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# Active Transportation in Little Rock

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Capstone Project Presentation by  
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# What are the benefits of active transportation?



Economy



Health



Equity



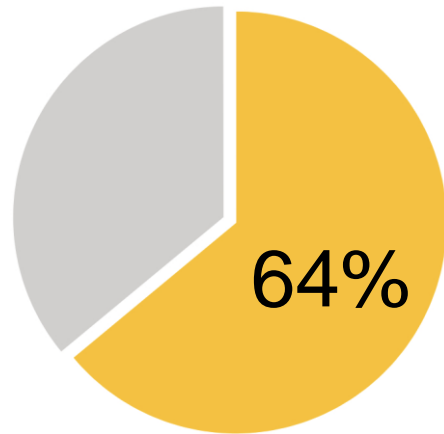
Sustainability

# Economic Benefits

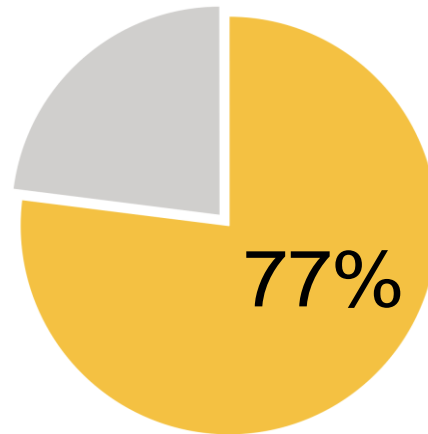
- Supports
  - Retail
  - Tourism
  - Local Businesses
- Economic development
- Reduced road and parking facilities cost
- Higher property values



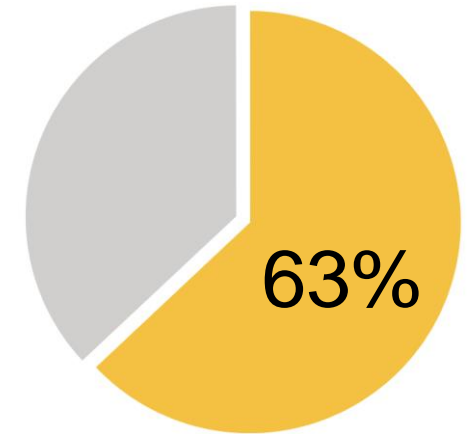
# Economic Benefits | Attracting Talent



Millennials choose first where they want to live, and only then do they look for work.



Plan to live in an urban core.



Want to live in a place where they don't need a car.

# Health Benefits

- Increased physical activity
- Improved safety
- Address chronic diseases
  - Asthma
  - Diabetes
  - Heart Disease



# Equity Benefits

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- Improved accessibility for non-drivers
- Lowers transportation cost
- Low-income and minority residents are disproportionately killed in bicycle and pedestrian accidents.



# Sustainability Benefits

- Energy conservation
- Pollution reduction
- Reduced traffic congestion
- Reduced Vehicle Miles Traveled





# **Little Rock vs. Peer Cities**



# Where does Little Rock rank among peer cities?

People For Bikes

Rank	City	Pop.	Overall	Ridership	Safety	Network	Reach	Acceleration Score
#1	Fayetteville, AR	83,736	3.1	1.7	2.6	2.4	1.8	4.6
#5	Memphis, TN	653,248	2.5	1.5	1.3	1.4	1.7	4.2
#7	Austin, TX	935,755	3.0	2.3	2.6	1.4	1.9	4.1
#9	Rogers, AR	64,947	3.2	1.4	3.0	2.3	2.6	4.0
#10	Springfield, MO	166,633	2.9	1.7	1.4	2.1	3.1	3.9
#246	Little Rock, AR	198,135	1.3	1.5	1.5	1.4	1.5	0.5

# Where does Little Rock rank among peer cities?

The city needs significant investment in bicycle infrastructure and safety if it hopes to compete with peer cities in the mid-south attracting new talent.

City	Level	High Speed Roads with Bike Facilities	% of Budget	Ridership	Crashes per 10k	Fatalities per 10k
Fayetteville, AR	Silver	17%	19%	1.2%	211	0
Memphis, TN	Bronze	9%	10%	.4%	322	3.8
Austin, TX	Gold	39%	15%	1.4%	526	2.5
Little Rock, AR	Bronze	6%	2%	.15%	1208	14

# Fayetteville, AR

- 83% of the population lives within a ½ mile of a shared-use paved trail.
  - 55% in 2015
  - 97% by 2040
- Life Works Here Program
- Fayetteville Public Schools include bicycle education.





## Memphis, TN

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- <2 miles of bikeway in 2010,
  - >300 miles of bikeway in 2021
  - >500 estimated miles of bikeways by 2030

# Austin, TX

- Proposition B: Transportation Infrastructure
  - Passed November 3, 2020
    - Invest \$80 million in sidewalks
    - \$80 million urban trails
    - \$40 million bikeways
    - \$65 million safety/Vision Zero





# **City of Little Rock's Priorities**

## **IMPROVING LITTLE ROCK'S WALKABILITY AND BIKEABILITY AND SUPPORTING ALTERNATIVE MODES OF TRANSPORTATION**

### **Improving Little Rock's walkability by completing the Little Rock BikePed's pending project list.**

- A world-class city has to accommodate every mode of transportation, and the BikePed program has been instrumental in ensuring that the City strikes the right balance between road projects and projects that encourage walking and biking.
- The next Mayor has to see the current project list to completion and identify another set of projects for the first term.

### **Encouraging bikeability and alternative modes of transportation through the support of the Complete Street Ordinance and encouraging more bike shares to place throughout Little Rock.**

- Creating the kind of city where residents from all walks of life want to get out of their cars requires that our City be thoughtful and intentional about identifying inclusivity in transportation.
- In a Scott Administration, we'll take innovative steps to be inclusive of bike lanes, HOV lanes for car shares, scooter and bike shares, and connecting our residents to the places they need to be.

<https://www.frankscottjr.com/mobility-agenda>

# City of Little Rock Mission Statement

The City of Little Rock is dedicated to improving our residents' quality of life by providing exceptional service in an efficient and equitable manner.





# City of Little Rock Vision

The City of Little Rock is a leading southern city – vibrant, safe, and innovative – that provides an excellent and sustainable quality of life where all families, individuals, and businesses can thrive.



# Four Recommendations to Promote Active Transportation.

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# Fund Active Transportation

**Recommendation #1**

# More Facilities = More Ridership

What keeps you from biking more often? (Check all that apply)	Arkansans	Little Rock
Destinations too far/takes too long to bike	30.7%	28.5%
Unsure of routes to take	16.8%	18.8%
<b>Traffic is too heavy</b>	<b>70.0%</b>	<b>72.1%</b>
<b>Dangerous intersections</b>	<b>63.1%</b>	<b>64.2%</b>
<b>Motorists don't exercise caution around cyclists</b>	<b>76.7%</b>	<b>77.0%</b>
<b>Lack of bike facilities - bike lanes, paths, wide shoulders, etc.</b>	<b>79.9%</b>	<b>83.0%</b>
Poor condition of bike facilities	27.5%	26.7%
Weather	33.0%	32.7%
Lack of lighted routes or paths	24.2%	19.4%
Personal security	18.6%	18.8%
Need to transport other people or things	30.7%	30.9%
Traveling with small children	13.3%	9.7%
Lack of secure bicycle parking	35.0%	32.1%
Lack of work amenities (showers, lockers, etc.)	25.8%	30.3%
Exposure to air pollution	3.6%	3.6%
Other	10.1%	11.5%
<b>Total Number of Respondents</b>	<b>894</b>	<b>165</b>



# Little Rock Underinvests

- Active Transportation requires
  - More facilities
  - More spending on facilities

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	<i>Average Silver</i>	<i>Little Rock</i>
High Speed Roads with Bike Facilities	<b>35%</b>	<b>6%</b>
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	<b>48%</b>	<b>18%</b>
Bicycle Education in Schools	<b>GOOD</b>	<b>NEEDS IMPROVEMENT</b>
Share of Transportation Budget Spent on Bicycling	<b>11%</b>	<b>2%</b>
Bike Month and Bike to Work Events	<b>GOOD</b>	<b>VERY GOOD</b>
Active Bicycle Advocacy Group	<b>YES</b>	<b>YES</b>

## Little Rock

- Rebuild the Rock: Penny Sales Tax Initiative (Not Yet Passed)
  - Allocation to Parks & Recreation that includes bike paths and trail connections.

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# Action Items

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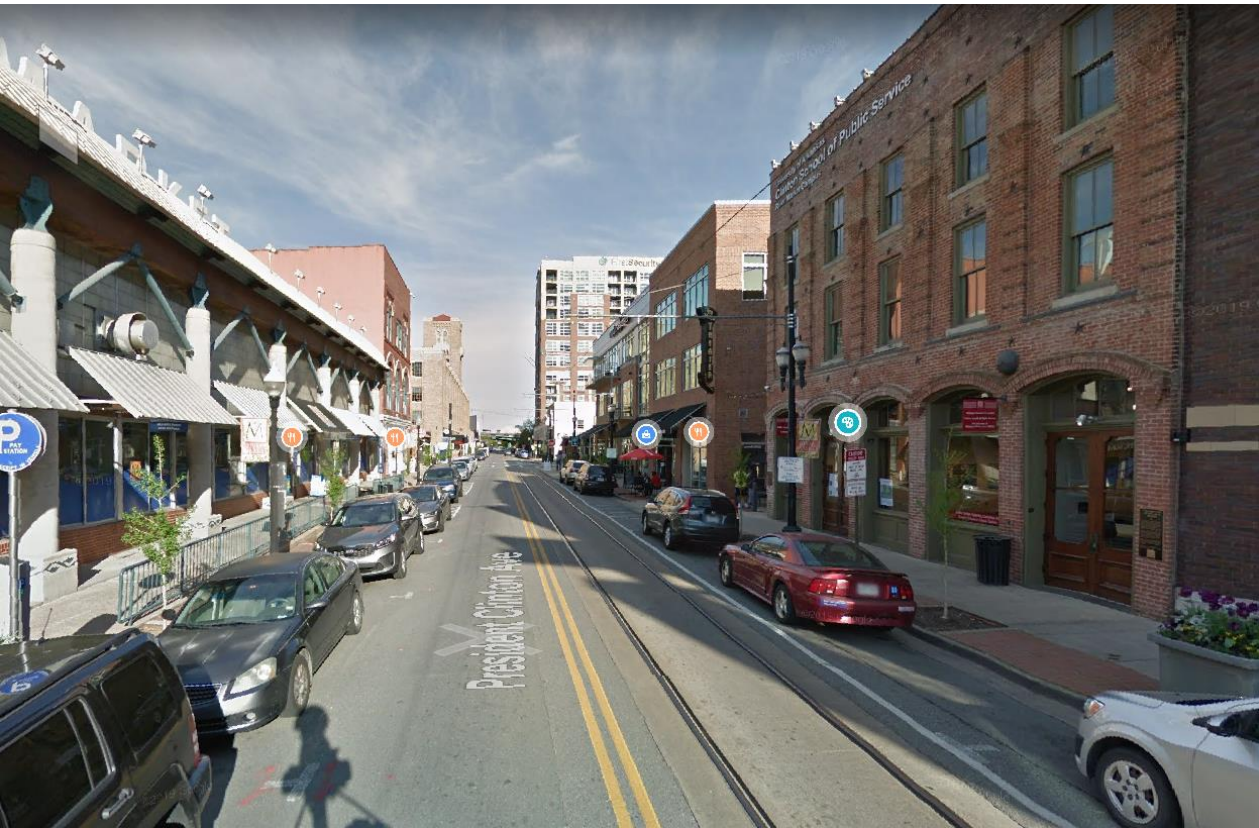
- Pass Rebuild the Rock: Penny Sales Tax
  - prioritize active transportation
- Increase active transportation budget
  - from 2% to 11% by 2030
  - increase it annually by 1%.
- Obligate all scooter-share revenue to active transportation improvements
- Create an active transportation grant match fund pool

# Promote Smart Growth

**Recommendation #2**



# Density and Mixed Use



Walkable (Rivermarket)



Not Walkable (Colonel Glenn Rd.)

# Density and Mixed Use



Walkable (Hillcrest)



Not Walkable (Asher Avenue)



# Promote Smart Growth

- Complete Streets – streets that support travel by car, bike, scooter, pedestrian, and transit.
- Abolish parking minimums.
- Encourage mixed-use development.
- Promote dense grid over cul-de-sac street layouts.



An aerial photograph of a city grid. Buildings are highlighted in pink, and parking lots are highlighted in yellow. The text is overlaid on the image.

# More community; less parking lots

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- Eliminate Parking Requirements.
- These **MOSTLY EMPTY** lots could serve as housing and businesses.



# Surface Parking Kills Active Transportation

- Useful
- Safe
- Comfortable
- Interesting



# Encourage Mixed-Use Development

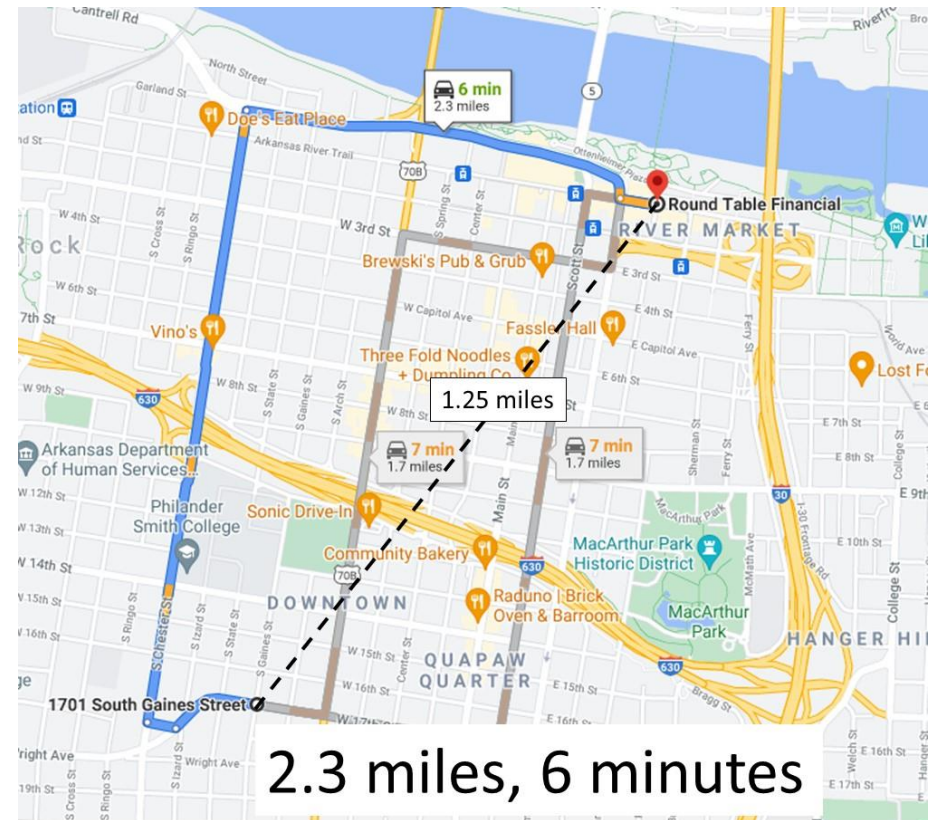
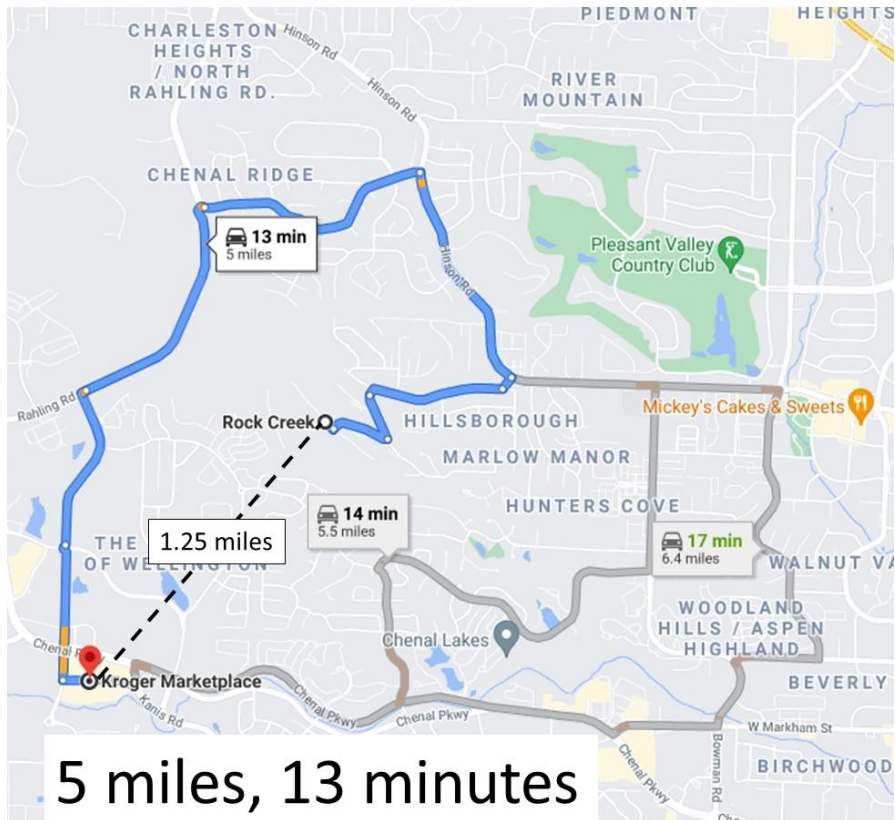




# Driving

Cul-de-sac

Grid

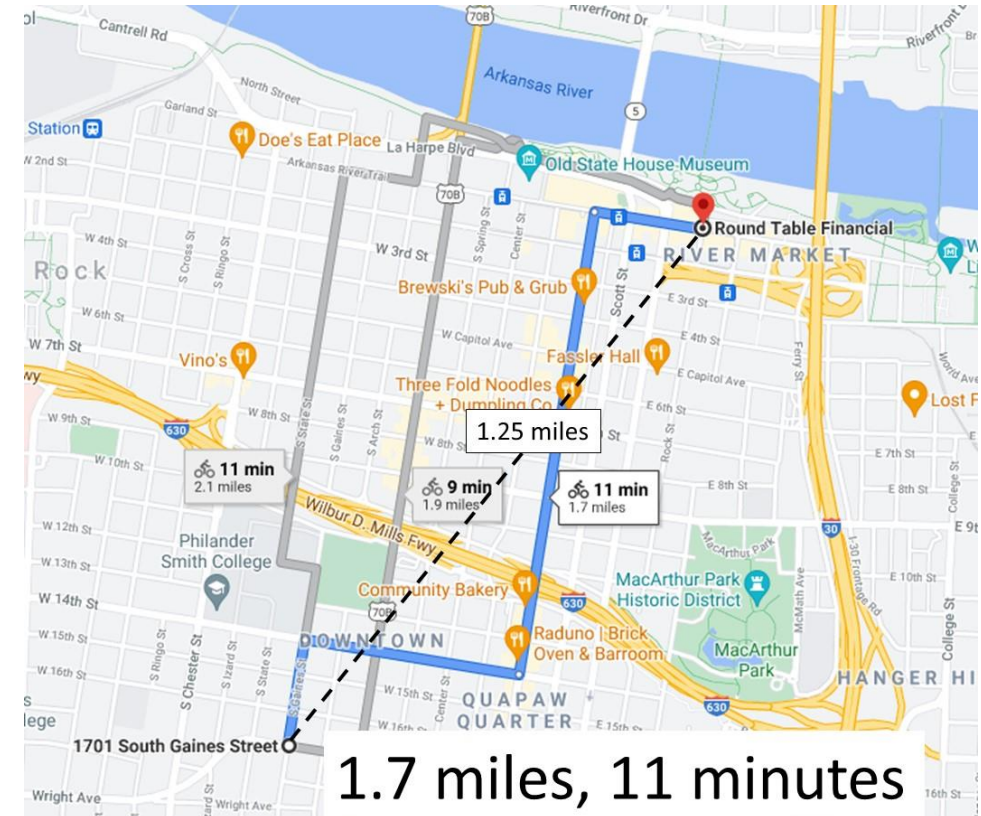
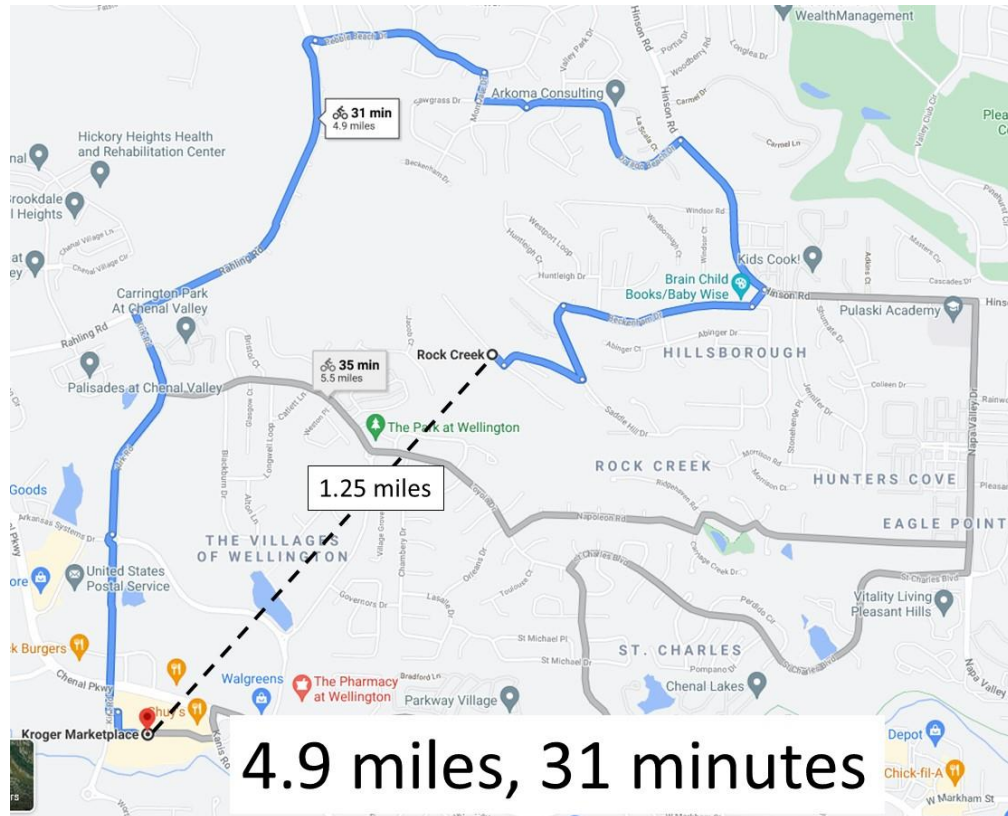




# Biking

Cul-de-sac

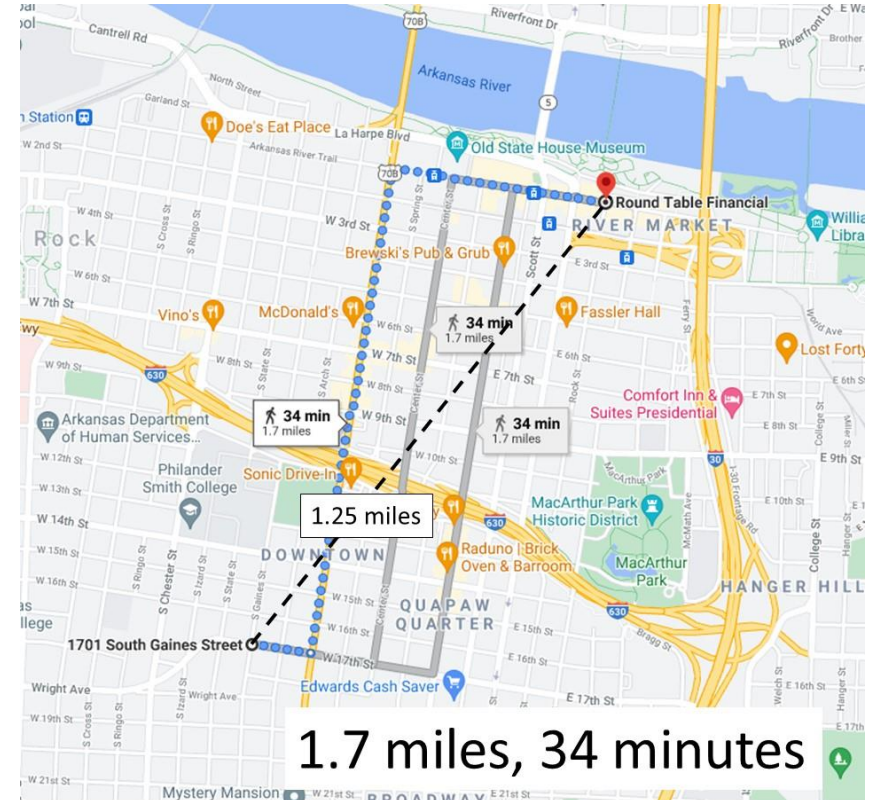
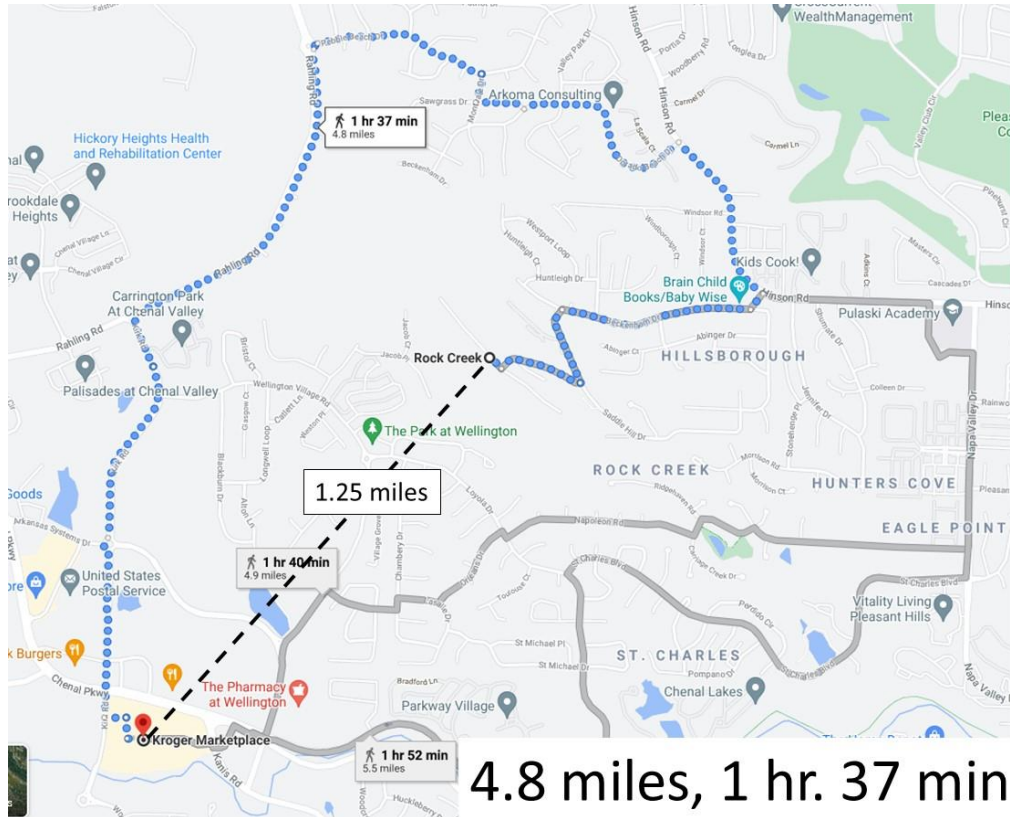
Grid



# Walking

Cul-de-sac

Grid



# Cul-de-sac Development

- Makes *all* forms of transportation less efficient
- Makes walking and biking unsafe and inefficient
  - takes three times as long vs. grid development
  - funnels all traffic to major streets
    - Walking and biking not safe
- Increases municipal costs
  - Linear feet per household
  - Trash, fire, police services
  - Type of street not an income generator (no businesses)



# Action Items

- Remove parking minimums
- Encourage mixed-use development projects
  - Move away from separated land uses
  - streamline permits and exemptions from unnecessary zoning requirements.
- Incentivize dense grid development for new projects by 2025

# Center Equity

**Recommendation #3**

# National Statistics

## PEOPLE KILLED WHILE WALKING

LOW INCOME (2X AS LIKELY)

HIGH INCOME

## STREETS WITH SIDEWALKS

HIGH INCOME COMMUNITIES (90%)

LOW INCOME (50%)

## CHILDREN KILLED WHILE WALKING

AFRICAN AMERICAN (2X AS LIKELY)

LATINO (40% MORE  
LIKELY)

WHITE

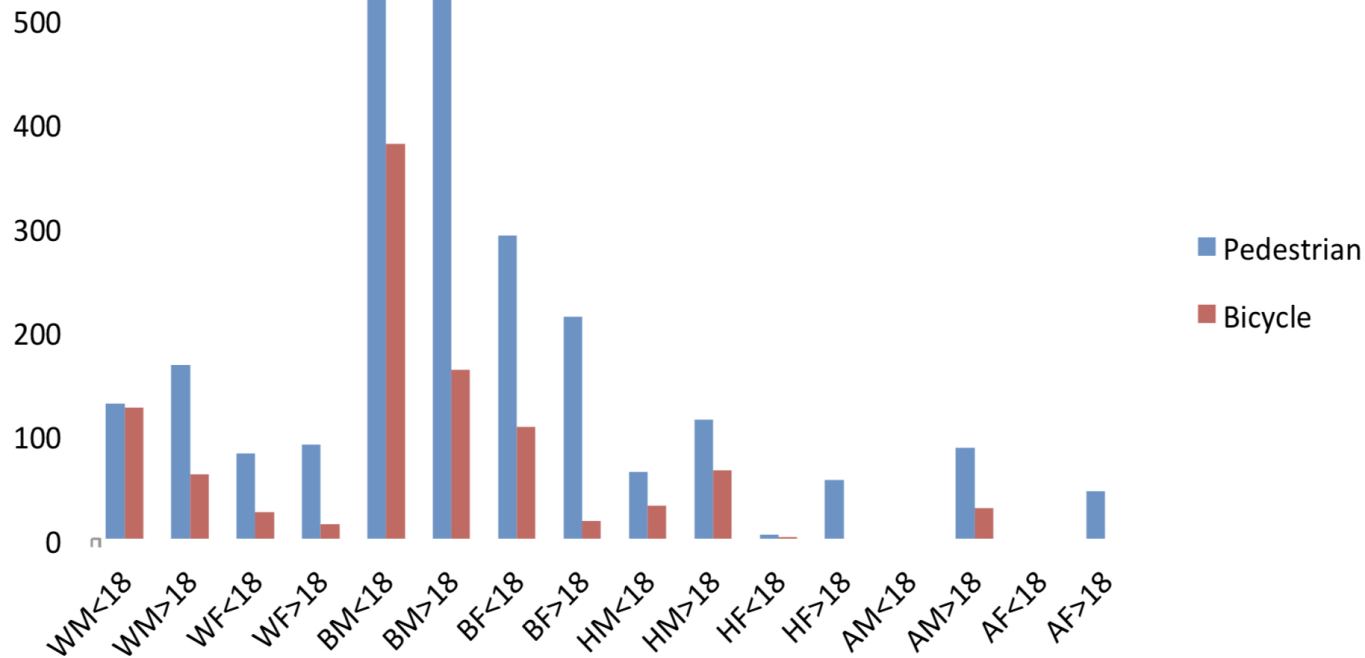
## CHANCE OF BEING STOPPED AND SEARCHED

AFRICAN AMERICAN (5X AS LIKELY)

WHITE

# Pedestrian and Bicycle Crash Rate

(2004-2013)



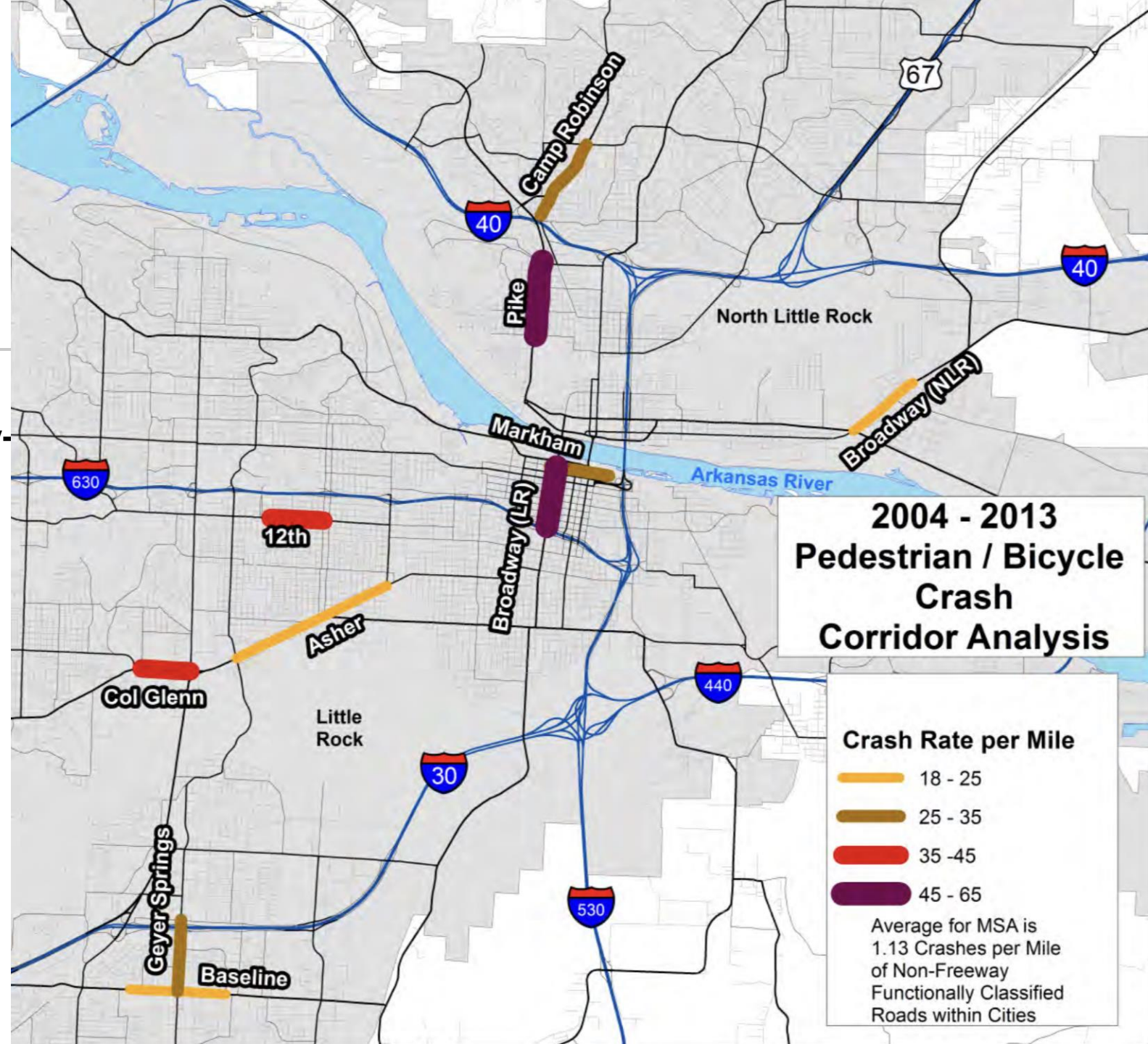
Reasons for higher crash rates among minorities may include:

- Higher reliance on walking and public transit
- **Lack of pedestrian and bike infrastructure in low income areas**
- Lack of youth education on pedestrian and bike safety

For these studies, central Arkansas is defined as Faulkner, Lonoke, Pulaski, and Saline Counties.

# Pedestrian/Bicyclist Crash Analysis 2015

- Most of these corridors are in majority-minority neighborhoods.
- These corridors, the most dangerous in the city for pedestrians and bicyclists, should be prioritize for safety related infrastructure.
- Vision Zero is about safety, and that safety should be equitable.





# Engaging Communities





# Center Equity

- Promote development in historically underserved communities
- Improve the active transportation network to safely connect all communities to business districts, schools, parks, and public transportation.
- Increase investment in public transportation in low-income and minority communities to better meet the needs of residents.

# Prioritize Safety

Recommendation #4



# NACTO

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- Fear of being struck by a car is the main deterrent of ridership in Little Rock
- NACTO prioritizes creating safe conditions for vulnerable road users
- Adopted by Austin, TX & Memphis, TN.
- Guidance used in Fayetteville, AR



**Urban Bikeway Design**



**Urban Street Design**



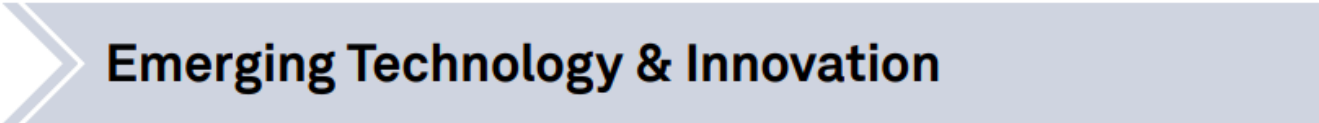
**Transit Street Design**



**Vision Zero & Safety**



**Shared Micromobility**



**Emerging Technology & Innovation**



**Stormwater Street Design**



VISION ZERO

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**Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.**

- **Managing Speed**
- **Centering Equity**
- **Engaging Communities**

# KEY OUTCOMES

*Average Silver*

*Little Rock*

## RIDERSHIP

*Percentage of Commuters who bike*

**3.5%**

**0.15%**

## SAFETY MEASURES

### CRASHES

*Crashes per 10k bicycle commuters*

**537**

**1208.33**

## SAFETY MEASURES

### FATALITIES

*Fatalities per 10k bicycle commuters*

**6.3**

**13.89**

# WHY SHOULD LITTLE ROCK ADOPT VISION ZERO?

Vision Zero gives the city and its engineers a metric of safety other than Level of Service (how quickly cars move through areas) to judge their performances.





## Most Dangerous Metropolitan Areas for Pedestrians (2008-2017)

- The rankings include the top 100 metropolitan areas.
- Little Rock-North Little Rock-Conway ranked 25<sup>th</sup> in 2021.

● Top 1-10 ● Top 11-20



## What are the perceived dangers to active transportation?

1. Traffic is too heavy
2. Dangerous Intersections
3. Motorists don't exercise caution around cyclists
4. Lack of bike facilities

What keeps you from biking more often? (Check all that apply)	Arkansans	Little Rock
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Hit by a vehicle traveling at

**20**  
MPH



9 out of 10 pedestrians survive.

Hit by a vehicle traveling at

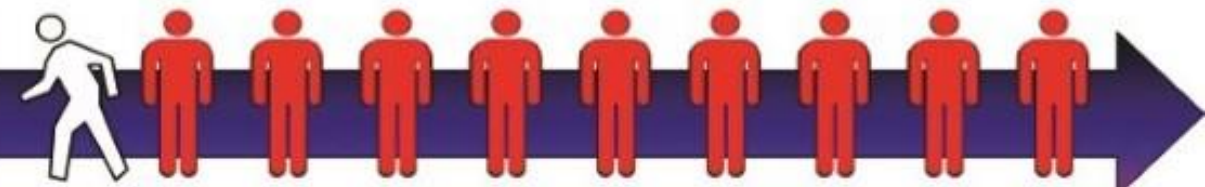
**30**  
MPH



5 out of 10 pedestrians survive.

Hit by a vehicle traveling at

**40**  
MPH



only 1 out of 10 pedestrians survives.

# What are peer cities doing?



## Austin

- Voted to lower [speed limits](#) city-wide on June 11, 2020. Most to 25 and others by 5 to 10 miles.
- Performing road diets to include biking and/or parking to encourage slower speeds.
- Adopted a [Vision Zero action plan](#) in 2016.

## Memphis

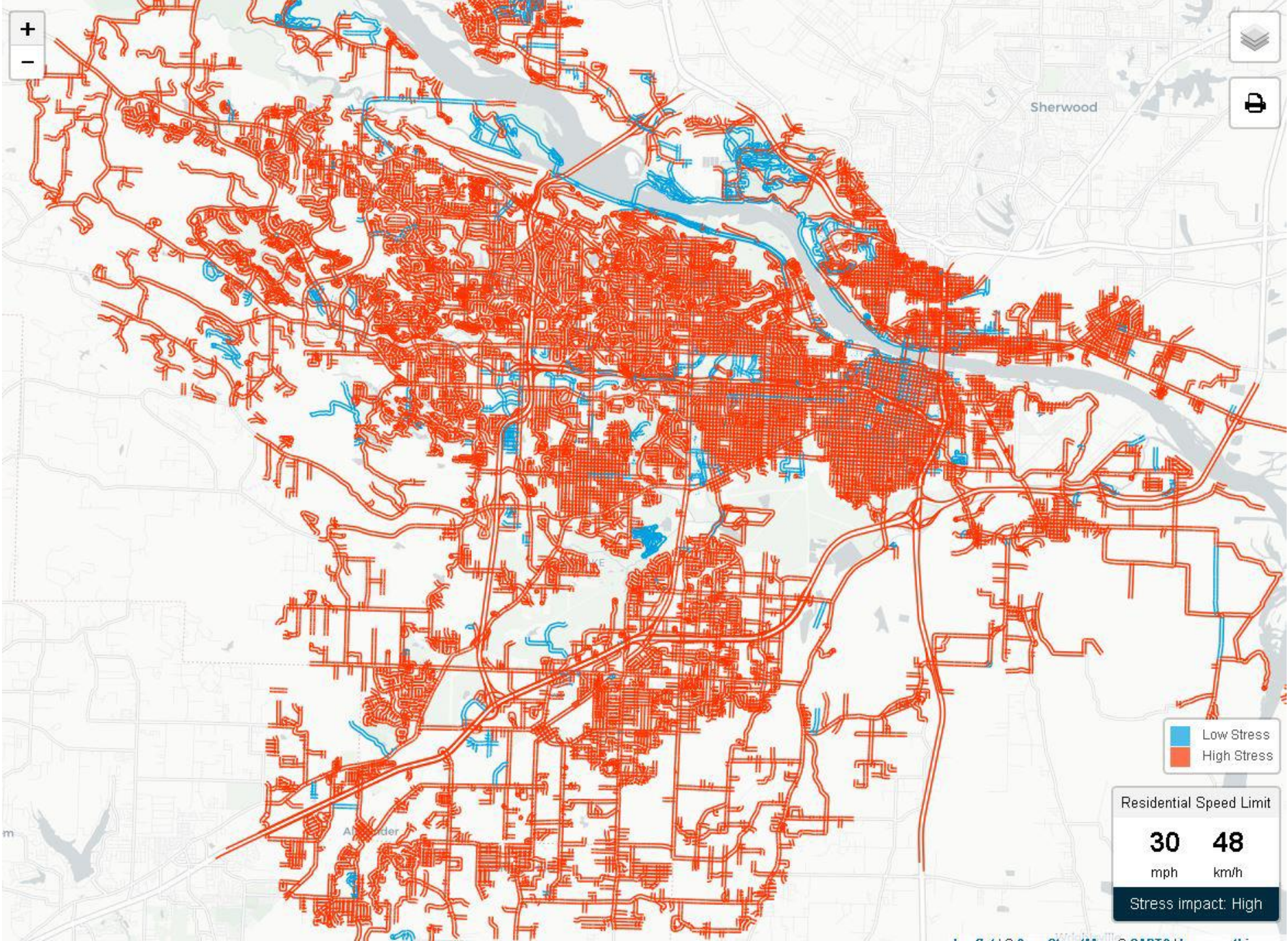
- Effective March 1, 2021, the default speed limit was reduced from 30 to 25.

## Fayetteville

- Default speed limit is 25 mph in residential and 20 mph in business districts.
- The city has started experimenting with a 20-mph speed limit since October 2020 in Windsor park that could potentially expand to the rest of the city.



Sherwood





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# Little Rock

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- The default speed limit is 30. Encourage the city to lower it to 25.
- Install signage to alert others that they are speeding



# Prioritize Safety

- Adopt Vision Zero by 2023
- Adopt NACTO by 2023
- Set speed limit to 25mph by 2023
  - Default residential
  - Downtown
  - School zones
  - Business districts
  - Designated bike routes
- Include bike and pedestrian safety training in all Little Rock public schools by 2023.

**ANY  
QUESTIONS  
OR  
COMMENTS?**

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