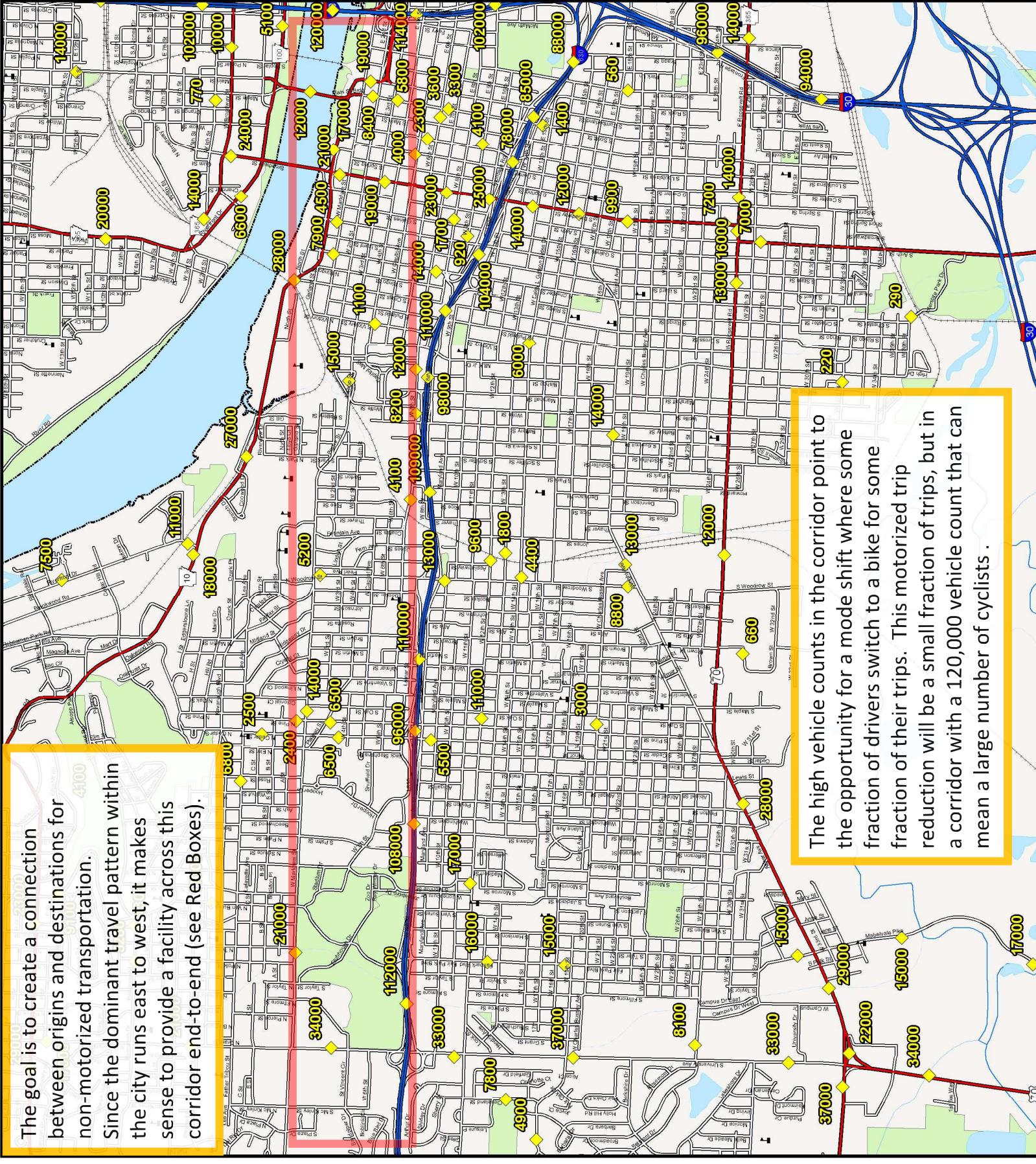


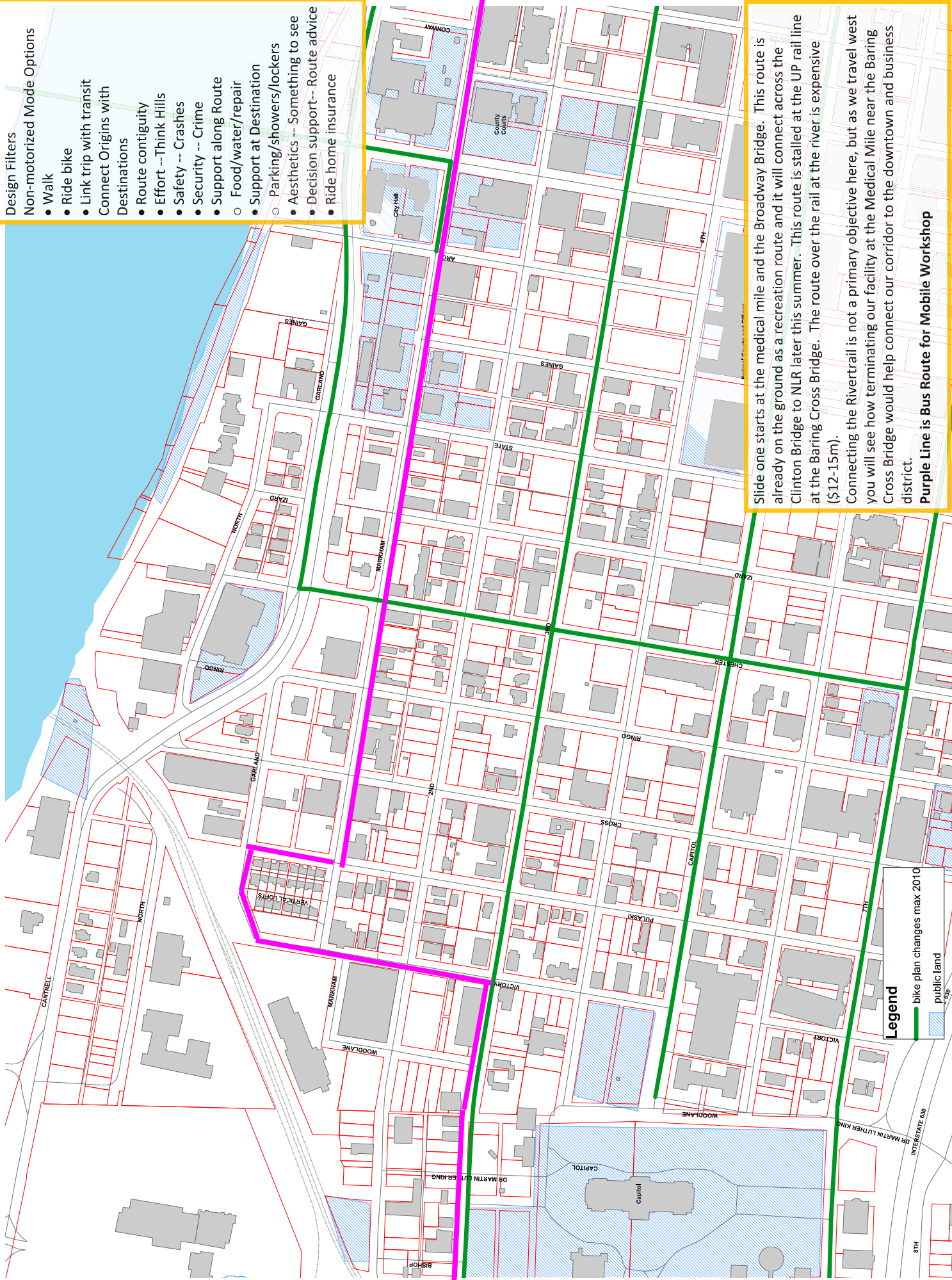
The goal is to create a connection between origins and destinations for non-motorized transportation. Since the dominant travel pattern within the city runs east to west, it makes sense to provide a facility across this corridor end-to-end (see Red Boxes).

The high vehicle counts in the corridor point to the opportunity for a mode shift where some fraction of drivers switch to a bike for some fraction of their trips. This motorized trip reduction will be a small fraction of trips, but in a corridor with a 120,000 vehicle count that can mean a large number of cyclists.





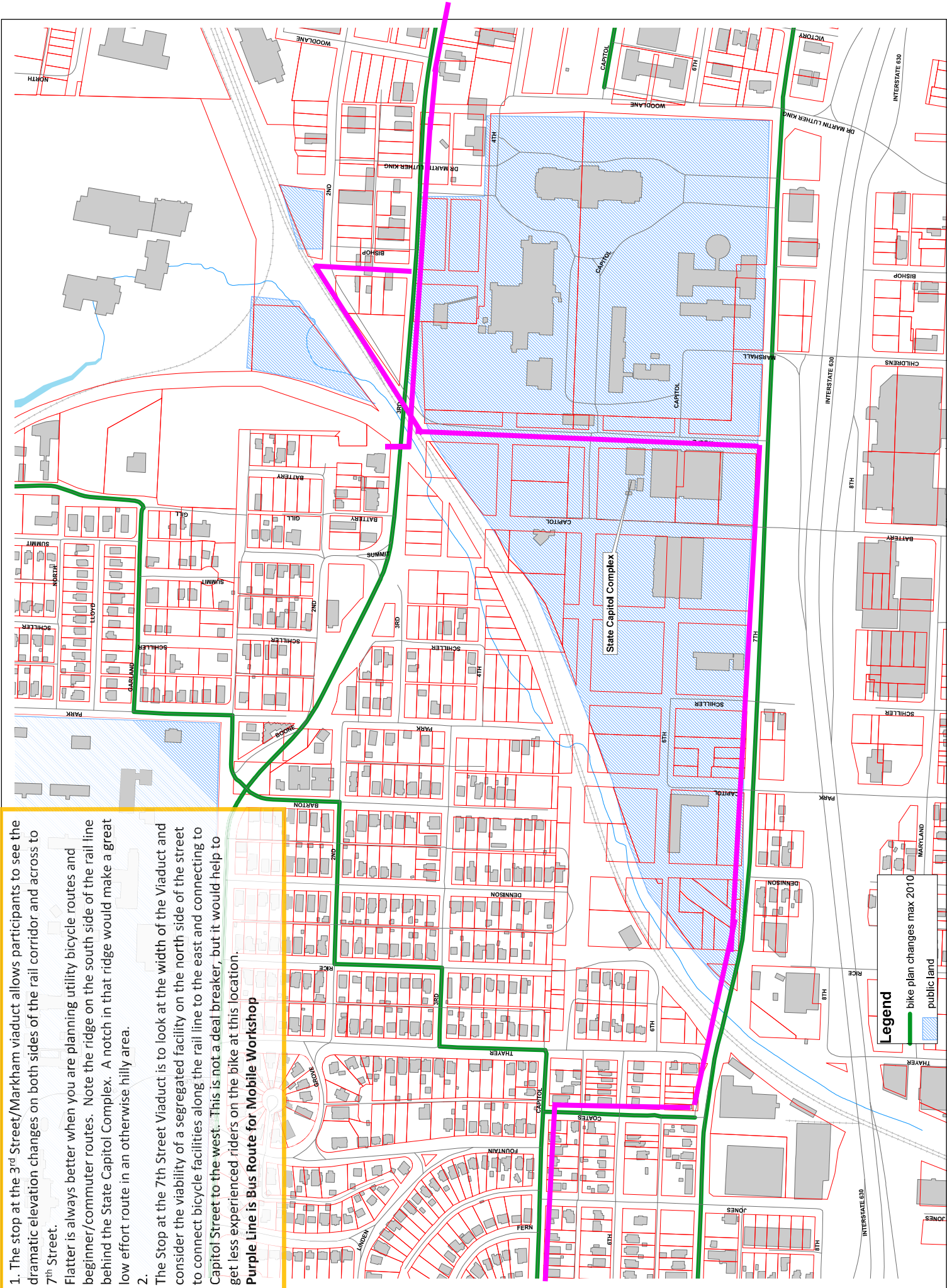
Connecting hospitals, government offices, schools and commercial businesses with residential developments allows the greatest number of users the option to get active



1. The stop at the 3rd Street/Markham viaduct allows participants to see the dramatic elevation changes on both sides of the rail corridor and across to 7th Street.
 Flatter is always better when you are planning utility bicycle routes and beginner/commuter routes. Note the ridge on the south side of the rail line behind the State Capitol Complex. A notch in that ridge would make a great low effort route in an otherwise hilly area.

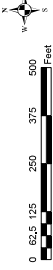
2. The Stop at the 7th Street Viaduct is to look at the width of the Viaduct and consider the viability of a segregated facility on the north side of the street to connect bicycle facilities along the rail line to the east and connecting to Capitol Street to the west. This is not a deal breaker, but it would help to get less experienced riders on the bike at this location.

Purple Line is Bus Route for Mobile Workshop



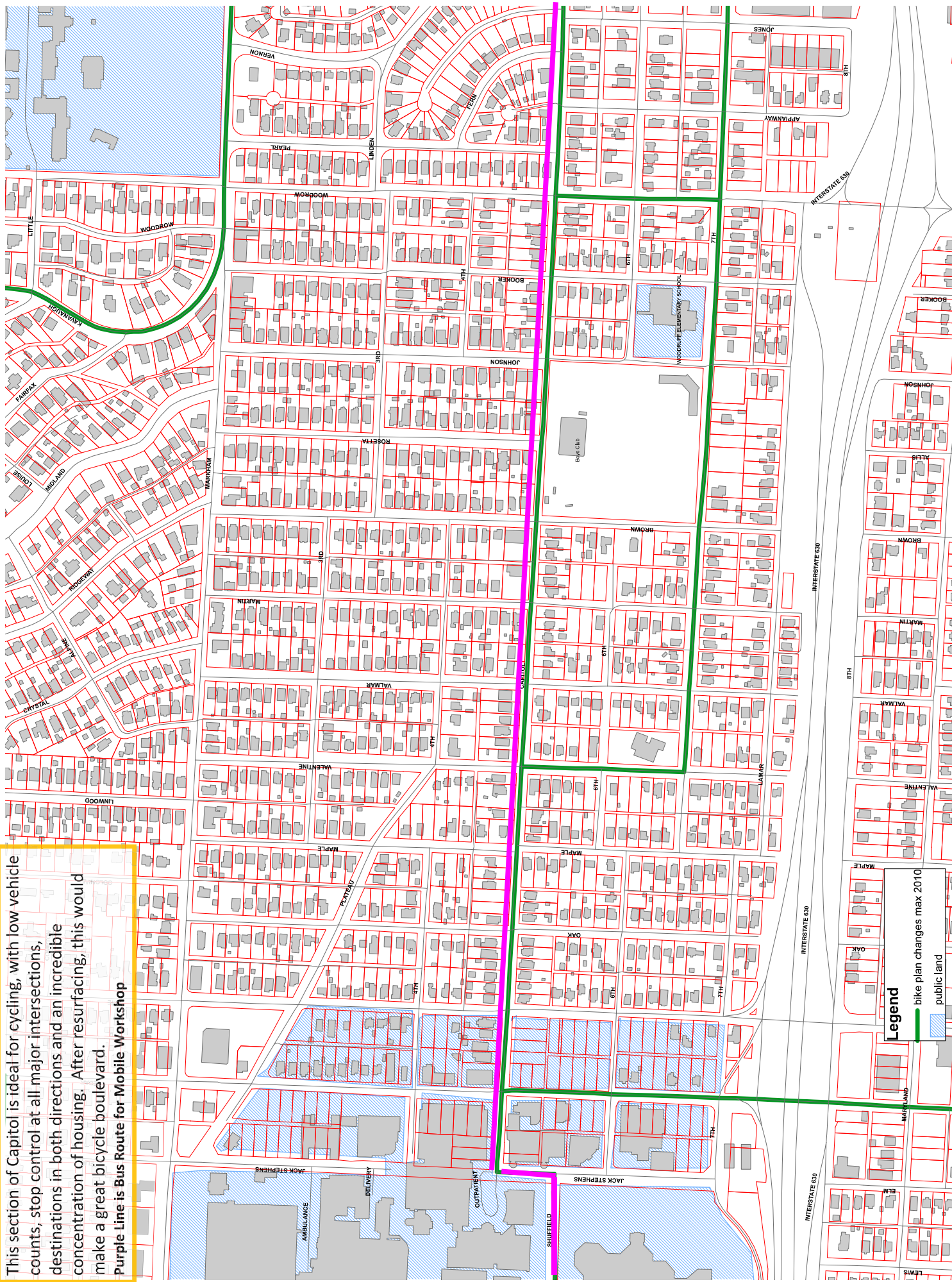
Legend
 — bike plan changes max 2010
 — public land

Central Little Rock Route



This section of Capitol is ideal for cycling, with low vehicle counts, stop control at all major intersections, and an incredible concentration of housing. After resurfacing, this would make a great bicycle boulevard.

Purple Line is Bus Route for Mobile Workshop

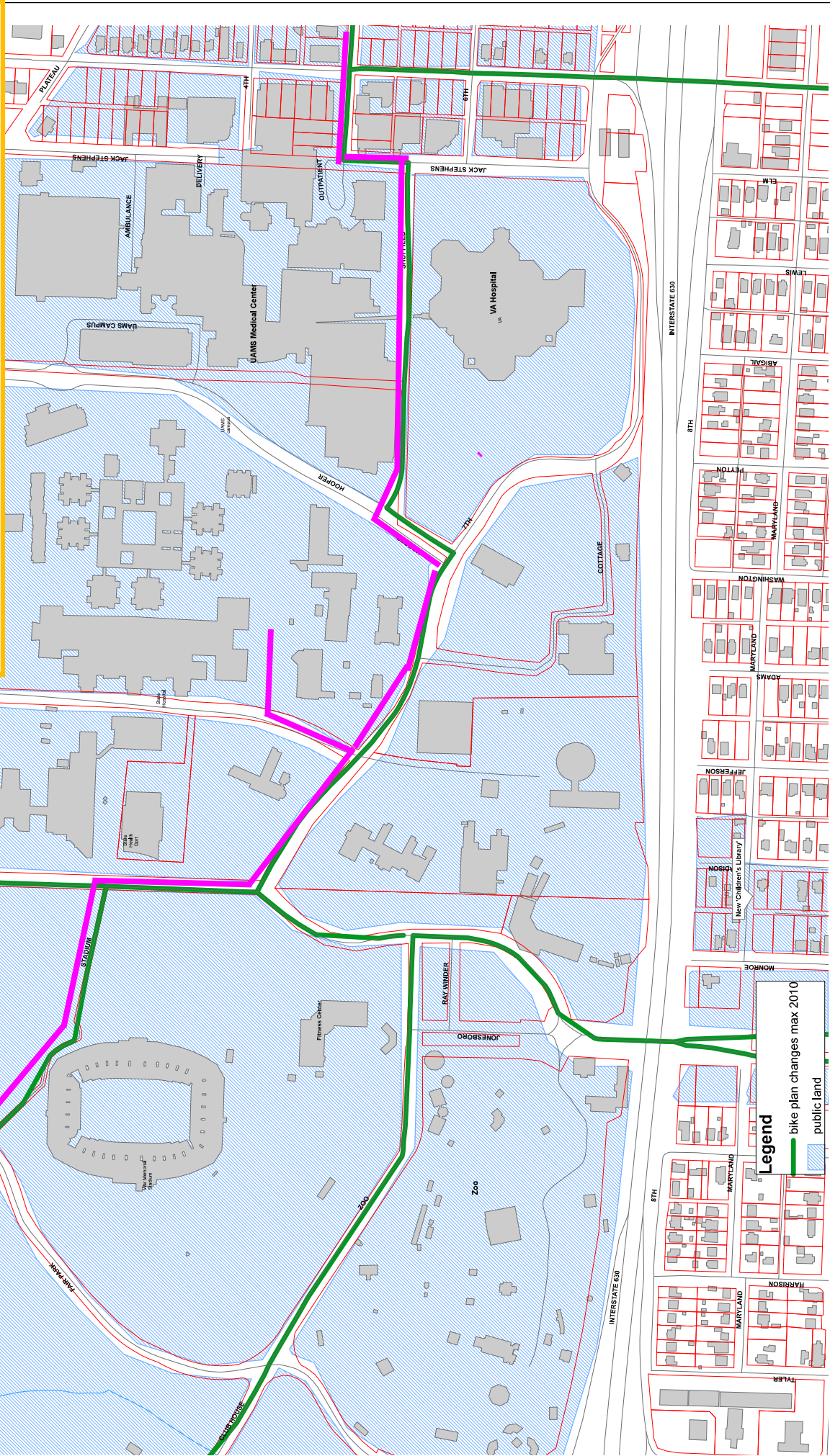


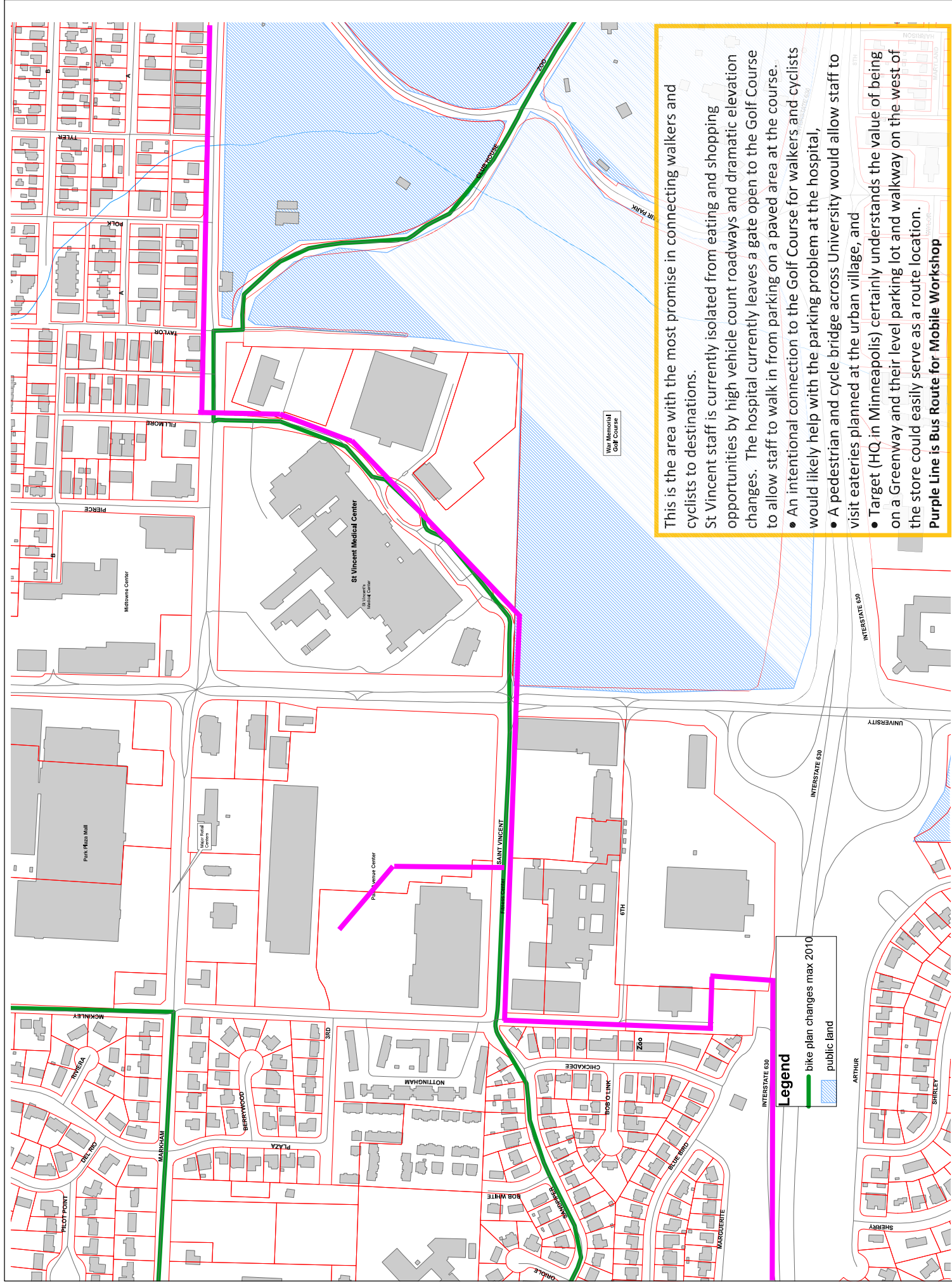
Central Little Rock Route

The agencies and organizations located within this corridor could work together to identify a route here and eliminate the current need to move dramatically north and south and contend with heavy traffic while crossing this portion of the corridor. There are desire lines that tell us where health department and medical school staff and students are walking now and following their route would take the facility off of the street in that area.

We could call that a win-win, especially since the shortage of parking can be mitigated by providing the opportunity for these otherwise health oriented individuals to engage in healthy transportation in their commutes.

Purple Line is Bus Route for Mobile Workshop





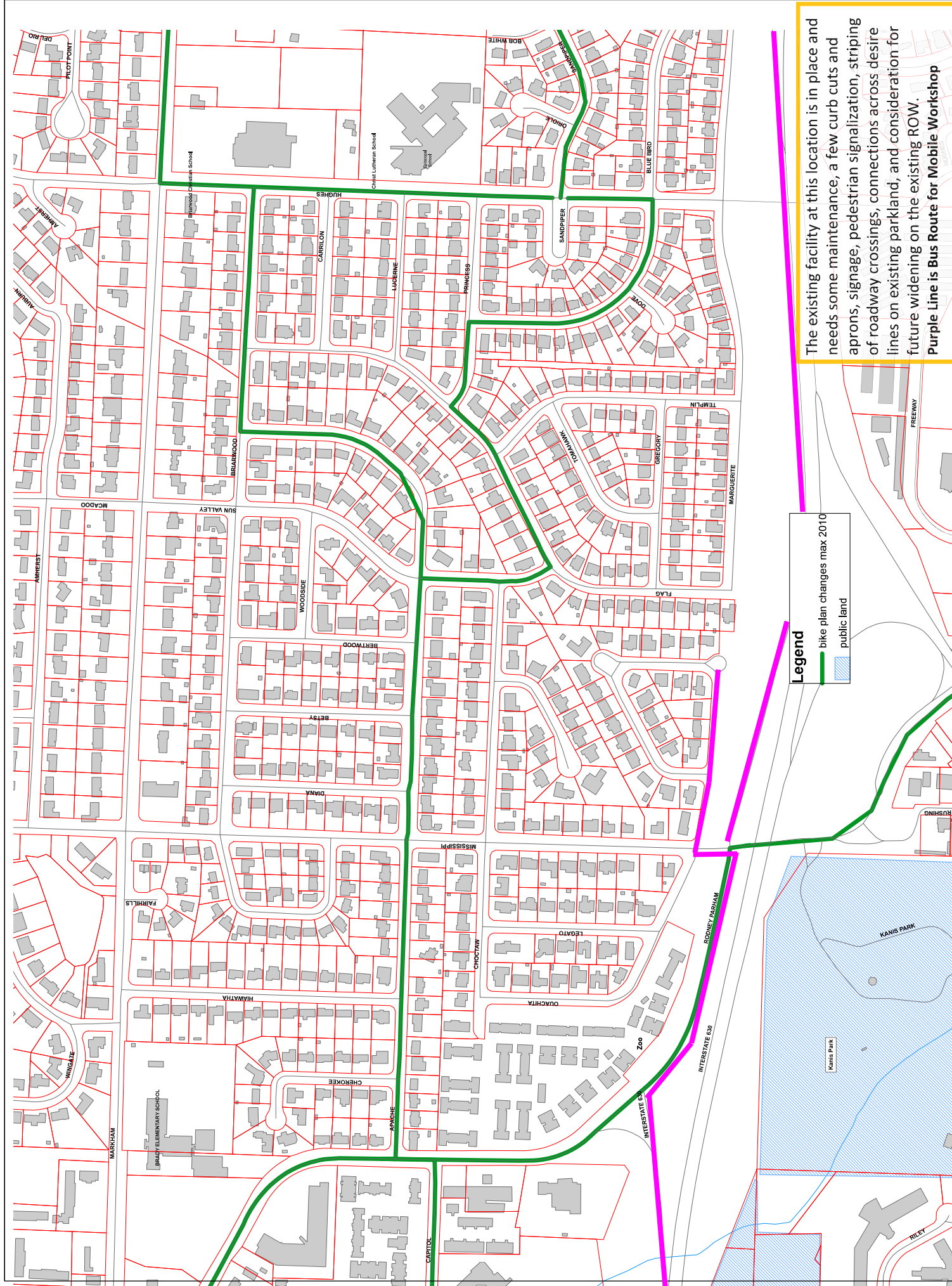
This is the area with the most promise in connecting walkers and cyclists to destinations.

St Vincent staff is currently isolated from eating and shopping opportunities by high vehicle count roadways and dramatic elevation changes. The hospital currently leaves a gate open to the Golf Course to allow staff to walk in from parking on a paved area at the course.

- An intentional connection to the Golf Course for walkers and cyclists would likely help with the parking problem at the hospital,
- A pedestrian and cycle bridge across University would allow staff to visit eateries planned at the urban village, and
- Target (HQ in Minneapolis) certainly understands the value of being on a Greenway and their level parking lot and walkway on the west of the store could easily serve as a route location.

Purple Line is Bus Route for Mobile Workshop

Central Little Rock Route



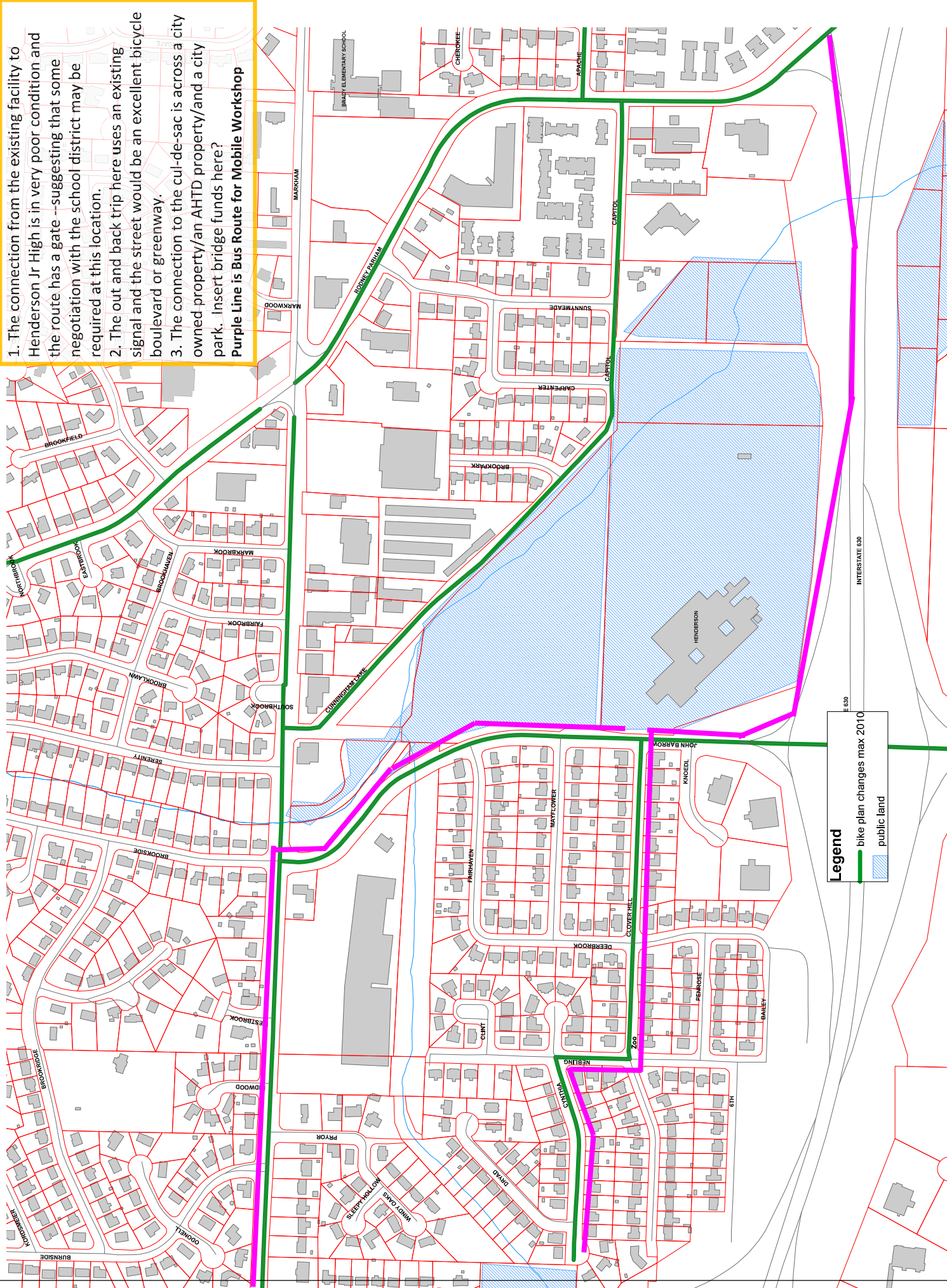
The existing facility at this location is in place and needs some maintenance, a few curb cuts and aprons, signage, pedestrian signalization, striping of roadway crossings, connections across desire lines on existing parkland, and consideration for future widening on the existing ROW.
Purple Line is Bus Route for Mobile Workshop

Legend

- bike plan changes max 2010
- public land

Central Little Rock Route

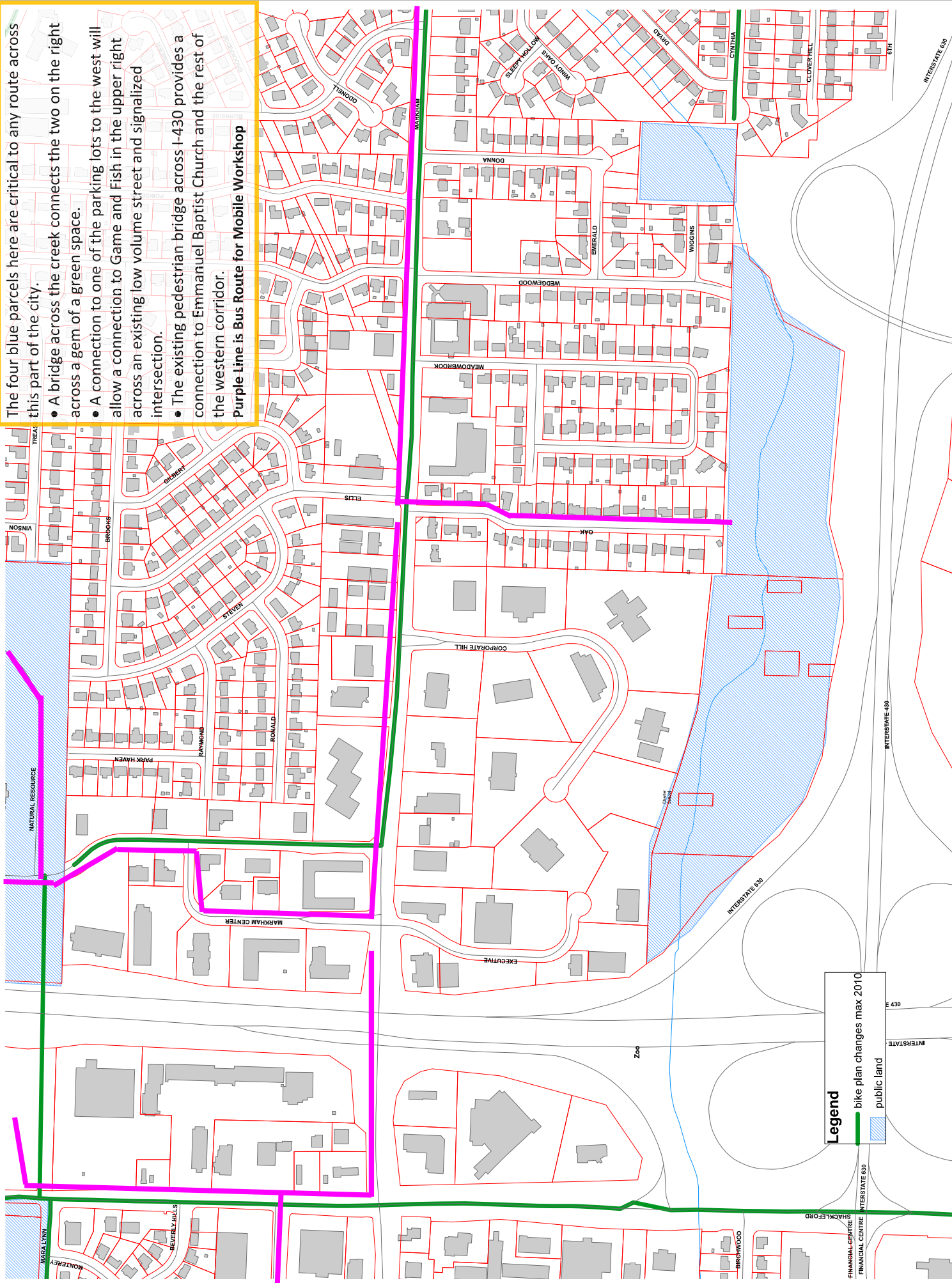
1. The connection from the existing facility to Henderson Jr High is in very poor condition and the route has a gate --suggesting that some negotiation with the school district may be required at this location.
 2. The out and back trip here uses an existing signal and the street would be an excellent bicycle boulevard or greenway.
 3. The connection to the cul-de-sac is across a city owned property/an AHTD property/and a city park. Insert bridge funds here?
- Purple Line is Bus Route for Mobile Workshon**



The four blue parcels here are critical to any route across this part of the city.

- A bridge across the creek connects the two on the right across a gem of a green space.
- A connection to one of the parking lots to the west will allow a connection to Game and Fish in the upper right across an existing low volume street and signalized intersection.
- The existing pedestrian bridge across I-430 provides a connection to Emmanuel Baptist Church and the rest of the western corridor.

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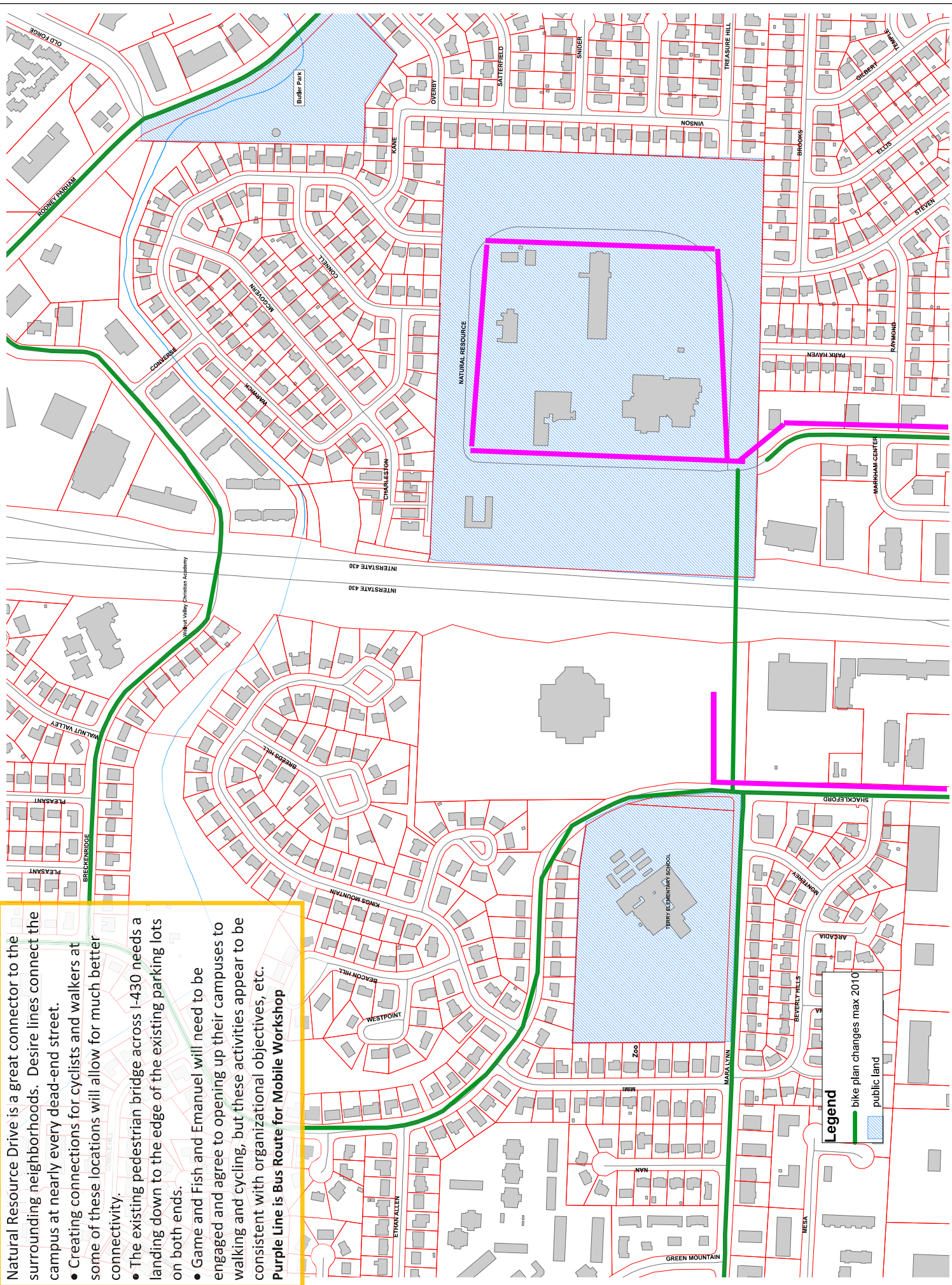


Legend

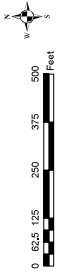
- bike plan changes max 2010
- public land

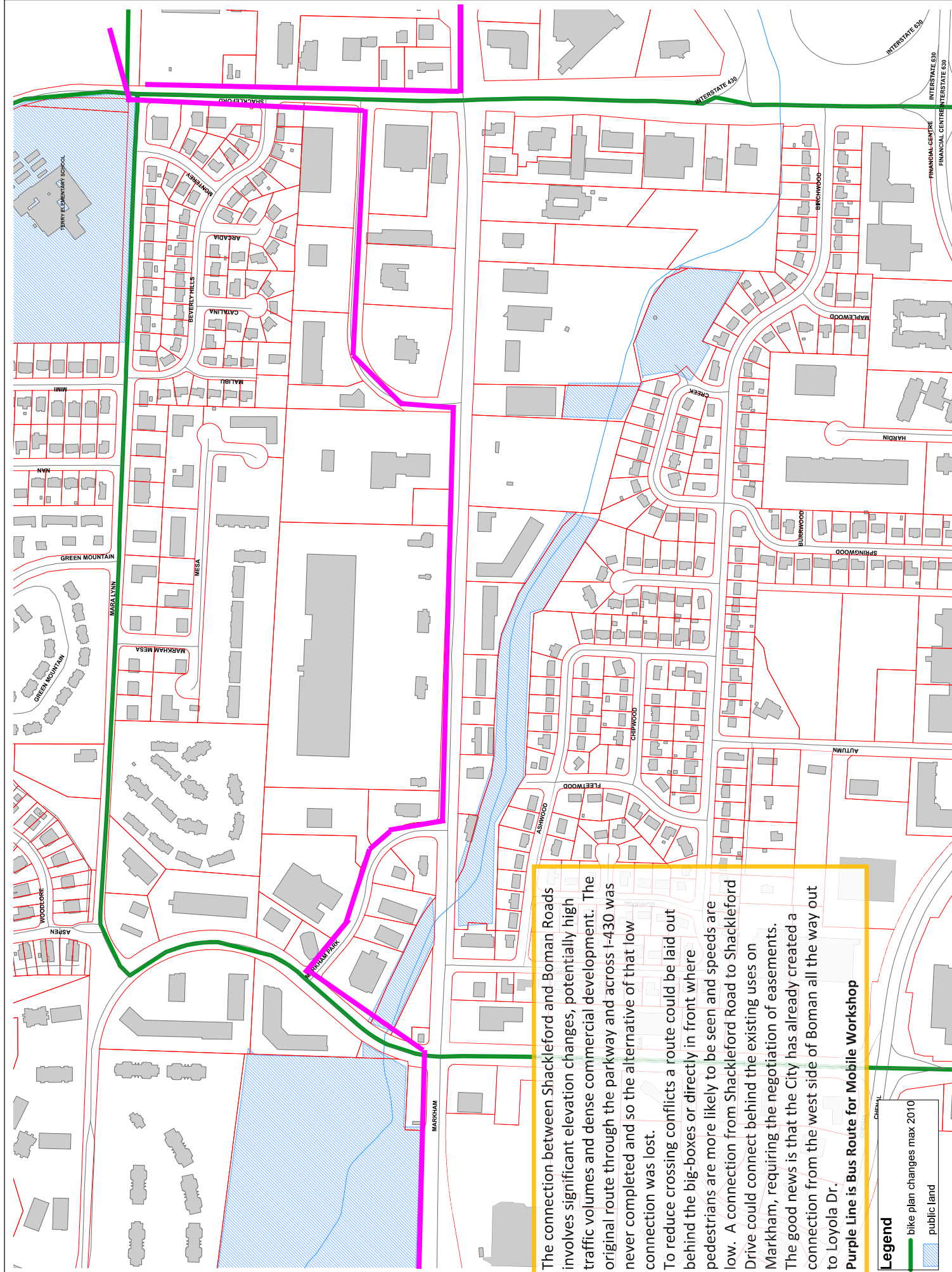
Central Little Rock Route

- Natural Resource Drive is a great connector to the surrounding neighborhoods. Desire lines connect the campus at nearly every dead-end street.
- Creating connections for cyclists and walkers at some of these locations will allow for much better connectivity.
 - The existing pedestrian bridge across I-430 needs a landing down to the edge of the existing parking lots on both ends.
 - Game and Fish and Emanuel will need to be engaged and agree to opening up their campuses to walking and cycling, but these activities appear to be consistent with organizational objectives, etc.
- Purple Line is Bus Route for Mobile Workshop



Central Little Rock Route





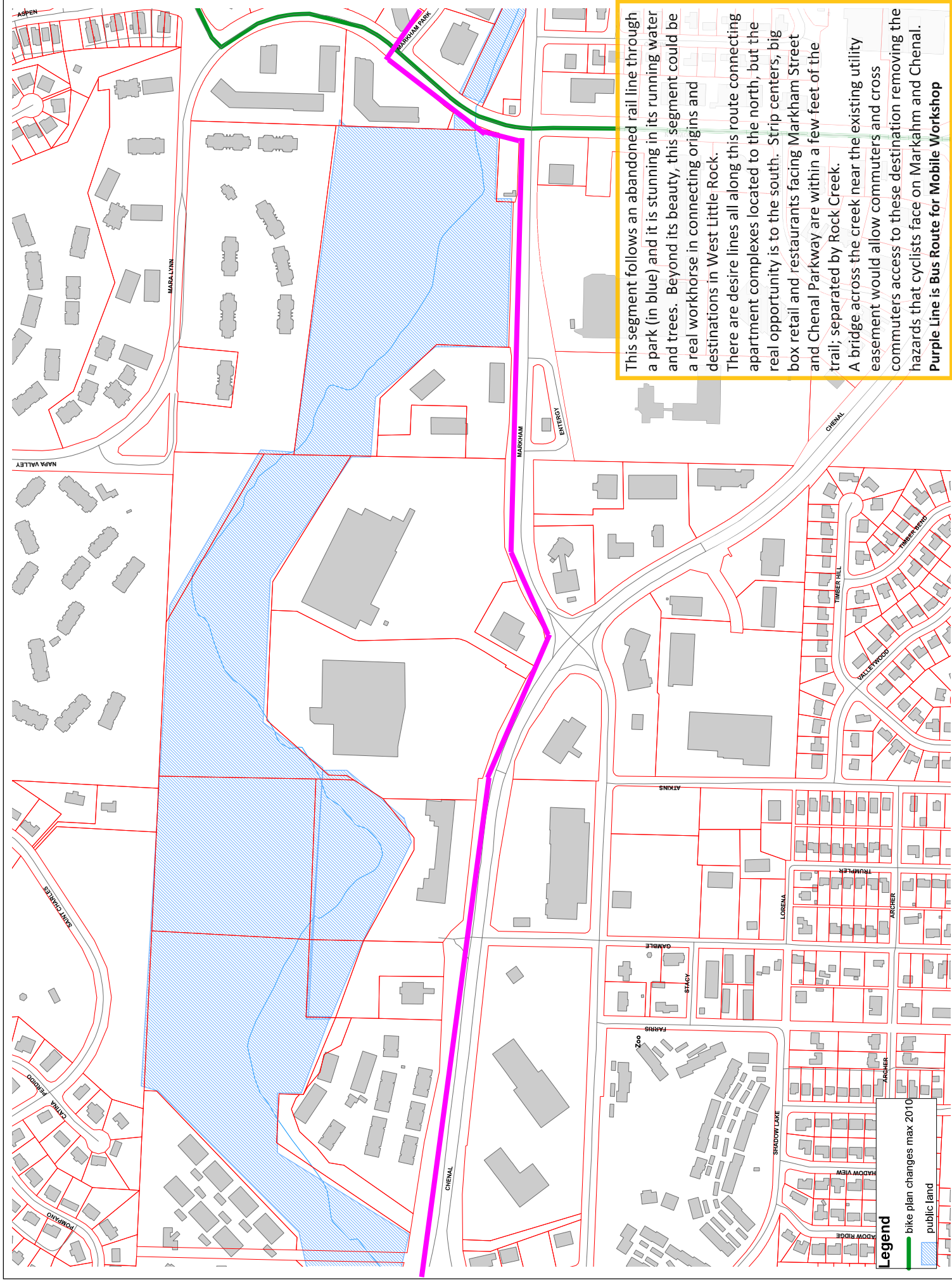
The connection between Shackleford and Boman Roads involves significant elevation changes, potentially high traffic volumes and dense commercial development. The original route through the parkway and across I-430 was never completed and so the alternative of that low connection was lost.

To reduce crossing conflicts a route could be laid out behind the big-boxes or directly in front where pedestrians are more likely to be seen and speeds are low. A connection from Shackleford Road to Shackleford Drive could connect behind the existing uses on Markham, requiring the negotiation of easements. The good news is that the City has already created a connection from the west side of Boman all the way out to Loyola Dr.

Purple Line is Bus Route for Mobile Workshop

Legend

- bike plan changes max 2010
- public land



Central Little Rock Route

Loyola provides connections across neighborhoods to our east-west corridor. These types of natural breaks are the best places to terminate cycling and walking facilities. Once they become well used they pretty much make the argument for an extension to the next natural connection.

Well, this is the end of our workshop, but as you can see, the creek continues west and the route will too --one day soon.

Purple Line is Bus Route for Mobile Workshop

Design Filters

Non-motorized Mode Options

- 
- Connect Origins with Destination
- Walk
 - Ride bike
 - Link trip with transit
 - Route contiguity
 - Effort -- Think Hills
 - Safety -- Crashes
 - Security -- Crime
 - Support along Route
 - Food/water/repair
 - Support at Destination
 - Parking/showers/lockers

- Aesthetics -- Something to see

- Decision support-- Route advice
- Ride home insurance

Purple Line is Bus Route for Mobile

Workshop

