometimes there are too many cars
Improve street and pedestrian-scale lighting
The speed of the traffic light needs to be fixed. Sometimes people can't wait. I hope you can fix it
The sidewalk is bumpy
Cars can go very fast
Lack of bike lanes or other comfortable street bike lanes
Widen the road
The roads are rough and the pavements messy
Build more bike/multi-use trails
pedestrians
Adequate bike lanes or other comfortable street bike lanes
road
Uneven pavement
Cars and bicycles share a lane
There aren't enough bike lanes
personal security
Bad roads
The road is rough
Traffic Safety
bus
bicycle
Bike
Build more bicycle passages
The roads are complicated and the road condition is not good
Insufficient transportation facilities, such as traffic lights
Improving safety for bicyclists would be good
Lighting!!!! Everything shuts down when the sun goes down.
No bike lanes
More Lyft, Ubers
More traffic/congestion management.
Cycling infrastructure
Congestion
The road
Driving safety
Pedestrian crossing
Safety work
The traffic lights
security

The traffic lights
Extend the road
Streets near residential buildings
Streets near government
Street near the supermarket
Streets near the park
Street near school
At the corner of the school road
Too many cars cause traffic jams
About junctions and traffic lights
Improve the management level, enhance the effective management of road traffic
Driving a car
Public transport
Obey the traffic rules
Traffic congestion
Safety, order, comfort
About junctions and traffic lights
Too many cars cause traffic jams
Improve the management level, enhance the effective management of road traffic
Sidewalks and traffic lights on congested streets
Running at traffic lights
Lack of rideable shoulders for bikes. Happy to ride many places, but narrow streets and no shoulders are dangerous.
Bike lanes/paths
Lack of a safe path on the River Trail in the Dillard's area.
bike
traffic jam
Traffic congestion needs to be improved
Parking is difficult because there are too few parking areas.
The road is so narrow that it is often congested.
Car
Traffic congestion
Pedestrian safety
Night lighting
The traffic safety
An intersection with a damaged road surface
The crosswalk is not clearly signposted
Seriously damaged road surface
lighting
Junction light
Crosswalk signs
A mess of intersections
Car problems
Unregulated and noisy
Pedestrian crossing
The roads are a little congested.
The sidewalk is a little narrow.
The traffic
The bus
The traffic lights

It's messy. No one's taking care of it.
Where there are many traffic accidents
Compliance with traffic regulations.
The car
The streets
Bike lanes
Bicycles are greener
cycle path
Looks like it's all right. A little bit of a problem,
There's something wrong with the sidewalk.
There are too many cars that don't obey the traffic rules
All are important
Implement traffic calming measures on streets (e.g., speed humps, traffic circles, curb extensions, etc.)
I hope the bus is more convenient
It's more convenient to drive
There's no problem
Nothing to improve
Urban Road Services
A crowded place
no bike paths
More and better mass transit
Bike lanes
Close the loop, east-west connector
Improved public transit
Bike lanes
The city needs a safe, separated (where possible) bike network to all residential neighborhoods.
Better bus routes
I have lots of comfort biking in traffic, but I know most people do not. Better lanes and separation, and trails, would be great, for me, and for others especially
Creation of dedicated bike trails.
Bike lanes
Biking
Lack of driver awareness / increased distracted driver / car racing
More ubiquitous bus service for all citizens.
Better biking infrastructure, especially trails and dedicated walking/cycling/skater ect. trails and large sidewalks (like Bentonville).
Bicycle lanes
So unsafe, everywhere. Who designs the streets?
Bus stops are denoted by small signs and no route or map information is available at the stop. There are very few with benches or coverings from the sun or rain.
Lack of public transportation options, current bus routes not developed enough for efficient use
Car
The availability of multi-use trails south of 630.

If the City could do THREE things to improve mobility in Little Rock, what would you want the City to do?

Answered: 1,243 Skipped: 143



Are there any additional ideas, comments, or concerns you would like to share regarding mobility in Little Rock?

Answered: 597 Skipped: 789

Table 32. Responses

ARE THERE ANY ADDITIONAL IDEAS, COMMENTS, OR CONCERNS YOU WOULD LIKE TO SHARE REGARDING MOBILITY IN LITTLE ROCK?
LR needs to maintain current facilities better and improve public safety. Our Westwood Park is disappointing. There is much potential, but no commitment to REGULARLY maintain it.
In question 15, you did not have an option to reduce bike lanes on "major streets". I think this survey is a self fulfilling one. Please don't mess up Kavanaugh with the plan to make wider bike lanes and limit parking for residents of that street. To please the 2% of people who MIGHT ride to work downtown on a bike (in the ~50% of the time when the weather is not too hot, too cold, or too stormy) you are making it much less convenient and safe for the people who live on Kavanaugh. Very selfish and short sided.
Have some areas in the center city and other locations be pedestrian only
Better parking downtown when driving is necessary. Digital parking meters. Who keeps change anymore, lol
None.
Please require that all sidewalks have shade trees. This is arkansas and helps with the sun and heat. Plus they can be really attractive when full grown.
The Arkansas River Trail is a major asset to the city. Access to that system from West Little Rock, Midtown, SW Little Rock, and the 12th St Corridor would not only increase the ROI on the River Trail, but would also create an infrastructure for getting around town by bike.
Increased security and decreased crime would be extremely helpful!
Not at this time
The number of sidewalks downtown and in south Little Rock is good but there are an extremely high number of broken / inaccessible sidewalks that prevent people with disabilities or those pushing a stroller from using them, forcing them to walk in the street.
The cars go too fast for me to feel comfortable walking with my daughter. I wish that slower speeds were enforced.
I know it's very challenging to accomplish this, but it would be nice to have truly protected bike lanes that are separated from auto traffic. Otherwise, ways to try and calm traffic and support a network of bike lanes, and show a clear appreciation/investment in cycling to convince drivers that they are valid commuters worth respect.
Close the river trail loop!
Improving cycling safety ease of use brings more people and money into Little Rock.
Connection to trails, safe intersections, and driver safety towards bikes needed.
Serious lack of sidewalks
Stop wasting taxpayer money on "feel good" projects the vast majority of this population will not use.
When Covid hit some cities shut down some streets so people could safely get exercise close to home. Some of them kept these streets closed for the health and safety of the community. I am truly fearful at this point to even use the existing trails and would like to see more patrolling of the trails.
Thank you for asking for input! Having safe places to bike and walk are very important to me. There have been times that I have thought about moving to a place that is more pedestrian friendly. I would love to see Little Rock transformed into a place that would welcome various modes of transportation.
City requires minimum vehicle parking for new commercial and residential developments but no minimum required for bike parking, bike racks. City codes and ordinances should be adopted to require minimum bike parking for new developers if this isn't already included in the complete streets master plan.
Broadway/hwy 70 is a major barrier for active transportation. It separates neighbors, keeps us from walking/biking to areas across the city etc because it does not feel safe to cross. I am also concerned because the city has had plans in place and does not follow them when re-paving streets. How can we hold the city/public works accountable to these plans that collectively we've spent a lot of time and money on?
No
Quit annexing land until vacant, undeveloped lands in the city are reduced by half (from 8000 to 4000).

We are blessed with easy access to work. New residents are always pleased to see how close everything is. We are a small city. Don't mess it up with a bunch of changes are styled on changes made my mega cities like New York or Calgary or other cities. Auto crowding is the least of Little Rock's problems. As a Realtor I see buyers leave Little Rock due to crime or poor public schools. Wake up and put away your personal biases. Our school system built Bryant, Benton, Cabot, Conway Lonoke.
I would like to see spacious shoulders on all roads, including rural roads (like those going by pinnacle mountain and further) so that people can do longer rides safely. People avoid non-shouldered roads because motorist get aggressive against cyclists and safety is much too low.
If we could think of all areas and persons. To reach the at risk and underserved communities to encourage healthier lifestyles.
None
We Must make a plan to reduce our dependence on cars. Instead of spending billions to make wider interstate roads and bridges for interstate commerce, make mass transit easy, affordable, and safe and tax personal vehicles and gas to help pay for the new infrastructure in a timely manner. Make cars obsolete.
I would like to see more public transportation of all kinds
Need light rail
Little Rock should promote their own ride share maybe along with Rick region metro.
Having lived in cities that provided sufficient public transportation to make it not just a viable option but advantageous over driving, I think that a more efficient, effective mass-transportation system is the only way to shift the city away from individuals driving alone.
I think there are at least a few paring decks down town that could have solar panels added to the top level and that could provide energy for the deck and surrounding building as well as shade for the cars on the top level. I think UAMS has a deck with solar panels on the top that could be looked at to help plan this idea. Also. The trolley downtown and in NLR might be more useful if it had a parking deck or lot that it stoped at and people could ride the trolley to their work building or activity. Right now they just seem to stop at certain corners. If it could pick people up at a lot and ferry them into downtown and stop at buildings it would be useful to workers and make the trolley system more useful to the city. I know i would pay for parking and a trolley pass to get to work if that was an option.
Work on Southwest Trail. Build mountain bike trails
Left turns should be restricted to a green arrow only from every direction at the intersection of Baseline Road & Chicot Road.
Yes help with the crime rate someone just shot up my whole street last week this is getting ridiculous and people are afraid to even bike or walk
The survey feels like it was designed to reach a desired result and not to capture the desires of the general population. I love biking, but the survey feels like it was designed by someone who is anti-car and anti-suburb. If someone wanted to express a desire for better roads and for better recreational trails to get away from the city and away from traffic, this survey would seem to make it difficult to express those opinions. Those people are probably an overwhelming majority. This survey appears to be designed by a small minority of folks who are attempting to steer results in a non-scientific way to reach a result that they desire and that is against the wishes of most.
Plan like no one has a car.
Notice who uses sidewalks in neighborhoods and on main thoroughfares. We have more walkers than cyclists. Concrete walls and sidewalks need power washing. Keep weeds trimmed and plant easy to maintain shrubs or greenery.
More bikes trails to access different parts of the city
You need to pay attention to how far behind LR is to NLR Pulaski County and NWA in regards to creation and more importantly bike trail maintenance
For at least 15 years, the City of Little Rock has promised to build out the AR River Trail along LaHarpe near Dillard's. And nothing has ever been done. Why should we believe that city government will ever deliver on this promise?
City is doing a great job, much safe than most areas.
I would like to see the area of Pine Valley Road from Durwood to McKinley roundabout cleaned and a sidewalk built. People in Kingwood try to walk their dogs and kids in the street because no sidewalks. Traffic can be very dangerous on Pine Valley. The unkept area on the south side of Pine Valley from Durwood to McKinley roundabout has overgrowth, tree limbs fall into street, and very unkept. This would make a lovely sidewalk area up to the Westover Hills Presbyterian Church (their sidewalks would need to be widened/upgraded) and then people could walk all the way up Kavanaugh from Durwood. Unfortunately, not sure if anything could be done about no sidewalks anywhere else in Kingwood - especially on Pine Valley Road. People bike and walk Pine Valley Road in traffic. Would love sidewalks!
Updating all of this stuff is going to attract young people. Please spend all the money on this.
other states have bike lanes that r separated from streets by a buffer or a foot or something, we have nothing!
Thank you so much for circulating this survey! I would love to be a part of any effort to provide more shade along routes, and would gladly contribute my time and even money for trees and planting.
Thanks for the opportunity to provide input.
I live in an areas supported by busses, but my job is not near enough to bus stops to make that viable.
Improved mobility for cyclists and pedestrians will increase quality of life for Arkansans.
I moved back home to LR from Minneapolis in the past year. Minneapolis built too many bike lanes and took away parking to do it. That led to the downfall of some businesses with reduced parking. I live on Old Cantrell Road and would love to see speed bumps on our road.

Noise, speed and exhibition driving laws need to be enforced. It's ridiculous how loud and fast drag racing has gotten on Broadway. Noise in residential areas is impacting quality of life.
Investing in communities will offer positive thinking and opportunities for all citizens like our seniors and young scholars. When you have the power to move with less stress it brings about happiness within.
We have some great resources to build on like the River Trail and the plans for the Southwest Trail that are great for recreation. But we need to compliment that with alternative and non-motorized transit focused efforts, especially in underserved neighborhoods outside of Heights, Hillcrest, Chenal and historic downtown.
Women don't feel SAFE using public transportation, especially after dark
Thank you for your hard work.
I'll repeat earlier input. I would like to see Little Rock work on a light rail system, incorporating the entire central Arkansas area. Also, add more Park and Ride Lots.
Don't just focus on highly-populated areas. Cyclists tend to ride away from the center of town so bicycle lanes on those roads would be most helpful. Ferndale, Col. Glenn, Pinnacle Valley, Denny, Rahling, etc.
Added speed limit signs within the resident streets in the heights would be appreciated. The heights neighborhood does have food connectivity and is centrally located to stores and restaurants providing high mobility. cars speed through the neighborhood claiming the speed limit on unmarked streets is 35mph. It is highly dangerous in a residential neighborhood with small children who walk with their friends and family or ride bikes and scooters.
It should be a priority for the City. I would love for my children to be able to walk to school like I did as a child.
Stop building highways
As a long time central AR resident who works with visitors to the area I can tell you that LR is well known as a place to avoid by cyclists if wanting to ride in AR. NLR is a better choice, and many people choose NWA instead due to much better infrastructure.
Communities like SouthEnd are been left out fixing the sidewalks or creating bike lanes. Please look into it
Use better lighting and not the low shadow type lighting that is currently being used--not beneficial or sufficient when weather is bad.
Make it mandatory that neighborhoods with side walks are maintained and exist.
doing great on Mountain Biking, but the Little Rock side of the River Trail loop is still dangerous for most, impossible for families..
It is nice that the buses have bike racks. Thank you for helping to improve streets in Little Rock. Ways to cross major through streets safely is needed for both pedestrians and cyclists.
Would like to see more speed bumps and roundabouts for safer and more calming flow of traffic throughout the South End Neighborhood.
Entire city needs emphasis on safe movement rather than rapid, commuter movement. Build boulevards, stop widening highways and covering beautiful areas with concrete.
There is a growing trend in real estate of people wanting to live in more suburban areas and less urban areas. Trails and parks are great additions to quality of life and place-building.
I very strongly support the greatest scope and well-conceived aspects possible to implement the Complete Streets concept throughout all areas of Little Rock
I love LR and it has so much potential, but we can't seem to make the same decisions as other cities. Right now, the downtown core is dirty and unsafe to walk and bike, with sidewalks on every corner torn up, overgrown grass in many areas, and trash dumped out in our streets. We need to instill a new culture in both city leaders and the public about the necessity of treating public spaces with care. We need pride in LR and that is what is missing. I am so tired of hearing about all of the great things going on in Fayetteville, Bentonville, etc. I know we don't have the Walton money, but we need a focused campaign on how to make LR more liveable so that people stop moving to Benton, Bryant, Cabot, Conway, etc.
streetcars are confusing.....signage on cars should be more user friendly regarding fees for rides and route destinations.
Better light coordination-for better traffic flow.
develop a master plan and get a real planning department that develops and follows a master plan rather than just deal with one developer at a time
Provide equal consideration of bicycle and pedestrian traffic as cars have. Require all streets to have sidewalks and a buffer to traffic, whether street trees, street parking or a grass strip. Create greater density in our neighborhoods to make walkability and bikability easier by reducing the distance between destinations.
Reduce street racing - especially along Rebsamen Park Rd
Why are the bus stops so close together? With the frequent stopping the bus transit system is so slow. 4 stops within a 6 block stretch is crazy. Compared to other cities mass transit system Little Rock's transit is decades behind in regards to efficiency
The Razorback Greenway has several tunnels, couldn't LR tunnel under Dillard's to complete the loop?
Can you tunnel underneath Dillard's to complete the loop. Tunnels are used on the Razorback Greenway.
Many people need to retake the driving test
Pave the horrible streets like 4th and 6th downtown. You will kill downtown with the new interstate being allowed to cut off connections and the City is doing nothing but allowing the downtown to DIE!

Maybe a city tram? That could be fun! Thanks for trying to make things better even if it's not for me!
This is the perfect topic for neighborhood association meeting as we transition out of Covid cancellations
I would really like to walk or bike to my nearest grocery store, but Central High District remains a food desert and traffic conditions at Woodrow/Markham and Daisy Bates/Broadway necessitate driving.
some people pile yard waste on the sidewalks. People think city should do everything. they refuse to clean up along curbs and sidewalks, let storm drains stop up with leaves. too lazy to use a rake.
Raised crosswalks will produce safer mobility options for bikers and pedestrians while slowing traffic. Traffic on Spruce, Beechwood, Country Club, Van Buren, and Hawthorne in the Heights needs to be slowed, speed tables would help. Mobility is the ability to get around town without a car, and Little Rock is small enough to really get it right. It will require a rethink of zoning requirements so that more small-scale commercial options are available within a quick walking or biking distance. For instance, the nearest real grocery store from downtown is the Hillcrest Kroger (3.5mi), and the most direct route is straight up Markham/Kavanaugh. Not pedestrian or bike friendly. Street trees and shaded stopping points that are safe and inviting are necessary, simple bus shelters on super busy traffic corners is not the answer. The portion of the river trail that fronts Cantrell needs to be completed - that stretch is highway and cars are traveling highway speeds in front of EPS and Dillards HQ.
We need more sidewalks in Midtown and other parts of the city. There needs to be speed bumps where there are hills -- particularly at the bottom of the hill at Evergreen and Florida. Drivers drive very fast through there and consistently drive into the signs that indicate there is a curve, causing them to end up on the front lawn of Williams Magnet School or the homes along that curve. This is very concerning to me as many neighborhood folks use the sidewalks on Evergreen and Florida. It makes my family and I feel very unsafe on our daily walk in that area. Bicyclists also ride down the hill at high speeds -- it makes me concerned for their safety, as there are no bike lanes, and for the safety of pedestrians. I'd also like to see major improvements to the roads and sidewalks to the areas south of 630, particularly around Asher and University. This is a high use area and the streets and sidewalks are in very poor condition.
Any new neighborhood construction should be required to have pedestrian/bike trails safely integrated into the plan and construction. This would provide open and recreational space for families and individuals moving.
Teach kids how to ride bikes. And provide bikes as well.
More bike lanes in outer areas around Little Rock
We live at the corner of Gingerbread Lane and Bryant. Everyday of the week there are vehicles doing 75-100 miles per hour down Bryant. There is lots of foit traffic on Bryant (no sidewalks). Someone is going to get killed if.something is not done about it.
I wish the City would join and work with the groups trying to make changes.
I worry that I will not be able to get where I need to be when I am no longer able to drive safely.
Make parking more accessible for the disabled!
I would like to see the City approach cycling from a transportation angle rather than just a recreational one.
we need a circular bus system, with smaller more friendly buses instead of just feeding in and out of downtown. We need to increase neighborhood connections, the buses can help create something similar to "metro" stops that we see in larger cities
The on-call bus system has been very beneficial to the homeless participants at Recycle Bikes for Kids. It allows them to come to our shop to earn a bike.
Please change the traffic on Fair Park. Sometimes it is almost impossible to get a good nights rest.
The lack of safe bike lanes kept me from every bicycling to UAMS down Markham
I love the new trails! Keep building
Another primary issue to me is street condition. These are among the worst streets I have seen throughout the US. More maintenance and higher standards for repairs needed.
I wish the Rock Creek Trail could connect to the trail along I-630/Kanis Park. More creation of trails like Rock Creek for neighborhoods. Would like to see trails in parks such as Reservoir for area use that could also connect with the trail network.
Get the show on the road!
Increase speed breakers on the street to reduce donuts and speed.
Allow speed bumps on non-through streets!
Scooters are a huge problem not the riders but people leaving the laying everywhere like middle of bridge and trail crossings
Adopt new zoning controls focused on and compatible with old neighborhoods. Focus on form first, and allow a variety of uses in old neighborhoods so long as the use is not a nuisance

<p>Rahling Road has become a mecca for cars speeding. Many of the cars have loud mufflers. The volume of noise has greatly increased in the past two years. I live near Rahling and Pebble Beach and the noise is terrible. I would love to see a speed bump halfway between Kirk Road and the round-about at Rahling and Pebble Beach and another speed bump soon after the round-about. It would cut down on those who speed. Traffic cops are helpful but few and far between. The round about has helped but the drivers just pick up speed immediately after they get through it and those in the Chenal Ridge neighborhood are subject to the noise all day long. Regarding bicycles, we use the River Trail often. The north little rock side is really great. The little rock side needs much improvement. I would love the bike path to not only be easy to find but also easy to ride. The section at the Dillard's Gap, where the bike path is broken up, definitely would benefit bike riders if it was made to be a safer area. Lastly, living in West Little Rock is not at all a place that is conducive to bike riding. If the city was made bike friendly and leaving my house in West Little Rock by bike on safe roads was an option, I would definitely use my bicycle more often. A city we visited that is very bike friendly (albeit more flat of course) is Fort Collins, CO. We were able to get around the city on our bike to do almost everything. No car was needed. It was amazing. I would love to see Little Rock aspire to something along those lines. Oh, one more thing.... the fast road bike riders on the two rivers bridge and that trail that goes to 2 rivers park are very inconsiderate and dangerous. A simple "on your left" coupled with slower speeds would be most helpful to add to the safety of the pedestrians sharing that trail</p>
<p>Please close the loop on ART. Dillard's is in the way of progress. The Little Rock side of the trail is sad compared to NLR side.</p>
<p>Little Rock must abandon its Euclid inspired zoning, and return to the use of complete neighborhoods. Neighborhood commercial activity should not only be permitted, it should be strongly encouraged. Residential use up to a quadplex should be allowed by right anywhere in the city. Shrinking the distance that someone must travel for basic necessities of living is the greatest thing that LR can do to remedy its mobility failures.</p>
<p>More street sweeping to clear gravel and debris from bike lanes.</p>
<p>So many drivers seemly disregarding safe driving regulations.</p>
<p>I really don't like how some of the bike lanes have been done recently. Don't know what the planners are thinking in those situations. You need to be realistic that people are going to drive their cars. Eliminating parking such as what was done on Main Street near Samantha's is a bad idea. We need more parking close to businesses. Not less. You aren't going to force people to use buses or bicycles by wasting a lot of money on programs. \$ needs to be spent on roads in neighborhoods which is where we drive and walk.</p>
<p>Finish the ArkansasRiver Trail around Dillard's.</p>
<p>No</p>
<p>I am pretty happy about mobility where I live. I feel safe walking to the grocery store, post office, and stores in the area, and I have an easy drive to work. I do limit my walking to the early morning hours though because of sun exposure.</p>
<p>Bike trails need more maintenance, some are in awful condition (ie going under the bridge near Dillard's), and they are part of an "advertised/signed" route that not only locals but visitors take. Embarrassing and unsafe</p>
<p>North Taylor between 600 and 800 is so narrow it is no longer a 2 lane street. It desperately needs curbs and gutters to make it safe for 2 cars.</p>
<p>I do not like roundabouts- especially when circumference is inadequate spatially (e.g., pleasant forest rd and Kavanaugh at McKinley.)</p>
<p>The cross walk on Cantrell and N Taylor to and from Forest Park Elementary is too short on the way to and from school. Also there area to wait is in complete disrepair. The cross walk on Cantrell and Kavanaugh never works or takes too long to work. The bike/pedestrian lane on Kavanaugh Hill coming up and down from Hillcrest to the Heights is ALWAYS overgrown on one side forcing pedestrians in the street, around a dangerous curve, and there's always road debris.</p>
<p>I understand many people are not in favor of having a sidewalk on Cantrell, but I would love to have access to the River Trail from the Heights. Potentially a dirt trail from Scenic or Palisades would be great. I generally take Overlook but it also does not have any lane of runners and is just a straight steep hill that is tough to run both up and down. Some dirt trail switchbacks coming off from the bottom of Scenic Drive, Palisades, or halfway down Scenic Blvd would be great. Come to think of it, there is a wooded area behind St. Johns that connects to a piece of land owned by Scenic, LLC that could be a great place for a path to Rebsamen Road.</p>
<p>Speeding in foxcroft is out of control. Need speed bumps.</p>
<p>no</p>
<p>I support the building and improvement of biking and hiking trails along the streams in the area, including improvements to the actual streams- cleaning them up and working with biologists to restore the wetland ecology to support a healthy fish population, where people can actually fish in them</p>
<p>Shoulders on streets - I ride bikes in traffic often, and don't mind riding on the shoulders if they are at least 18" wide and clear of debris. Hwy 10 heading to Wye was just repaved - but they didn't repave the shoulder and left the shoulder far more difficult to ride than it was before with a 2" lip of new asphalt. And right before the Big Dam Bridge 100 ride brings several thousand riders from surrounding states to ride that stretch of road. The stretch of hwy 300 between LR and Roland could *really* use a shoulder too.</p>
<p>Close the loop at Dillard's.</p>
<p>Decrease the number of people that run red lights</p>
<p>Bike lanes on high traffic roads is dangerous. There is no need to make EVERY SINGLE ROAD bike friendly. I would prefer to see bikers using interior roads and neighborhood streets. Finally, this plan was drafted and implemented without input from major swaths of the city's population, yet the roads we use most are impacted. The City must engage ALL of its citizens in this process.</p>
<p>Reach out to lower income households/neighborhoods to take the survey and ask their opinion. I usually only see these topics floating around Downtown, Heights, Hillcrest or West Little Rock.</p>

Sidewalks would be great!
Fix the track at Booker. White folks got fancified track at Scott field. But the track on the Black side of town has a surface destroyed by grass, no trees, no parking, and no access. Clear evidence of systemic white supremacy in Little Rock govt
Decreasing car dependency can't be solved by new infrastructure alone. We need better development practices, zoning laws and different parking requirements to encourage developments that people can access without having to have a car.
Would love a bridge over the river further north than the current 430 bridge, to help with traffic from Conway, etc that need to get to West LR/Hwy 10/Roland areas.
Please please please complete the river trail near Dillard's. Current configuration is too dangerous
I hate the focus on expanding the freeway lanes. It is not going to solve the problem and will actually harm local in-city usage.
A late "cleanup" run on major bus routes would make it practical to use public transportation almost exclusively.
A trolley or old bus that just loops down Main to Roosevelt to Broadway (or Chester) several times a day.
Some low-income people who rely on bikes for transportation may need help getting lights for their bikes. I see people riding in the dark without lights or reflective clothing. Even if they can afford bike lights, they may not be able to get to a bike store.
I'm pretty sure citizens of LR are staunch supporters of bike lanes, parks and anything that improves walkability and exercise. Just seems the city doesn't have a Master Plan - and no money is specifically dedicated. Transportation like bike lanes and complete streets doesn't need to be parts of Park and Rec - it's Transportation and greatly influences our future and those that want to live here or leave for better cities.
Neighborhoods on Cantrell should have crossing signals or catwalks.
Creating a program where the new developments will be regularly cared for. Example would be if the city plants trees for shade , the program could plant seasonal flowers beneath the trees. When things look cared for they more likely will stay that way.
So glad LR is looking into this. The city really needs connectivity, especially from neighborhoods to activity areas, trails, greenspaces, and stores!
bus route along Reservoir Rd
No
It's clear from this survey that this is a survey focused on pedestrian and cycling infrastructure and not mass transit. It's disappointing that more time wasn't spent getting a clear picture of what transit-related questions to ask citizens. Bikes and sidewalks are part of the solution, no doubt, but people aren't going to get out of their cars without transit involved. Telecommuting after we all learned how during the pandemic wasn't even mentioned. Little Rock leaders need to ask themselves how they can be supportive in the efforts to reduce individual car trips and the burning of fossil fuels, now.
Walking and, especially crossing intersections, has become very dangerous in Little Rock. Adherence to traffic laws , whether it's speed limits, No Right on Red signs or stopping for red lights seems to be a rarity. I don't trust a driver to do the right thing anymore and that makes me not feel safe when I walk or bike. We have lost our sense of civility and pride in doing things the right way.
light rail along Markham from downtown to Shackelford and beyond.
We need better public transportation that doesn't involve busing. Busing takes too long.
Better resurfacing on city streets
Control crime!
We desperately need additional sidewalks in the center of the city where there are none (ie, fair park) + we need to make sure that the sidewalks we DO have are safe and taken care of. I live in Stiff Station, and people are constantly taking tumbles because of uneven sidewalks due to wear and tear and tree roots. We have so many sidewalks that are impossible for wheelchair users to use. We gotta do better.
We need more shade and more bike lanes
Little Rock's car-dependence is not doing us or our environment any favors. It particularly affects those who can't drive due to age, income, or health condition. Little Rock's policies recognize the need for active transportation options and Complete Streets, but its actions/inactions do not reflect its policies. It's my hope that this plan will help Little Rock better align its stated goals with its actions.
University and Asher is a horrible intersection. ARDOT should put sidewalks on University all the way to Geyer Springs. Highly dangerous. Nowhere to walk. ARDOT should conduct a survey to see where amenities for walkers are lacking. Basic infrastructure, such as a sidewalk to walk by intown highways is sorely overlooked.
Love the ideas around increasing mobility but am disappointed that there isn't more thought on public transportation options.
Maintaining what trail and paths we do have for walkers and cyclists
Improved connections between the major Hospitals and bike/ walking trail systems
Better sidewalk maintenance and more sidewalks around the neighborhoods. Better walk signals for the busy areas especially in Hillcrest.
I've lived in many places, including in countries much poorer than the US, and what I see in LR in terms of mobility is a disaster. I've never felt this unsafe on the road, regardless of whether I ride my bike or drive. This is one reason why I often choose public transit, even though it's extremely inconvenient and unreliable (too few lines and buses; too often too late or too early so easy to miss). The single biggest issue is irresponsible, distracted driving and no one is ever held accountable. I see people staring at their phone while driving every day. Why are we not enforcing the already existing laws?

Start with improving and maintaining condition of existing streets, sidewalks and bike lanes. Focus on areas where people already walk and bike like downtown, and places where foot traffic has already worn a path.
Hope this gets some traction.
I would ride a bus to work if it didn't take me an hour and a half to get somewhere that I can drive in 10 mins...I live near UALR. I rarely see a bicycle, but I do see people walking in the streets every day. We need to get pedestrians out of the streets before we start adding bikes to them.
More roundabouts and less stop signs
The Lime/Bird scooters are cool but it's really difficult to enjoy walking around downtown when they take up the entire sidewalk.
Changes need to be coordinated, multi-faceted, and thought through - expanded transit coverage and schedules are largely useless if the bus stops are dangerous to use or difficult to access, and improved sidewalks or bike trails will go unused for anything but leisure if they don't lead to anywhere useful. If a new sidewalk is constructed, but ends abruptly in the middle of street or only leads to intersections without crosswalks, it's not actually usable. Additionally, none of these options can stand alone - bikes can be a good option for many people, but improving bike lanes along will not still not serve huge portions of the population traveling that same route, whether they are older, disabled, sick, can't afford a bike, are traveling with older or very young companions, are concerned about the weather conditions, are carrying things with them, need to be dressed in something unsuitable for biking, don't know how to ride a bike, don't feel safe due to insufficient lighting, live too far away from their destination, etc.
The "traffic calming" type speedbumps that the City used in the 1990's were much more resident friendly than the hard speedbumps currently being installed. The objective should be to keep neighborhood traffic speed in control, not damage vehicles and hold up traffic.
Cantrell traffic is very concerning due to speed and volume increases. Intersection at the ranch and Chevaux is dangerous and needs a turn signal coming out of ranch because they never yield properly. Speed and noise is also a big problem. The noise restrictions on vehicles also needs to be enforced but slower speed would help. Heights neighborhood needs sidewalks and curbs.
Slower speeds on @ll roads in and around the city. Enforcing the law of speed limits. Please put in speed bumps. We live on westwood avenue and most people drive average of 45 to 50 on my street. Extremely dangerous here in western hills.
1) Finish the Arkansas River Trail 2) Create a Mid-Line Trail 3) Create a southern loop
Nothing
Close the loop at Dillards. Eminent Domain!
Try building neighborhoods not housing hoods. LR has spread out and all you see is the same build out of strip centers not neighborhood centers... I cam back to Arkansas after living in Northern Virginia. To reduce driving, neighborhoods typically built as much support around town centers instead of one city center. Just a thought.
1. Remember to accommodate an older population. 2. Prioritize African American and Hispanic neighborhoods.
Traffic in Little Rock is terrible and all of the roads are falling apart
Avid bikers should learn that if there is a bike lane to stay in it instead of riding 3-5 across a road, they should also understand they are a moving vehicle and pedestrians still have the right of way.
Our street Coachlight, has many problems. First, there aren't speeders and people who park in the street. Even though they have plenty of parking on their driveway or garage. Parkers park the wrong way of traffic and aren't given tickets .I was given one a few years ago gift doing the same. I rarely parked in front of my house. But that time I got a ticket. Not a warning, but a fine. People have mentioned speed bumps, However, it was said they were dangerously. First of all, if someone is speeding it was sad, they could be injured or cause injury to the said driver of surrounding people if the car hit the speed bump too fast and does Damage to his car or surrounding cars is possible. I think signs that post, "no parking this side of street "... makes more sense. It cuts down on the card that are allowed on the street. It would be easier to travel that street as the direction of traffic flow allows fewer cars to be on the road at one time. People are going to speed , no matter what. If adjustments are made to Coachlight, I can't see that speed bumps are necessary. Teachers are more accepting Of change than most . Primarily for seeking what is best for the children.. I think There ought to be limits on how long a student should be on a bus to attend school. I would think that would vary with age as far as the time allowed. I think needed items are Mandan wearing of seat. Belts for drivers and students
Arkansas needs to figure out how to enforce traffic laws and ordinances smarter. The laws are more in favor of the bad actors than law abiding citizens. For example, I can provide a license plate to the LRPD but if you can't see the driver, they cannot be ticketed. The driver cannot be seen because the windows are illegally too dark. So the driver just simply says they weren't driving. The "owner" of the vehicle should be held accountable for whoever is driving the vehicle. So a couple of ideas here ... 1) ticket the "vehicle" 2) reinstate vehicle inspections, if windows are too dark, mufflers over a certain decibel level they don't pass inspection. I am sooooo tired of people doing donuts and speeding around town in their LOAD vehicles. No one is safe let alone bicycles. 3) Traffic cameras - just mail them their reward (citation) for non-compliance. Rushmore and Capitol Hill Blvd is a hot spot for donuts, speeding, loud vehicles, stop signs ignored by a huge majority. I know this is all over town, let's put some money in to overall safety.
The city needs greater density.
Please put in cross walks on Cantrell between Mississippi and university. People cross that in the dark and someone is going to get killed. Please slow traffic on Cantrell. We would like to see more sidewalks in neighborhoods namely in busy thoroughfares streets like Biscayne in Leawood. Please provide Covered bus stops to keep rain and sun from those who use the bus system.

As with any benefits, someone always pays and it is usually the same groups benefiting and paying every time. All I ask is that marginalized, vulnerable communities do not have mobility hampered or reduced, or costs and inconveniences increased to provide trending mobility and entertainment options for a preferred minority. I'd like to see LR break that pattern, especially now that I have aged into disability and the paying group.
Streets have been in poor condition for many years, causing damage to vehicles. It is way too hazardous to consider biking on Little Rock streets in their current condition—driving on them is risky enough.
Ready for the Markham road diet to be implemented.
The merge at the top of Chenal (before it comes down to Cantrell) does not make sense. The right lane needs to be the one that continues down the hill. The left lane needs to be for those turning left into Chenal Valley. Also- the paint where Chenenceau meets Cantrell needs to be redone now that there is a light. Needs to be a straight option and a turning option instead of dead space with lines painted through it.
Racing on Rodney parham Racing on highway 10 Racing on Hinson
Excited to see the city more pedestrian-friendly. I've lived most of my 40 years living in Kingwood and Foxcroft. As a child, I never had sidewalks and didn't think I necessarily needed them, but as an adult with kids, I worry for the kids' safety around the neighborhood. Keightley and Indian Trail have become bigger feeder streets for the river's increase of recreational offerings over the years. It's dangerous for kids to use either street on foot or bicycle.
I would love to see a pedestrian trail along Indian trail and following Jimmerson Creek. I think it would be such an asset to our beautiful neighborhood of Kingwood to have a wooded path to enjoy. I'd also see o like to see sidewalks along Keightly up to Cantrell. It's a already a high foot-traffic area, sidewalks would make it much safer.
Seriously I cannot stress enough, I was okay with one scooter company I've complained and they have listened on the green lime scooters ☹️, this other company nobody is available to contact they are constantly blocking traffic as well as pedestrian access and I've witnessed their employees trashing the city as well as other scooters, throwing them down, blocking trails with the black scooters ! This is unacceptable the city needs to pick one and enforce regulations!
This whole thing is a waste of money and the person behind it should be terminated.
Make enforcing traffic laws a part of city police priority as they just cruise around on routine patrols.
I live in Midtown. It would be helpful to have pedestrian access to the Heights/ Hillcrest via a pedestrian overpass.
Stop the urban sprawl of west Little Rock! Land needs to be redeveloped within the city and apartments built centered around 630.
Sidewalks need to be complete and not end abruptly where there's no crosswalk or way to safely get across the street. Little Rock has the most ridiculous sidewalks I've ever seen anywhere
The whole thing is the product of some ignoramus !!!
Speed bumps on Old Forge Drive
Penalties for cars running red lights and stop signs
Just to reiterate - the pedestrian should come FIRST. Cyclists trying to get from A to B should come second, not the affluent who cycle purely recreationally. Focus on lower-income neighborhoods like Wright Ave, Pettaway, and Central High where it is more difficult to own a car, instead of affluent neighborhoods like Hillcrest and Cammack Village. Improving public transit also means encouraging EVERYONE to ride it regularly. We have an overabundance of parking lots, and that's a HUGE understatement. Let's take back some of those lots and create pocket parks with places for folks to sit and interact. Let's take back some of the street parking and plant some trees and landscaping. We need narrower streets with landscaped medians and protected bike lanes. Add some color to the streets instead of white striped crosswalks. We need signage for everyone using the road because folks just don't seem to understand what to do or who has the right-of-way. These are the kinds of traffic calming measures we need, not speed bumps and traffic circles and more concrete. We can actually reduce the temperature and carbon emissions by implementing these traffic calming measures and covering parking lots. We also need human-scale development - buildings set to the street with plenty of windows at eye level, quality building materials, and sidewalks, not cheap and ugly structures designed for the suburbs. Y'all, this is a capitol city and we should start acting like it. Let's have some civic pride. We need to encourage more civic engagement. We need to recruit young city planners with big ideas from major cities for every level of city government in order to create change. Let's make this city more liveable!
The reason I chose, as one of my improvements, to have more bike lanes, is because I have a number of friends who do enjoy biking and would like to see that happen.
Have speed bumps on Old Forge Drive- this is a neighborhood street not a thoroughfare for city of Little Rock
Not sure if this fits here, but nowhere I have lived has had more red arrow turn signals. It's frustrating for drivers when I can clearly see it is safe to turn, and it's worrisome when I'm at a stoplight as a pedestrian. It makes things much more confusing for all.
If speedbumps are utilized, make sure they are safe for low slung cars. We have to drive odd ways to avoid bumps when we are in a small, low car.
I think this topic is so important- transportation access is especially important for those who do not have a personal vehicle & everyone deserves the freedom of movement.
Please install speed bumps on Old Forge Dr in Sturbridge! It is a drag racing street. Since living here 6 major accidents have occurred on this RESIDENTIAL street due to speeding. If this is not the venue, please let me know how to get it done. We will likely move if something is not done about this safety concern.

Sidewalks are desperately needed in Kingwood. Traffic flies up and down the hills. We need a round a bout where Kingwood/Skywood/Pine Valley/ Rockwood all come together. Slow the traffic down
Transportation issues are a major source of stress for people in this city and state. People are really struggling with this and the buses are not easy to navigate, plus we coddle a culture for vehicles. Bikes are not safe among the traffic in Little Rock and we need to stop pretending that average people should be riding bikes and using bike lanes. People drive incredibly fast and dangerous in this city, and lately we have a racecar problem.
The city seems more receptive to bikers than to individuals walking in their own neighborhoods.
Please widen Arthur Lane in Little Rock. Add a sidewalk so people don't have to walk on the narrow street. There is barely enough room for emergency vehicles. It is a traffic hazard.
Some existing sidewalks are dangerous to walk on due to lack of maintenance . All developments should have sidewalks. Begin with neighborhoods south of I-630.
Follow plans that reduce curb cuts and multiple stop lights close together. The approval of the gas station at Cantrell and Taylor Loop created an extremely dangerous situation - made worse by all the curb cuts on the north side of Cantrell from Taylor Loop to Pinnacle Valley. I avoid this stretch of Cantrell by using Pleasant Forest instead, and that's bad for people who live in that neighborhood.
Traffic calming of commercial corridors
Arrest the street racers and excessive speeders. They are going to get people killed. Fix the potholes on highways and interstate. Highway ten is bad.
We need enforcement of traffic laws on Old Forge Dr and Clapboard Hill Rd. Cars are going the wrong way on Clapboard Hill and running stop signs on Old Forge.
I would like at least 2 speed bumps installed on Coachlight drive. People drive too fast
We need more accessible sidewalks!!!
Need at least 2 speed bumps on Coachlight dr
Please slow traffic down on Lee before a pedestrian is killed.
Connect trails. Connect neighborhoods.
The safety of Southwest LR should be treated with the same consideration as higher-end communities.
Some intersections need lights. For example, the intersection of Green Mountain Drive and St. Charles Blvd. has a three way stop, but cars ignore it when no other cars are present.
speed bumps on Coachlight Dr in Sturbridge
The 600 through 800 block of North Taylor is extremely too narrow and unsafe for pedestrians, bikes and vehicle's. The street in this area needs to be widened to two lane with curbs, gutters and adequate drainage.
More sidewalks
please speak to the sturbridge community about speedbumps on coachlight dr. thanks
A waste of taxpayers funds- we use vehicles in AR
Disability access in general especially along sidewalks and at busy intersections. I love the progress with the trail system-looking forward to more expansion and connectivity
Yes, we need a speed bump on Tarrytown Rd in Colony West/Sturbridge. We have no sidewalks in the neighborhood, so the speeding cars cutting through are very dangerous for the families that live here. Sidewalks in the neighborhood would help too. And no one stops at the stop sign on Tarrytown and Catskill...so patrol on that street.
Collector streets have not been sufficiently revamped to handle increased traffic from new business and residential areas resulting in increased traffic through residential neighborhoods. Most traffic drives at least 10 miles over the posted speed limit regularly which makes walking and crossing streets a dangerous activity.
Speed and noise enforcement on Cantrell in the Heights.
More express bus service from outlying areas to special events (football games, Rivermarket events, etc
I see no mention of light rail.
I live on Hawthorne Road east of University and people FLY down our street. I do not have small children but I am fearful for the kids that play outside and ride their bikes and skateboards.
Kingwood neighborhood has few to no sidewalks. That's our neighborhood's biggest problem preventing me from safely walking and running in the neighborhood.
Intersection at pebble beach and Hinson needs to have a light signal or roundabout- Racing cars on: Rodney parham Cantrell Hinson Are dangerous and frightening Where are the police? Traffic police— somebody help!
Mixed-use zoning, reduce over-reliance on cars, walking/bike trails connecting commercial areas
Appears to be no enforcement of speed limits or penalties for street racing/caravans.
We live in Kingwood. I would like to have sidewalks and speed bumps added to our neighborhood. I do not walk/run from home because of the high speed of traffic in our neighborhood - Pine Valley, particularly.
Children could safely walk to schoo at Jefferson Elementary if side walk were built on Waverly Dr

Need to control speed on neighborhood streets that are short cuts.
No
No
I would like to police to end the caravaning/sunday funday
Spring Valley Manor really needs a trail for walking and safety. Many use the neighborhood as a pass through. Dangerous for kids and runners
We need more mixed zoning - low density commercial near residential. If things were closer to people's homes, it might encourage more biking or walking. But most places just aren't within a reasonable walking/biking distance (especially in west Little Rock). Do NOT get rid of the scooters. I know that several on the city board of directors are opposed to the scooters for one reason or another, but they're old and out of touch with what people *actually* want. All of my friends (including me) LOVE the scooters. It makes getting around downtown SO much easier. Parking is always a problem downtown, especially for me because I drive a pickup truck and don't fit easily into tight spaces. So 9/10 times, I will park my truck in the parking garage at work, and then grab a scooter to get around downtown. Biking downtown is dangerous. Besides the vehicle traffic, there's all the streetcar rails that are just the perfect width for a bike tire, and if you don't cross the rails just right, your bike is going down. We need the bike rental companies to set up a presence here in Little Rock. I think Bird has a bike rental program, similar to the Lime Scooters. I would absolutely love to be able to rent a bike through an app like I do with the scooters. Mainly for recreation and like a Saturday downtown or in the Heights to get around more easily.
Need a side walk or bike lane on H street between Hughes and Mississippi
You recently put 2 stop signs and a new sign notice in Chalamont neighborhood. Other than one POA officer there was no one in this neighborhood that wanted or even knew these where going in. They are not even in a pertinent place. At most they should have only been a yield sign. I'm sure these were costly to install. A survey or something should have been done before these signs went in. I'm sure they could have been put in a more needing area of town.
I would encourage the city to drive around and look at the bike lanes we have now. They are covered with grass, weeds. I drive Hillcrest and Kavanaugh curve at all times of the day and I have never ever seen one bike using the bike lanes. Not one time and the lanes are cracked and covered in weeds indicating that no one has driven on them. I whole heartedly disagree with chopping up more Little Rock Streets for bike lanes. Look what it did to the businesses on Lafayette. We should learn from our previous lessons. We can provide biking trails for bikers without destroying our neighborhood streets and intersections for bikers.
I'm worried about driving in rain.
There's so much potential!
Cycling in traffic is very dangerous, life threatening. This absolutely needs to be addressed
More sidewalks
Better street lights! There are entire sections in the city that are pitch black at night. This is really unsafe. Inside the city, we should have a lot more lighting on the roads and in neighborhoods.
Na
n/a
CRIME!! Reducing crime should be your #1-100 priority. It's scary walking on streets when you worry about getting shot or run over by street racers. Take care of public safety first then maybe worry about sidewalks and bike lanes.
Little Rock needs to consider a light rail system for commuters.
Would like to see trailhead / parking for Rock Creek Trail and extension of trail westward towards Walgreens on Chenal.
More sidewalks and safer intersections for pedestrians, please!
I recently visited Northwest Arkansas, and my wife and I road on their Greenway. The ability to rent a bike, visit various coffee shops, bars, and shops was INCREDIBLE! And it connected the entire city via bike lane. You can dodge all car traffic. Doing this in LR would be so great and will be a great way to connect the city and begin to get rid of the red line that I-630 is.
Promote alternative transportation and safety
I could bike to work but it's so hard to cross Markham at rush hour and then there aren't great bike lanes for half the way to the office. We will be moving offices to NLR (Argenta) soon which could still be bikable but the roads downtown are so narrow i would not be comfortable biking there
I'm concerned with how many years it took to get the area that washed out on the river trail fixed.
Hope this goes well, it's needed information you are gathering. Thanks for your time.
Please, work to improve our city while protecting and promoting its trees and wildlife. Little Rock has so many pretty neighborhoods because of tree preservation.
Sidewalks in poorer parts of town. Not just thw heights hillcrest and chenal. Fix the side walks , build ones on major roads
This could be a really beautiful biking city
Yes, a lot of the cross walks are broken like the ones on University and Markham and it is so unsafe to walk. It is absolutely ridiculous.

Speed bumps are counter-productive. They may slow traffic, but they are very hard on vehicles and passengers in vehicles. For instance, those new bumps on Rebsamen Park Road are just silly. Why not use 4-way stops at park entrances instead? Furthermore, Little Rock really doesn't get how traffic circles should work to keep traffic moving safely. Many of the ones we have are single-lane with no bike lane, and they are poorly marked and barely lit.
No
Speeding, running lights and generally dangerous driving is rampant. Enforcement of driving laws is really needed.
I thought every street that would accommodate bike lanes was to be striped that way as they came up on the street resurfacing schedule, but they are NOT being striped. 12th street University to Kanis. Mara Lynn from Shackelford to Bowman would've accommodated bike lanes down to Terry Elementary and sidewalks on south side of Mara Lynn are TERRIBLE and cars drive over those sidewalks to park at those apartments.
Fix street lights, switch over to LED lights, add more lighting.
I would like to see more gaps in sidewalks connected. I would like to see more bike lanes connected between I-430 and downtown and to the River Trail
Streets are dark. Sunlight is free, wind is free, please install renewable energy light poles (enough if it can light the roads up to 3 extra hours after the sunset, this is for walking/cycling). Light is necessary for highways anyway.
I could only answer three on question 15, however both sidewalks and shade are also very important.
Increase police presence on the streets and make ANY vehicular engagement with cyclists criminal with real consequences. LR city streets are terrifying for many cyclists!
No more speed humps! also more roundabouts please. Huffing brake dust is no fun at all.
Bottom line, improve connectivity for the Capitol City of the Natural State
Finish the River Trail
Every city park, neighborhood resource center, community center, Rebsamen Tennis Center, city building should have secure, safe bike parking.
consider more roundabouts on main streets to alleviate traffic during high traffic hours
Not at this time
get rid of the trolley
We need to make Little Rock built around people and not cars. Please research urban planning of great walkable cities around the world. Also, incorporate eco-friendly ideas as we need to think about the future of our planet at all times. More landscaping, nice lit sidewalks, and the promotion of recycling out in the open will help. Reducing car use will be one of the biggest eco-friendly change. The city should be more accessible for everyone instead of being so car-dependent. Adding more traffic lanes will not help traffic. Car use must be reduced to do that. To reduce car use, we have to make our public transportation more appealing and clean, as well as connecting neighborhoods and food/shopping/parks/grocery in a safe way that is walkable and for biking.
Please focus on neighborhoods and communities over highways
Designated bike paths and trails through busy areas like the River Market and downtown (more than just the river trail). I would bike to work everyday if I didn't have to share busy roads with motorists during morning, lunch, and evening rush hours.
A massive investment in bike infrastructure would yield benefits well above the cost of the project.
The mayor is car centric.
Please invest in sidewalks. I live in Stiff Station and with more sidewalks, it would be a remarkably walkable neighborhood. As is, it's unsafe in so many places.
I wish every resident didn't need a car to get to the places they need to go and the mass transit was a viable option.
Connect sidewalks/walking trails to useful features (grocery/shopping, parks, etc.). If I am just walking having to walk in the grass/gravel not a huge deal - if I am trying to push a stroller (esp. double stroller) - it is a huge deal and can prevent me from walking with my (young) kids (See area just SE of traffic circle at Riverfront Drive and Rebsamen Park Rd. - bike trail continuous, S/W has significant break (none on either side).
Public outreach and education! We need a cultural shift toward protecting cyclists, and encouraging people to consider alternative transportation
River Rail and the expansion of fixed rail public transportation should be and should have been a bigger part of this survey regarding mobility in Little Rock.
Train idea and more neighborhoods like the heights. When my car is in need of service I can take it up the street and walk home I am a caretaker with not many friends or family to help me so I do a lot on my own and need to be able to - I walk to grocery store and can walk to restaurants. Living here is nice because of being able to walk. Now if I could catch a train down by the River that would take me downtown or out to the promenade in Chenal. Life would be perfect
Maybe signs like NLR has about sharing the road. Or putting that in driver's tests. More security in parks parking lots, especially at BDB.
We need stop sign/red light/speed enforcement. I am good with more bike riding in LR -- but many riders insist on impeding traffic - often just because they can. Sharing the road goes both ways.
Neighborhoods in SW Little Rock need speed bumps - vehicles drive too fast

I thoroughly enjoy the bike paths around the big dam bridge because I can access them easily, and there are other great areas to bike in the city, but it always feels like I'm puzzling together a bunch of disconnected pieces when I'm actually trying to use my bike for transportation. I live near cammack village and would love to be able to get downtown, or out west, or to south Little Rock without feeling like I'm risking my life... but I tend to do it anyway and have been lucky so far. I'm a risk taker but I believe tons of other more cautious people would choose their bikes for getting around if it was more safe and accessible from all different areas of the city. Thanks for all you do, whoever is reading this!
Maintain the sidewalks and roadways better. Also, better maintain the median's and parking lots controlled by the city. So many median's and sidewalks are filled with vegetation and look awful.
I wish I had done this survey on my computer so I could type this more easily. But 1. All the bike lanes, sidewalks, traffic calming measures will be for nothing of the city doesn't start to partner with local businesses to create spaces for people to walk and bike TO. 2. As it is right now you can EITHER utilize pedestrian friendly infrastructure such as the river trail OR patronize local businesses. What we have now seems to have been specifically designed to separate pedestrian traffic from popular business areas. 3. Thank you for actively improving pedestrian infrastructure in Little Rock but please remember this is just one (super important) piece of the puzzle to really make this a pedestrian friendly city
Expand the trolley route
Make traffic slow down. Ticket distracted drivers. Put barriers between bikers and vehicles. Place stands to secure bikes and add more trails for walkers and riders where there are no vehicular traffic allowed
I think a lot of the mobility issues with me are fear-based. I am an active individual and I do get out and exercise often, but the lack of accountability and enforcement of traffic laws in this city is unbelievable. I hear and see drag racing on the interstate and city streets daily. Why is nothing done about this? Pedestrians and bikers do not stand a chance when there are people speeding down the streets and running through lights and intersections. I have been a victim of this which caused an accident and injury, plus I've nearly been run off the road recently. The roads in Little Rock are scary. I am happy to see that the city is taking pedestrians and bikers into consideration.
I worry about the safety of cyclists but usually due to their behavior. Not stopping for red lights or stop signs, riding 3-4 abreast on streets; riding on major arteries. I am in favor of more biking trails and hiking trails in our parks and recreation areas; not so much around streets.
I live downtown and make minimum wage which makes parking a nightmare these days because I can't afford a parking deck ticket and the construction of I-30 took away all the free community parking. Does LR have plans to expand it's free community parking?
All too often, developers seem to get a pass on building sidewalks. All new development everywhere should require sidewalks.
N. Little Rock does a better job maintaining its bike trails than Little Rock. I know because I ride the River Trail for fitness. Bentonville-Rogers-Fayetteville has cooler trails, with underpasses and a bike culture. Also Walmart money. The Big Dam Bridge and it's little sister upstream are AMAZING assets to LR.
Finish the river trail on the Little Rock side. "Complete the loop"
We need a mountain bike park in the former War Memorial Golf Course similar to the Railyard in Rogers, AR.
Gas prices going up, less parking per vehicle everything just getting denser; why would you not promote bicycle transportation. So many cities make it easy
Thx for having a bike/ pedestrian staff and a plan.
I would love to see less parking, more multiuse zoning and diverse use of spaces so that I can walk or bike to different places, and more bike/ped connections across the highways. A lot of the places I need to go are on opposite sides of town from each other, and I wish there were more employment options, grocery options, doctors, shopping, etc within my neighborhood
Speed bumps on LA Marche between hwy 10 and Chanel drive. It has become a race track, especially between 5 pm to 2 AM.
Not at this time.
plan to connect the city parks with walking /riding paths would be a great investment and would set our city apart form most cities. Northwest Arkansas Greenway system continues to grow and improve. We can d the same thing here in metro LR. NLR, LR, Benton, Bryant, Conway, Hot Springs should be on a joint central Arkansas task force.
I think there is a great opportunity to put in multi-use trail systems in neighborhoods like Pleasant Valley to link to parks like River Mountain and Two Rivers.
I aim to buy an electric bike in the near future to help navigate all the hills.
Need more traffic calming and connect all existing bike lanes and paths to one another
I love the new paved path in SOMA that connects the Pedestrian bridge over 630 to Main st. There's now a nice trail from main st all the way to McArthur park. It would be super cool if that could continue all the way to the River trial and Clinton Library!
It's very difficult for people in low income areas to safely commute to jobs outside of walking distance. Owning a car shouldn't be a prerequisite to thriving in our city.
We need safer, cleaner streets for walking and cycling. Repairing and sweeping streets will go a long way to helping make this a reality.
The rollout of Driverless technologies must be PERFECTLY vetted PRIOR TO their use on public roads. Allowing human pedestrians to be the beta testing mules seems unethical to the point of homicide yet it continues to be the allowed methodology of new car companies all in the name of progress. Pedestrians should never be beta targets.
Personally, I would prefer to bike much more and would consider a hybrid bike/bus commute if bus frequency and times were greatly improved.
I love the painted green bike lanes other cities have.

Please actually do some of the things that come out of this exercise, don't just talk about it for a while and then let it go.
plan for and provide mass transit
Improving mobility alternatives in LR cant just focus on roads, sidewalks and trails, it needs to also encourage development that people can and will walk bike or ride a bus to
Sidewalks and bike lanes are nice but protected sidewalks and bike lanes are better for safety.
- Electric bikes and scooters will make the hilly neighborhoods of Little Rock much more accessible for small, low-speed vehicles. - I was in Florida where golf carts were street legal on slower roads. That seemed like a good idea - helped slow folks down...
Central Arkansas has a good framework (street plans, possibility of parking hubs, etc) for transportation reforms that could reduce reliance on private cars; the problem is one of getting a larger group in town to recognize that they are stakeholders and that the current paradigm of private-vehicle transport is not irreplaceable.
South University is one of the worst areas in Little Rock for pedestrians - will it be addressed in the study?
Sidewalk maintenance is not exciting, but there are large sections of downtown where pedestrian access is in bad shape. It makes everything seem dilapidated.
Think about safety, walkability, speed limits and safety in the City.
the effort should be coordinated with
I'd love to see the city experiment with 'superblocks' - https://theconversation.com/superblocks-barcelonas-car-free-zones-could-extend-lives-and-boost-mental-health-123295
I would love for the paved path through Stiff Station to connect to the River Trail.
Bike friendly connection between Murray Park and downtown.
Until Little Rock completes the River Trail (which has been promised for over 20 years), it will be hard to take the mobility effort seriously.
Please maintain existing bike lanes by regularly street sweeping gravel and debris.
Be careful with lighting = security. Street Lighting is and should be designed for pedestrian safety. No amount of lighting prevents crime.
There needs to be stronger partnerships between federal/state/county/city to improve connectivity and consistency. We also have to change fastest speed/shortest time as the top priority. Safety for all - pedestrians, cyclists, mobility device users, and motorists - must be too priority, followed by quality of life. Shortening commute times or transport times should take a backseat to safety and quality of life in the community being traveled through. I loved using public transportation in Houston, DC, and plan to use more in LR in future and chose my home based on that.
Keeping existing bike routes clean of road hazards. (sweep streets to the edges.
Stop building/widening roads. Every rehabed road needs to consider walkers/bikers/drivers equally. Right now, cars rule to the exclusion of all others. Very 1990s.
End the highway system in Little Rock.
I love the idea of walking and biking more when the weather is good but don't know how best to accomplish that when running multiple errands all over town with limited time frames, transporting items, etc. The idea of "work/live/play" sounds great though.
More trails, lots and lots and lots more lighting at night. Way to many streets are way to dark at night for a major city. Install more lighting. Fix broken lights, and switch all lighting over to brighter LEDs
A complete overhaul of planning and design regulations regarding parking minimums, alternative dwelling/alternative commercial units; add Land Value Taxation to commercial parking lots; eliminate or discourage pedestrian deserts outside industrial and commercial warehouse zoned areas.
Giving homeowners/ builders a tax incentive to provide or upgrade sidewalks and street improvements.
One of my favorite things about Fayetteville, Springdale, etc. are their development of pedestrian trails exclusively for pedestrian traffic. Wish we had that here :)
Little Rock is long overdue to abandon curvilinear streets as the preference for new development. Little Rock should return to a classic street grid and zoning should encourage a city like a pizza (not a city like a bento box). Reduced travel necessity will reshape transit needs and improve quality of life.
Little Rock needs to mirror what Northwest AR has done in linking their multi-use trails from Fayetteville to Bella Vista. My sister lives in the middle of Rogers, and I can ride my bike from her house to Bella Vista or Fayetteville almost entirely on multi use trails. I would love to see all city parks connected by a network of multi use trails. This would create and alternate transportation path throughout the city will also creating a much larger network of walking trails. We need to catch up with NWA!
I have already completed this survey once but wanted to add that I am very impressed with the bike trails in Northwest AR that connect Fayetteville, Rogers, Springdale, and Bentonville. My sister lives in the middle of Rogers, and when I visit her I can ride to Bella Vista or Fayetteville almost entirely of bike/pedestrian paths. One of the ways they have accomplished this is by linking public spaces (parks/museums) with bike/pedestrian trails. If Little Rock connected all of the city parks via pedestrian/bike trails it would also create a network of trails in which to travel through the city on bike or by walking. This would improve the health of its citizens and decrease traffic congestion.
I would use the trolley much more if it went to other places: SOMA and East Village. Can we expand into those areas?
Please make areas like the River Market or River Front Park safer for women walkers and runners. We want to use these areas too but many times feel unsafe.

To be honest I'm not completely aware about the routes and frequencies for buses, I just heard that it had bad reputation and never had the opportunity to take the bus... maybe some communication and more routes for the bus could help passengers to take it ? I would also love to take my bike to go around. It's pretty hilly around but I feel that if there were more lanes for it I would feel safer to take a bike to go grocery. Especially on Markham for example.
Some cities are exploring the idea of converting roads into greenspace. That would be an interesting idea here in LR
Battery St near Centennial Park (15th St) is especially dangerous. Speeding is a major problem.
Require if allowed, and if not provide incentives for private business to install secure bike parking. Install secure bike parking at every city park, community center, police substation, every city owned building. Reduce four lane streets to two lanes with bike lanes through scheduled street resurfacing. Reduce speed limits across city. Add pedestrian crosswalks where traffic incidents indicate bicycle and pedestrian collisions actually occurs even if not an existing lighted intersection. Require or provide incentives for all new commercial or residential development to provide trails, sidewalks, bike paths, etc.
I'm really excited to see Complete Streets work being done in Little Rock. In terms of livability (and younger demographics like me), it makes the city much more attractive to move to. I would also recommend working with housing/development/city planners to encourage development in downtown to create a denser population. It'd sure make it easier to bike around!
The goal should be to decrease single-occupancy vehicle trips. Improve bus service (maybe try hub-and-spoke model), build an HOV lane on 630, build bike lanes, encourage dense development, widen and repair sidewalks, reduce parking (especially surface parking) downtown, etc.
We need dense, multi-use development that brings origins and destinations closer together in order to make active transportation more feasible. We need to stop prioritizing fast car movement to make active transportation safer.
I look forward to this study revealing meaningful planning for the bike & ped infrastructure in Little Rock.
If neighborhoods south of 630 can get pedestrian friendly options for navigating the city, so much good can be done.
I would love anything that makes the city based more around people and not cars.
I would like to see developments of neighborhoods set up like the Heights and Hillcrest) w/ shops/ stores/restaurants/etc. in walking distance from homes.
We need more sidewalks and the sidewalks that we have need to be maintained better. LR is covers a lot of area and if you don't have a car, mobility is extremely limited.
Enforce and prosecute drivers who are dangerous to cyclists. Give tickets for improperly passing a bicycle, prosecute those who don't obey traffic laws, and sufficiently investigate and give sentences to those who violate bicycle rider rights.
We've made great progress in the last couple decades, but non car traffic is still an afterthought I'm most of the city. After navigating dedicated greenways in other cities I can't help but be jealous. Would love to see the river trail circle be completed. I'm lucky in that there are MANY great trails within a short drive, just wish I could take out the drive part.
Community connectivity. Where there are places with multi-use buildings within a short distance - connect them. Do make parking more friendly to visitors (local of long distance). I live in Benton, so I need to drive to Little Rock to get to the city (I like to walk or take public transport when doing things downtown). But, the downtown area is not the most visitor friendly (lack of parking with shared use lots, how to get in, area for pickup/dropoff). I have lived and traveled in a variety of locations in and out of the US. The current setup does not encourage me doing much downtown straight up due to lack of parking friendliness. I will often walk from work to dental appointments, car repair shops, and most restaurants, but much of the time it is due to the fact it would take me longer to figure out parking than to walk there. That is not why you want to have people walking. The most successful walking downtown areas I have been to have more (free or affordable) parking garages.
We need to each put ourselves in perspective of bikers, walkers, drivers, scooters. The large, loud bike owners have rights yet their volume and revving up frighten other drivers, bikers, walkers and those people will eventually avoid the areas. Indeed many do already coupled with construction of Interstate constantly changing road closings.
Keep the streets clean. Running over glass is a problem for bicycle tires.
We need to start investing in more walkable and biker friendly neighborhoods. Especially in the older neighborhoods.
Please don't make those changes on Kavanaugh with the crazy bike lanes and only one side to park. That is an unfair move for the vast majority of people and very selfish of the tiny majority of people who want to bike on Kavanaugh and then Markham, and is very dangerous. You will be killing people.
The highway dept is doing a massive project on highway 10 right now. Will there be bicycle lanes as a part of this project? There should be.
Save Little Rock from more car mass, complete the bike lanes on Kavanaugh from Federal grant available
Bring a electric bike share to LR. Commuting via bike is hard without assistance in our city.
Develop more things to keep people
Street widening in Little Rock
Traffic awareness in Little Rock
A crosswalk is different from a motorway
The spread of traffic awareness
Traffic light maintenance problems
Traffic jams

Generally satisfactory
Investment in urban construction, road planning and design and safety facilities lacks foresight and foresight
Please use NW AR Greenway as a model of how to improve bike accessibility in LR
There are no worries about the crowd
No idea yet
Hope for liquidity
Build more bike lanes
More road bike signs need to be added
Add more road bike signs
personal security
Traffic reduction measures need to be implemented on the streets
Implement traffic reduction measures on streets (e.g. speed bumps, traffic roundabouts, roadside widths, etc.)
Increase bus service
Hope to add bike lanes or other comfortable street bike lanes
Increase shade coverage such as sidewalk shelters
Transportation facilities should be well done
Hope to build more bike/multipurpose trails
There is no
personal security
Improve street and pedestrian lighting
More lights, more sidewalks
Implement traffic reduction measures on streets such as speed bumps, traffic circles, roadside widths, etc
Bring bike share and scooter share to Little Rock
Build more sidewalksImprove street and pedestrian-scale lightingIncrease shade coverage e.g., street trees, transit shelters
Improve bus services
Strengthen the links between the business center and the surrounding community
A wider path for the blind
Hope we can improve the road problem more
adding more bike paths
As a female I feel very unsafe biking alone in Little Rock. I also feel the general population is hostile to cyclists and uniformed as well as unwilling to share the road. I worry for my husband and avid cyclist anytime he is on the road.
More bike lanes
Get Dillard's on board with completing the River Trail. They're being a bad neighbor by not allowing the city to make use of their unused land.
Would love to see a creative solution to connecting Hillcrest to Downtown Little Rock for commuter cyclists. Maybe a partnership between the city and the Blind and Deaf school to route cyclists away from Markham especially during rush hour.
Obey the traffic rules
We will enhance citizens' awareness of law-abiding and ensure orderly, safe and smooth road traffic
Vehicle speed
Veterans face unique challenges when completing their education
I wish little Rock a better and better future
Consolidate some bus lines and build some viaducts
Non-motorized and pedestrian intersections are guided by blue lines
Little Rock is a beautiful city
It wants to improve sidewalks and build more bike lanes
Have you looked at Strava Heat Maps? Those are great ways to see where bicycles are ridden most often. https://www.strava.com/heatmap#12.81/-92.38999/34.77171/hot/all
Connect LR to Hot Springs via bike path.
For years the cycling community has been promised that the River Trail would be completed. Very little has been delivered.
Hope the government can invest more money to repair the broken road
Temporarily no
Increase night lighting at all intersections

Improve the utilization rate of the floating population service and management operation platform, and build a comprehensive information sharing platform.
There are often traffic accidents
We need more parking Spaces.
I'm worried about traffic accidents, and I hope there will be fewer.
For example, population flow, labor flow, commodity flow, currency logistics.....
Doan Handicap bike lane
Hope it gets better and better.
Walk to travel
Hope every road has bike lanes so there is no worry about safety.
Better to walk.
It is recommended to travel by bicycle.
Hope we can build more sidewalks and bike lanes
Add more speed bumps
Change over lighting to LED fix out lights.
I guess light rail is a pipe dream...?
I would like to see sidewalks and bike lanes that are separated from traffic with "green" barriers.
Extend the Rock Creek Trail connection east to bike lanes on 12th street and west to Chenal and Highway 10. Explore connection from Pinnacle valley Road through Pankey area to separated bike lanes along Cantrell to Rodney Parham, Connect planned Rodney Parham bike lanes to Rock Creek Trail network, Create a southern loop trail from Rock Creek to the planned SW Trail/ Tri-Creeks Greenway. Implement and enforce separated/ shared-use bike trails design standards for all new road and developments projects throughout the city. Connect
For every mile of mountain bike trails the city funds they must fund an equal number of urban bike trails and an equal number of NEW sidewalks for the permanent taxpayers of this city (residents) which are just as important as the temporary taxpayers (mountain bike riders also known as tourists)
The River Trail has shown me people want to get out. Keep building more and better trails
light rail would be great
Mostly need bike lanes or at least rideable shoulders
Until law enforcement addresses car racing on main roadways that are shared with bicyclists in a meaningful way, safety will remain an unmet need.
The plan does not discuss electrical vehicles or public charging stations. That's an oversight given how the auto industry is changing.
We've made great progress in the last couple decades, but non car traffic is still an afterthought I'm most of the city. After navagating dedicated greenways in other cities I can't help but be jealous. Would love to see the river trail circle be completed. I'm lucky in that there are MANY great trails within a short drive, just wish I could take out the drive part.
Enforce and prosecute drivers who are dangerous to cyclists. Give tickets for improperly passing a bicycle, prosecute those who don't obey traffic laws, and sufficiently investigate and give sentences to those who violate bicycle rider rights.
We need more sidewalks and the sidewalks that we have need to be maintained better. LR is covers a lot of area and if you don't have a car, mobility is extremely limited.

What is your relationship to Little Rock? Please check all that apply.

Answered: 1,191 Skipped: 195

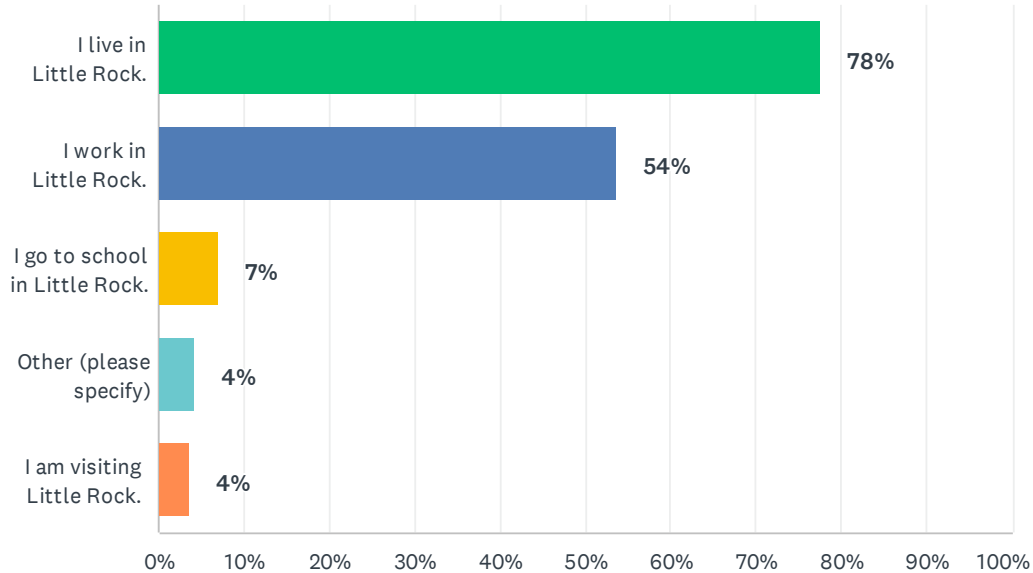


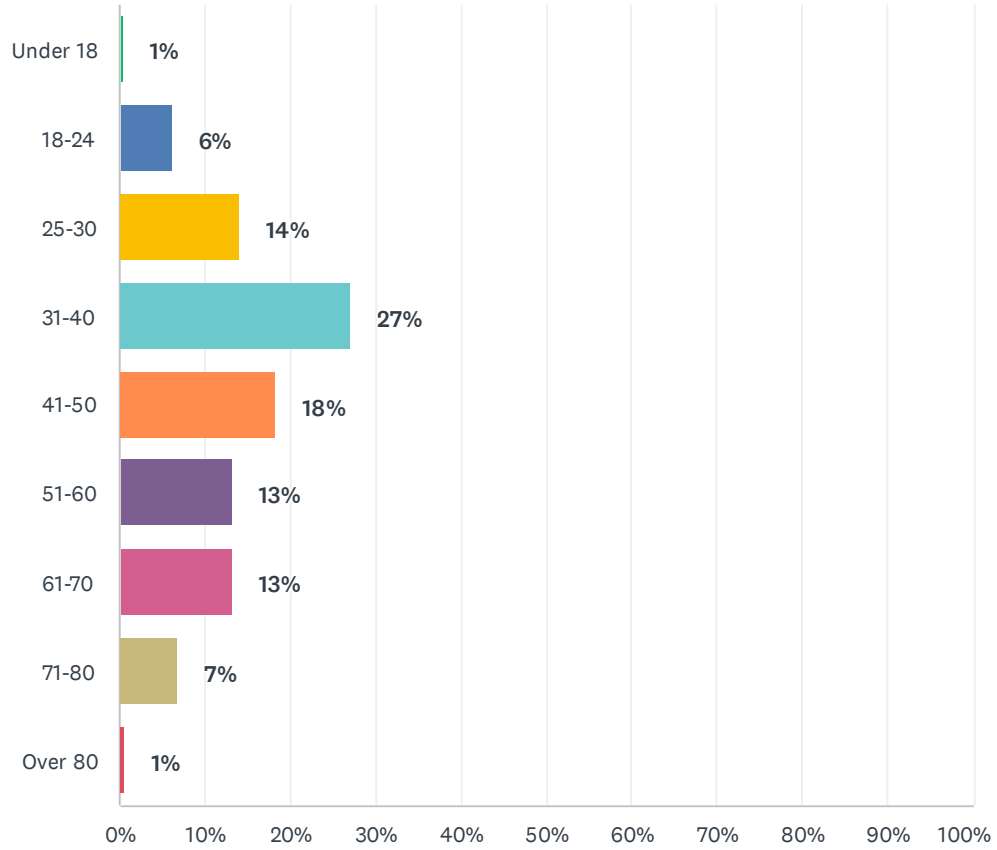
Table 33. "Other (Please Specify)" Responses

WHAT IS YOUR RELATIONSHIP TO LITTLE ROCK?
Frequently visit Little Rock from across the river
Lifetime resident. 30 years in Hillcrest-grew up there raised my children there invested there
I live in Pine Bluff, Arkansas and am on Little Rock often.
Yes
Lifelong resident who observes beauty, improvements, neglect, and overall neighborhood progress.
I live close and am in Little Rock several times a week for activities
I am retired in Little Rock
I live in North Little Rock but spend a large portion of my time in recreation in Little Rock
live in Conway now, work/ride in LR
I live in a neighborhood where there should be a sidewalk but the sidewalk in a specific area just stops and starts again a block away.
15 yrs of Community Activism in the underserved South End Neighborhood
I live in NLR and spend most of my cycling/driving time in LR. Lived in LR most of my life.
I own a business in Little Rock and hope to hire interns from Little Rock
Live in Maumelle. Work in Maumelle and North Little Rock. Frequently cycle in Little Rock.
Bike in Central AR
I live in NLR but am in Little Rock daily
I'm a business owner in Little Rock
Thank
I visit Little Rock regularly for recreation and entertainment
Son goes to school in LR
cycle in Little Rock
I live in downtown NLR and frequent LR
I worked mostly in Little Rock since 2007
Born and raised in LR. Left. Returned after 30 years.
I have family in Little Rock

I was born in, lived my life in, and am retired in LR.
Our bike club rides the River Trail once a month.
My child goes to school in Little Rock.
Lived in Little Rock/landlord currently
I used to live and work in Little Rock (2017), now I just work in LR
I live in Maumelle & ride in little rock
I live in N. Little Rock (Argenta)
i do business in Little Rock, live in North Little Rock
i live a few miles south of L R
native of LR
I am an active retired person living in midtown.
My girlfriend and I lived downtown from 2016-2020
Live in Sherwood but visit LR to cycle the River trail.
I lived in LR for 25 years but now live in NLR although I use both cities equally everyday
I own property and plan to build on it.
I live downtown and I want to make it more livable.
I love in Lakewood in North Little Rock and frequently do business and enjoy recreational activities in Little Rock
Grew up in Little Rock, currently do not live there, but plan to move back in next 5-10 years.
Use many facilities in Ir
I live in Benton and bike in Little Rock
Regular visitor
Many meetings and best places to ride
I live in a surrounding area
I use to live in LR and likely will be moving back in the next few months.
I love in NLR & visit LR often.
Own business for work in industrial area & lease property in River Market entertainment district. Active in improving our facilities and promoting the district on behalf of business owners and staffs and economic development.

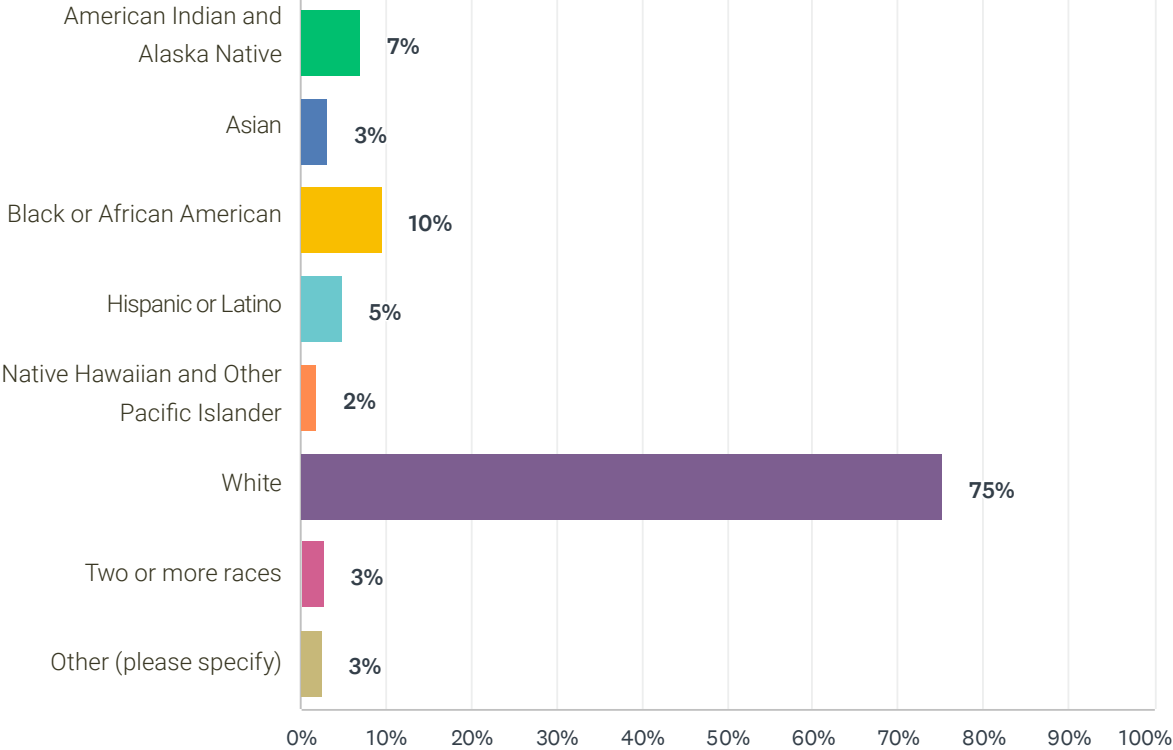
What is your age group?

Answered: 1,194 Skipped: 192



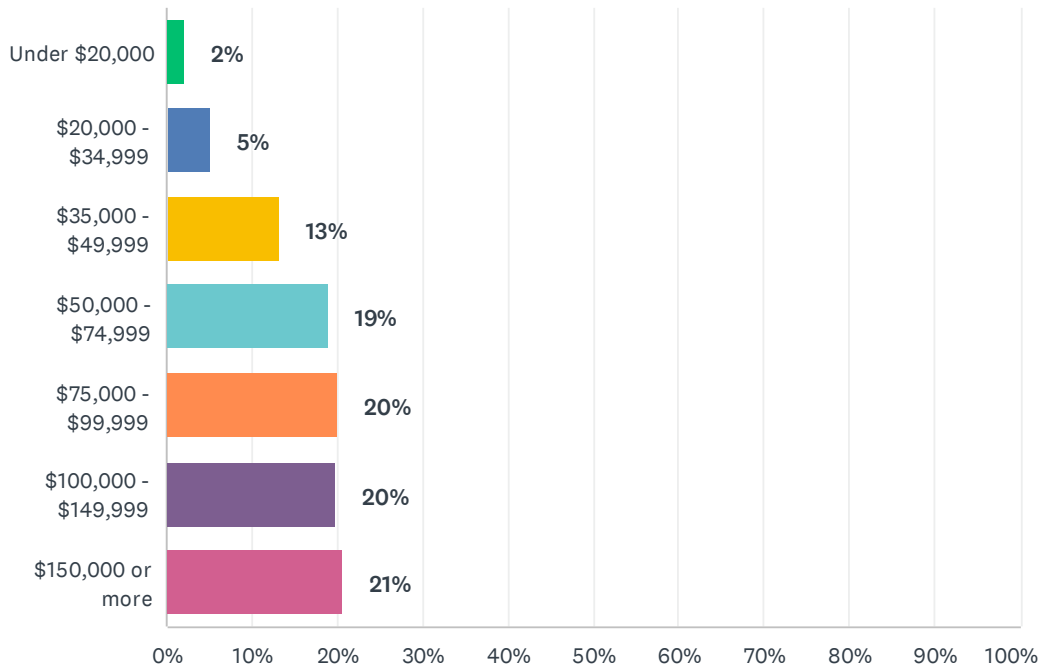
Most people think of themselves as belonging to a particular ethnic or racial group. How do you identify yourself? Choose all that apply.

Answered: 1,149 Skipped: 237



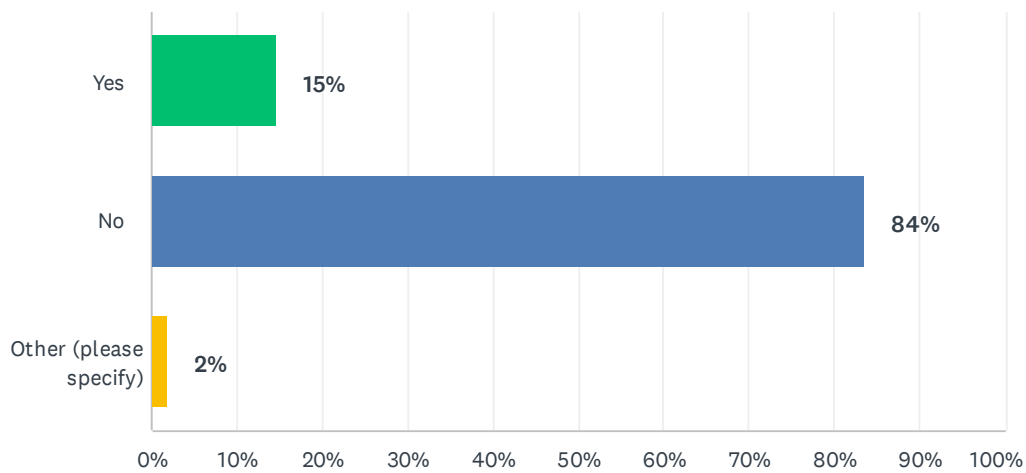
What is your household income?

Answered: 1,115 Skipped: 271



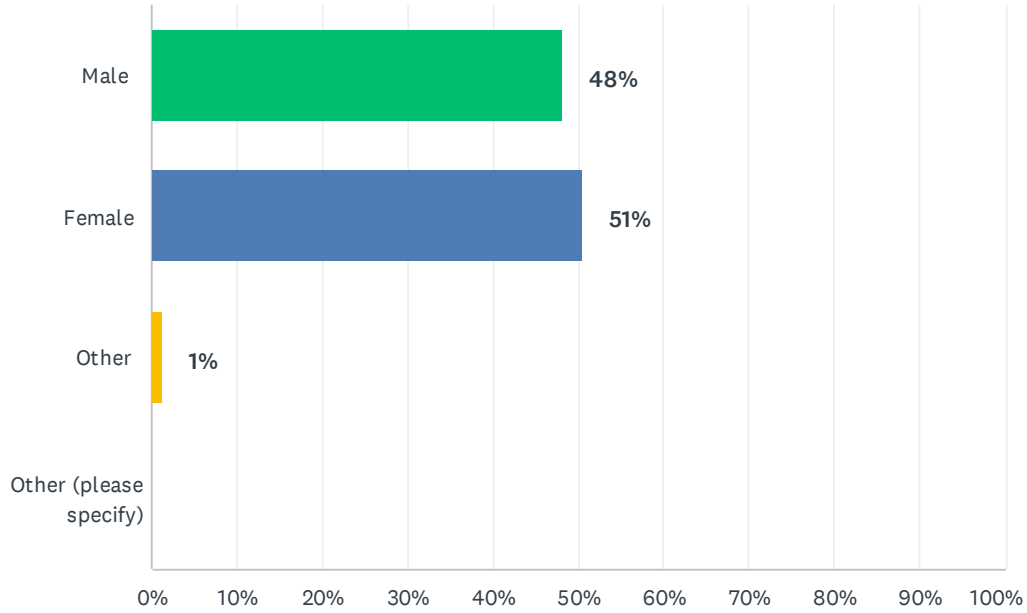
Do you consider yourself a person with physical (mobility) disabilities?

Answered: 1,177 Skipped: 209



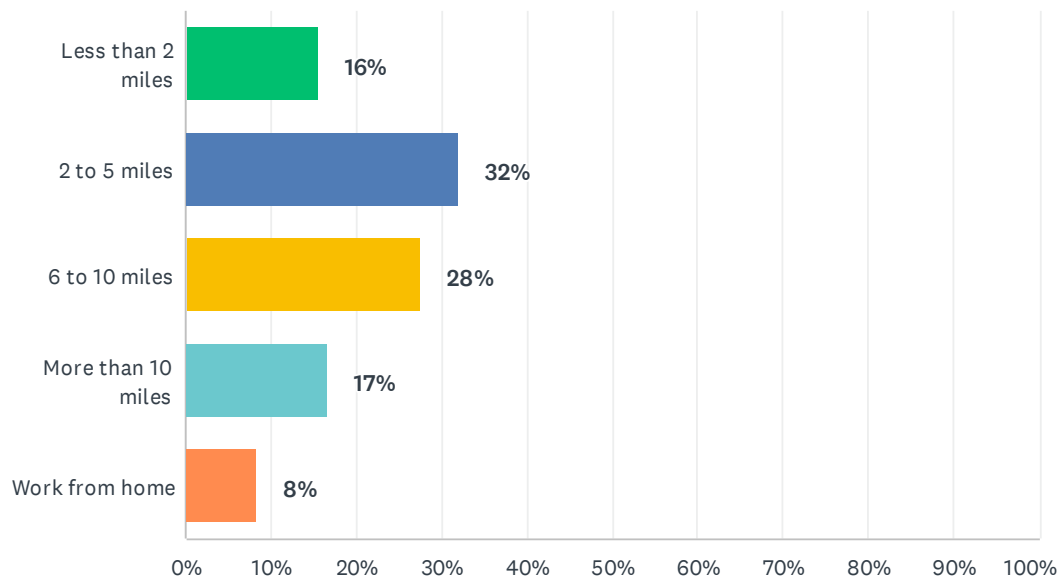
With which gender identity do you most identify?

Answered: 1,163 Skipped: 223



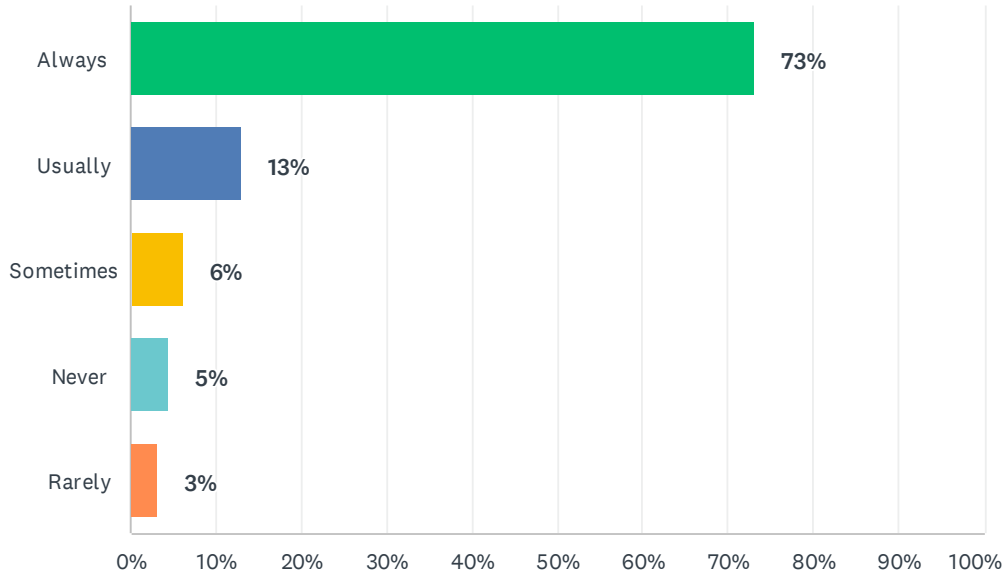
What is the distance of your commute to work or school?

Answered: 1,105 Skipped: 281



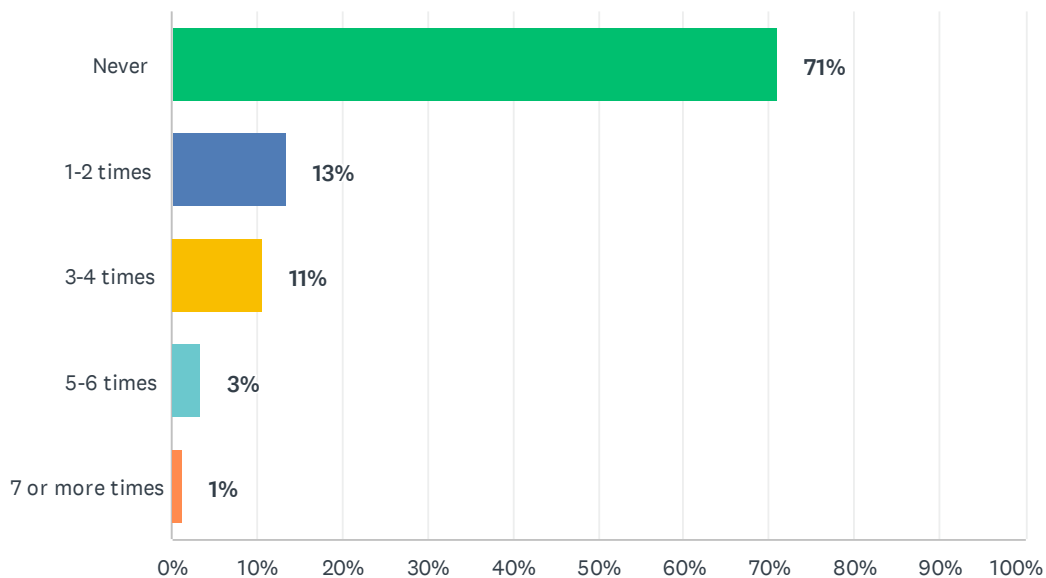
Do you have access to a personal motor vehicle?

Answered: 1,174 Skipped: 212



Within the last year, how often have you missed work, school, or an appointment because of a lack of transportation?

Answered: 1,156 Skipped: 230



Stakeholder Interviews

Eight stakeholders were interviewed as part of this planning process, and were selected based on a diversity of demonstrated community engagement and leadership, representing a diversity of viewpoints. Notes from each interview are included below:

MARIA AGUILAR (CENTRAL ARKANSAS LIBRARY SYSTEM)

- Passionate about riding bikes, active living – know many of the trails in the city and state
- Lives downtown to be able to walk/bike more
- Appreciates the Main St reconfiguration and investment, really paid off
- Downtown area – feels safer and more walkable/bikeable for the most part – harder for someone who doesn't know the city to get started
- Very familiar with the southwest area of Little Rock, would like to see walking/biking improvements in this part of the City
 - » Not a great active transportation environment
 - » Strong desire to walk, walk to super market, other local destinations
 - » Many people do not own a personal car
 - » Many residents in this area would walk and bike more if it were more accessible, but this area of Little Rock is very automobile oriented
 - » Active transportation programming should be tied into cultural events in this part of Little Rock – information booths at the numerous events that take place in this area; need to have materials translated into Spanish
 - » Big opportunity in southwest Little Rock – transition to becoming walkable and bikeable, will help the community flourish
- Uncomfortable riding on the main roads through town - texting/distracted driving is just too much of a risk for a bicyclist on these roads, even with a painted bike lane
- City has a new Diversity, Equity, and Inclusion Department – can assist with Spanish translation
- Millennials don't want to have a car, looking for places to live where walking and biking is the principal mode of transportation

TAMIKA EDWARDS (CENTRAL ARKANSAS WATER) AND DR. DIONNE JACKSON (OFFICE OF DIVERSITY, EQUITY, AND INCLUSION)

- 12th St project – road diet project from 2012-2013
 - » Tamika – originally an opponent of the project, but is now very much a supporter of the project, has been a clear success
 - » This active transportation project is one of the few that is predominantly south of the I-630 corridor
- Active transportation in Little Rock is currently, mostly inconvenient
- People should have the right to get where they are going even if they don't own a car
 - » Madison Heights can now get across the street (pedestrian activated beacon across 12th St)
- Articulate the benefits of active transportation as there are many
- How to get the word out - not everyone reads the paper or social media
- Connect with organizations within the City, POA's, neighborhood meetings, use the Next Door App, go door to door when possible, grocery stores, etc
- Many people walk in the roads where walking infrastructure is lacking
- Many people depend on riding the bus, and being able to access the bus for everyday errands, getting to the store, etc is critical
- Geyer Springs (north/south) and Baseline Rd (east/west) in southwest Little Rock need to be more walkable/bikeable
- City has a new Diversity, Equity, and Inclusion Department – can assist with Spanish translation
- Dionne – Walkability was a big driver in Dionne's family's decision to choose their current home; loves the outdoors; everyone should have access to active transportation from their front door
- Walking and biking are not just for leisure – lack of automobile and having to walk places can feel shameful, symbol of poverty, be sensitive to this.

- Where does walking and biking occur, and why?
 - » The City does assessments in 17 places all around the city, would love to do more, more data can help tell the story
 - » Some existing traffic cameras have ability to track walking and biking, working to continue to gather and create better data as the technology improves
 - » Why are people building bike lanes and sidewalks? Be careful of perceptions, because the City transportation system is largely not built for walking and biking currently, pedestrians and bicyclists aren't as visible currently.
- Mentality – what it means to walk and bike; not many people have been outside of their immediate space in town
- City has been implementing bike lanes during resurfacing projects largely; network is still very disconnected; improvements are still happening very slowly
- Anchors for the network – key destinations we know won't be moving; such as UAMS, children's hospital, etc' need to have active transportation connectivity around anchors
- City has Complete Streets Ordinance that requires new roadway projects to incorporate complete streets infrastructure
 - » In practice, not being implemented – have to make a strong case for implementing active transportation infrastructure rather than having to make a strong case for why active transportation infrastructure is not possible for a given project. Per the Complete Streets Ordinance, the City should be building active transportation infrastructure automatically as part of roadway projects; accountability needed.

FRANCES CARNER (HILLCREST RESIDENT)

- Worried about individuals with limited mobility that currently park on the street, need improved sidewalks and easy access to homes
- Believes that complete streets benefit future residents rather than current residents, particularly worried about having enough parking (parking data

has been shared during the Kavanaugh complete streets project, doesn't agree with the parking data)

- Didn't feel like voice was being heard during the Kavanaugh complete streets project
 - » Feels like the people that use the land now don't have a voice, feels like they are being pushed out
- Many students live in the Hillcrest neighborhood
- 48% of the homes are rented in the neighborhood
- Would like to see demographic data during complete streets projects
- Concerned about people drinking alcohol excessively in Hillcrest, doesn't feel like there is enough law enforcement
- Hillcrest Historic District – designated in 1991

YOLANDA DREHER (CITIZEN)

- Street resurfacing program –
 - » Why do some get bike lanes and some don't; may be more opportunities to implement complete streets infrastructure during resurfacing projects
- Listened to every commissioner's meeting and planning board meeting over the past couple of years (longtime resident and cares deeply about the community)
- Planning Commission project scopes of work with private developers – what is the process for scope of work review and how to get more private developer commitment to walkable/bikeable site development; opportunity to establish improved transparency and level of bike/ped/complete streets review
 - » Little Rock, currently can require bike and ped infrastructure, but not greenways that are not associated with a street
- When a project is built – developer builds the street, then City maintains in perpetuity – City should be able to incorporate complete streets infrastructure
- Example of a disappointment – Sears at I-630; building was demolished – why not build ped/ bike connectivity into new development? Could build a ped bridge over University Ave to War Memorial Park, connect grocery store and more.

Automobile-oriented development is going in there, still could create a balance between automobile transportation and walking/biking facilities

- Another project disappointment - hotel at CHI St Vincent across from Target shopping center and Cheddar's – St Vincent and hotel – why not partner for some type of pedestrian walkway with connectivity to War Memorial Park?
- Ensure coordination with Pulaski County on planning and development projects
- Develop and dedicate a pot of money to complete streets – needed dedicated funding for bike/ped projects; easy to follow money that is budgeted, but not as easy to follow what gets spent, need more accountability
 - » Consider fee in lieu requirement for situations where bike/ped facility can't or won't be built
- Sidewalk maintenance - comes out of sidewalk maintenance fund - underfunded
- Public/private partnerships – Medical District – UAMS, St Vincent, Dept of Health, VA Hospital, Pulaski County Health Unit
 - » Very car oriented currently – with so many employees and visitors, could be a huge opportunity transition to a walkable/bikeable campus
 - » They all have employee assistance funds – many of them have a foundation – partner with insurance companies, active living would be a key investment
 - » Memphis has a medical district that is very walkable/bikeable – good example
- Public/private partnerships – Government District – Revenue building, Capitol building
 - » Connect with Rosedale greenway, Arkansas River Greenway
 - » Several streets that connect to the Capitol are very wide with lower traffic volumes, could be a great opportunity to shift area to become very walkable and bikeable
- Public/Private donations – City Parks Conservancy – 501c3 non-profit that raises money for city parks – consider something similar for bike/ped/trail projects
 - » Round up for the Greenway idea is another

possibility for focused projects and interested businesses

- UAMS is working on a bike/ped plan for their campus
 - » Need direct connectivity from Hillcrest to UAMS
- Pulaski County unit on 8th street – consider partnership with the city or health dept to put sidewalks from that location on down to other side of town

RACHEL COTNER (ACTIVE TRANSPORTATION ADVISORY COMMITTEE)

- Selected school for child based on walkability/bikeability from home
 - » Has some hills but able to do back roads to connect to school safely
 - » They are the only consistent ones that walk or bike to school
- Driver awareness of bicyclists – lack of awareness that roads are shared – have to ride on the road to ride almost everywhere in Little Rock
- Lives on W. Markham Street but has to meander to utilize all ages and abilities facilities such as the Arkansas River Greenway to get downtown – need direct connectivity to make transportation by bicycle more feasible
- Nobody rides a bike with their kids to school – need to accommodate all ages and abilities in connecting to schools
- Highways – cap the highway (put highway below grade) and leave former highway space as park space (many cities have done this)
- Need ability to walk and bike on main corridors – even existing sidewalks on busy corridors aren't comfortable many times – sidewalks with no or limited buffer space against high speed/volume traffic
- West Markham – UAMS side of the road – south side to War Memorial (near stadium), much more comfortable sidewalk, great example of good facility – bike/ped facilities need to be comfortable like this section

- 30mph speed limit is currently the default in Little Rock
 - » Recommend 20 or 25mph, similar to Fayetteville
 - » Vision Zero action plan needed
- Rock Creek Trail – section that crosses under I-630 is an awesome stretch that hits a park and junior high school
- Citywide – some great trails here and there but need much better connectivity
- Keep interactive map up after this planning process
- Chicot Elementary School – Southwestern Little Rock – safe routes to school – creating a plan for increasing walking and biking
- No schools that have a full SRTS project that look at walking/biking connectivity holistically
- Complete Streets Ordinance – when the rubber hits the road, have to fight for every little change, Complete Streets Ordinance needs to be followed consistently
- Not a lot of kids playing in the streets, not safe
- Create bike blvds/neighborhood greenway network
- Critical mass for walking and biking, it is growing but need to widen tent and diversify stakeholders, invest more in outreach, connect groups working on similar goals
- Little Rock PD free bike program – once a year they partner with Recycle Bikes for Kids – 70 or so bikes, a couple police officers meet them and take them around town
- A car to share for meetings so folks can bike to work? Company has considered purchasing a car for office workers to share during day (could potentially bike to work more)
- Walkable/bikeable design is very important in site planning projects as well
- Pop-up projects (StudioMain)
 - » 2012 was first project on S. Main – originally 4 lane road
 - » Push back from community originally but supported overall, turned out to be a very successful project
 - » Has done one every year since 2012
- Stifft Station pop-up
 - » Similar 4-3 road diet – instead of bike lanes just have a little buffer for peds (not wide enough for bike lanes)
 - » Hasn't yet become permanent, in development
- Others over the years have been more about bringing pedestrians to front doors
 - » 7th street one year and created bike lanes – was successful, but currently not has not been made permanent
 - » About to resurface from Chester to Marshall, key opportunity
 - » 9th St over on east village has significant opportunity
- 6th St and 9th St are key bike/ped connections across I-30
 - » I-30 is getting widened, very important not to even further cutoff east of I-30 neighborhoods
 - » Need two-way cycle track from capital to I-30 on 6th St
 - » Need connection from East Village to MacArthur park
 - » New business district going in along the Arkansas River and east 6th St, need connectivity
- Three existing ped bridges over highways – MacArthur Park, Woodrow, and over 430 just over Markham are key bike/ped links, need better connectivity
- 13th to 15th St – many folks cross mid-block rather than using existing crosswalk, could use mid-block crossing (maybe pop-up idea)

HEATHER DAVIS (STUDIOMAIN)

- Lived near the river trail when she first moved to Little Rock – bought her first bike when she moved here – as you get older, gets more difficult to bike (more meetings, kids, busier, etc)
- Strong desire to replace car trips with bike trips, including day to day commuting, but direct connectivity to save time currently doesn't exist in Little Rock for biking
- North/south connectivity generally needed
- No regular commuters at her office, challenging for the need to go to meetings across town during the day
- Bike to work week – office would participate

KWAMI ABDUL-BEY (COMMUNITY ORGANIZER)

- Has lived all over the world and the US, big differences in transportation options in other places compared to Little Rock - mass transit, walking and biking, etc
- Philadelphia, New York City, Seattle - do bike/walk really well – growing bike/ped infrastructure, bike share
- Fayetteville and Fort Smith in Arkansas feel bike friendly
- Loves the river trail – can't wait until Hot Springs trail connection (SW Trail)
- Need bike infrastructure south of I-630
- Hasn't really ridden since their latest child was born
- Was on task force of Youth Violence for Mayor Daily and participated in bike to work day
 - » Bike to work day should be monthly
- Wants to be able to bike everywhere
- Need both an Education Plan and Infrastructure Plan
- Need to diversify active transportation support base, critical mass
 - » Riding a bike is so healthy and so fun and so environmentally friendly
 - » Should be of utmost importance and shouldn't be something that's an after thought
- Mayor Scott wants to unify the city – biking is an opportunity that can be a unifying force
 - » Create an event for a big night time ride with music and fun stops, bike events go a long way to having a cultural shift
- When the City gives awards to people – just give them a bike as a standard part of that award to encourage and support biking
- Great thing to get the scooters downtown, bike share needed in Little Rock too
- Little Rock and North Little Rock should come together and work on bike events to connect and encourage transportation
- Need bike racks
- Budgets are moral documents and tell what the priorities are
 - » People that we elect must make walking and biking a priority
- How can we get people south of I-630 to participate and ride
- Need a marketing strategy, need a bike program to support access to bikes
- Need to have a bike path that connects park to park
- Get the word out through, the churches, elected officials, teachers, historic site, UALR Children's International
- One effect from COVID-19 is more opportunities to work from home – less driving
 - » Opens up many more opportunities for not driving and doing more walking/biking
- Focus on health, transportation, talk about all of the comprehensive benefits of active transportation
- Need educational classes, was taught to ride against traffic as a kid
 - » Education is important to have parents motivate their children to get out there and be active
 - » Cut down kids screen time
 - » Let's substitute one hour of screen time with bike time
 - » Grew up riding around town with large groups of friends – doesn't see that anymore



Appendix B

Funding Resources

FEDERAL & STATE FUNDING SOURCES

The Infrastructure Investment and Jobs Act (IIJA)

(also known as the Bipartisan Infrastructure Bill)

The following is a preliminary summary of how IIJA may affect funding sources related to bicycle, pedestrian, and trail infrastructure based on what is known at the time this plan was written (early 2022).

FORMULA FUNDS (STATE DOTs ADMINISTER TO LOCALS)

Transportation Alternatives Program (TAP) will increase from \$850 million to \$1.44 billion per year. This is the largest dedicated source of funds for walking and biking projects in the US. Metroplan administers Transportation Alternatives Program funding on a competitive basis to local jurisdictions in Central Arkansas.

Every state and MPO will be required to use at least 2.5% of its apportioned funding to develop planning documents that can include but are not limited to, Complete Streets standards, a Complete Streets prioritization plan, multimodal corridor studies, or active transportation plans (among other uses).

DISCRETIONARY GRANTS (US DOT ADMINISTERS TO LOCALS)

Rebuilding American Infrastructure with Sustainability and Equity (RAISE). In the first RAISE grant cycle, nearly one in five funded grant applications involved trail development. In addition, the selection committee awarded another 21% of funding to projects focused on making roads safer for vulnerable road users like bicyclists and pedestrians.

Under the Infrastructure Investment and Jobs Act (IIJA), the RAISE grant program will have \$7.5 billion available over the next five years.

Competitive applications to this program have the following in common:

1. The project can demonstrate broad community support and is a recognized local or regional priority.
2. The project explicitly considers how it will address climate change and racial equity.
3. The project documents direct and significantly favorable local or regional impact relative to the scoring criteria:
 - Safety
 - Environmental Sustainability
 - Quality of Life
 - Economic Competitiveness
 - State of Good Repair
 - Innovation
 - Partnership
4. The project has a high benefit to cost ratio.
5. The project demonstrates readiness by providing a detailed scope of work and budget, a realistic project delivery schedule, an understanding of the environmental risks, permit requirements, and mitigation measures, and is within the public right-of-way.
6. A United States Senator or Congress member actively champions the project.

For more information on RAISE program guidelines and upcoming Notice of Funding Opportunities, see:

www.transportation.gov/RAISEgrants

Healthy Streets Program (new): \$500 million federal grant program to fund projects that address urban heat island effect, to include porous pavement changes and improvements to the tree canopy, especially along pedestrian walkways and public transit stops.

Active Transportation Infrastructure Investment Program (new): Local, regional, state, and tribal governments can apply to the program to receive funding for active transportation projects and planning grants that build upon a local/regional/state network or network spine. The

projects and planning efforts have to account for safety and facilitate more people walking and biking.

Safe Streets and Roads for All (new): \$6 billion federal grant program to fund Vision Zero plans, infrastructure, and programs.

US DOT is developing grant program guidelines and will publish Notices of Funding Opportunities (NOFO) as they become available for each of the programs above.

OTHER FEDERAL & STATE FUNDING SOURCES

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

For more information: <https://www.fhwa.dot.gov/specialfunding/stp/>

FEDERAL LANDS ACCESS PROGRAM (FLAP)

FLAP was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. FLAP supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The City of Little Rock successfully applied for FLAP funding for improvements to the Arkansas River Trail and development of the Southwest Trail.

For more information: <https://highways.dot.gov/federal-lands/programs-access>

FEDERAL TRANSIT ADMINISTRATION ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

This program can be used for capital expenses that support transportation to meet the special needs of older adults and persons with disabilities, including providing access to an eligible public transportation facility when the transportation service provided is

unavailable, insufficient, or inappropriate to meeting these needs.

For more information: <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

SAFE ROUTES TO SCHOOL (SRTS) PROGRAM

SRTS enables and encourages children to walk and bike to school. The program helps make walking and bicycling to school a safe and more appealing method of transportation for children. SRTS facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Most of the types of eligible SRTS projects include sidewalks or shared use paths. However, intersection improvements (i.e. signalization, marking/upgrading crosswalks, etc.), on-street bicycle facilities (bike lanes, wide paved shoulders, etc.) or off-street shared use paths are also eligible for SRTS funds.

For more information: <https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs>

FEDERAL LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund (LWCF) has historically been a primary funding source of the U.S. Department of the Interior for outdoor recreation development and land acquisition by local governments and state agencies. Over its first 49 years (1965 - 2014), LWCF has provided more than \$16.7 billion to acquire new Federal recreation lands as grants to State and local governments.

Over 40,000 grants to states and localities have been approved under the LWCF grants program for acquisition, development and planning of outdoor recreation opportunities in the United States. Grants have supported purchase and protection of 3 million acres of recreation lands and over 29,000 projects to develop basic recreation facilities in every State and territory of the nation.

As of August 2020, the LWCF is now permanently funded by the federal government for \$900 million every year.

For more information: <https://www.nps.gov/subjects/lwcf/stateside.htm>

RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM

The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program that provides technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program only provides planning assistance; there are no implementation funds available. Projects are prioritized for assistance based on criteria, including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. Project applicants may be state and local agencies, tribes, nonprofit organizations, or citizen groups. National parks and other federal agencies may apply in partnership with other local organizations.

For more information: <https://www.nps.gov/orgs/rtca/index.htm>

UNITED STATES DEPARTMENT OF AGRICULTURE HEALTHY FORESTS RESERVE PROGRAM (HFRP)

HFRP helps landowners restore, enhance and protect forestland resources on private lands through easements and financial assistance. HFRP aids the recovery of endangered and threatened species under the Endangered Species Act, improves plant and animal biodiversity and enhances carbon sequestration. Land enrolled in HFRP easements must be privately owned or owned by Indian tribes and restore, enhance or measurably increase the recovery of threatened or endangered species, improve biological diversity, or increase carbon storage.

For more information: <https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/easements/forests/>

ENVIRONMENTAL CONTAMINATION CLEANUP FUNDING SOURCES

EPA's Brownfields Program provides direct funding for brownfields assessment, cleanup, revolving loans, and environmental job training. EPA's Brownfields Program collaborates with other EPA programs, other federal partners, and state agencies to identify and leverage

more resources for brownfields activities. The EPA provides assessment grants to recipients to characterize, assess, and conduct community involvement related to brownfields sites. They also provide Area-wide planning grants (AWP) which provides communities with funds to research, plan, and develop implementation strategies for areas affected by one or more brownfields.

For more information: <https://www.epa.gov/brownfields>

ARKANSAS RECREATIONAL TRAILS PROGRAM

This program, administered by the Arkansas Department of Transportation (ARDOT), provides funding to local project sponsors (public and private/non-profit agencies) to construct and maintain motorized and non-motorized recreational trails and trail support facilities.

Project sponsors apply for program funds through a competitive process with the applications being reviewed by the Arkansas Recreational Trails Advisory Committee (ARTAC). ARTAC consists of ten members, nine of whom are appointed by the Governor representing various types of trail users. Successful applicants must submit plans and specifications for the project, provide proof of ownership of the property on which the trail lies, obtain all necessary environmental clearances and permits, and enter into a contract with ARDOT.

The Recreational Trails Program (RTP) is a reimbursement-type grant program. The program provides for an 80 percent federal share and 20% non-federal share for each project. The main priority in allocating funding is for the construction of new trails and for major maintenance of existing trails (for example, improvements such as resurfacing of the Arkansas River Trail have been funded through this source).

For more information: <https://www.ardot.gov/divisions/program-management/recreational-trails-program/>

LOCAL FUNDING SOURCES

Local governments often plan for the funding of bicycle and pedestrian infrastructure or improvements through development of Capital Improvement Projects (CIP) or occasionally, through their annual Operating Budgets. CIPs should include all types of capital improvements (water, sewer, buildings, streets, etc.) versus programs for single purposes. This allows decision-makers to balance all capital needs. Typical capital funding mechanisms include the capital reserve fund, taxes, fees, and bonds. However, many will require specific local action as a means of establishing a program if it is not already in place.

As identified in the League of American Bicyclists 2020 feedback for Little Rock, only 2% of the City's transportation budget is spent on bicycle infrastructure, whereas 11% is the recommended benchmark for a Silver-level award, and is a percentage the City should strive toward.

PRIVATE & NONPROFIT SOURCES

RAILS-TO-TRAILS CONSERVANCY

Under the Doppelt Family Trail Development Fund, RTC will award approximately \$85,000 per year, distributed among several qualifying projects, through a competitive process. Eligible applicants include nonprofit organizations and state, regional, and local government agencies. The intention of these grants is to enable an organization to complete a significant trail development or improvement project. For both types of grants, applications for projects on rail-trails and rails-with-trails are given preference, but rail-trail designation is not a requirement. The trail must serve multiple user types, such as bicycling, walking, and hiking, and must be considered a trail, greenway, or shared use path.

For more information: <http://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/>

THE TRUST FOR PUBLIC LAND

Land conservation is central to the mission of the Trust for Public Land (TPL). Founded in 1972, the TPL is the

only national non-profit working exclusively to protect land for human enjoyment and well-being. TPL helps acquire land and transfer it to public agencies, land trusts, or other groups that intend to conserve land for recreation and spiritual nourishment and to improve the health and quality of life of American communities.

For more information: <http://www.tpl.org>

NATIONAL FISH AND WILDLIFE FOUNDATION: FIVE STAR & URBAN WATERS RESTORATION GRANT PROGRAM

The Five Star & Urban Waters Restoration Grant Program seeks to develop community capacity to sustain local natural resources for future generations by providing modest financial assistance to diverse local partnerships for wetland, riparian, forest and coastal habitat restoration, urban wildlife conservation, stormwater management as well as outreach, education and stewardship. Projects should focus on water quality, watersheds and the habitats they support. The program focuses on five priorities: on-the-ground restoration, community partnerships, environmental outreach, education, and training, measurable results, and sustainability. Eligible applicants include nonprofit organizations, state government agencies, local governments, municipal governments, tribes, and educational institutions. Projects are required to meet or exceed a 1:1 match to be competitive.

For more information: <https://www.nfwf.org/programs/five-star-and-urban-waters-restoration-grant-program>

BANK OF AMERICA CHARITABLE FOUNDATION

The Bank of America Charitable Foundation supports a wide range of activities, including a focus on community investments such as Transit-oriented development efforts that connect individuals to jobs, services, schools, and economic opportunity as well as efforts that create healthy neighborhoods and environmental sustainability through the preservation, creation or restoration of open space, parks and community gardens.

For more information: <https://about.bankofamerica.com/en/making-an-impact/charitable-foundation-funding>

REI COOPERATIVE ACTION FUND

The REI Cooperative Action Fund is a new, community-supported public charity founded by REI Co-op. This year, the Fund is investing \$1 million to 19 organizations promoting justice, equity and belonging in the outdoors. In addition to this initial investment, the Fund will scale its efforts as more people participate and contribute. This inaugural investment is made possible by REI Co-op. In 2021, the Fund will support the following 19 organizations.

For more information: <https://www.rei.com/newsroom/article/rei-launches-rei-cooperative-action-fund-to-scale-investment-in-the-outdoors>

ROUND UP FOR THE GREENWAY CAMPAIGN

A round up campaign involves local businesses asking customers, upon making a purchase, to 'round up' their purchase and donate the additional change for a project or cause.

One such example from western North Carolina by the Blue Ridge Conservancy, local partners, and over 100 local businesses used this approach during one month each summer over three consecutive summers to raise approximately \$400,000 towards implementing the Middle Fork Greenway between Boone and Blowing Rock, NC - https://www.wataugademocrat.com/community/round-up-campaign-raises-money-for-middle-fork-greenway/article_afbbd8cd-0a5e-5948-abdd-f05d32545216.html

LOCAL TRAIL SPONSORS

A sponsorship program for trail amenities allows smaller donations to be received from both individuals and businesses. Cash donations could be placed into a trust fund to be accessed for certain construction or acquisition projects associated with trails and open space. Some recognition of the donors is appropriate and can be accomplished through the placement of a plaque, the naming of a trail segment, and/or special recognition at an opening ceremony. Types of gifts other than cash could include donations of services, equipment, labor, or reduced costs for supplies.

VOLUNTEER WORK

It is expected that many citizens will be excited about the development of active transportation facilities. Individual volunteers from the community can be brought together with groups of volunteers from church groups, civic groups, scout troops and environmental groups to work on greenway development on special community workdays. Volunteers can also be used for fundraising, maintenance, and programming needs.



Appendix C

Comprehensive Recommendations Maps

COMPREHENSIVE BICYCLE NETWORK - DOWNTOWN LITTLE ROCK

As detailed in Chapter 3 of this document, the strategic network serves as an opportunity for nearer-term implementation and connectivity, where more proactive efforts to implement bicycle infrastructure should be directed. However, additional key corridors identified in the comprehensive bicycle network maps that follow, while more challenging to implement bicycle facilities along many of them, they are still important to the long term network. Examples of these corridors are Wright Ave/17th St, Roosevelt Rd, and multiple downtown corridors that make important connections, but have major constraints such as narrow existing pavement width or right-of-way width, high traffic volumes, and/or on-street parking along them. Implementation will likely be more 'reactive' to opportunities that may arise in the future that were unforeseen during this planning process.

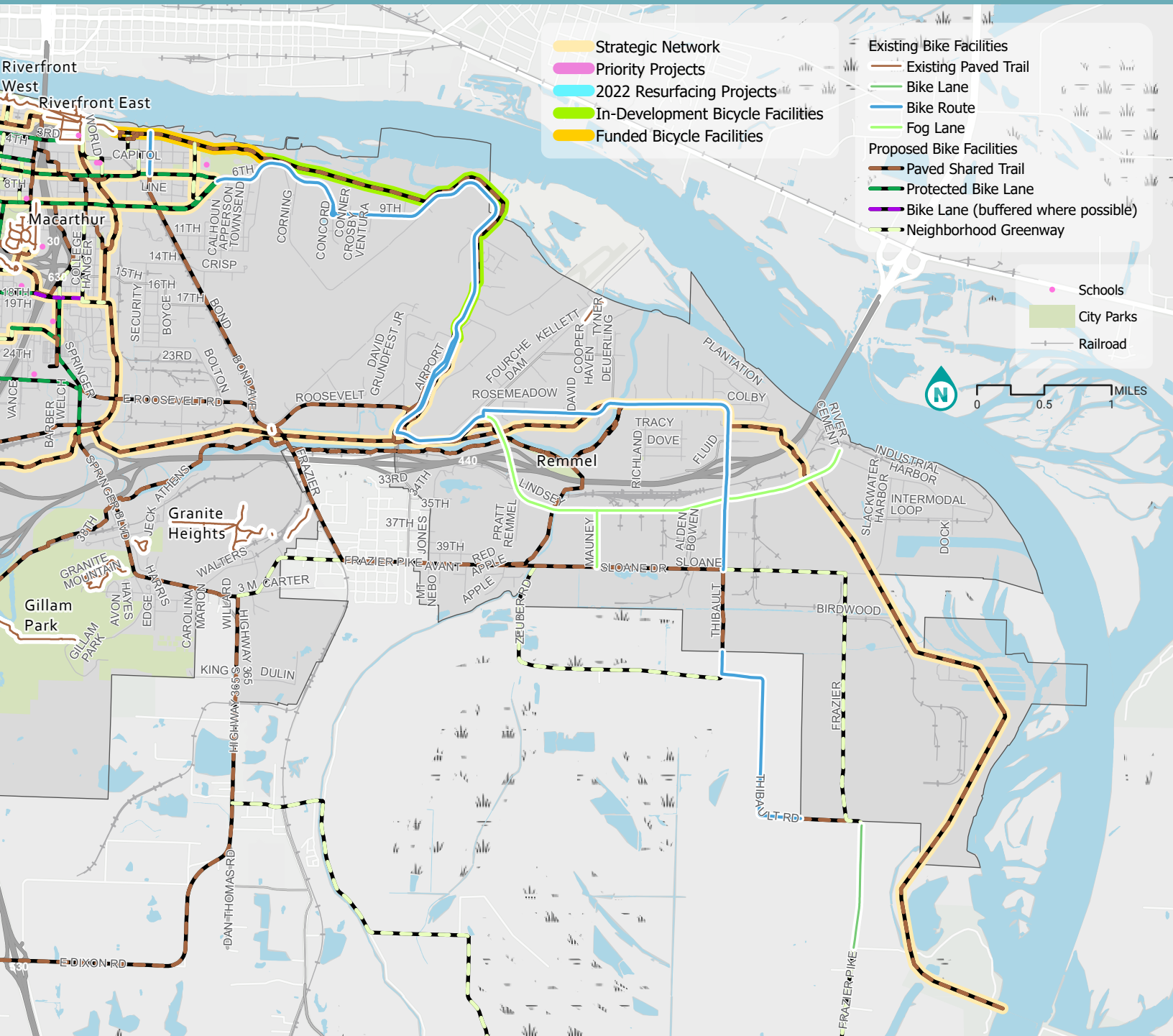
Map 32: Comprehensive Bicycle Network - Downtown Little Rock



COMPREHENSIVE BICYCLE NETWORK - EAST LITTLE ROCK

In addition to the developing southeast trail and rail with trail connection opportunities, several other corridors such as Bond Ave, Springer Blvd, and Frazier Pike connect multiple neighborhoods and destinations such as Gillam Park. For some residents, these are the only corridors that can connect them toward downtown Little Rock, the nearby airport and the Arkansas River Trail.

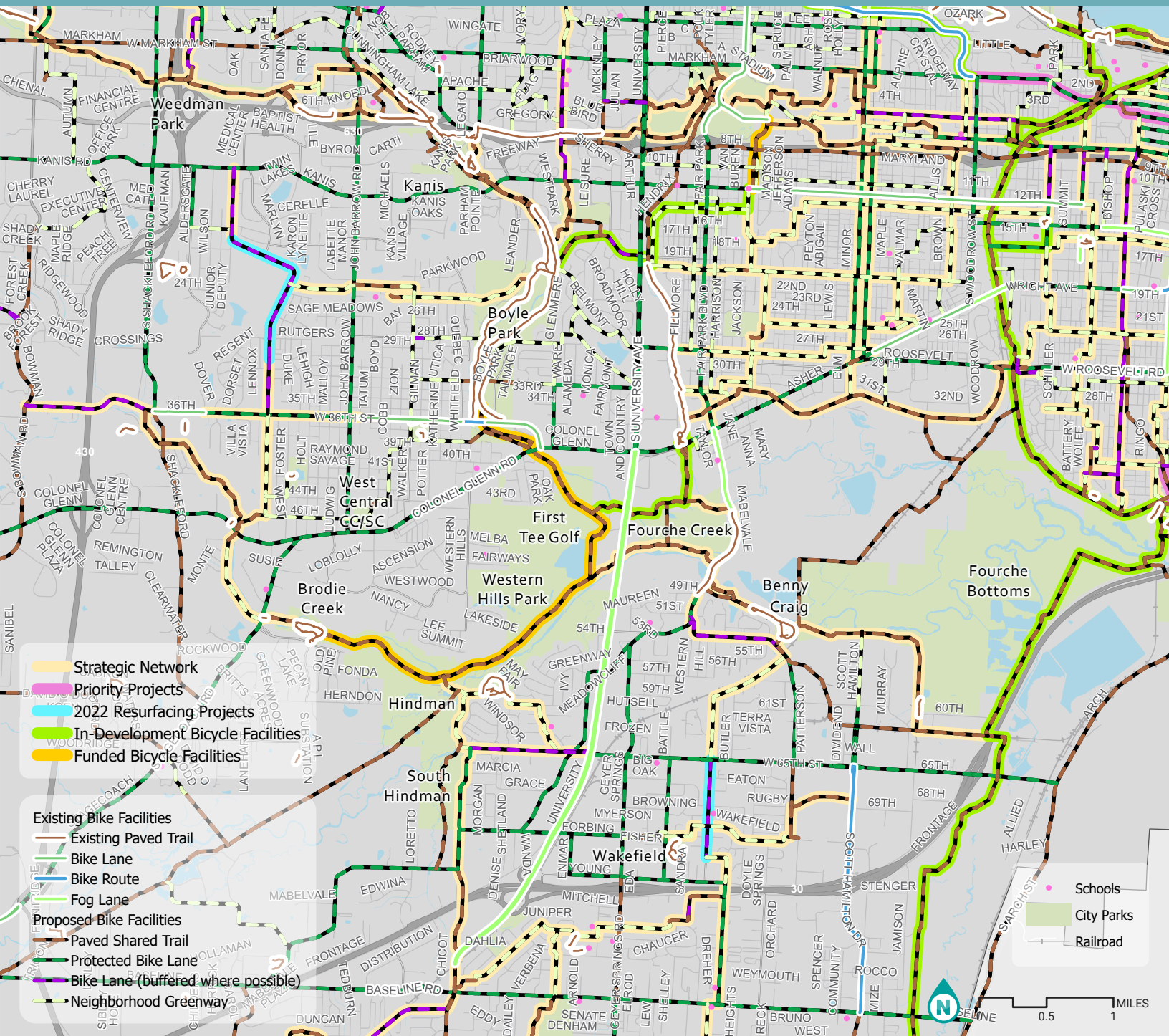
Map 33: Comprehensive Bicycle Network - East Little Rock



COMPREHENSIVE BICYCLE NETWORK - SOUTHWEST LITTLE ROCK (MAP 1)

Corridors such as Kanis Rd, University Ave, Asher Ave, Colonel Glenn Rd, 65th St, and Baseline Rd are all challenging corridors to implement protected bicycle facilities in their current states, but are nonetheless important corridors that could one day serve as key bicycle connections if a funding or implementation opportunity arises.

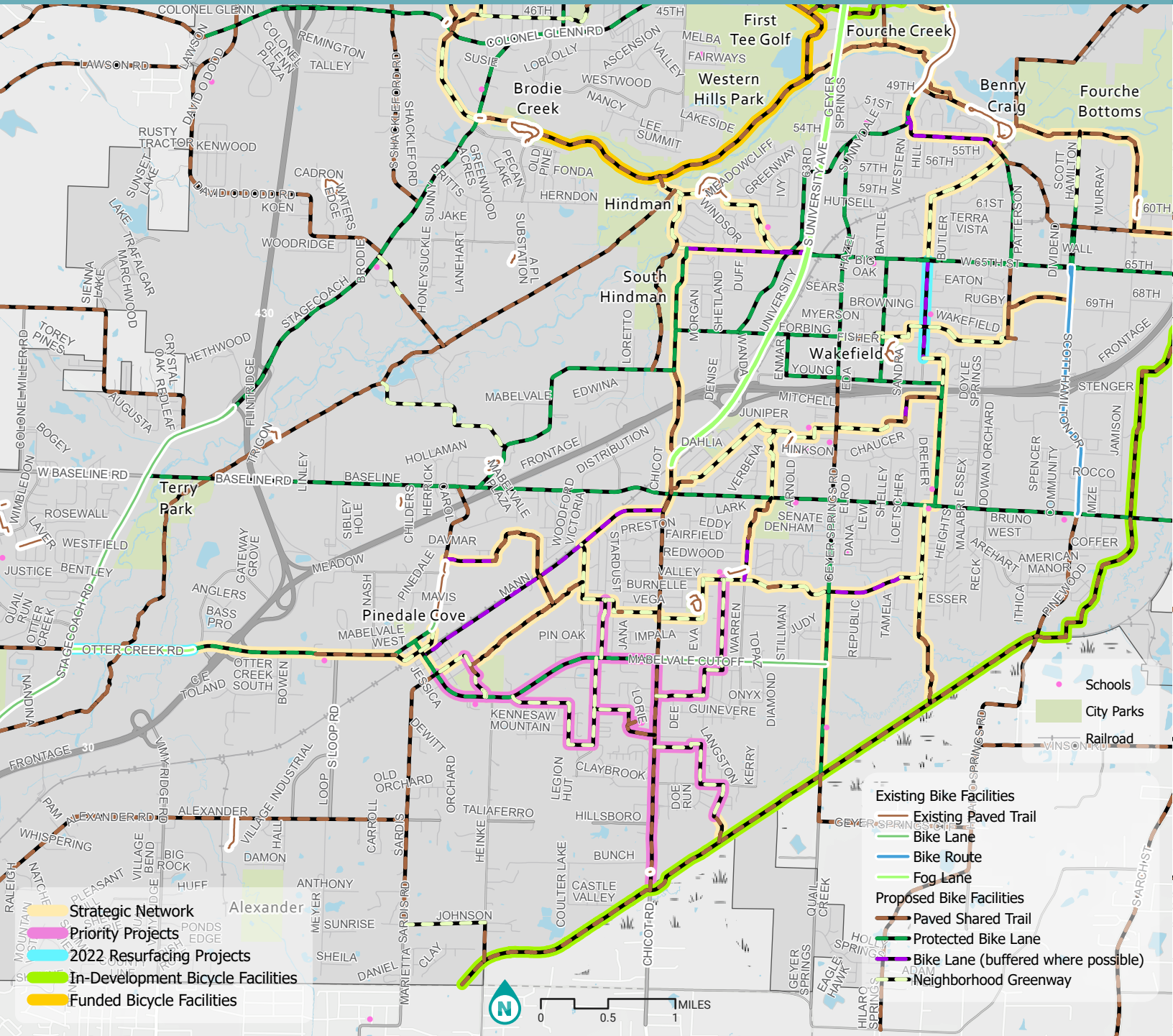
Map 34: Comprehensive Bicycle Network - Southwest Little Rock (Map 1)



COMPREHENSIVE BICYCLE NETWORK - SOUTHWEST LITTLE ROCK (MAP 2)

Sections of Mabelvale Pike, Chicot Rd, Geyer Springs Rd, Scott Hamilton Rd, Hilario Springs Rd, Sardis Rd, and Alexander Rd, and Stagecoach Rd are key north/south corridors that could serve the overall bicycle network with key connections, likely as longer-term opportunities.

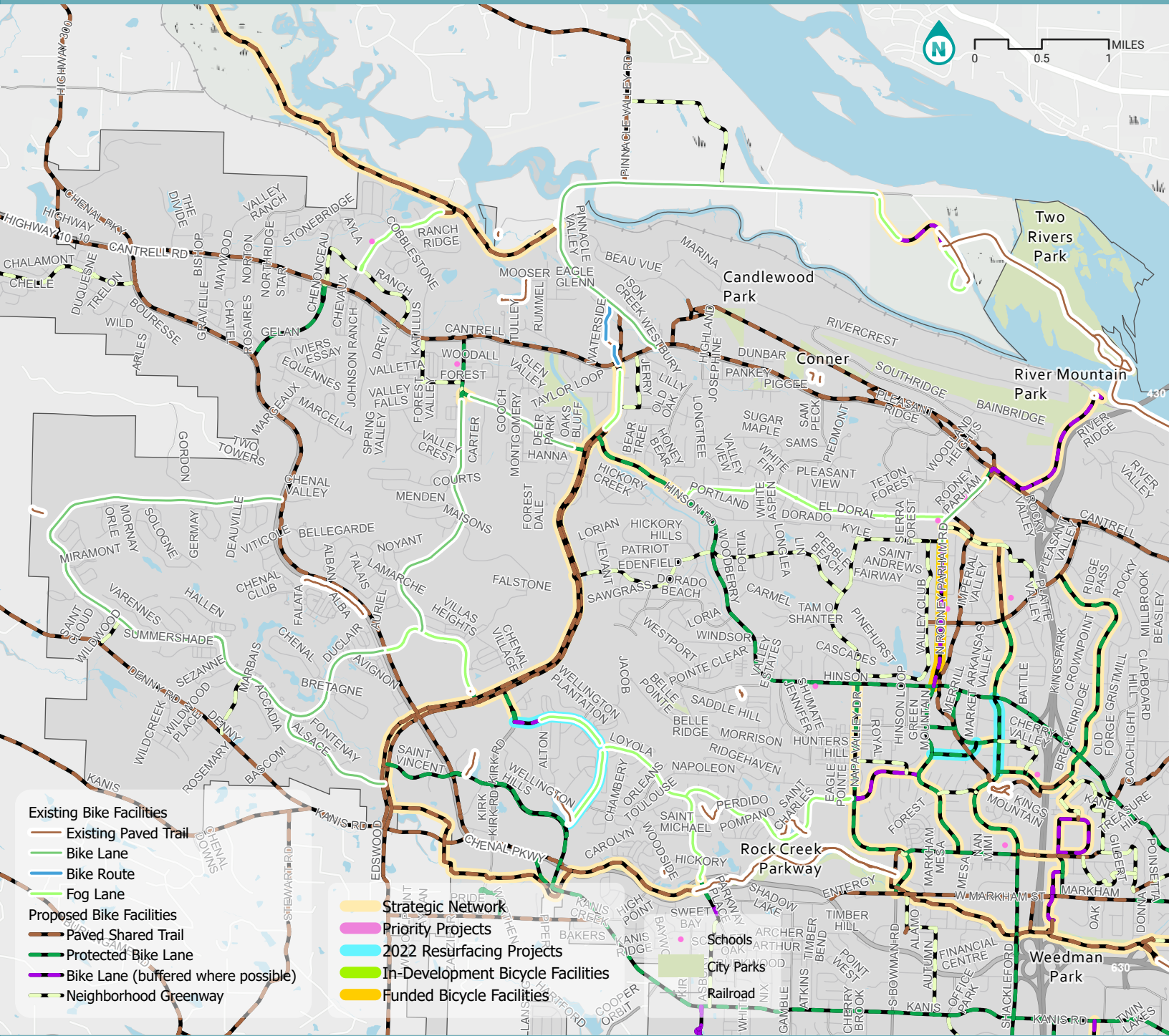
Map 35: Comprehensive Bicycle Network - Southwest Little Rock (Map 2)



COMPREHENSIVE BICYCLE NETWORK - NORTHWEST LITTLE ROCK

In northwest Little Rock, additional key corridors that are likely longer-term considerations for the bicycle network include arterial roads such as Cantrell Rd, Rahling Rd, Rodney Parham Rd, and Chenal Pkwy.

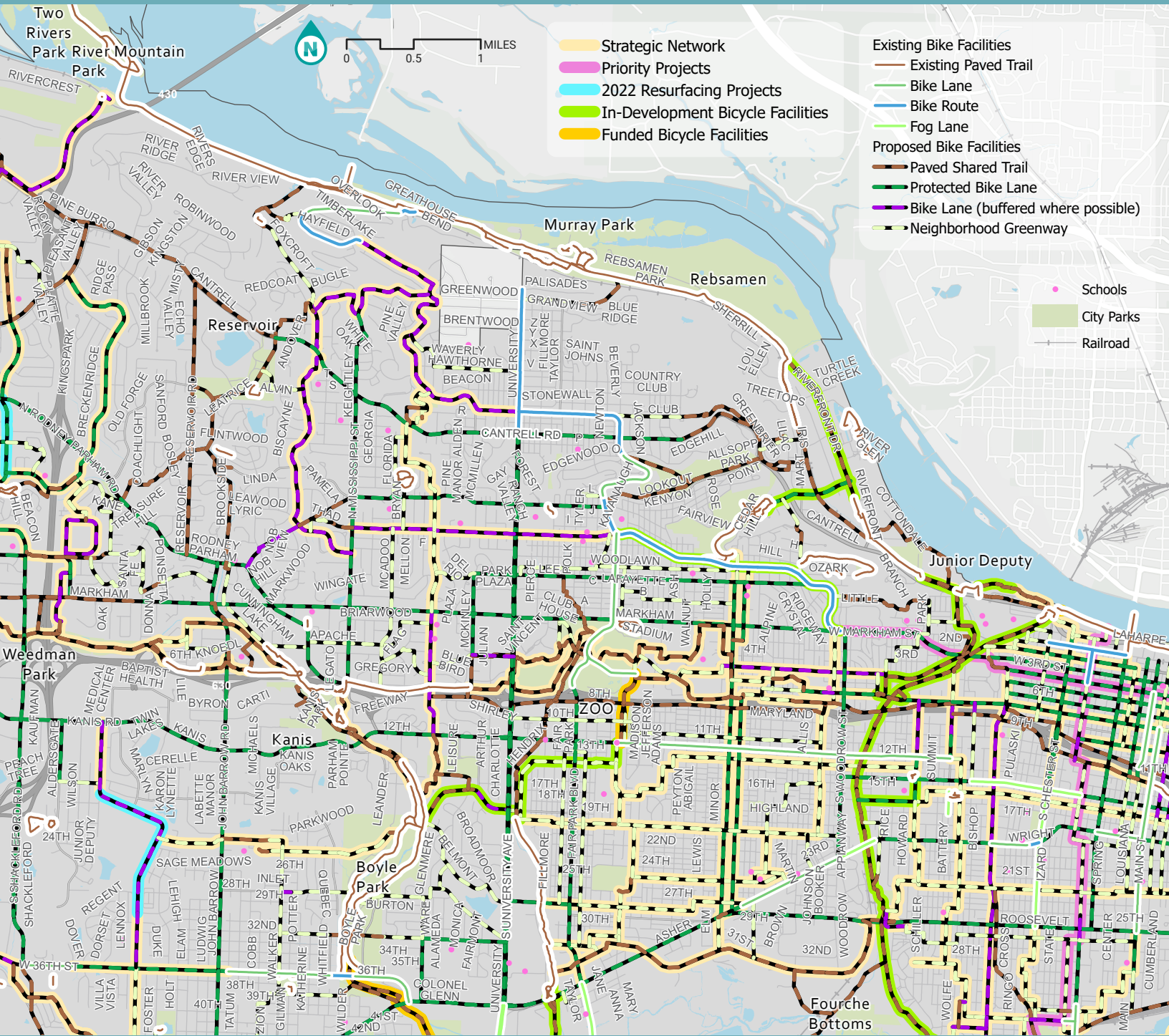
Map 36: Comprehensive Bicycle Network - Northwest Little Rock



COMPREHENSIVE BICYCLE NETWORK - WEST LITTLE ROCK

In west Little Rock, University Ave, Fair Park Blvd, Lee Ave, W Markham St, Cantrell Rd, and Evergreen Dr are several key corridors for the overall bicycle network, but will likely be longer-term implementation opportunities.

Map 37: Comprehensive Bicycle Network - West Little Rock







alta

Little Rock Complete Streets: Bicycle Plan | 2022
Prepared for the City of Little Rock, Arkansas
Prepared by Alta Planning + Design