

Commerce Street Accessible Neighborhood Greenway

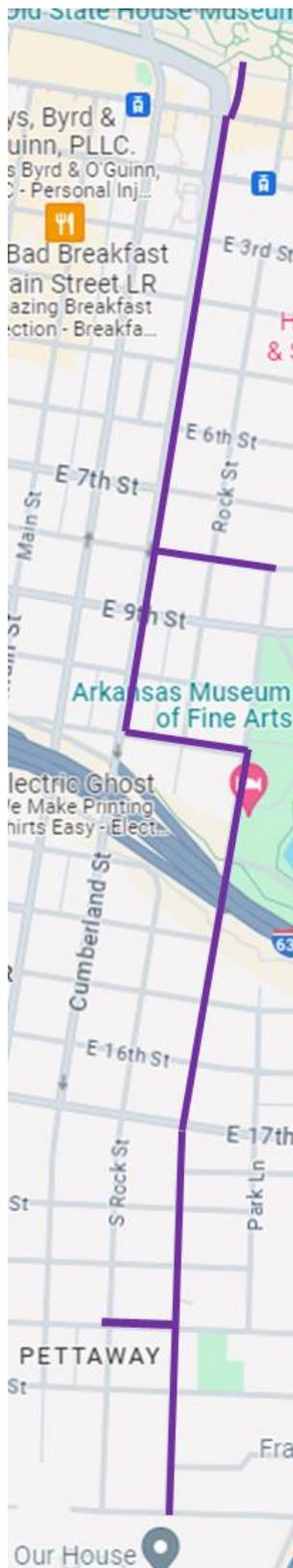


Figure 1. Greenway alignment.

Overview

The Commerce Street Accessible Neighborhood Greenway project is a citizen-led effort to create better accessibility between the Pettaway neighborhood and River Market with a combination of bicycle and pedestrian facility types (Fig. 1). What started as a Pettaway effort would serve many different stakeholders.

Benefits

Pettaway/Downtown Neighborhoods: Better access to the River Market and the Arkansas River Trail.

River Market Merchants: Better access to greater Little Rock, especially considering I-30 traffic patterns will weaken BikePed connections one of the most pedestrian-friendly districts (Fig. 2).

Park Access: A focus of CLR Parks and Recreation is to create bicycle and pedestrian connections between City parks. This corridor would connect the Arkansas River Trail, Riverfront Park, the new ARDOT park space, Terry House, MacArthur Park (Arkansas Museum of Fine Arts), and Pettaway Park.

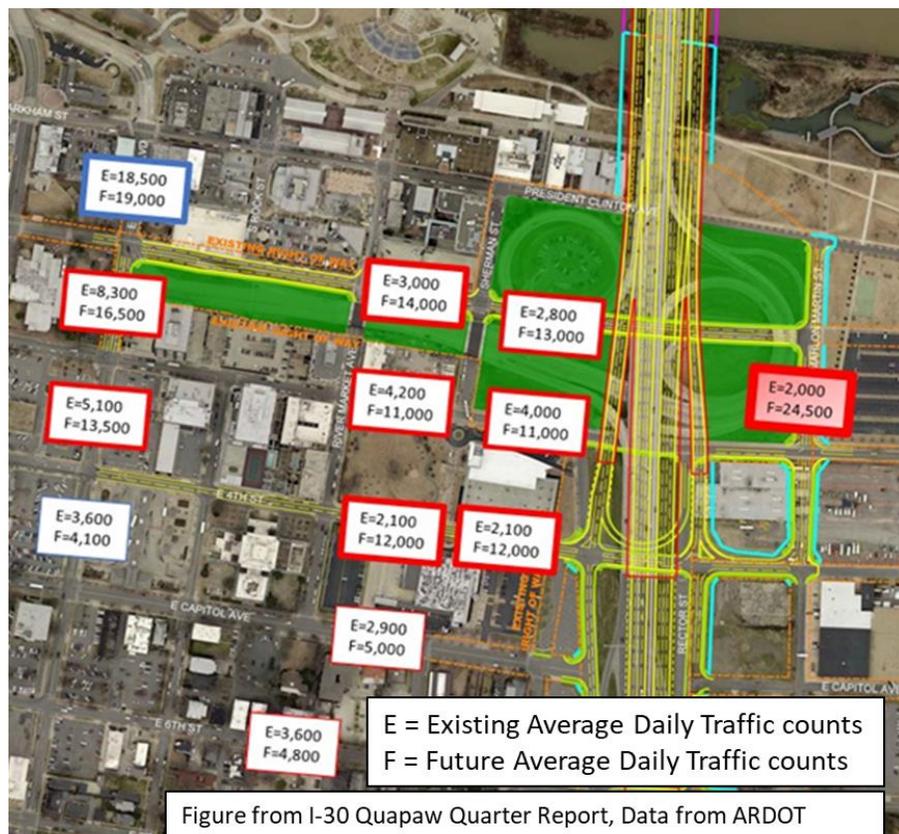


Figure from I-30 Quapaw Quarter Report, Data from ARDOT

Figure 2. These are the average daily traffic counts projected by ARDOT after I-30 fully opens.

Transit Users: 4th, 3rd, and 2nd Streets, all between Rock Region Metro’s River Cities Travel Center and River Market, are projected to have between THREE to SIX times the amounts of traffic after I-30 fully opens. This corridor would retain safe access to River Market for transit users.

Downtown: The Downtown Little Rock Partnership has led efforts to create Little Rock’s first Downtown Master Plan. The Plan is still under development, but they have already proposed reorienting to the river, specifically creating bicycle and pedestrian corridors to the river, as critical to Little Rock’s success (Fig. 3). This project could be touted as a quick win for this important plan.

Equity: The construction of I-630 destroyed generational Black wealth and divided Little Rock along racial lines as explored by Acadia Roher’s [Expansion or Segregation](#) and Segregation by Design’s [Little Rock: I-630](#). This corridor could be part of a solution to bridge this divide and heal our community.

Bicycle and Pedestrian Safety: Arkansas is [the third](#) most dangerous state to bike in the country. Within Arkansas, Pulaski County has more bicycle and pedestrian serious injuries and fatalities than any other county ([pg. 81](#)). Within Pulaski County, Little Rock is infamous for being among the least safe places to [walk](#) or [bike](#) in the country. Within Little Rock, Cumberland Street is one of the two most dangerous corridors for people walking and biking controlled by the City (*before* its traffic counts double due to I-30 traffic patterns, [pg. 3-11](#)). Making the Cumberland corridor a more Complete Street would pay great dividends to Little Rock’s overall bicycle and pedestrian safety.

Equity of Transportation Risk: Transportation risk is not distributed equally; Central Arkansas’s Black residents are THREE TIMES more likely to be hit by a car while walking or biking vs. white residents ([Fig. 8](#)). The majority of this corridor is within disadvantaged census tracts as defined by [Justice 40](#).

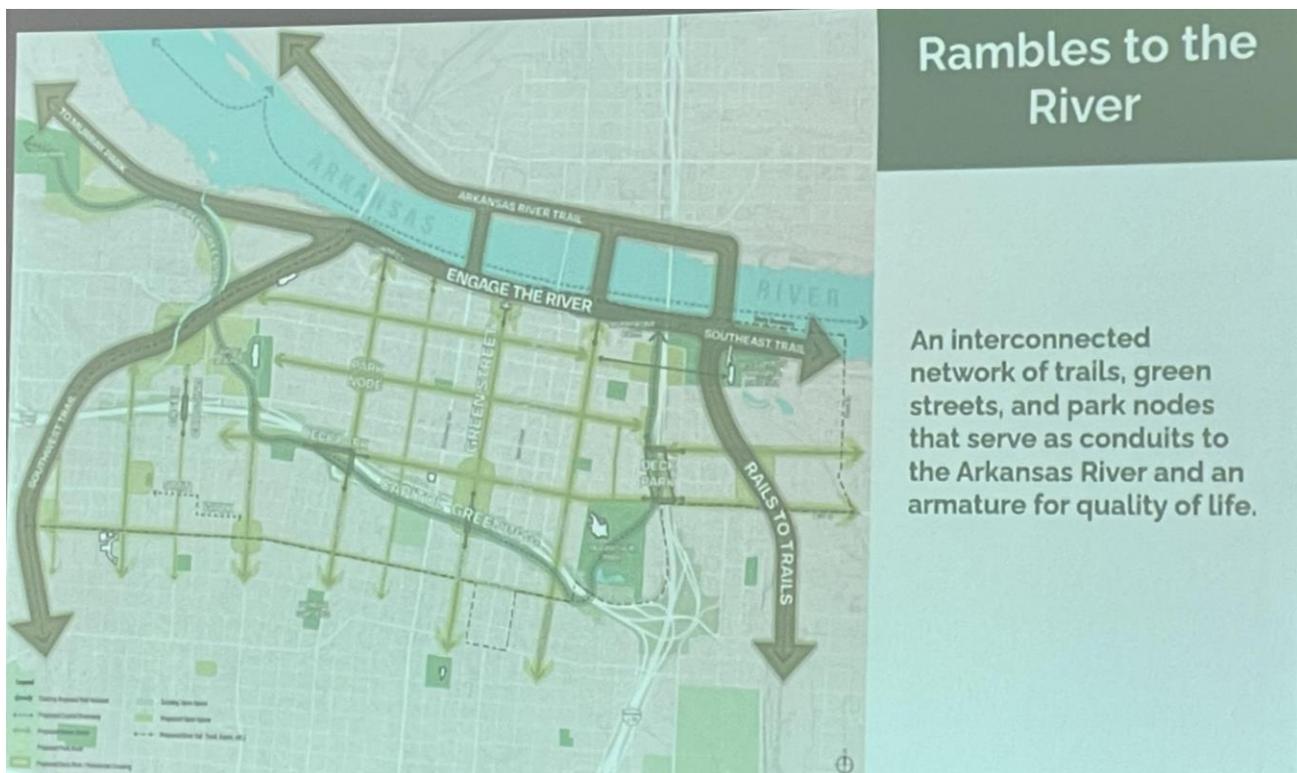


Figure 3. The Downtown Master Plan prioritizes BikePed connections to the Arkansas River.