# Little Rock Monroe Street Walking Action Plan

America Walks-Arkansas State Walking College
Shanetta Agnew

## Executive Summary

This Walking Action Plan (Plan) is meant to create a safe and healthy environment to the Arkansas Department of Health (ADH) employees and colleagues, War Memorial Stadium visitors, UAMS employees, and users of Little Rock's emerging light individual transportation (LIT) network. The Plan calms traffic on Monroe via a 4-to-2 road diet and creates safer Monroe crossings. It creates additional, much-needed parallel parking opportunities on Monroe while retaining the ability to stack four lanes of traffic for War Memorial events. It creates Phase Four of the Jonesboro Children's Trail and a safe crossing of Markham Street for it, visitors of War Memorial Stadium, and UAMS and ADH employees.

## Crossing Monroe: The Need

***Existing Conditions**:* Monroe Street is posted 30 mph and has three midblock crosswalks between Markham and 7th Street (Figs. 1-2). These crosswalks are heavily used and considered unsafe by users. Parallel parking is allowed on the east side only. No parking zones by crosswalks are important to create sightlines between people walking (crossing) and driving, but high parking demand in this area causes people to ignore these zones (Fig. 2).

***Safety:*** There are four lanes between Markham and 7th Street. Four lane roads are unsafe to cross as a pedestrian.[1] They create higher speeds and speed differentials, they create a wider area of conflict between cars and people crossing, they offer no area of refuge from curb to curb, they reduce crosswalk yield compliance, and they create Multiple Threat Crash conflicts. Arkansas's pedestrian and bicyclist serious injury and fatality rates have increased 73% over the past five years, 84% of those collisions occurred on Arkansas urban streets (like Monroe and Markham), and 83% on undivided four-lane roads (like Monroe and Markham).[2] Given the **hundreds of cars that park in War Memorial Stadium** whose drivers cross to ADH and UAMS **daily**, it is critical to increase pedestrian safety in this corridor (Fig. 2).


**Figure 1.** Crosswalks span four lanes of traffic with no refuge. Posted speed limit is 30mph, but cars drive faster due to street design speed. Parking is not allowed by crosswalk, but this signage is often ignored. Google Streetview, July 2017.

[1] Road Diets and Safety, City of Little Rock
[2] Arkansas Strategic Highway Safety Plan 2022, pgs. 16 & 81


**Figure 2.** Overview of the WAP scope of work. Crosswalks are numbered for later reference. Aerial photograph from pagis.org's Land Ownership App.

***Showcase Infrastructure:*** Events held at War Memorial Stadium are major draws. For the many visitors who live outside of Little Rock, their impression of Little Rock's livability will be made by the infrastructure immediately surrounding the neighborhood. Frankly, the Monroe St. crossings are an embarrassment. Crosswalks from nowhere that lead to nowhere are difficult for visitors to understand and impossible for people with mobility challenges to use.

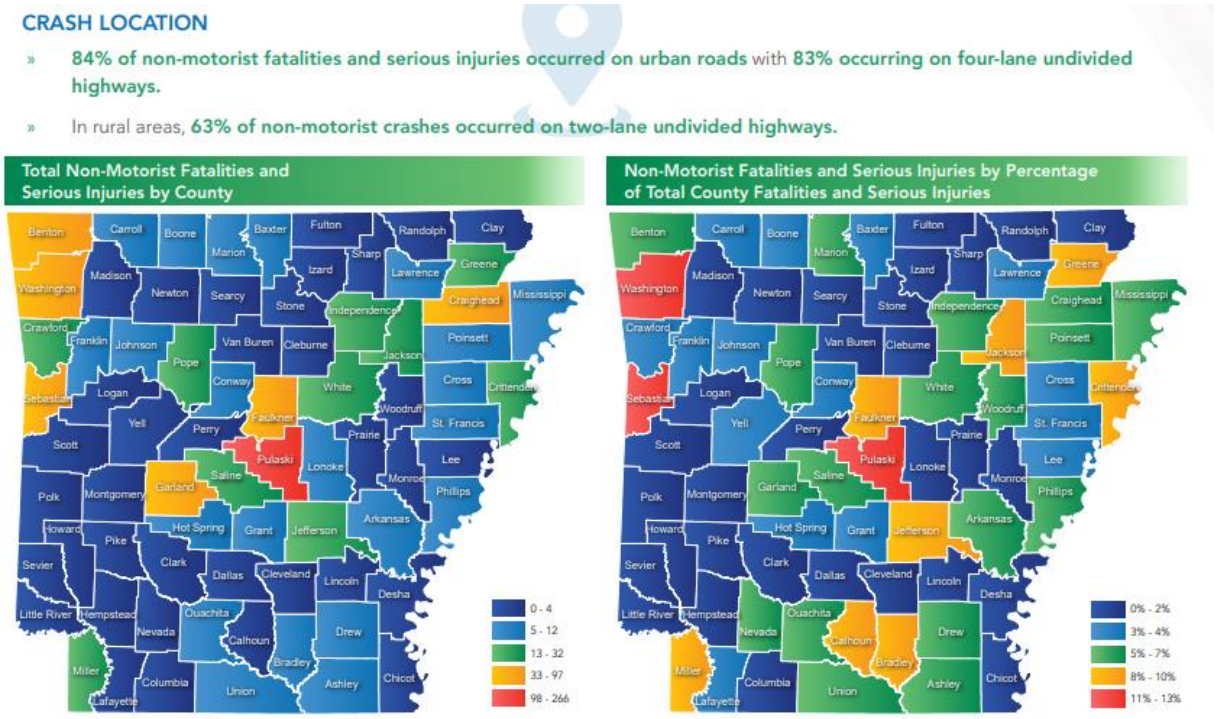


**Figure 3.** Pulaski County, in which the project is located, has the highest number of bicycle and pedestrian serious injuries and fatalities in Arkansas. This project is located in an urban area, where 84% of Arkansas's bicycle and pedestrian serious injuries and fatalities occur. Both Monroe and Markham are four-lane undivided highways, where 83% of Arkansas urban bicycle and pedestrian serious injuries and fatalities occur. Arkansas Strategic Highway Safety Plan, 2022

## Goal 1: Increase the safety of Monroe's three midblock crossings between West Markham and 7th Streets

The Arkansas Department of Transportation (ARDOT) created a guidebook for installing midblock crossings like the three proposed on Monroe. In this guidebook, they include a table of the different crosswalk treatment options available in different contexts (Table 1). Each of these crossings takes place in a 4+ lanes w/o raised median (Fig. 1). One appropriate crosswalk intervention for this context is a road diet (Table 1, blue box). I propose to carry out this road diet, creating a different context (Table 1, yellow box).

### Strategy 1.1: Road Diet on Monroe from West Markham to 7th Streets

Monroe is four lanes only between Markham and 7th Street. Typical vehicular traffic volumes do not require four lanes. Pedestrian crossings are unsafe with this configuration. More parking is needed in this area. Monroe's 46 ft. width is not configured to optimize the needs of Monroe's users. A road diet would make this corridor function more efficiently and safely.

***Road Diet and Pedestrian Crossing:*** A 4-to-2 road diet would make pedestrian crossings much safer by decreasing speeds, decreasing speed differentials, decreasing the width of conflict between pedestrian and vehicular traffic, and increasing crosswalk yield compliance (Fig. 4).[3]

[3] A 4-to-3 road diet is also possible, but has two major disadvantages. First, the parking lanes would be very narrow for use as travel lanes when War Memorial Stadium events are released. Second, a 4-to-2 road diet could

| 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) | ● 2 4 5 6 | ● 5 6 7 9 | ○ 5 6 ● 9 | ● 4 5 6 | ● 5 6 7 9 | ○ 5 6 ● 9 | ● 4 5 6 7 9 | ○ 5 6 7 9 | ○ 5 6 ● 9 |
| 3 lanes with raised median (1 lane in each direction) | ● 2 3 4 5 7 9 | ● ● 5 7 9 | ○ ● 5 ● 9 | ○ 3 4 5 7 9 | ○ ● 5 ● 9 | ○ ● 5 ● 9 | ○ ● 4 5 7 9 | ○ ● 5 ● 9 | ○ ● 5 ● 9 |
| 3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane) | ● 2 3 4 5 6 7 9 | ● ● 5 6 7 9 | ○ ● 5 6 ● 9 | ○ 3 4 5 6 7 9 | ○ ● 5 6 ● 9 | ○ ● 5 6 ● 9 | ○ ● 4 5 6 7 9 | ○ ● 5 6 ● 9 | ○ ● 5 6 ● 9 |
| 4+ lanes with raised median (2 or more lanes in each direction) | ● ● 5 7 8 9 | ● ● 5 7 8 9 | ○ ● 5 ● 8 9 | ○ ● 5 7 8 9 | ○ ● 5 ● 8 9 | ○ ● 5 ● 8 9 | ○ ● 5 ● 7 8 9 | ○ ● 5 ● 8 9 | ○ ● 5 ● 8 9 |
| 4+ lanes w/o raised median (2 or more lanes in each direction) | ● ● 5 6 7 8 9 | ○ ● 5 ● 7 8 9 | ○ ● 5 ● 8 9 | ○ ● 5 ● 7 8 9 | ○ ● 5 ● 8 9 | ○ ● 5 ● 8 9 | ○ ● 5 ● 7 8 9 | ○ ● 5 ● 8 9 | ○ ● 5 ● 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)**

**Table 1.** Appropriate midblock crossing interventions for different contexts, blue box = existing context, yellow box = context after 4-to-2 road diet (ARDOT Action Plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations).

***Road Diet and Resurfacing:*** A major advantage to a 4-to-2 road diet like this is that the City would not have to wait for a resurfacing project to implement it. The lanes would stay in the same place (12 ft. parking lanes on the sides of the road where now there are 12 ft. travel lanes, 11 ft. travel lanes in the middle where now there are 11 ft. interior travel lanes). Striping can simply overlay existing striping.

***Road Diet and Parking:*** A 4-to-2 road diet could allow parking on both sides of Monroe, creating ~22 more spots of much needed parallel parking. This will more than make up for a few parking spots that will have to be removed to create pedestrian corridors around Crosswalks 2 and 3 (Figs. 9-10).

---

be implemented over the existing striping without the need for resurfacing. This would make the project something that could be done in the short term vs. waiting years for a resurfacing project.

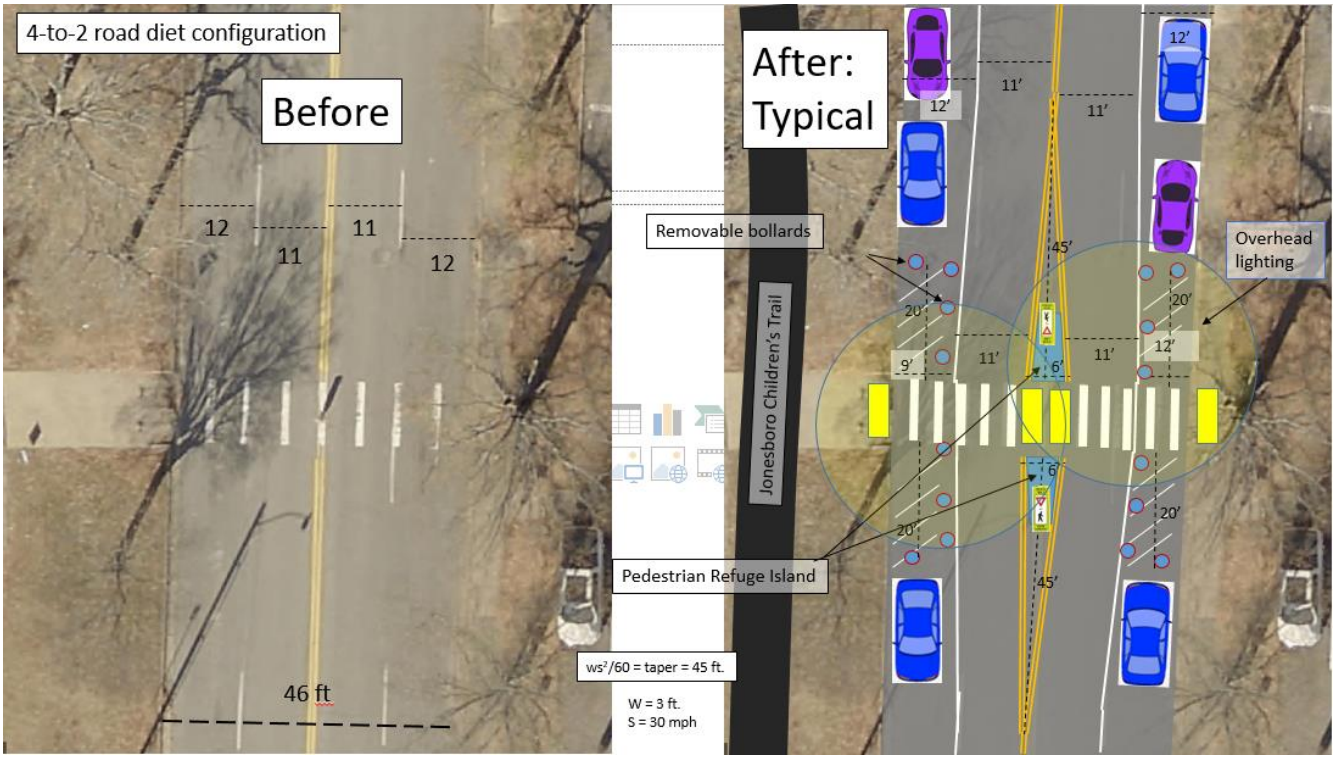


**Figure 4.** A road diet would prioritize parking capacity and pedestrian safety, both identified needs of this corridor.

***Road Diet and Public Art:*** Little Rock has embraced public art. Because the curb extension in Figure 4 (dashed lines within bollards) needs to be temporarily removable (see below), this is an opportunity to paint the area and make it a visually distinct space in the roadway (Fig. 5).

**Figure 5.** Examples of curb extensions created, in part, through public art.

***Road Diet and War Memorial Stadium Events:*** Four lanes of traffic on Monroe is useful for events at War Memorial Stadium (Fig. 6). This ability could be maintained by removing bollards and not allowing parking on either side of the street during the event. After the event, an announcement over War Memorial's public address system could inform visitors that all lanes of traffic will be northbound after the event. A streetlight at the corner of Markham and Monroe could reduce the need for traffic control staffing after a War Memorial event.

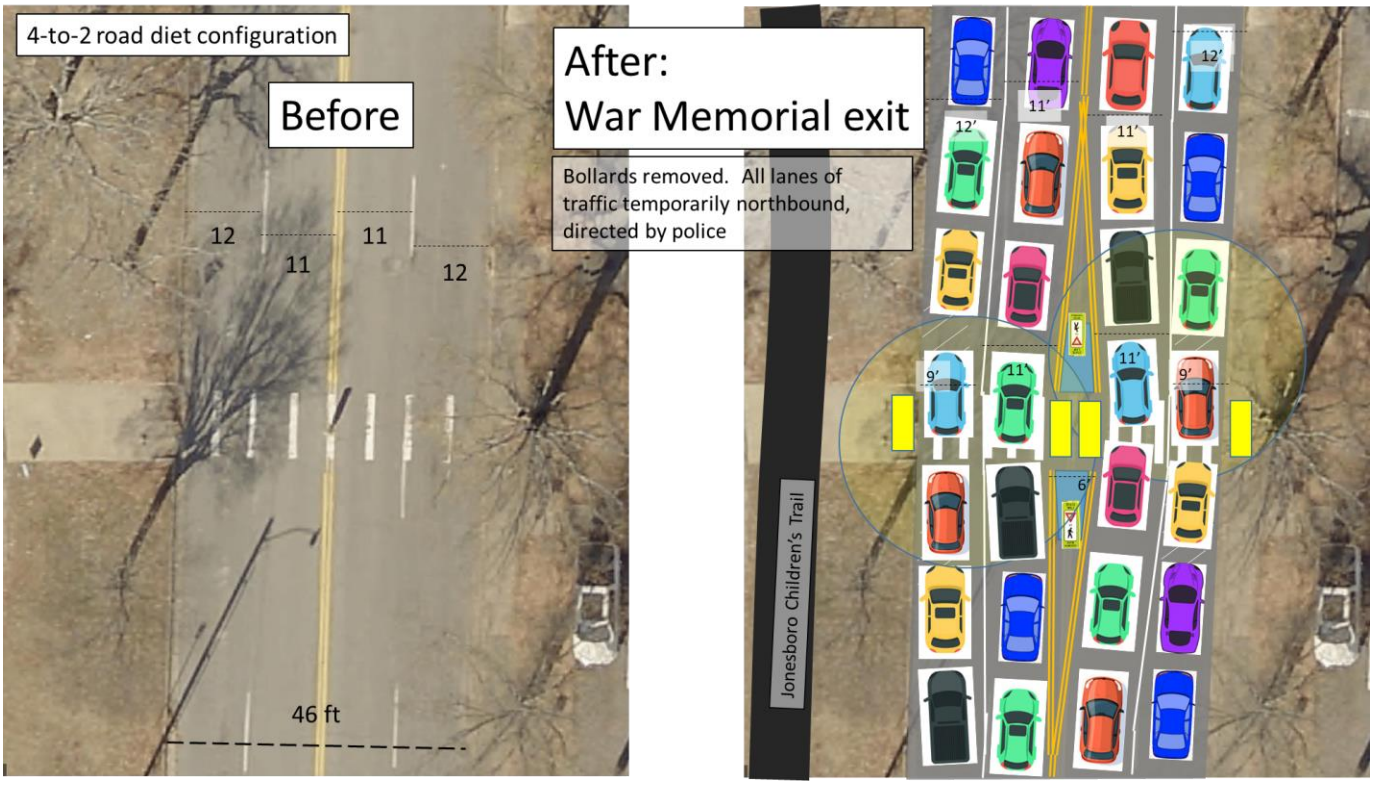


**Figure 6.** Removable bollards creates flexibility in traffic movements on Monroe.

***Timeline:*** Because resurfacing will not be required to complete this road diet, *my goal is to have this completed in 2025.*

**Strategy 1.2: Restripe crosswalk with retroreflective striping to make it more visible.**

See also Figure 4. *By 2025.*

**Strategy 1.3: Create better lighting around crosswalk.**

The Monroe corridor already has street lighting on the west side of the street, but this lighting does not correspond to crosswalk locations. Lighting could be moved, or new lighting added, to increase the nighttime visibility of crosswalks. Because the most common concerns are during business hours, this particular intervention may be a low priority. See also Figure 4. *By 2026.*

**Strategy 1.4: Install raised crosswalks**

Raised crosswalks are essentially speed tables on which pedestrians cross. The crosswalk is raised to the height of the top of the curb so that pedestrians don't change elevation when crossing the street but cars must slow down to safely cross the crosswalk. They illustrate with infrastructure that the car is traveling across a pedestrian space. These may be particularly

compatible with the Monroe corridor for two reasons. First, there will be a raised crosswalk at Jonesboro and 10th, so raised crosswalks at Monroe are congruent with another part of the corridor.[4] Second, two of the three existing crosswalks are not ADA compliant because they don't have ramps. The cost of building raised crosswalks may be similar to the cost of creating ADA ramps. The City will be legally obligated to make these crosswalks ADA compliant as soon as it does any pedestrian retrofitting to this corridor. Third, pedestrian crossings are particularly high at these locations. Due to parking alone, hundreds of people use these crosswalks every business day. *By 2025.*

**Strategy 1.5: Retain in-street pedestrian crossing signs**

Each of the three crosswalks currently has in-street pedestrian crossing signs (e.g. Fig. 1). These should be retained and installed on the pedestrian refuge islands. See also Figure 4. *By 2025.*

**Strategy 1.6: Install (removable) curb extensions**

Curb extensions are often permanent extensions of the sidewalk height into the street geometry (Fig. 7). Curb extensions create safer conditions for people walking. In this case, I proposed to install removable bollards around the crosswalks to create the curb extensions (Fig. 4).

These curb extensions will have several benefits: 1) Because the bollards are removable, the corridor can be configured to allow four travel lanes (Fig. 6), 2) They will physically prevent cars from parking closer than 20 ft. from the crosswalk, retaining sightlines between people walking and biking, 3) Because the pedestrian will get off of the sidewalk and onto the curb extension before entering the crosswalk, the pedestrian's intention to cross the street is clearer, facilitating the driver's ability to yield., 4) they will physically protect the pedestrian from moving cars, shortening the time and distance that they are exposed in the crosswalk. See also Figure 4. *By 2025.*

**Figure 7.** Curb extensions decrease turning radii (calming traffic), create more awareness of pedestrians, physically prevent cars from parking too close to the crosswalk, and limit the exposure of pedestrians to vehicular traffic. Curb Extensions, Urban Street Design Guide, NACTO

[4] Jonesboro Children's Trail, City of Little Rock

### Strategy 1.7: Install pedestrian refuge islands

Pedestrian refuge islands on two-lane streets allow the pedestrian to only concern herself with one lane of conflicting vehicular traffic at a time, making street crossing much more comfortable. See also Figure 4. *By 2026.*

### Strategy 1.8: Install infrastructure around the crosswalks

Many people who use the three crosswalks will be sufficiently served by changes made in the roadway, but people with mobility challenges also need interventions around the crosswalks (Figs. 8-10).


**Figure 8.** Crosswalk 1 (Fig. 2) has existing pedestrian infrastructure on both sides and existing ramps. I propose to: **1.1** install road diet Monroe (no resurfacing necessary because lane geometry remains the same), **1.2** keep hi-vis crosswalk markings, **1.3** install pedestrian-scale crosswalk lighting, **1.5** keep in-street crosswalk signage, **1.6** install "curb extensions" with removable bollards and street art, **1.7** install pedestrian refuge island. Because ramps currently exist, we could forgo the raised crosswalk (1.4).

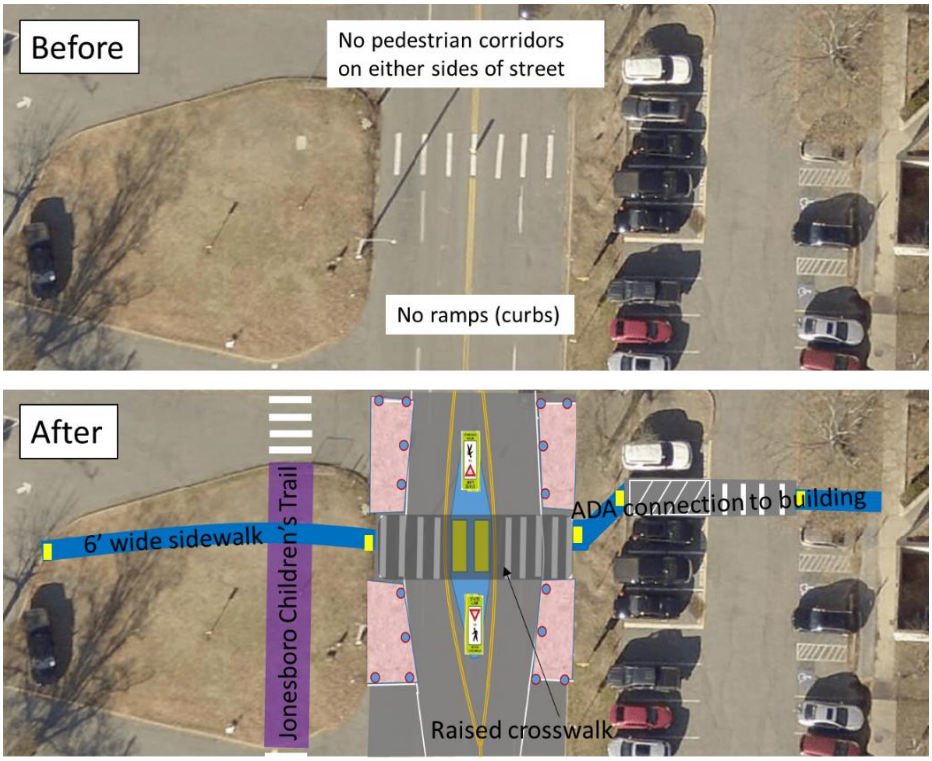


**Figure 9.** Crosswalk 2 (Fig. 2) has no pedestrian infrastructure or ramps on either sides of crosswalk. I propose to: **1.1** install road diet Monroe (no resurfacing necessary), **1.2** keep hi-vis crosswalk markings, **1.3** install pedestrian-scale crosswalk lighting, **1.4** install raised crosswalk at the height of existing curbs, **1.5** keep in-street crosswalk signage, **1.6** install "curb extensions" with removable bollards and street art, **1.7** install pedestrian refuge island. West side trail and sidewalk in public ROW, east side sidewalk/pedestrian corridor would have to be installed by ADH.

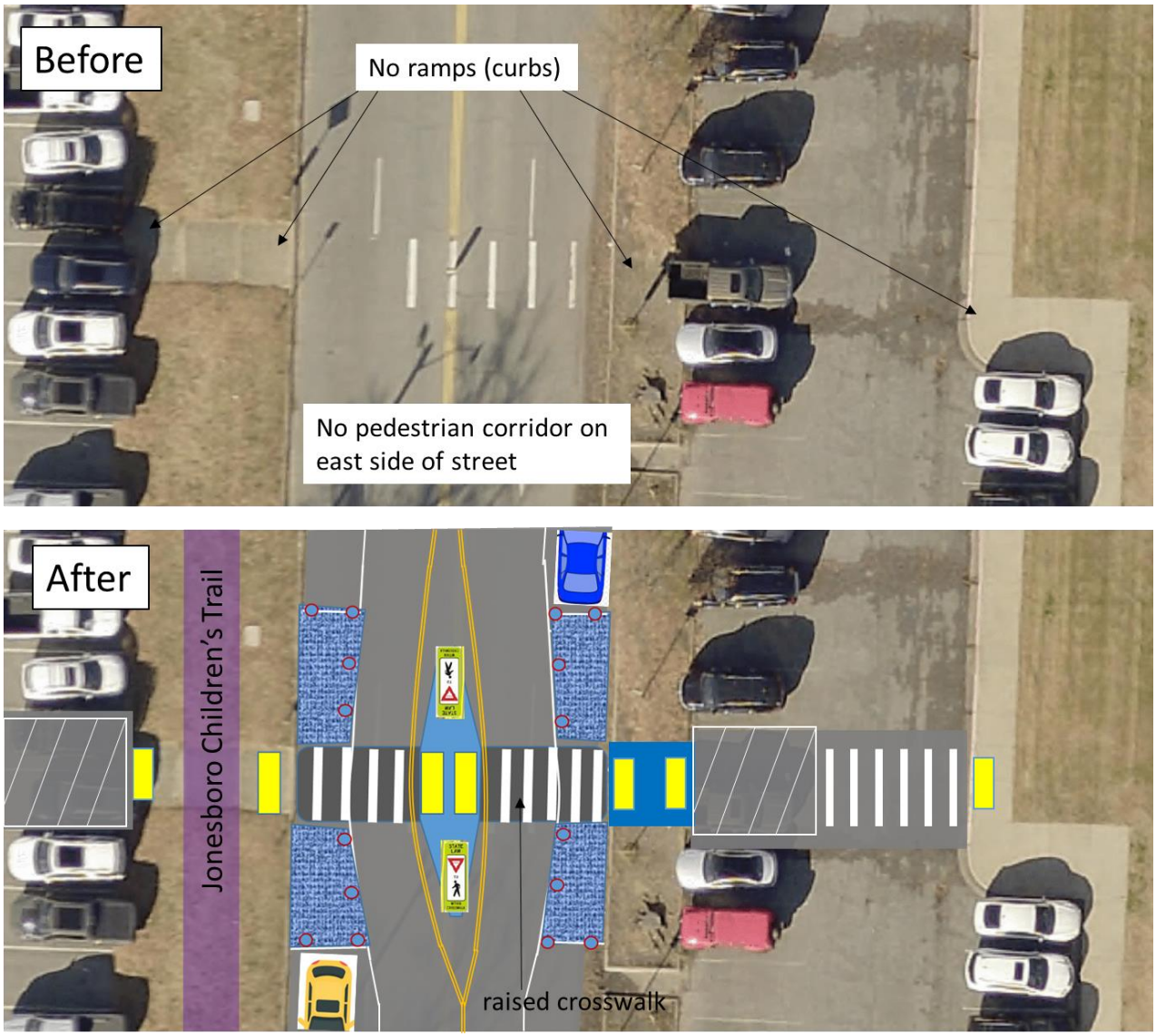


**Figure 10.** Crosswalk 3 (Fig. 2) has no pedestrian infrastructure on east side or ramps on either sides of crosswalk. I propose to: **1.1** install road diet Monroe (no resurfacing necessary), **1.2** keep hi-vis crosswalk markings, **1.3** install pedestrian-scale crosswalk lighting, **1.4** install raised crosswalk at the height of existing curbs, **1.5** keep in-street crosswalk signage, **1.6** install "curb extensions" with removable bollards and street art, **1.7** install pedestrian refuge island. West side trail and sidewalk in public ROW, east side sidewalk/pedestrian corridor would have to be installed by ADH.

## Crossing Markham: The Need

Another concern is the danger of crossing Markham at or around Monroe. Markham is a four lane, 18K ADT, 35mph posted speed Minor Arterial.[5] As is typical for four-lane urban roads in Arkansas, Markham is dangerous (Figs. 3 and 11)[2]. However, pedestrians often attempt to cross West Markham Street at Monroe. These may be **ADH or UAMS employees** or **War Memorial visitors** accessing Popeye's or Wendy's (Fig. 12). War Memorial Stadium is used for activities such as band competitions, football games, and vintage markets. There is an annual beer

[5] ARDOT Average Daily Traffic interactive GIS map

drinking event and cultural celebrations that include alcohol. In fact, many of these events either involve teenage kids with underdeveloped prefrontal cortexes or inebriated adults, both of whom are at risk for poor safety judgment.

**Hillcrest residents** attempting to access War Memorial Park or **bicyclists attempting a north-south route** might also attempt to cross Markham at Monroe. In fact, the City of Little Rock's adopted Master Bike Plan *instructs* cyclists to cross West Markham Street at Monroe (Fig. 13). Would *you* want to attempt to cross Markham at Monroe, walking or biking, as it is currently designed (Fig. 12)?

Crossing Markham at Monroe is also important for **Rock Region Metro users**. An eastbound rider gets off south of Markham to access Popeye's, Wendy's, First Security Bank, Deer Eye Care, or Central Bank; she must cross Markham to make these connections (Fig. 14). Similarly, a westbound rider will get off north of Markham to access War Memorial Stadium, ADH, the Zoo, the Children's Library, or the Jim Dailey Fitness Center; she must cross Markham to access these destinations.

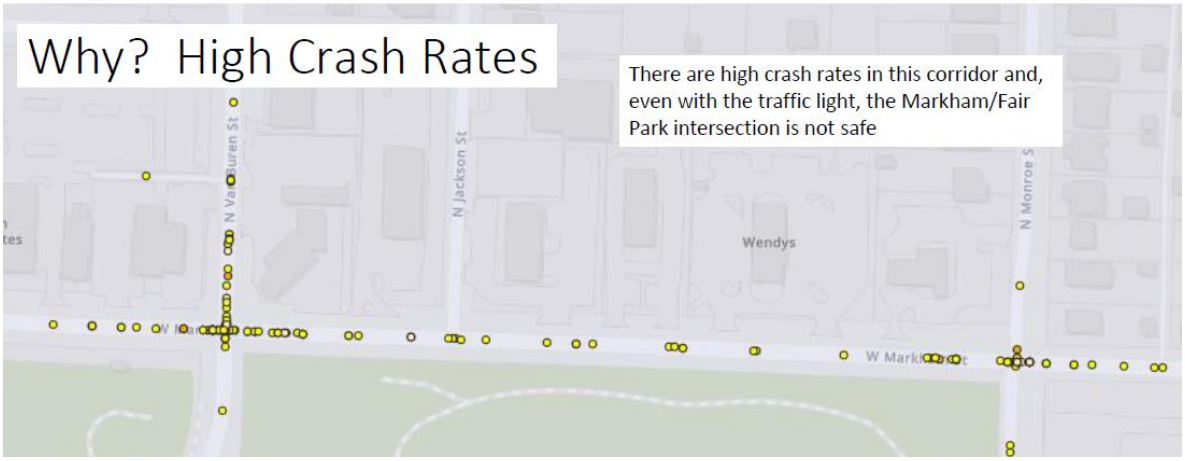


**Figure 11.** Markham has a high crash rate and is a significant barrier to walking and biking as modes of transportation (Arkansas Crash Analytics Tool).


**Figure 12.** Crossing Markham at Monroe while walking or biking is dangerous. Image from Google Streetview.

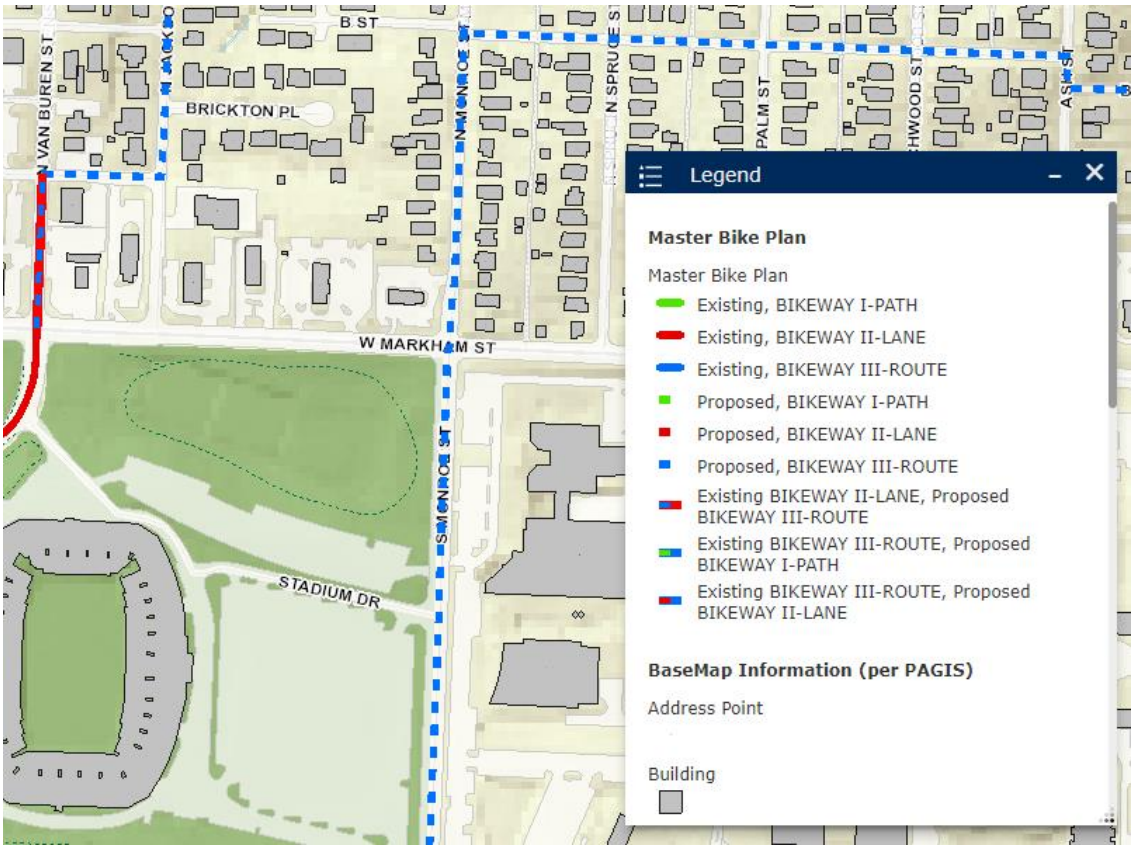


**Figure 13.** The City of Little Rock's adopted Master Bike Plan tells cyclists to cross Markham at Monroe. Map from City of Little Rock's Transportation Plan Viewer.

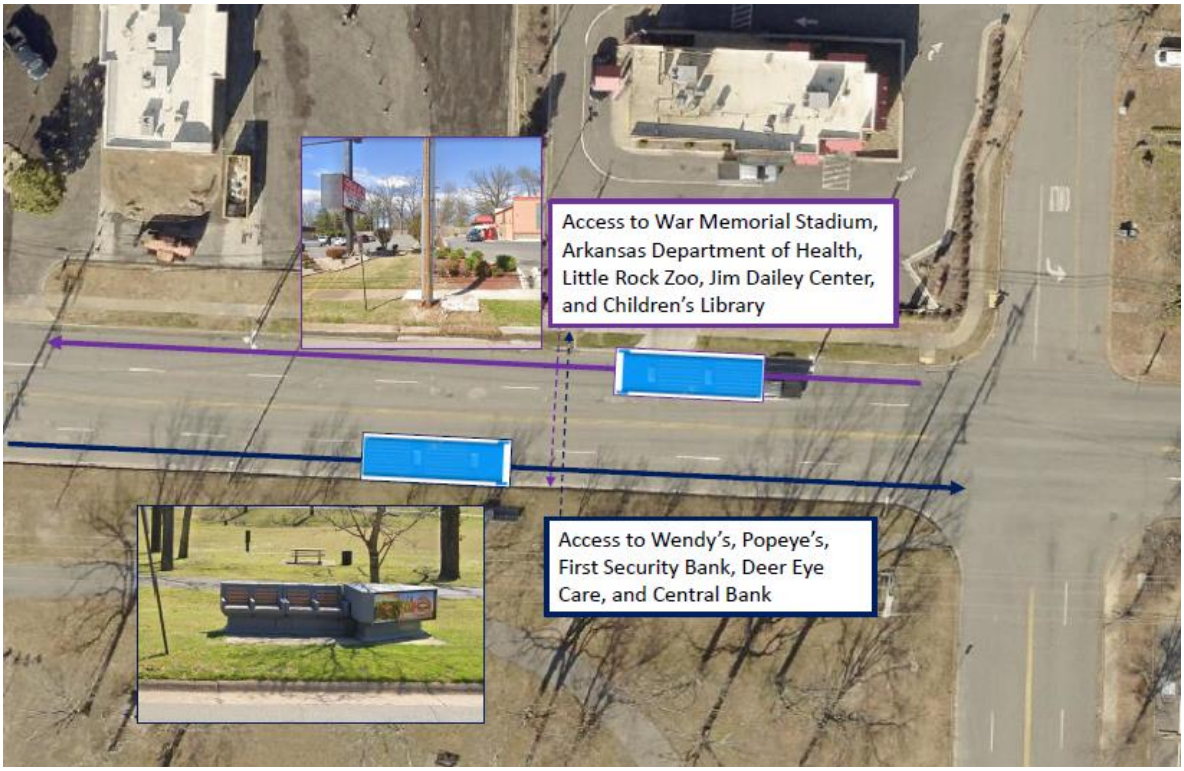


**Figure 14.** A useful transit network depends on frequent, safe street crossings close to stops.

A safe Markham crossing at Monroe is also important for the **Jonesboro Children's Trail** (Fig. 15).[6] The City has been awarded three grants to date to create this corridor from south of 12th Street to Zoo Drive. This is an equity corridor, getting people who live south of 12th Street (an under-resourced community) access to the Children's Library, the Zoo, War Memorial Stadium, and other War Memorial Park amenities. Jonesboro Phase 4, and its Markham crossing, would continue that equity access to War Memorial Stadium, Arkansas Department of Health, and the Hillcrest neighborhood.

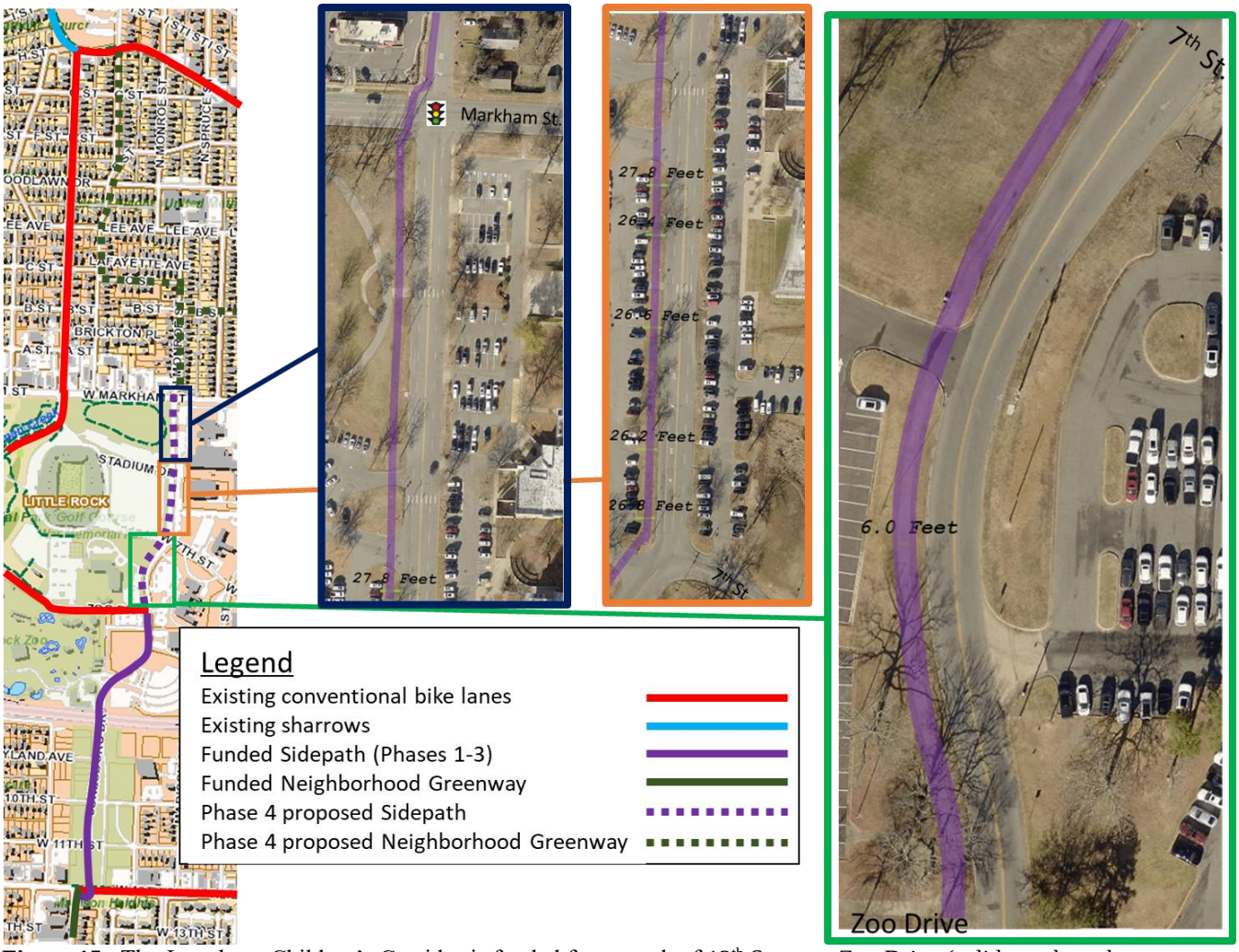


**Figure 15.** The Jonesboro Children's Corridor is funded from south of 12th Street to Zoo Drive (solid purple and green). Jonesboro Phase 4 would continue the corridor from Zoo Dr., across Markham, to Kavanaugh Blvd. (dashed purple and green). Purple on the aerial photographs represents the proposed alignment of a 12' wide asphalt trail.

When discussing this crossing, a common question is "Why don't people walking and biking cross at the light at Fair Park instead?" There are several answers to that question:

1) ***Because they don't:*** Planners and engineers often want to prescribe where they believe pedestrians should cross a street, but more successful projects follow the desire lines of pedestrians. The National Association of City Transportation Officials (NACTO) says

[6] Jonesboro Children's Trail, City of Little Rock

"locate pedestrian crossings as per current or projected pedestrian desire lines."[7] Observation shows that people cross Markham at Monroe. Those observations indicate a need for pedestrians to cross here. The intersection of Markham and Monroe, and their existing sidewalks on the west side of the intersection, creates an unmarked crosswalk at which cars are legally required to yield to pedestrians. Especially given pedestrian crossing frequencies here, it is the City's responsibility to create a safe pedestrian crossing at this crosswalk.

2) ***Because they shouldn't be expected to:*** The expectation for pedestrians at Monroe to instead cross at Fair Park is unreasonable. In order to cross at the light at Fair Park to get to Popeye's, an ADH employee would have to walk 400+ ft. to the Markham/Monroe intersection, another 900 ft. across Monroe to the Fair Park/Van Buren intersection, push the crosswalk button and wait for the light to change, cross 75 ft. of Markham, then walk an additional 890 ft. to the front door of Popeye's. To return to work, the ADH employee would then do all of this backwards.

   NACTO states that there is no absolute rule for crosswalk spacing, but "120'-200' has been shown to be sufficient."[7] Walking 900 ft. to a crosswalk does not seem realistic given this guidance. NACTO states that "on streets with higher volume (>3000 ADT), higher speeds (>20mph), or more lanes (2+), crosswalks should be the norm at intersections."[7] This describes Markham at Monroe.

   NACTO states "if it takes a person more than *3 minutes* to walk to a crosswalk, wait to cross the street, and then resume his or her journey, he or she may decide to cross along a more direct, but unsafe or unprotected, route."[7] Typical walking speed is 3 ft./second.[8] At that speed, it would take 5 minutes to walk from Monroe to Fair Park along Markham, perhaps 2-3 minutes to wait for a walk signal and cross, and an additional 5 minutes to walk to Popeye's. *12-13 minutes* is much longer than three minutes, and considering this trip is required to get there *and get back*, cuts severely into a lunch break.

3) ***Because successful bike routes are direct:*** A core principle of creating a successful bike network is that routes are direct.[9] Routing northbound Jonesboro Children's Trail traffic onto Zoo Drive to Fair Park to Van Buren is not direct. Routing northbound Children's Trail traffic onto the War Memorial jogging path to ride west to cross at Fair Park/Van Buren is not direct. A Markham crossing at Monroe creates a direct path for a Jonesboro/Monroe corridor.

4) ***Because a Van Buren crossing, and Van Buren, is not a "Children's Trail":*** The very name of the Jonesboro Children's Trail implies a facility intended for all-ages-and-abilities. Design elements in Phases 1-3 of the Jonesboro Children's Trail are all-ages-and-abilities.[10] Crossing Markham at Monroe, and the Van Buren bike lanes[11], are not all-ages-and-abilities.

---

[7] Urban Street Design Guide, Crosswalks and Crossings, NACTO

[8] Forde and Daniel. 2021. Pedestrian walking speed at un-signalized midblock crosswalk and its impact on urban street segment performance. Science Direct 8:1 pgs. 57-69

[9] FHWA Guidebook for Measuring Multimodal Network Connectivity, 2018

[10] Designing for All Ages and Abilities, NACTO, 2017

[11] Van Buren bike lanes, City of Little Rock

Van Buren Crossing: The intersection of Monroe and Fair Park/Van Buren is the intersection of two Minor Arterial roads.[12] Markham has five lanes at this intersection, Fair Park has four lanes, and Van Buren has three lanes. Wide turning radii allow cars to cross the crosswalk at high speeds and create a 61 ft. wide crosswalk when Markham Street is only 53 ft. wide. Fair Park has ~16K cars per day and Markham has ~18K cars per day here.[5] There are no right-on-red restrictions (Fig. 16).

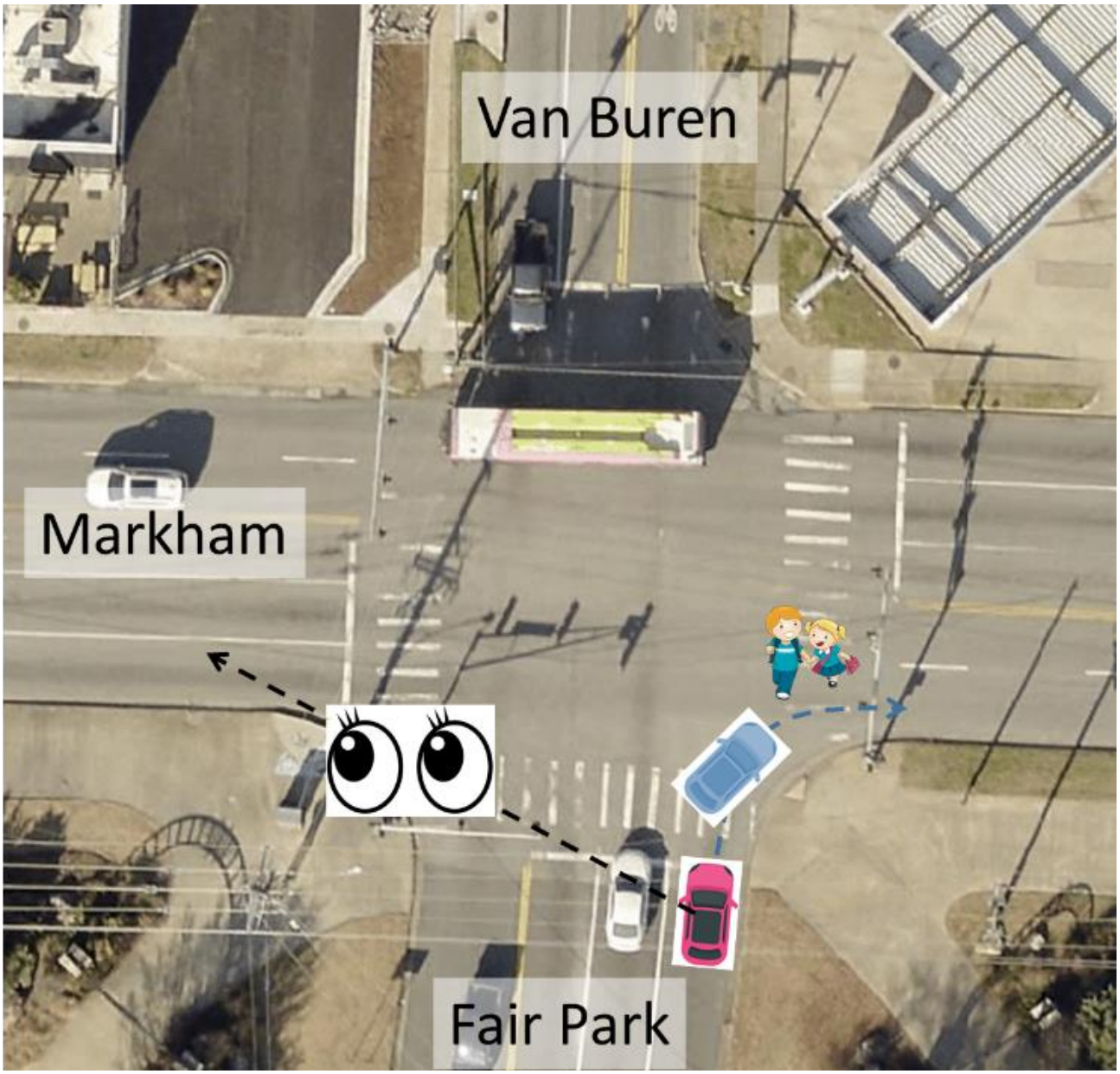


**Figure 16.** When a controlled intersection has no right-on-red restriction, the driver seeking to turn right on red is waiting for a break in traffic to quickly accelerate into the turn. Her eyes are looking away from the conflicting crosswalks in front of her and crossing the street she's entering in order to time her turn. This pattern is a common cause of car vs. pedestrian collisions at intersections. If the City were to route the Jonesboro Children's Trail to this intersection, it should at the very least not allow right turns on red.

[12] Transportation Plans Viewer, City of Little Rock

Van Buren: The Van Buren bike lanes and sidewalk network are not child- or ADA-friendly. The conventional bike lanes disappear at the high capacity intersections of Markham and Lee where definition of bicycle space is needed most (Fig. 14). Conventional bike lanes are no longer recommended for streets with Van Buren's speed and traffic volumes; current guidance would recommend a physically separated bike lane or shared use path (Fig. 14). While facilities like this have their place for creating necessary connections, this is certainly not a "children's" corridor. Van Buren also lacks a continuous sidewalk corridor on either side of the street. East side sidewalks stop between A and B streets and resume just south of Lee. West side sidewalks stop north of Woodlawn. This requires someone in a mobility device to cross Van Buren multiple times in order to walk along it.


**Figure 17.** Van Buren is not an all-ages-and abilities bicycle corridor.

## Goal 2: Create a safe bicycle and pedestrian crossing of Markham at or close to Monroe

Given Markham's traffic speeds and volumes, as well as poor sightlines to the east due to topography, simply striping a crosswalk across Markham at Monroe is insufficient. Given current pedestrian behavior, the need to create direct routes, and the stress of the Van Buren crossing and corridor, crossing Markham at Van Buren is not the preferred solution for the Jonesboro Children's Trail. To cross Markham, we need to improve the Monroe crossing.

### Strategy 2.1: Build a diverse coalition

The Jonesboro Children's Trail has received strong support from the community, the Central Arkansas Children's Library, the City, and funding agencies. Many understand the equity need for the Jonesboro Children's Trail, connecting underserved communities south of 12th Street to the Children's Library and other resources in War Memorial Stadium. A Markham crossing at Monroe should have additional stakeholders, including **ADH** and **UAMS**, whose employees cross here to access restaurants **Rock Region Metro**, whose riders cross here to access destinations on both sides of Markham, the **Hillcrest Neighborhood Association**, whose residents could better access War Memorial amenities with this crossing, and the bicycle

community, represented by the **Active Transportation Advisory Committee** and **Bicycle Advocacy of Central Arkansas**. There are very few bicycle crossings of Markham.

### Strategy 2.2: Install traffic light at Markham and Monroe

Placing a traffic light on West Markham Street at Monroe would help pedestrians safely cross Markham sufficiently close to their origin and destination so that pedestrians will actually cross at the light. It will also help ADH/UAMS vehicular traffic more safely pull onto Markham Street. It will also help better control peak traffic when War Memorial Stadium is being used for an event.

### Strategy 2.3: Install wide crosswalk

To accommodate the Jonesboro Children's Trail width, crosswalk must be 12 feet wide on the south end (Fig. 15). To allow pedestrians to get to the existing ADA ramp and cyclists to get to the cycle track, the crosswalk must grow to 22 feet wide on the north end.

### Strategy 2.4: Install crosswalk button and cater signal timing to pedestrians

How much pedestrians use the traffic light and crosswalk will depend on how responsive it is to their needs. When the crosswalk button is pushed, the light should turn quickly to the pedestrian crossing phase. This phase should last at least 53 ft. * 1 sec./3ft. = 18 seconds.

This plan will be void without precise support from city officials, community support and engagement from those who can advocate for a safer environment.

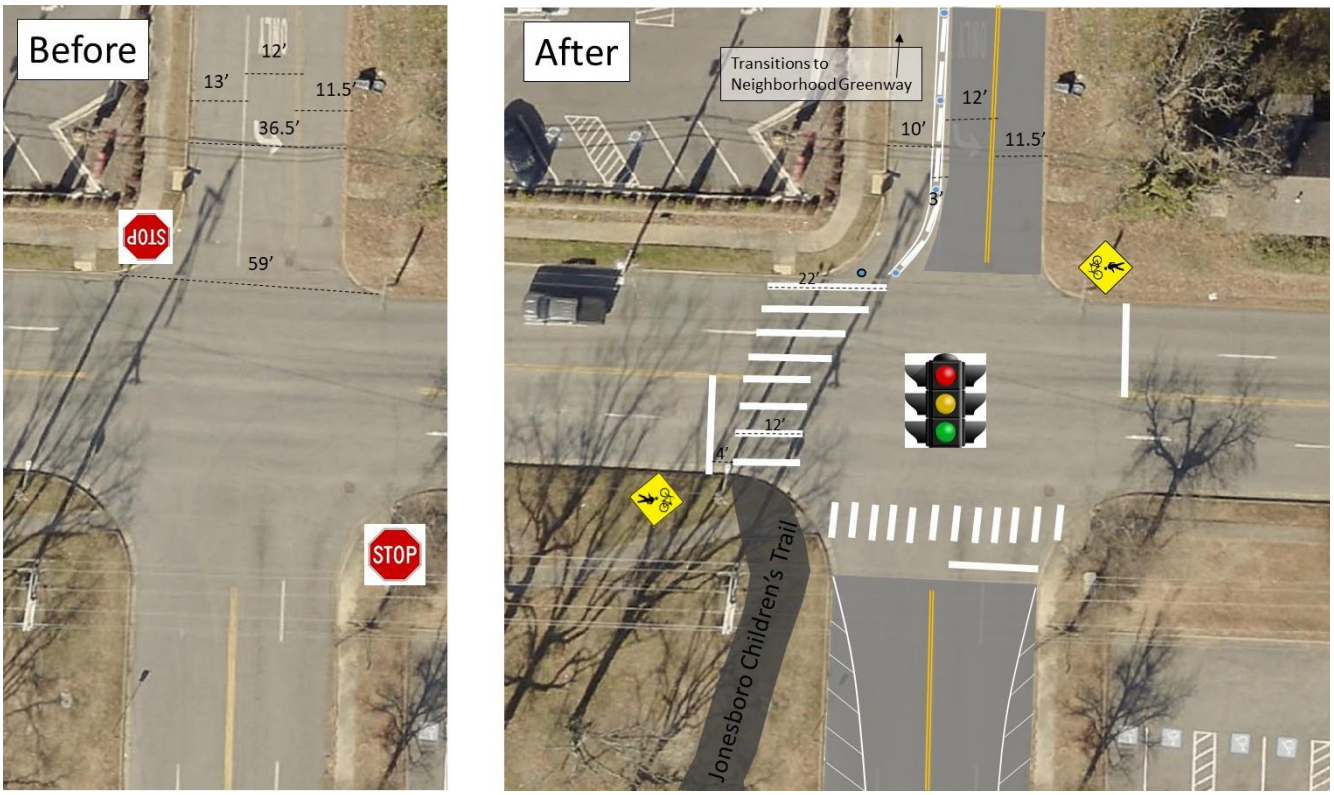


**Figure 18.** A safe Monroe and Markham crossing at the proposed traffic light. I did not include sidewalks on the north or east sides of the intersection because there is no sidewalk on the NE corner.

## **Prospective Community Partners** (Point of Contact)

Little Rock Bike & Peds (John Landosky. jlandosky@littlerock.gov)
- Project review and input

Little Rock Public Works (Jon Honeywell, JHoneywell@littlerock.gov)
- Project review and input
- Approval and funding

Arkansas Department of Transportation (Kimberly Sanders, Kim.Sanders@ardot.gov)
- Project review and input

Hillcrest Residents Association (Pittman Ware, president@hillcrestresidents.com)
- Advocacy

Rock Region Metro (Becca Green, BGreen@rrmetro.org)
- Project review and input and advocacy

Central Arkansas Library System (Jessica Frazier-Emerson, jdfrazieremerson@cals.org, CALS Children's Library Manager Shya Washington (snwashington@cals.org, and CALS Deputy Director Lisa Donovan, ldonovan@cals.org)
- Project review and input and advocacy

University of Arkansas for Medical Sciences (Mike Motley, mwmotley@uams.edu)
- Advocacy

Little Rock Parks & Recreational Trails (CLR Trails Coordinator Jordan Mays, jmays@littlerock.gov and CLR Parks and Recreation Director Leland Couch, lcouch@littlerock.gov)
- Project review and input

Associate Deputy Director and Chief Financial Officer (Jo Thompson)
- Arkansas Department of Health input

Chronic Disease Prevention & Control Branch Medical Director (Dr. Bala Simon)
- Arkansas Department of Health input

## Timeline

Phase 1-Preliminary Work (approximately 1 year)
- Preliminary design and approval consultation from the Arkansas Department of Transportation.
- Surveying, feasibility, impact with city and state businesses.
- Community input sessions/surveys with Arkansas Department of Health employees

Phase 2-Construction (approximately 2-3 years)

- Final design and installation of improvements.

## Challenges

- Advocating and obtaining support from key members of the community such as Mayor Frank Scott, Little Rock City Manager Bruce Moore, Ward 3 Director Kathy Webb (kwebb@littlerock.gov, in which the project resides), Ward 1 Director Virgil Miller Jr.(vmiller@littlerock.gov, whose constituents are served by the project).

- Develop data reports about the importance of the project.

- Conflict with ARDOT and City of Little Rock plans for the area.

- Shanetta Agnew, former Arthritis Program Manager, has transferred to another position in School Health Services Department as the State School Health and Wellness Coordinator.

## Appendix: Walk Audit

**May 22, 2023**
**10:00-11:00am**

## Attendee List

- Dr. Bala Simon, ADH Chronic Disease Prevention and Control Branch Medical Director
- Jo Thompson, ADH Deputy Director of Finance
- Mr. Bailey, ADH Chronic Disease Prevention and Control Branch Manager
- John Landosky Little Rock Bike & Peds
- Kimberly Sanders Arkansas Department of Transportation
- Jordan Mays Little Rock Parks & Recreation Trails Coordinator
- Keyona Mitchell, ADH Colleague
- Sheryl Alexander, ADH Colleague
- Tsai Mei, ADH Colleague
- Jordan Simpson, ADH Colleague
- Rachel Johnson, ADH Colleague
- Amanda Hunter, ADH Colleague
- Teneice Floyd, ADH Colleague
- Sheila Couch, ADH Colleague
- Shanetta Agnew, 2022-2023 Arkansas State Walking College Fellow

## Key Findings

- Crosswalks don't lead to sidewalks and need to be resurfaced.
- Install speed bumps on South Monroe Street to slow down motorists.
- Crosswalks don't lead to sidewalks and poorly placed and uneven, not accessible for individuals in wheelchairs or motorized devices.
- Traffic signage is not visible on South Monroe.


**Figure A-1.** Pictured from left-right: Amanda Hunter, Tsai Mei, Rachel Johnson, Sheryl Alexander

**Figure A-2.** Pictured Dr. Bala Simon.

**Figure A-3.** Pictured from left-right: Jo Thompson, Amanda Hunter, Rachel Johnson, Sheila Couch, Sheryl Alexander, Tsai Mei, Teneice Floyd.

**Figure A-4.** Pictured City of Little Rock Trails Coordinator Jordan Mays.


**Figure A-5.** One of two walk audit groups consider the Crosswalk 3 (Fig. 2), noting that 1) the white car is parked illegally close to the crosswalk and there is no infrastructure to stop this behavior, 2) there is no ramp at the end of the crosswalk, 3) there is no sidewalk at the end of the crosswalk, 4) signage at the side of the road and in the middle of the road is helpful, 5) hi-vis crosswalk markings are helpful, and 6) the crosswalk is not lit.