

Monroe and 6th Street Pedestrian Observations

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Arkansas Department of Health (ADH) and University of Arkansas for Medical Sciences (UAMS) staff use the War Memorial Stadium parking lot during the work week. These employees must then either take a shuttle from the parking lot to their offices or walk across Monroe. Many have reported that crossing Monroe feels unsafe because of vehicular speeds and crosswalk yield compliance.

In 2023, ADH employee Shanetta Agnew completed a [Walking Action Plan](#) as part of the America Walks Arkansas Walking College to better understand these concerns, existing conditions, and to propose solutions. She organized a walk audit of the corridor ([Appendix A](#)) and proposed a pop-up to see if her proposed solutions were feasible ([Appendix B](#)). studioMAIN applied for funding for the pop-up; their application was 100% supported and 100% matched by ADH. LRPD has done a speed study of the corridor.

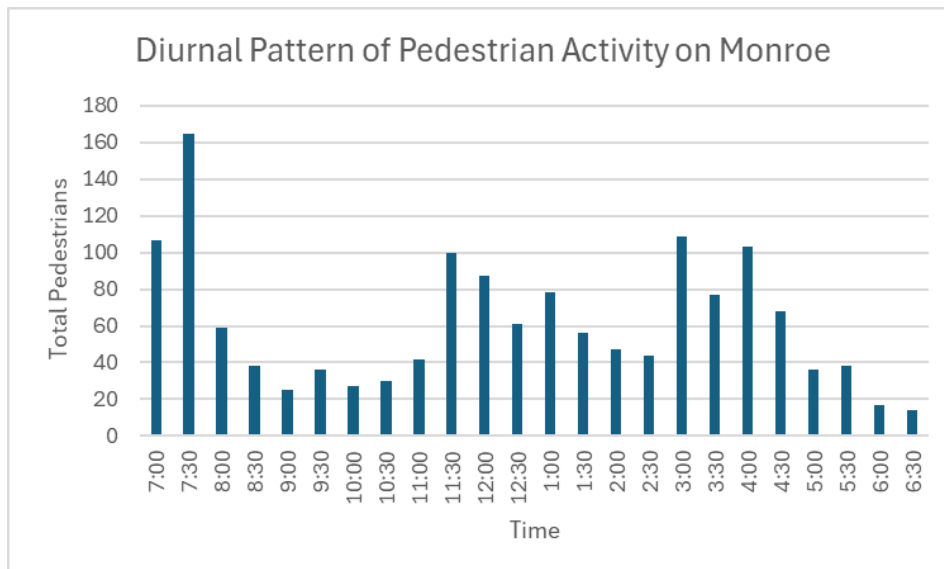
One missing element was to better understand pedestrian behavior in the area. On Tuesday September 10th 2024, volunteers counted people walking along and across Monroe Street from Markham to 7th Street from 7am to 7pm. This is a summary of their findings:

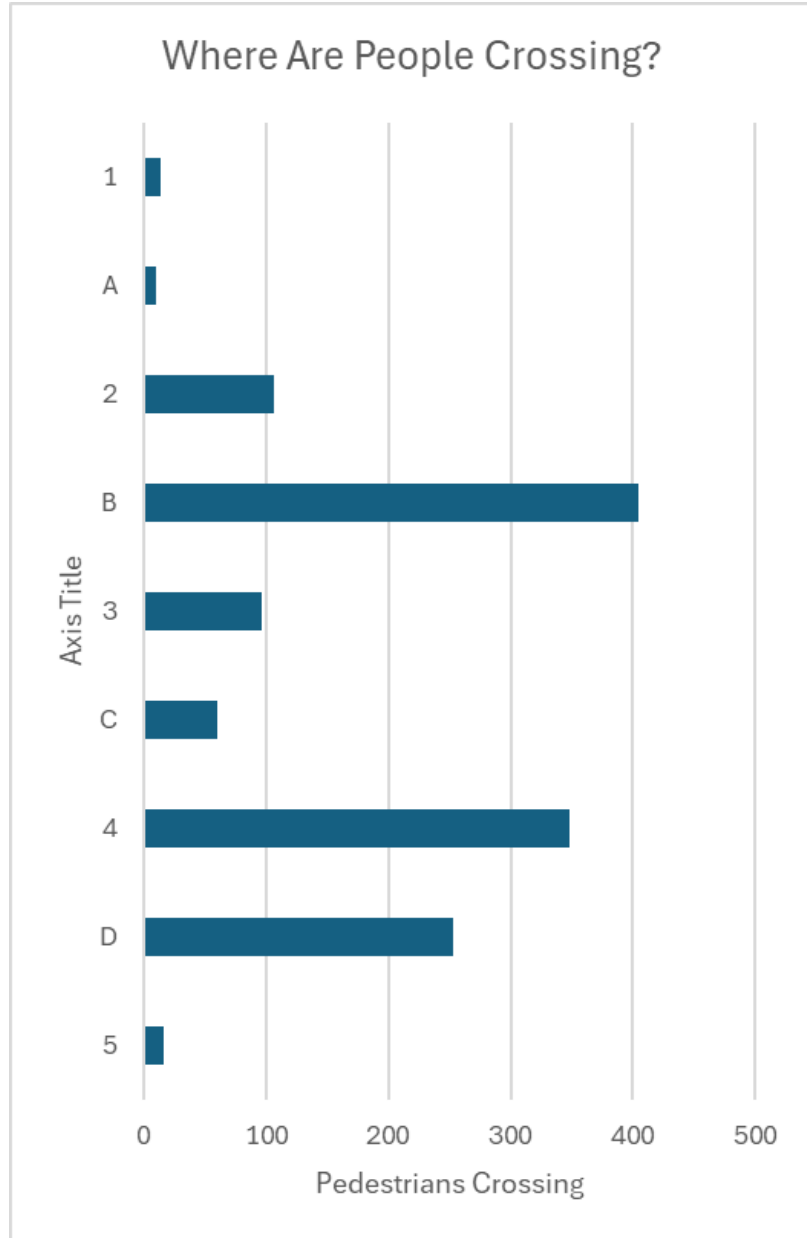
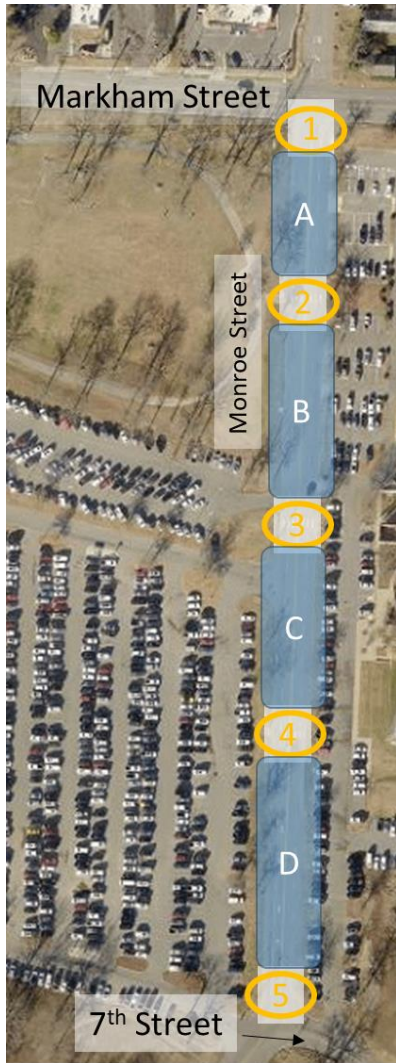
* A total of **1,456 pedestrians** were observed over this 12-hour time span (**121 pedestrians/hour**): *This is high pedestrian activity; pedestrian infrastructure is important in this corridor.*

* **90.0% of the pedestrians observed crossed Monroe Street**: *Safe pedestrian crossing opportunities are particularly important in this corridor.*

* Of the pedestrians who crossed Markham, 44.4% crossed in a crosswalk and **55.6% of pedestrians crossed outside of a crosswalk**: *Crosswalk placement should be critically considered in any changes.*

* Even though a shuttle moves between UAMS and the War Memorial Parking lot, a large number of people walk (pretty much all traffic in 4, D, and 5 were observed walking from UAMS).





Pedestrians crossing in “B” almost exclusively cross in the yellow highlighted area. Sidewalk infrastructure on the east side leads to this crossing and pedestrians can avoid walking in the dirt on the west side. Would sidewalks to and from the crosswalk increase its use or does the yellow highlight show a desire line, i.e. a more direct path from the pedestrian’s origin to their destination?