Active Transportation in Little Rock

Capstone Project Presentation by Leslie Parker
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

- 64% of Millennials choose first where they want to live, and only then do they look for work.
- 77% plan to live in an urban core.
- 63% 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

- 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?**

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

*Source: People For Bikes*
Where does Little Rock rank among peer cities?

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

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.
Fayetteville, AR

- 83% of the population lives within a $\frac{1}{2}$ 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

- <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 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.
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.
Fund Active Transportation

Recommendation #1
More Facilities = More Ridership

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<td>Destinations too far/takes too long to bike</td>
<td>30.7%</td>
<td>28.5%</td>
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<td>Unsure of routes to take</td>
<td>16.0%</td>
<td>10.0%</td>
</tr>
<tr>
<td><strong>Traffic is too heavy</strong></td>
<td><strong>70.0%</strong></td>
<td><strong>72.1%</strong></td>
</tr>
<tr>
<td>Dangerous intersections</td>
<td>63.1%</td>
<td>64.2%</td>
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<tr>
<td>Motorists don’t exercise caution around cyclists</td>
<td>76.7%</td>
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<td><strong>79.9%</strong></td>
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<td>Poor condition of bike facilities</td>
<td>27.5%</td>
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<td>3.6%</td>
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</tr>
<tr>
<td>Other</td>
<td>10.1%</td>
<td>11.5%</td>
</tr>
<tr>
<td><strong>Total Number of Respondents</strong></td>
<td><strong>894</strong></td>
<td><strong>165</strong></td>
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Little Rock Underinvests

• Active Transportation requires
  • More facilities
  • More spending on facilities

<table>
<thead>
<tr>
<th>10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY</th>
<th>Average Silver</th>
<th>Little Rock</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Speed Roads with Bike Facilities</td>
<td>35%</td>
<td>6%</td>
</tr>
<tr>
<td>Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage</td>
<td>48%</td>
<td>18%</td>
</tr>
<tr>
<td>Bicycle Education in Schools</td>
<td>GOOD</td>
<td>NEEDS IMPROVEMENT</td>
</tr>
<tr>
<td>Share of Transportation Budget Spent on Bicycling</td>
<td>11%</td>
<td>2%</td>
</tr>
<tr>
<td>Bike Month and Bike to Work Events</td>
<td>GOOD</td>
<td>VERY GOOD</td>
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<tr>
<td>Active Bicycle Advocacy Group</td>
<td>YES</td>
<td>YES</td>
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</table>
### Little Rock

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

### 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

<table>
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<tr>
<th>Category</th>
<th>Average Silver</th>
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<tbody>
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<td>VERY GOOD</td>
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<tr>
<td>Active Bicycle Advocacy Group</td>
<td>YES</td>
<td>YES</td>
</tr>
</tbody>
</table>
Action Items

• 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.
More community; less parking lots

- 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: 5 miles, 13 minutes

Grid: 2.3 miles, 6 minutes
Biking

Cul-de-sac

4.9 miles, 31 minutes

Grid

1.7 miles, 11 minutes
Walking

Cul-de-sac

Grid

4.8 miles, 1 hr. 37 min.

1.7 miles, 34 minutes
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

**CHILDREN KILLED WHILE WALKING**
- AFRICAN AMERICAN (2X AS LIKELY)
- LATINO (40% MORE LIKELY)
- WHITE

**STREETS WITH SIDEWALKS**
- HIGH INCOME COMMUNITIES (90%)
- LOW INCOME (50%)

**CHANCE OF BEING STOPPED AND SEARCHED**
- AFRICAN AMERICAN (5X AS LIKELY)
- WHITE

Vision Zero Network
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
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

- 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
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

<table>
<thead>
<tr>
<th></th>
<th>Average Silver</th>
<th>Little Rock</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ridership</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage of Commuters who bike</td>
<td>3.5%</td>
<td>0.15%</td>
</tr>
<tr>
<td><strong>Safety Measures</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Crashes</strong></td>
<td>537</td>
<td>1208.33</td>
</tr>
<tr>
<td>Crashes per 10k bicycle commuters</td>
<td></td>
<td></td>
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<tr>
<td><strong>Safety Measures</strong></td>
<td></td>
<td></td>
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<tr>
<td><strong>Fatalities</strong></td>
<td>6.3</td>
<td>13.89</td>
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<td>Fatalities per 10k bicycle commuters</td>
<td></td>
<td></td>
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</table>
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 25th in 2021.
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

<table>
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</table>
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?

<table>
<thead>
<tr>
<th>Austin</th>
<th>Memphis</th>
<th>Fayetteville</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Voted to lower speed limits city-wide on June 11, 2020. Most to 25 and others by 5 to 10 miles.</td>
<td>- Effective March 1, 2021, the default speed limit was reduced from 30 to 25.</td>
<td>- Default speed limit is 25 mph in residential and 20 mph in business districts.</td>
</tr>
<tr>
<td>- Performing road diets to include biking and/or parking to encourage slower speeds.</td>
<td></td>
<td>- 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.</td>
</tr>
</tbody>
</table>
Little Rock

- 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?