

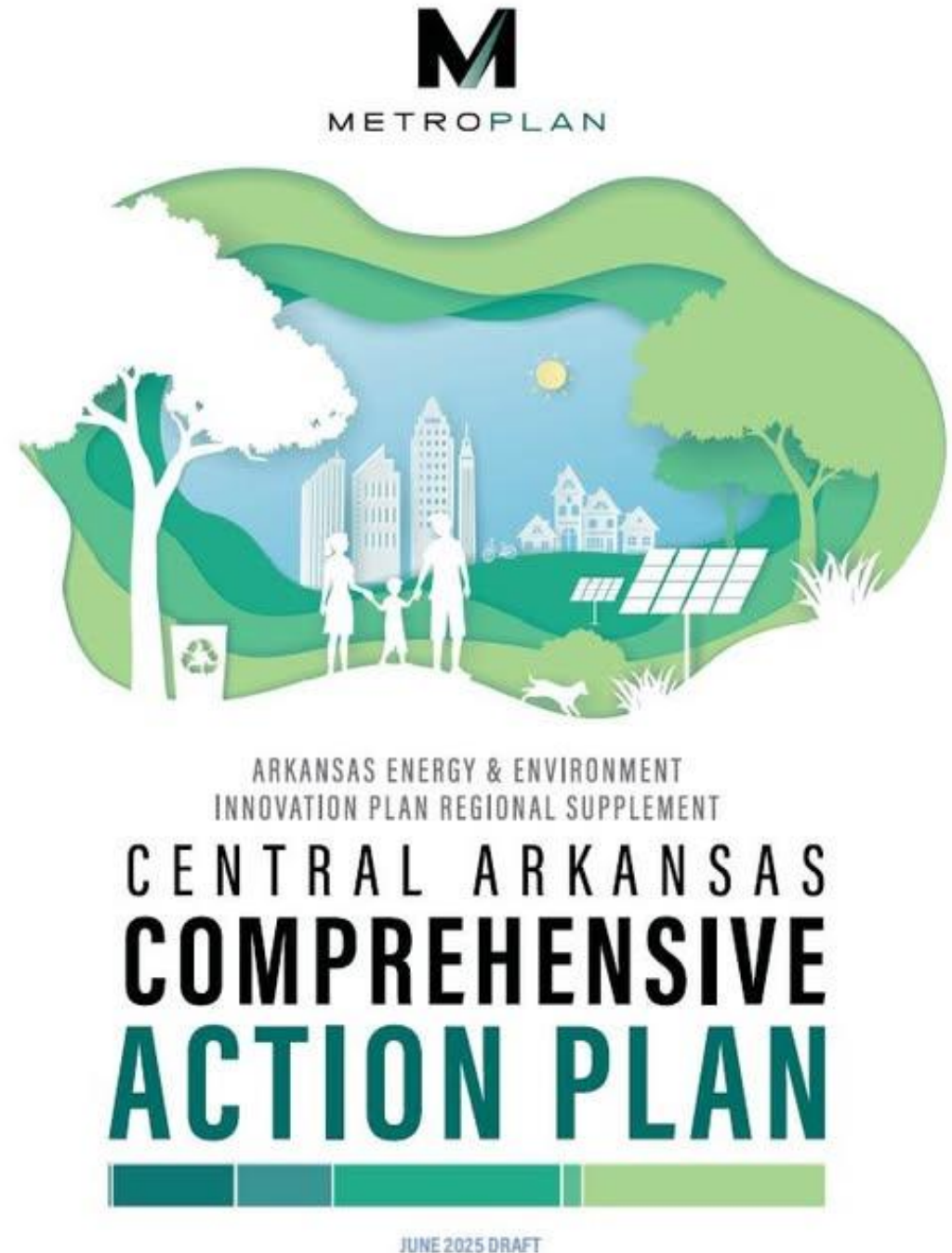
# BikePed Report July 2025

John Landosky

City of Little Rock Bicycle and Pedestrian Coordinator

# Announcement

- Seeking input
- July 10<sup>th</sup>, 12-1pm, virtual (register with Metroplan)
- July 17<sup>th</sup>, 12-1pm, virtual (register with Metroplan)



# Announcement

- Friendly Driver Certification Program
- July 22<sup>nd</sup>, 10am, Willie Hinton
- Two-hour course, free
- Register with [jlandosky@littlerock.gov](mailto:jlandosky@littlerock.gov)



Other Announcements?

# Little Rock Bike Network Signage

and how Neighborhood Greenways will help create Little Rock's first bike network



- 

What is a Neighborhood  
Greenway?

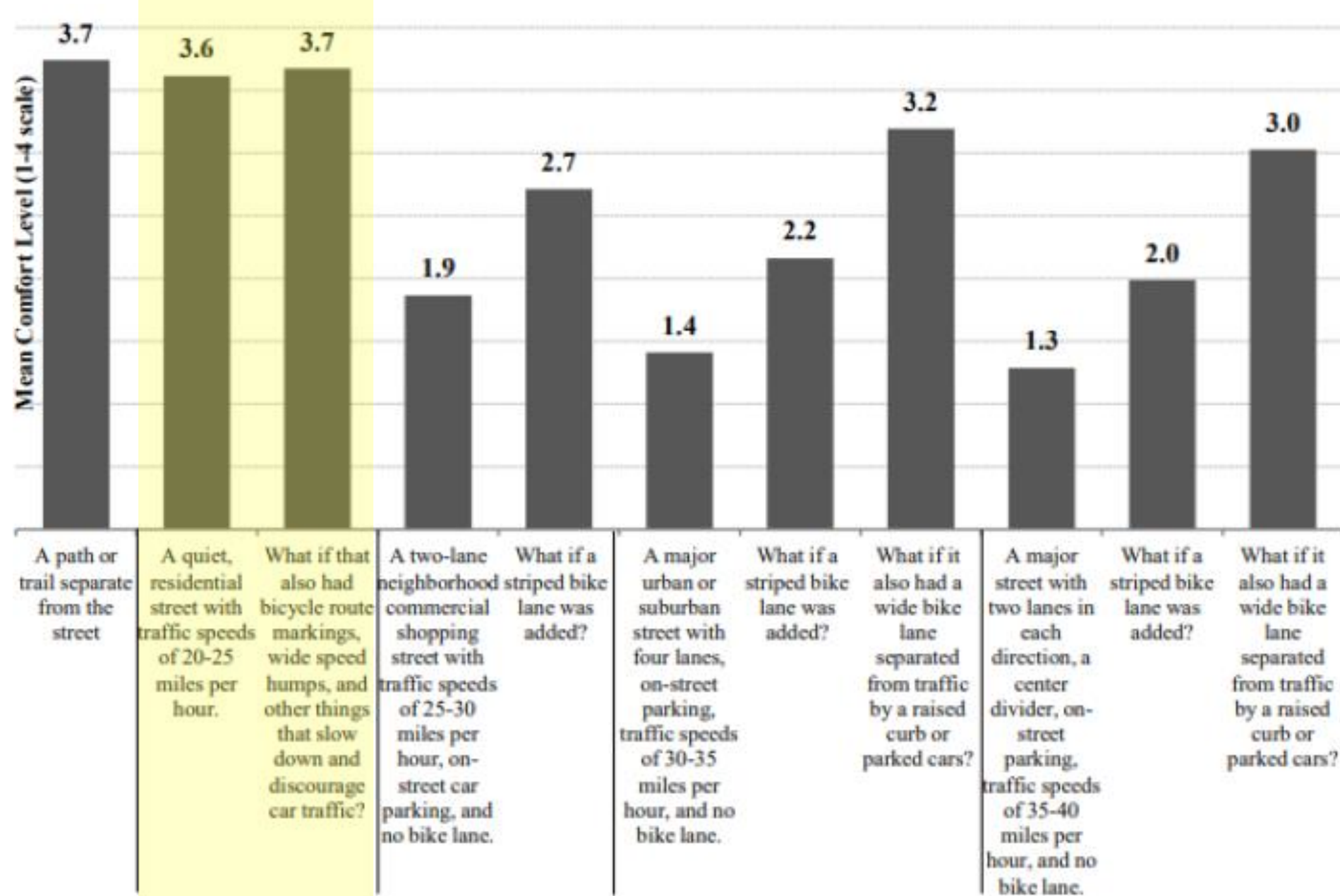


# What is a Neighborhood Greenway?

- Low traffic volumes
- Low traffic speeds
- Prioritize people walking and biking
- Safe BikePed crossings of busy streets
- Distinct visual elements
  - Wayfinding signage
  - Pavement markings







# What is a Neighborhood Greenway?

- Street that prioritizes residents along corridor and people walking and biking in corridor over vehicular throughput
  - Low speed
  - Low traffic
  - Local street
  - Creates network



We might make changes to **Daisy Bates** to be a comfortable bike corridor, but it will never be a “Neighborhood Greenway”

- Too much traffic
- Speed too high
- Not a Local Street

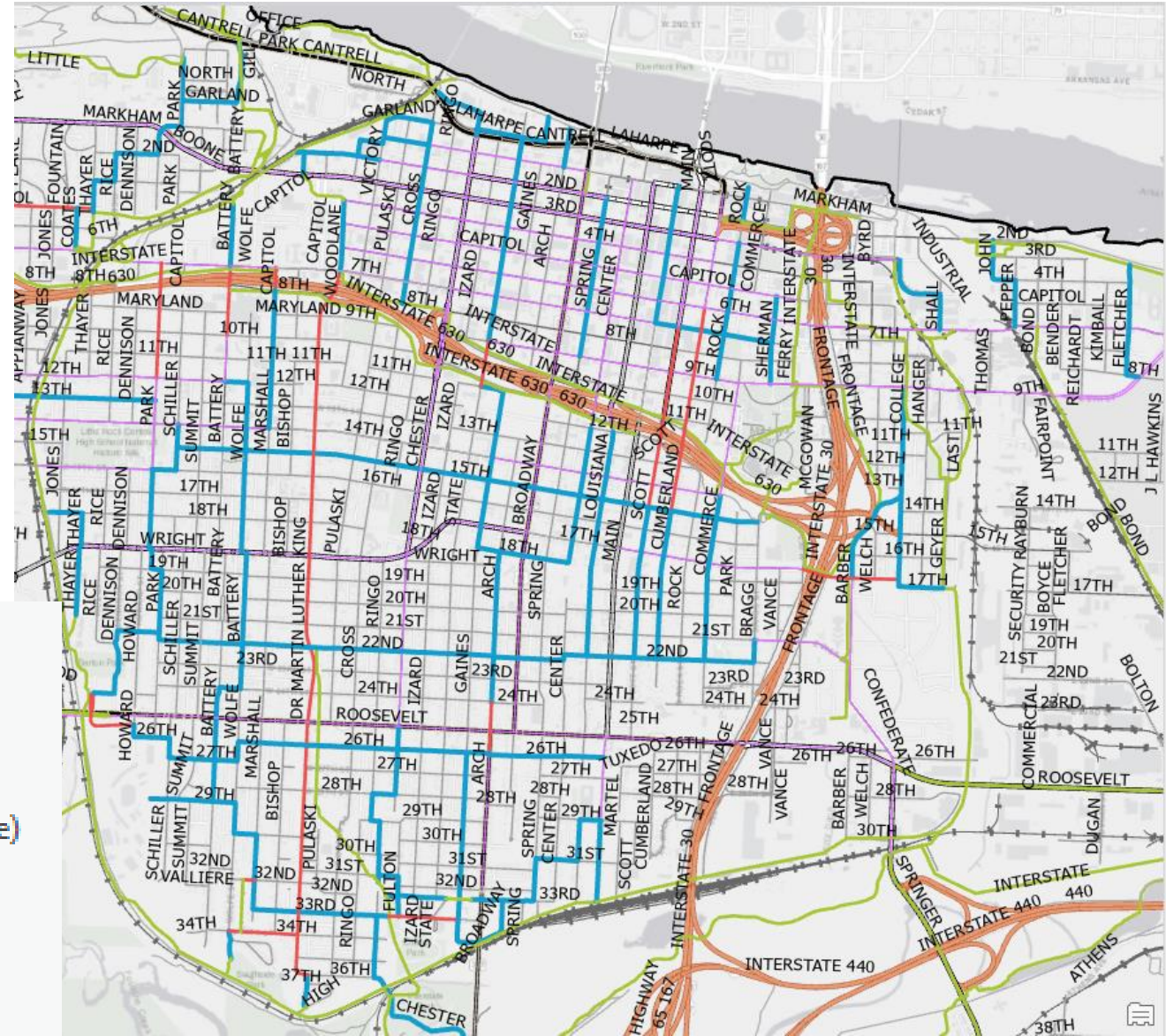
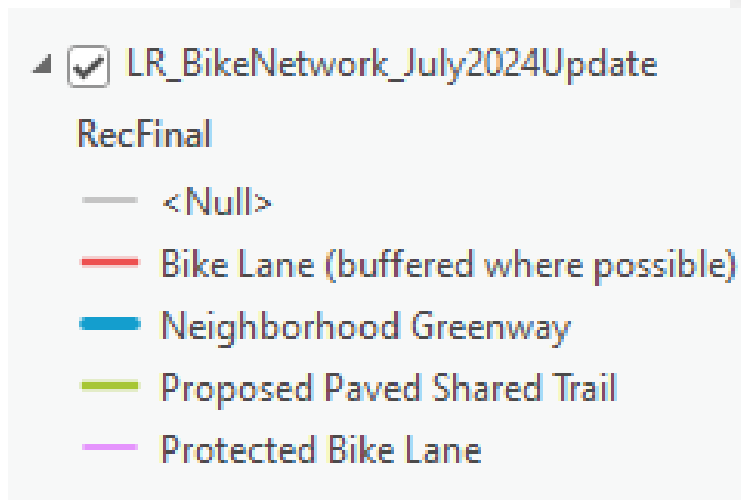
**Parham Pointe** may be calm enough, but it will never be a “Neighborhood Greenway”  
\* No connectivity for network





# Network via Neighborhood Greenways

- Inexpensive
- Not controversial
- Proactive



# Why are we talking about Neighborhood Greenways?



- Being on the cusp of having a network to sign means network signage is suddenly relevant in Little Rock
- We must ensure that new signage is consistent with the City of Little Rock's bike network signage standards



# Signage

# Standard MUTCD



D11-1



D11-1a



D11-1bP



D11-1c



Daisy Bates



# Principles

- ***Uniformity:*** signage should be consistent throughout *network*
- ***Simplicity:*** Few colors, no logos, few words
- ***Distinctive:*** Should identify/celebrate community

# Other Communities



Photo credit: Bike Michiana



Rigid MUTCD



Flexible MUTCD



Non-MUTCD (usually trails)





# ATAC-Approved Network Signage

Confirmation Signs



Turn Signs



Decision Signs

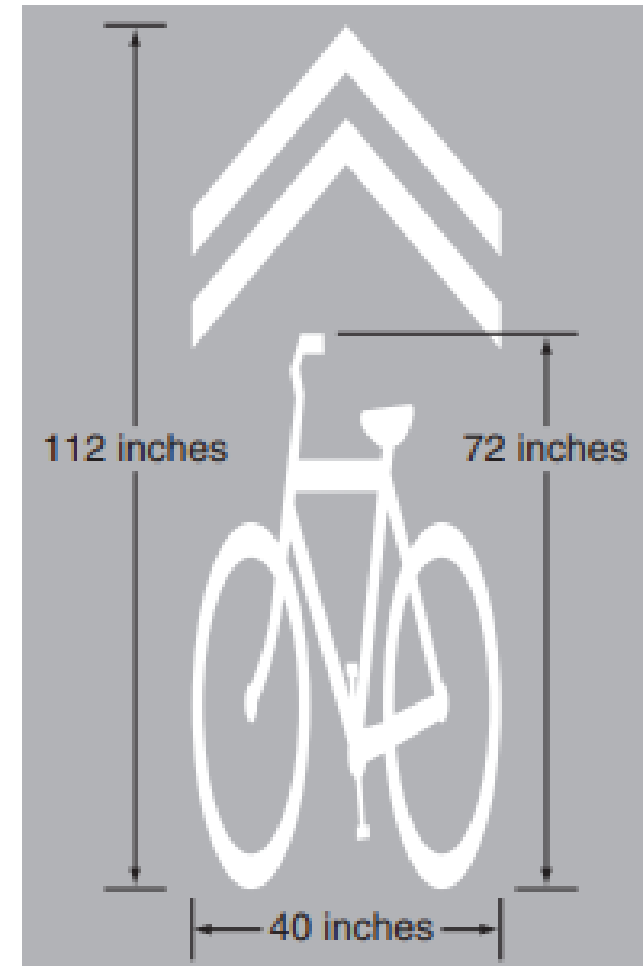


Figure 2. City of Little Rock Guide Sign prototypes.

# Sharrow Marking Design Standard

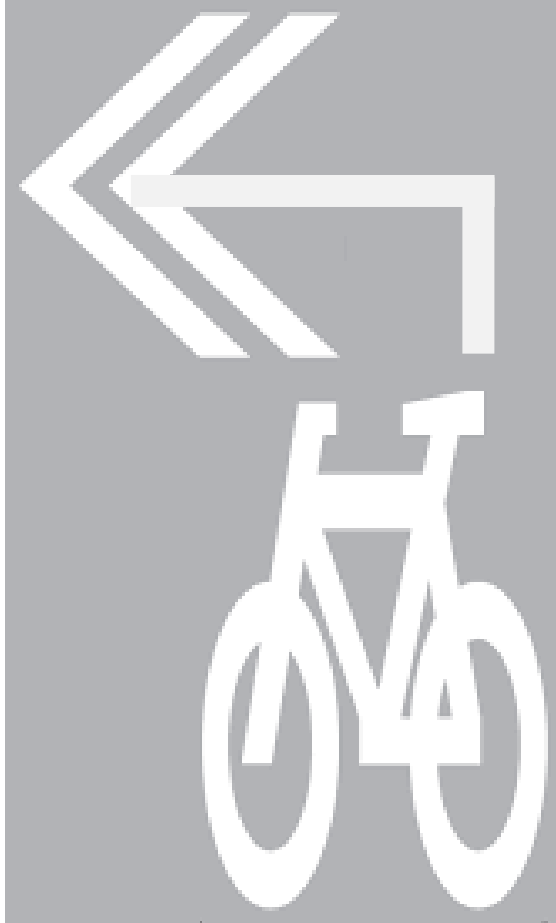
- Pavement markings will typically be standard sharrow markings or variations on sharrow markings.
- Variations are intended to improve the function of sharrow markings for wayfinding

**Figure 9C-9. Shared Lane Marking**



# Sharrow Marking Design Options

Left Turn, “left”



Right Turn, “right”

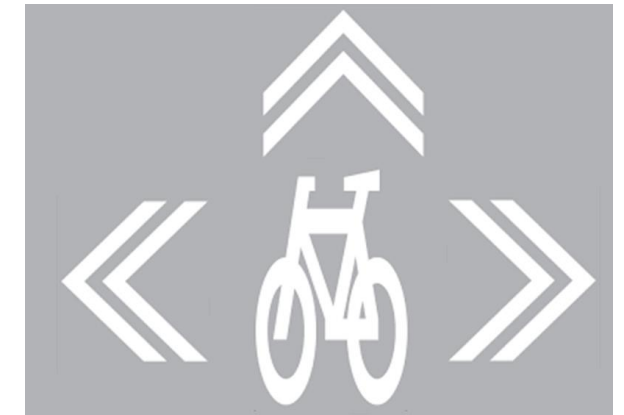


4-way intersection, “4-way”



a.k.a. “Portland Flower”

3-way intersection, “3-way”



# Valley Club Circle and Pebble Beach Drive





# Neighborhood Greenways Signage

- No MUTCD Standard
- Other Communities



[Burlington, VT.](#) Good at showing many users/benefits, but too complex and design elements too small.



[Alder Street, Eugene, OR.](#) Good at showing many users/benefits, but complex.

# Neighborhood Greenways Signage

- Other Communities



Portland, OR. Simple but seems to prioritize people walking and biking over neighborhood benefits.

Seattle, WA. Good at multiple users/benefits, but too complex and design elements too small.

# Neighborhood Greenways Signage

- Other Communities



[This is simple](#), but it's not green and it makes it seem like a shared street is exceptional.

# Neighborhood Greenways Signage

- Other Communities



[Chicago, IL](#). Again, this isn't green and doesn't help with confusion.



[Denver CO](#) and [Austin, TX](#) have similar signs.



# Neighborhood Greenways Signage

- Other Communities



[Seattle, WA.](#)



[Cleveland, OH](#)

# Neighborhood Greenways Signage

- Other Communities



[Alameda, CA](#)

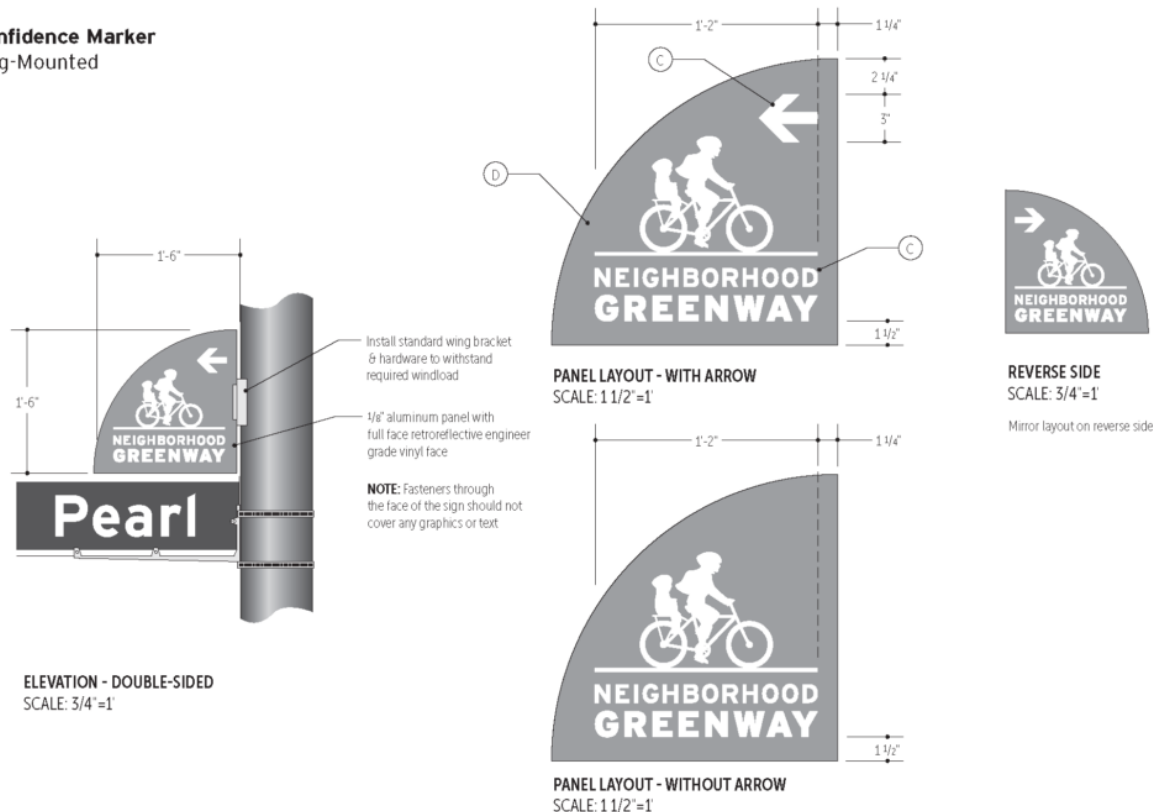


[Cheyenne, WY](#)

# Neighborhood Greenways Signage

- Other Communities

**B3.1 Confidence Marker**  
Flag-Mounted



Cuyahoga County, OH



Minneapolis, MN



# Neighborhood Greenways Signage

- Other Communities



[Yard Signs, Portland, OR](#)



[Portland, OR](#)



I originally proposed



Seattle, WA



Little Rock, AR

# I originally proposed

Typical City of Little Rock Neighborhood Greenway signs

Confirmation Signs



Turn Signs



Decision Signs



1.5 Stiff Station →



# ATAC Favored and Endorsed...

- Advantages
  - Highlights driver responsibility to drive 20mph
  - Simple but includes
    - Biking
    - Walking
    - “Neighborhood”
  - Distinctive: LR Bike logo



# Neighborhood Greenway Example Design



**CITY OF LITTLE ROCK, PUBLIC WORKS DEPARTMENT****2023 STREET RESURFACING PROGRAM SECTION 800**

Quantities are estimated. The proposed street list (Section 800) may be modified. The City of Little Rock reserves the right to modify work restrictions and increase or diminish quantities as reasonably necessary or desirable.

6/10/2024

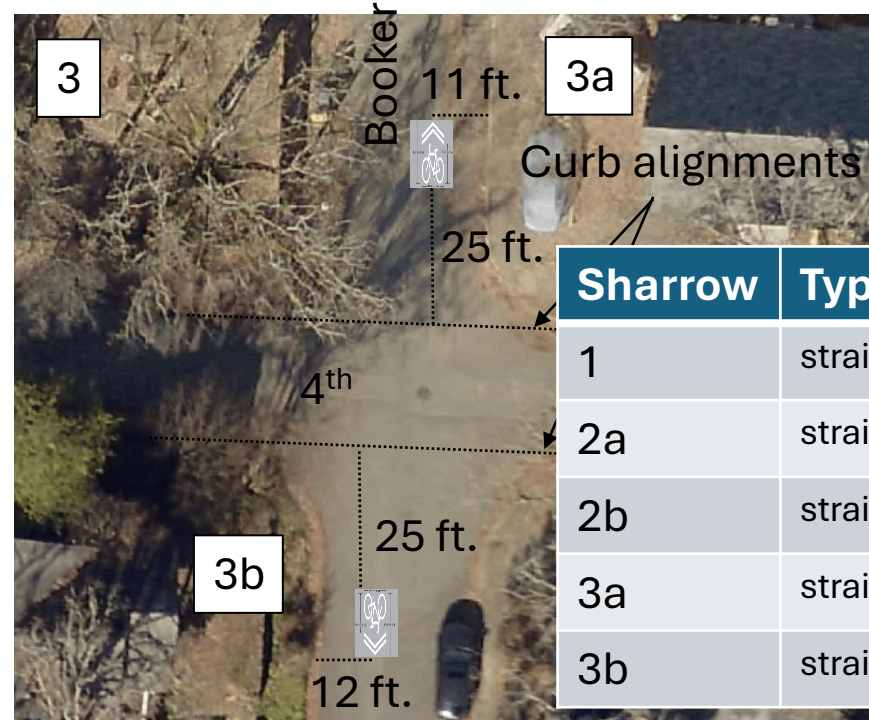
Ward	Work Restriction	STREET NAME	STREET		Length	UTILITY HOLD	Pavement Marking Notes
			FROM	TO			
1		South Battery Street	W. 29th Street (north side intersection)	south to end	2200	Complete 5/20/24	
1		Howard Street	Wright Avenue	W. 22nd Street	1250	Complete 5/21/24	
1		S. Woodrow Street	W. 12th Street	Asher Avenue	3170	LRWR	

# Markham to Asher

- 1) We are resurfacing Woodrow from 12<sup>th</sup> to Asher (yellow highlight)
- 2) The Complete Streets: Bicycle Plan calls for Protected Bike Lanes on Woodrow
- 3) Woodrow's width around 19<sup>th</sup> Street makes it impossible to install protected bike lanes unless/until Woodrow is widened
- 4) As an alternative corridor, I proposed and I believe we agreed to installing a Neighborhood Greenway (mint green) from Markham to Asher (blue highlight), creating connectivity between the Kavanaugh bike lanes and the Asher bike lanes
- 5) This is likely not on the resurfacing plan because none of this corridor is actually on a resurfaced street












Sharrow	Type	Length	Width
1	straight	14' from sidewalk	12' from curb
2a	straight	14' from ramp	12' from curb
2b	straight	14' from sidewalk	12' from curb
3a	straight	25' from perpendicular curb	12' from curb
3b	straight	25' from perpendicular curb	12' from curb



A

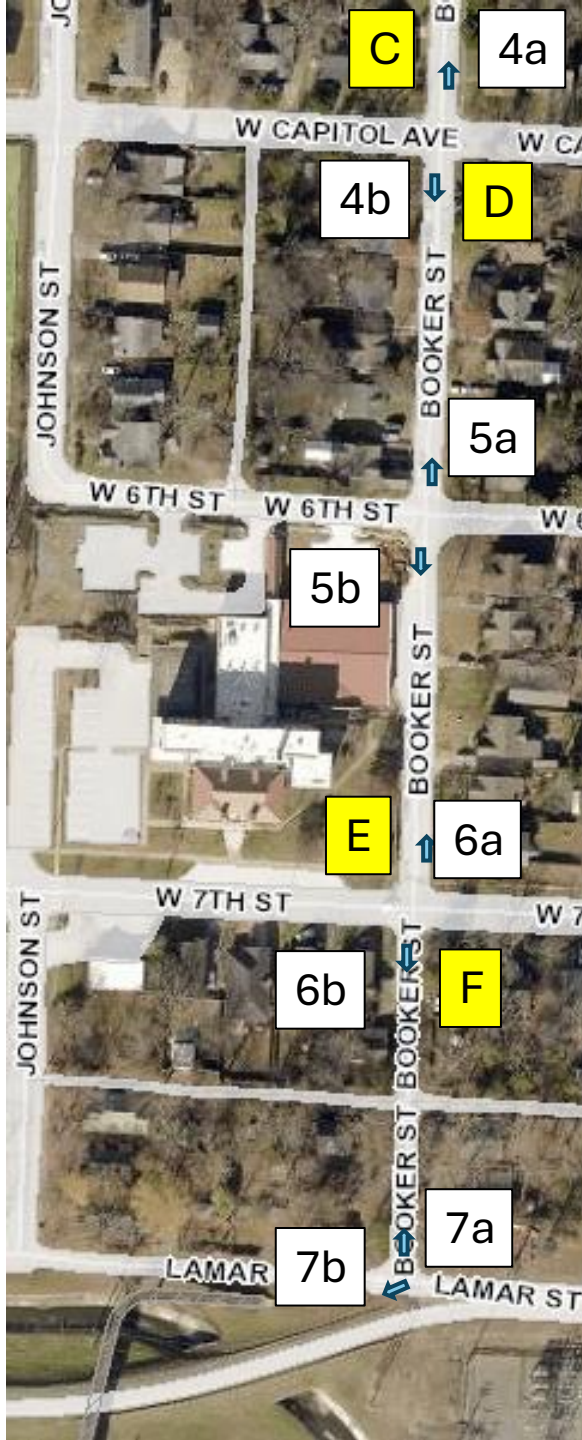


 Neighborhood Greenway 		
Lamar Porter		0.4
UAMS		0.9
State Capitol		1.4

B








Sharrow	Type	Intersection	Length	Width
4a	straight	Capitol & Booker	14' from ramp	12' from curb
4b	straight	Capitol & Booker	25' from perpendicular curb	12' from curb
5a	straight	6 <sup>th</sup> & Booker	10' from crosswalk	12' from curb
5b	straight	6 <sup>th</sup> & Booker	14' from ramp	12' from curb
6a	straight	7 <sup>th</sup> & Booker	14' from ramp	12' from curb
6b	straight	7 <sup>th</sup> & Booker	14' from ramp	12' from curb
7a	straight	Lamar & Booker	14' from ramp	12' from curb
7b	straight	Lamar & Booker	5' from crosswalk	7' from curb




7b Unlike other sharrows, this should be in the intersection, pointing the southbound cyclist onto the BikePed bridge over I-630.








C



Neighborhood  
Greenway

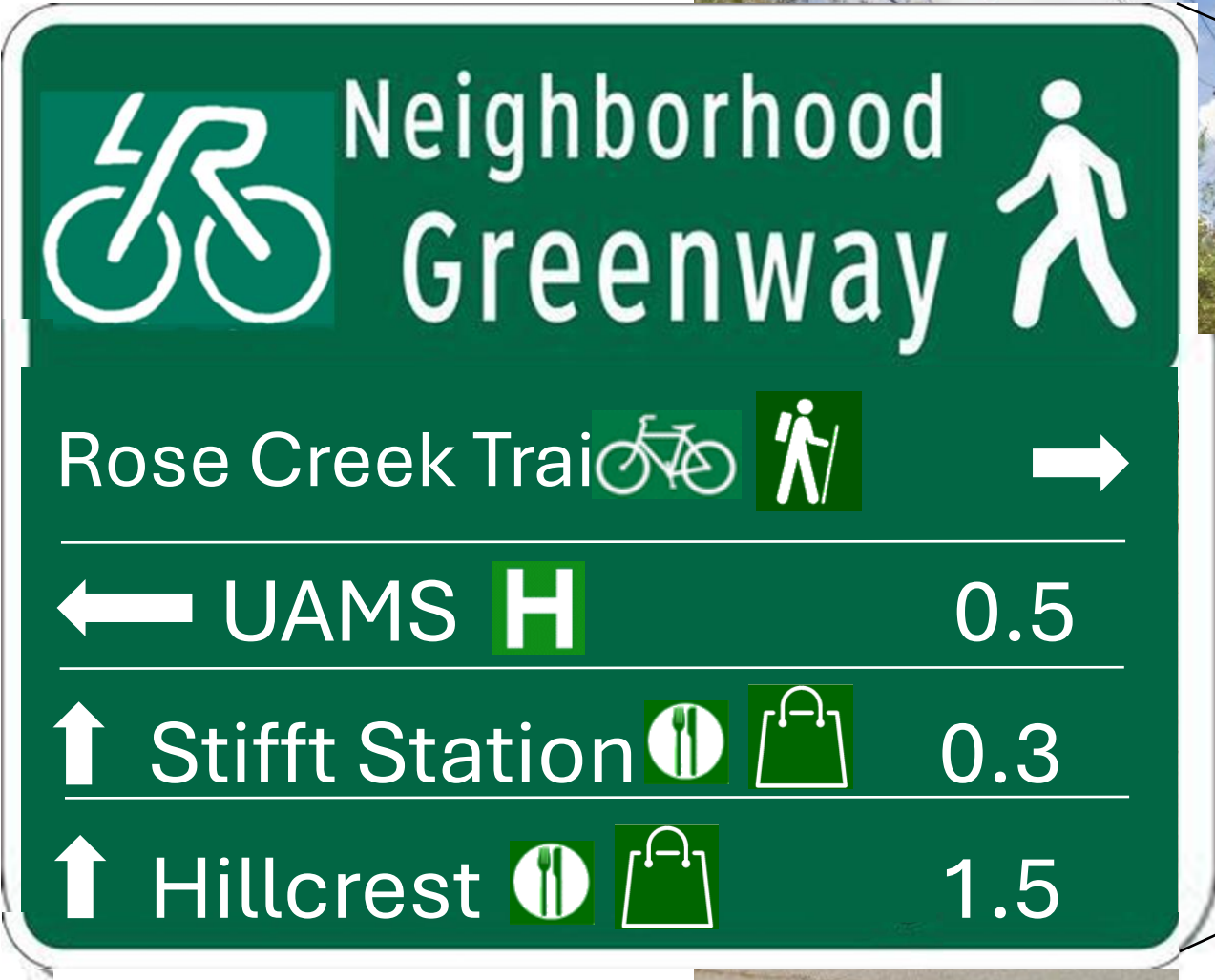


← Rose Creek Trail			0.3
UAMS		0.5	→
↑ Lamar Porter		0.2	
↑ State Capitol		1.1	





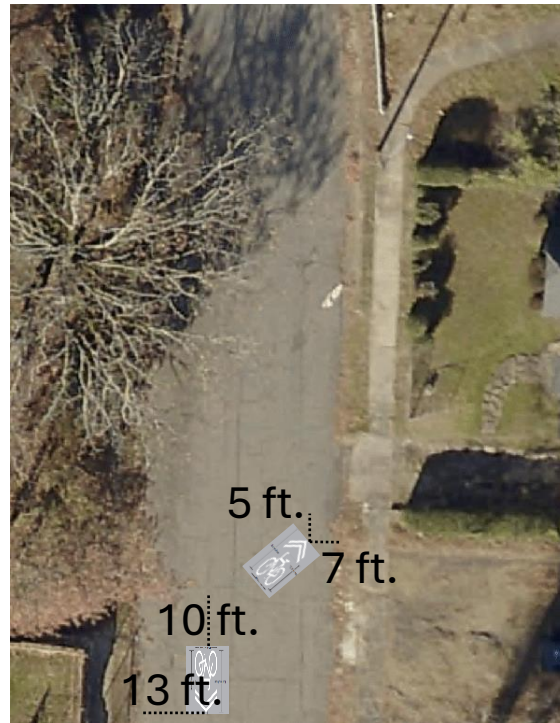
D







Sharrow	Type	Intersection	Length	Width
8a	straight	Bridge Entrance & Johnson	5' from driveway apron	7' from curb
8b	straight	Bridge Entrance & Johnson	10' from 8a	12' from curb
9a	straight	Maryland & Johnson	14' from ramp	12' from curb
9b	straight	Maryland & Johnson	14' from ramp	12' from curb
10a	3-way	11 <sup>th</sup> & Johnson	Centered in intersection	
11a	straight	12 <sup>th</sup> & Johnson	14' from (east) ramp	12' from curb
11b	straight	12 <sup>th</sup> & Johnson	14' from ramp	12' from curb



8a This sharrow should be pointed at an angle, directing the cyclist up the driveway apron to access the BikePed bridge over I-630.





Sharrows	Type	Intersection	Length	Width
12a	straight	13 <sup>th</sup> & Johnson	14' from ramp	12' from curb
12b	straight	13 <sup>th</sup> & Johnson	25' from perpendicular curb	12' from curb
13a	straight	14 <sup>th</sup> & Johnson	14' from ramp	12' from curb
13b	straight	14 <sup>th</sup> & Johnson	25' from perpendicular curb	12' from curb
14a	straight	15 <sup>th</sup> & Johnson	25' from perpendicular curb	12' from curb
14b	straight	16 <sup>th</sup> & Johnson	25' from perpendicular curb	12' from curb
15a	straight	16 <sup>th</sup> & Johnson	25' from perpendicular curb	12' from curb
15b	straight	16 <sup>th</sup> & Johnson	25' from perpendicular curb	5.5' from curb

Is the 15b sharrows visible to this commuter?



15a and 15b When a cross street isn't aligned with itself, like 16<sup>th</sup> Street, we either need to use two sets of sharrows or place each arrow past both intersections, as is shown here. If visibility allows us to do so, we'll only use one set of sharrows in intersections like these to reduce costs. The commuter must be able to see the far sharrows from the first decision point for this to work (see diagram)



Sharrow	Type	Intersection	Length	Width
16a	straight	17 <sup>th</sup> & Johnson	14' from ramp	12' from curb
16b	straight	17 <sup>th</sup> & Johnson	25' from perpendicular curb	5.5' from curb
17a	straight	19 <sup>th</sup> & Johnson	25' from perpendicular curb	12' from curb
17b	straight	19 <sup>th</sup> & Johnson	25' from perpendicular curb	5.5' from curb
18	3-way	Charles Bussey & Johnson	Centered in intersection	

18





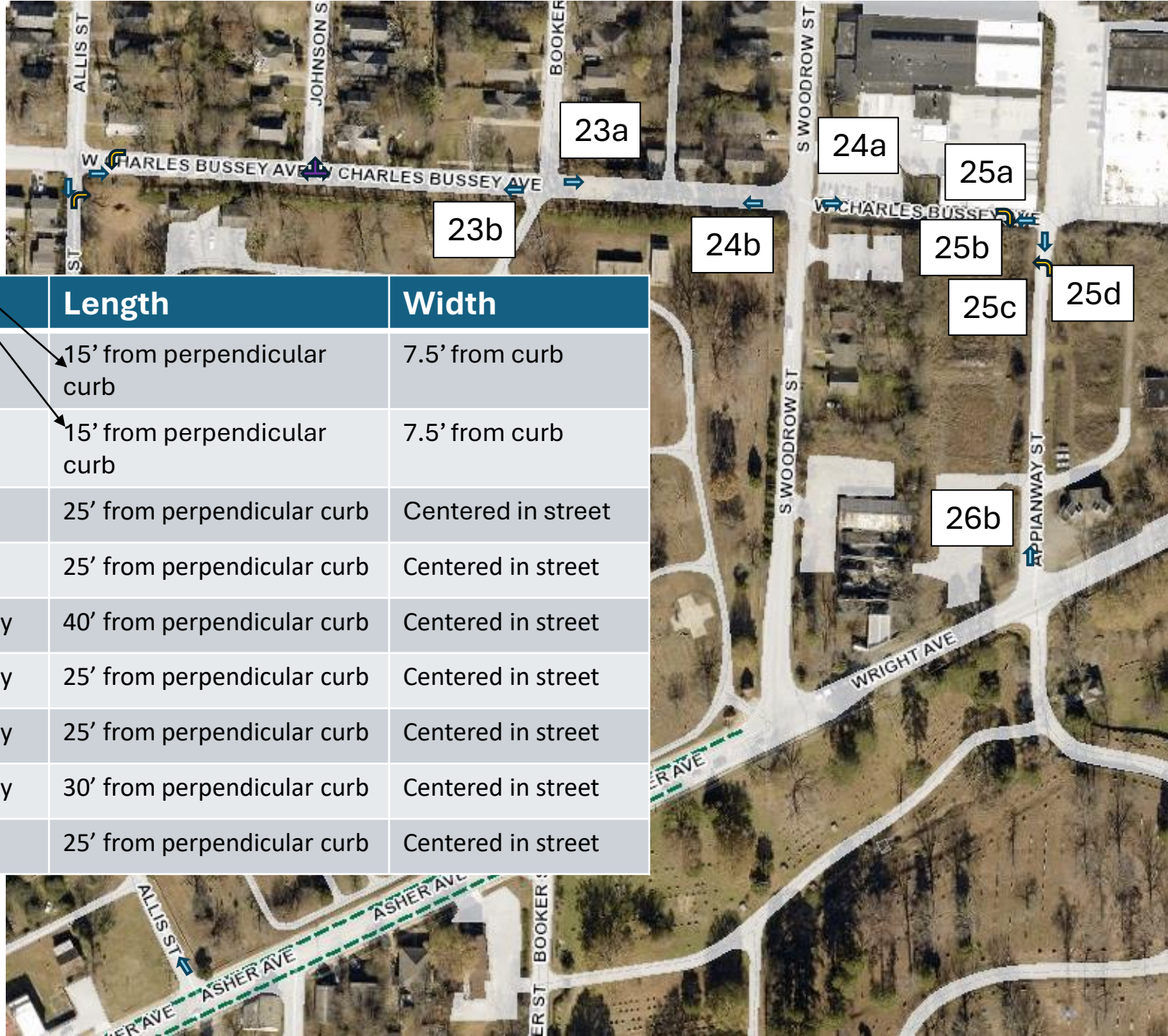


Sharrows	Type	Intersection	Length	Width
19a	left	Charles Bussey & Allis	40' from perpendicular curb	7.5' from curb
19b	straight	Charles Bussey & Allis	25' from perpendicular curb	7.5' from curb
19c	straight	Charles Bussey & Allis	25' from perpendicular curb	Centered in street
19d	right	Charles Bussey & Allis	40' from perpendicular curb	Centered in street
20a	straight	21 <sup>st</sup> & Allis	25' from perpendicular curb	Centered in street
20b	straight	21 <sup>st</sup> & Allis	25' from perpendicular curb	Centered in street
21a	straight	23 <sup>rd</sup> & Allis	25' from perpendicular curb	Centered in street
21b	straight	23 <sup>rd</sup> & Allis	25' from perpendicular curb	Centered in street
22	straight	Asher & Allis	14' from ramp	Centered in street



Because sidewalk on  
the edge of curb

Sharrow	Type	Intersection	Length	Width
23a	straight	Charles Bussey & Booker	15' from perpendicular curb	7.5' from curb
23b	straight	Charles Bussey & Booker	15' from perpendicular curb	7.5' from curb
24a	straight	Charles Bussey & Woodrow	25' from perpendicular curb	Centered in street
24b	straight	Charles Bussey & Woodrow	25' from perpendicular curb	Centered in street
25a	right	Charles Bussey & Appianway	40' from perpendicular curb	Centered in street
25b	straight	Charles Bussey & Appianway	25' from perpendicular curb	Centered in street
25c	straight	Charles Bussey & Appianway	25' from perpendicular curb	Centered in street
25d	left	Charles Bussey & Appianway	30' from perpendicular curb	Centered in street
26	straight	Appianway & Wright	25' from perpendicular curb	Centered in street





# Arkansas River Trail Signage

# Sign ART from Clinton Bridge to Big Dam Bridge





# Why?

- Route unclear in several locations
  - Between Clinton Bridge and Rivermarket
  - Around Rivermarket
  - North Street detour
  - At Dillard's
  - On Riverfront Drive
- Tourists told to just use the NLR side
  - Not a true loop
  - Loss of revenue
- Close the Loop advocacy

Arkansas River Trail



Arkansas River Trail





ART Pre-Approved Signage

# Stakeholders Pre-Approved ART Signage



Bike route sign with logo in lower-left corner (the city of Oakland, CA does something similar to this one)



Bike route sign with name spelled out as part of the sign.

# Stakeholders Pre-Approved ART Signage



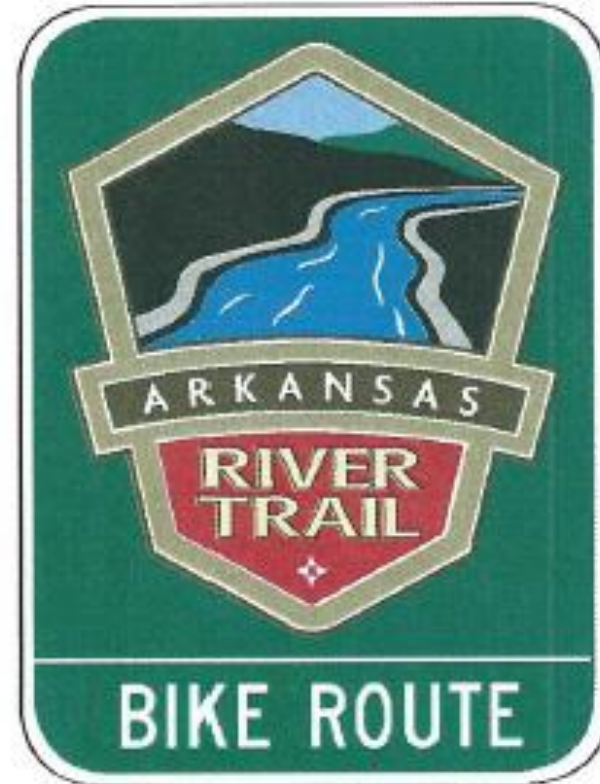
Bike route sign with logo and name in separate sign underneath.



Bike route sign with name spelled out in separate sign underneath.



# Stakeholders Pre-Approved ART Signage



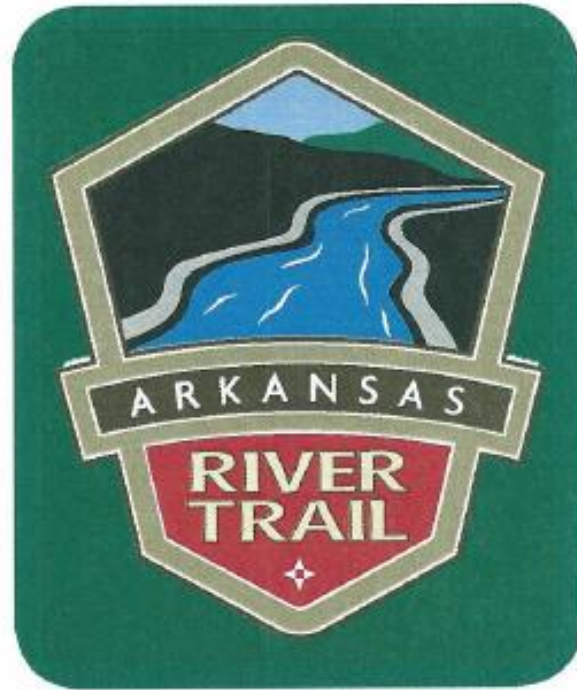
Logo with bike route either as a separate sign or part of the main sign, in one-color or full-color on green

# Stakeholders Pre-Approved ART Signage

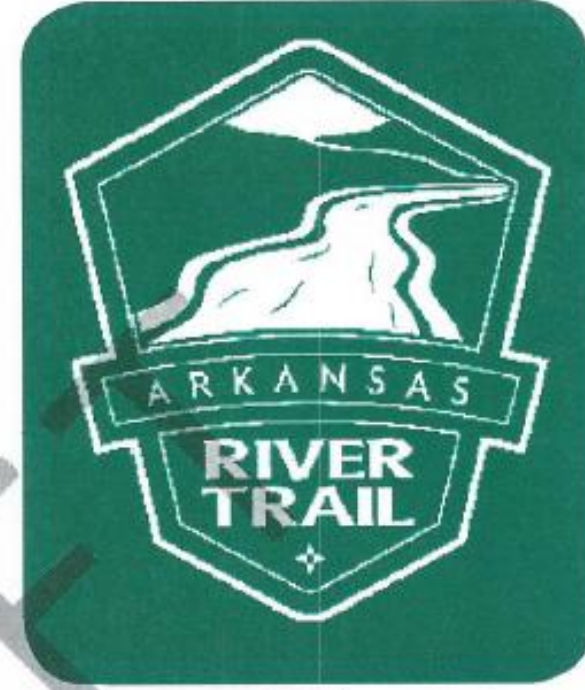


Stand alone sign in white-only or full-color on green

# Stakeholders Pre-Approved ART Signage



BIKE ROUTE



BIKE ROUTE





# Proposed Signage

# On-Street

OK



Not OK



# Off-Street

OK

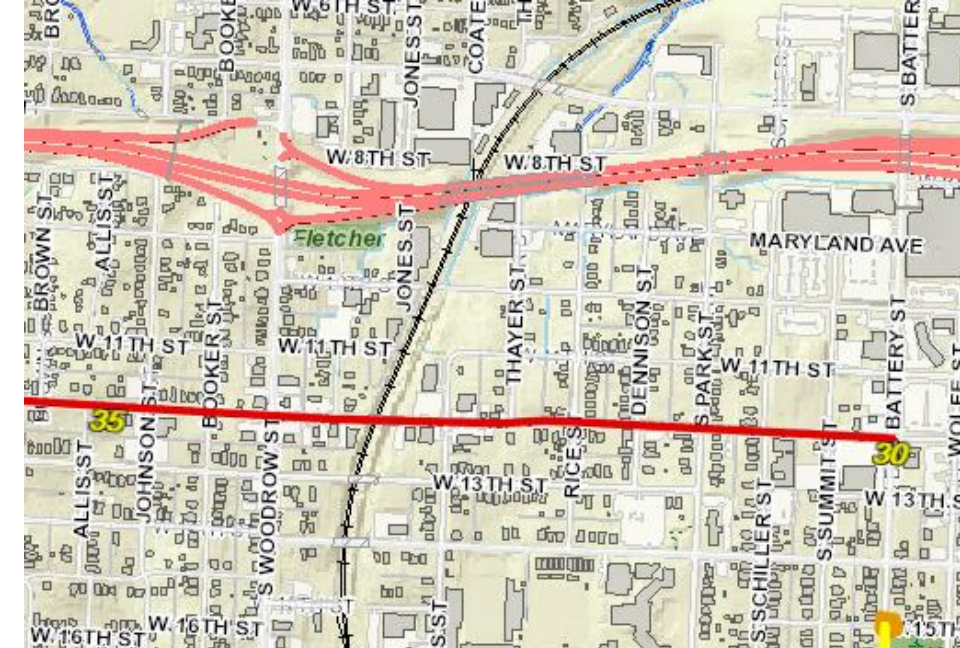


Not OK





Why does it matter?



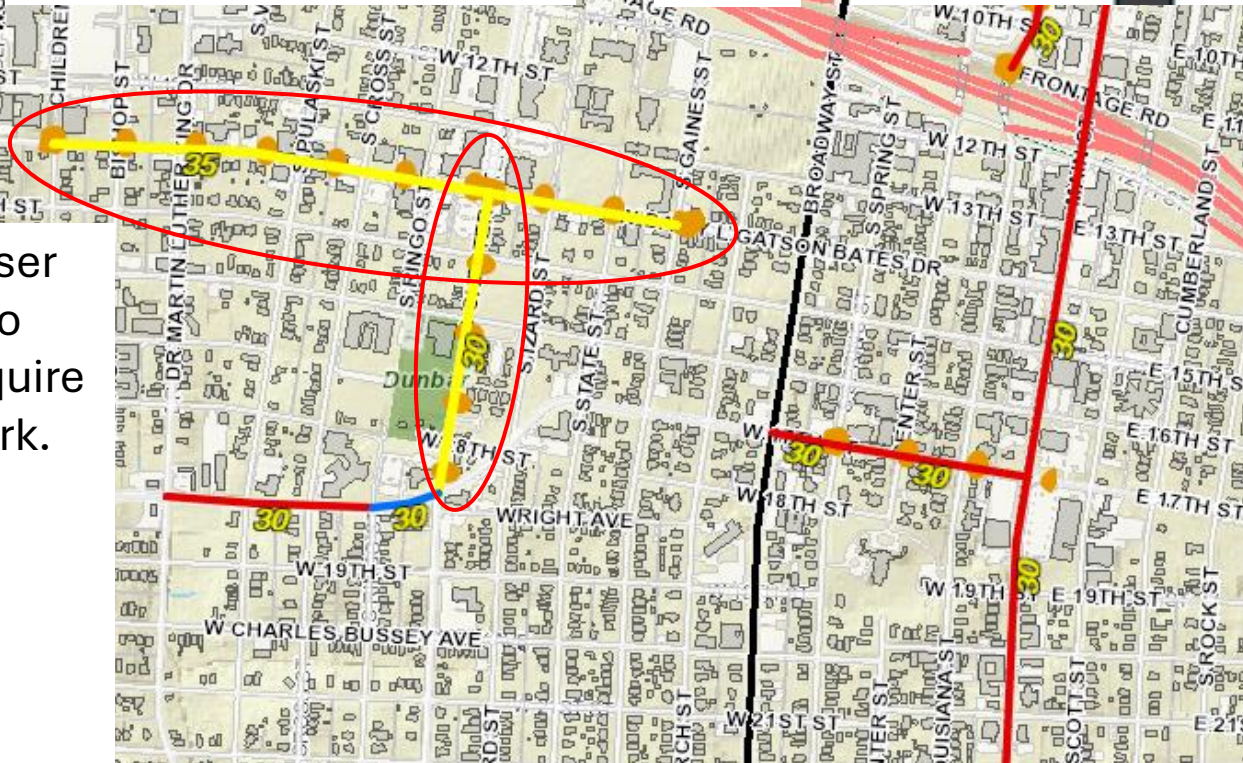
**VS.**



Doesn't matter for disconnected facilities. User is not using signs to follow a bike network onto different streets; current context does not require user to use these signs to follow a bike network.

However:

- 1) When these corridors are connected to a larger bike network, logo consistency is important for wayfinding
- 2) All *new* signage should be consistent with Bike LR symbol so that piecemeal corridors can be activated into a network without additional effort or cost once connected



Using same logic, will matter more and more for the Arkansas River Trail as we're increasingly able to leverage the ART for transportation by building connections to it.



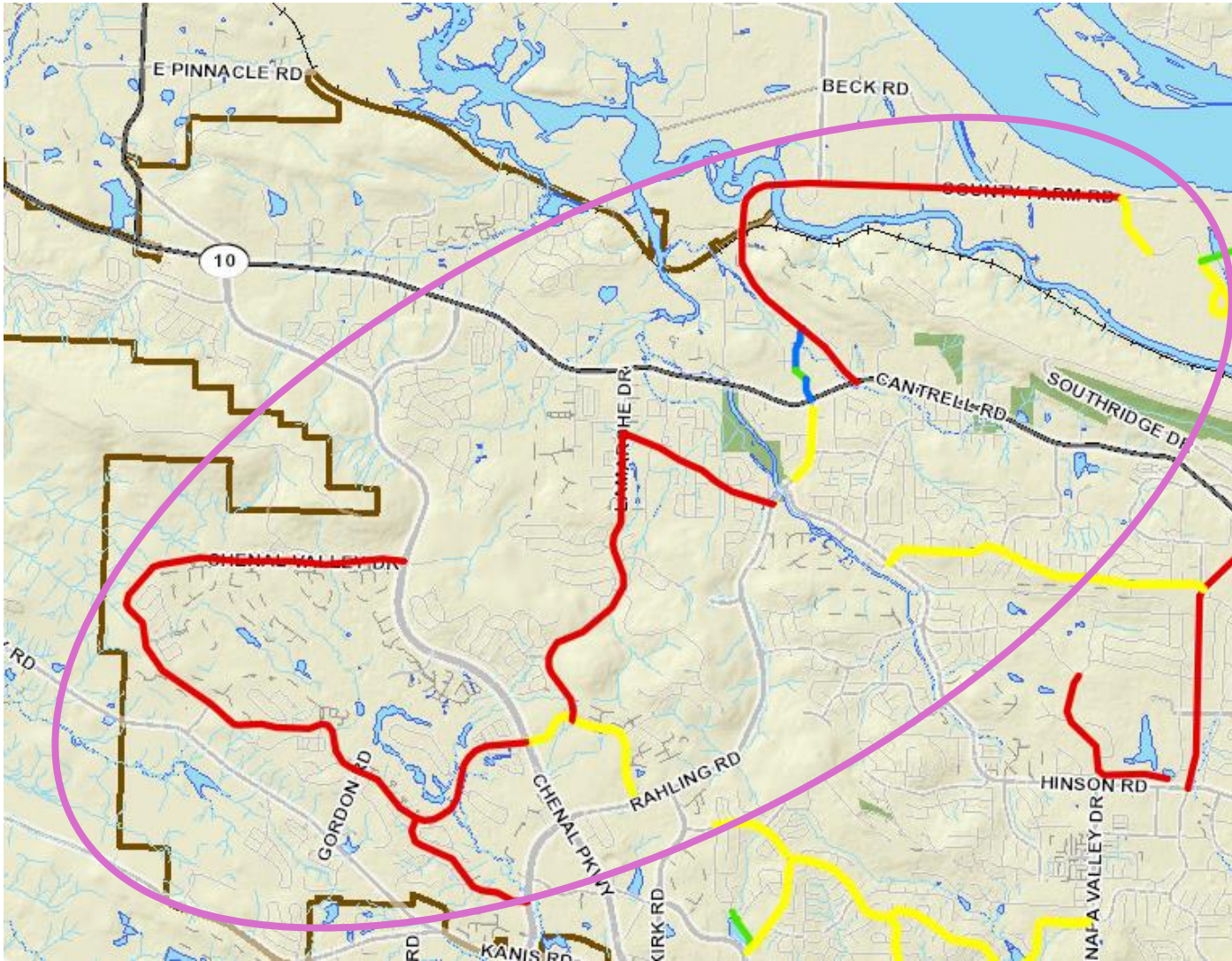
# Rodney Parham / River Mountain Rd



- Current on-street connection to ART

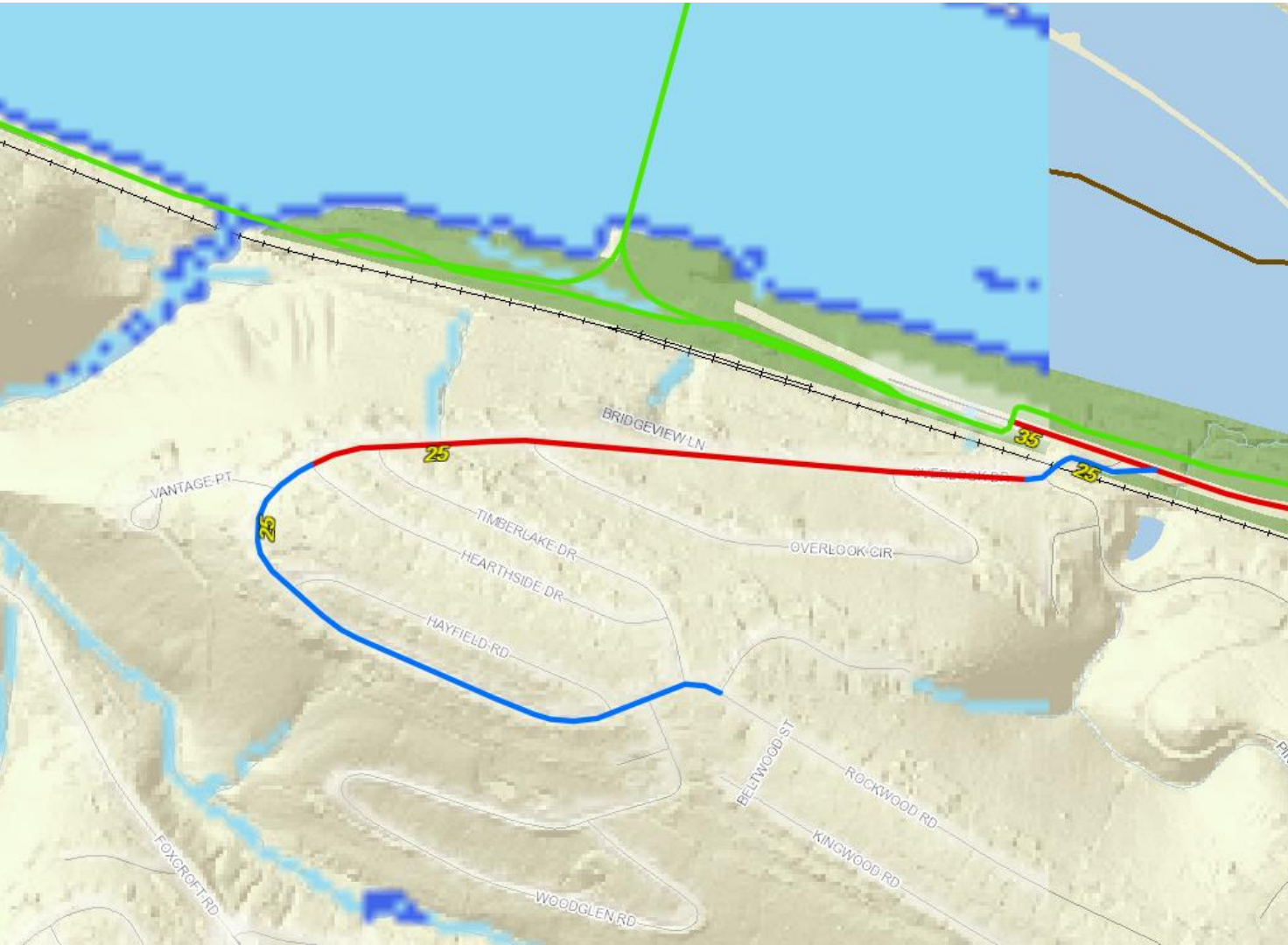


# Taylor Loop / Pinnacle Valley



- Current on-street connection to ART

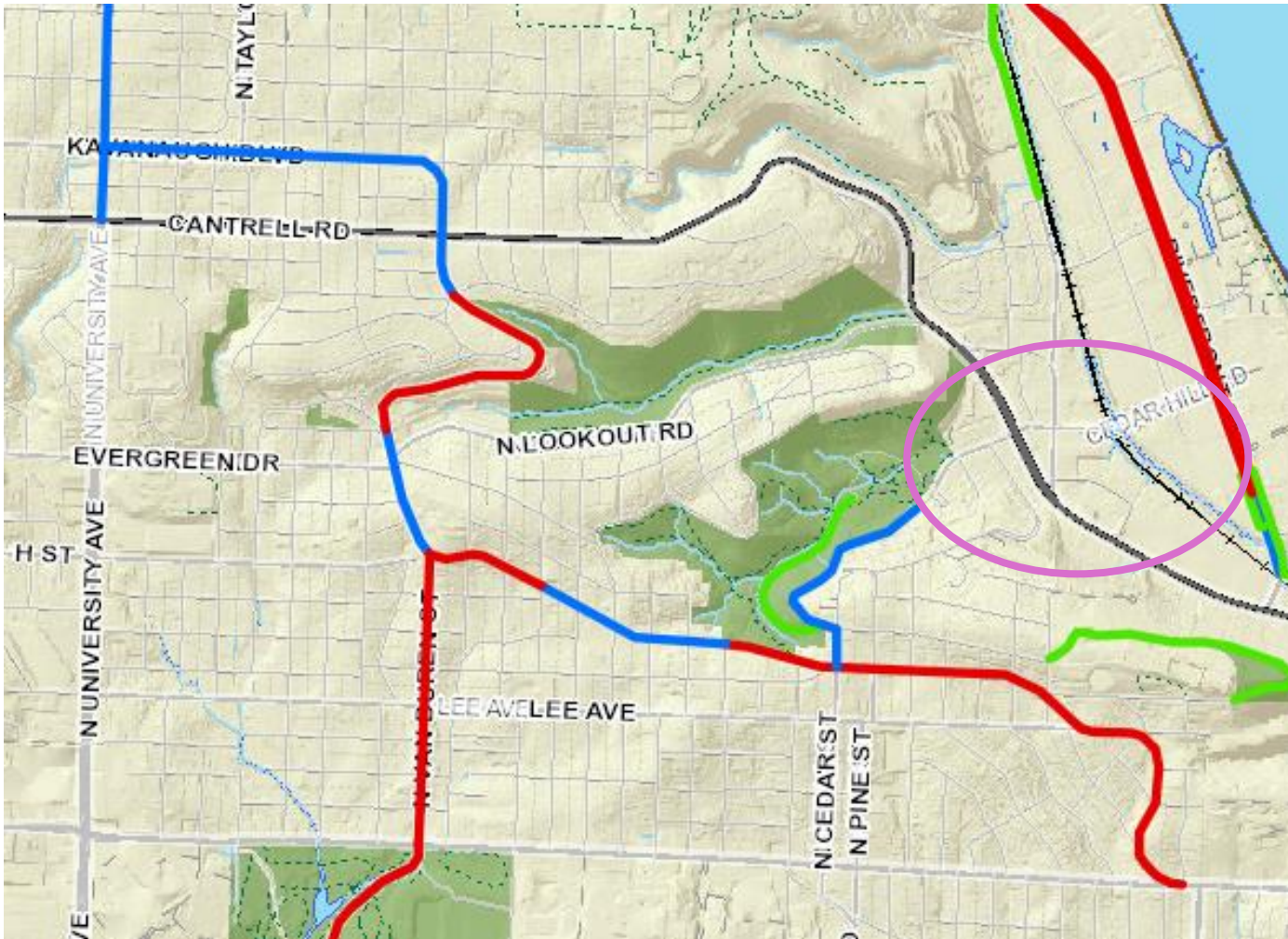
# Overlook Drive



- Current on-street connection to ART



# Cedar Hill Road



- City agreed to stripe bike lanes as an in-kind match to an awarded grant



# Markham / 12<sup>th</sup> Street

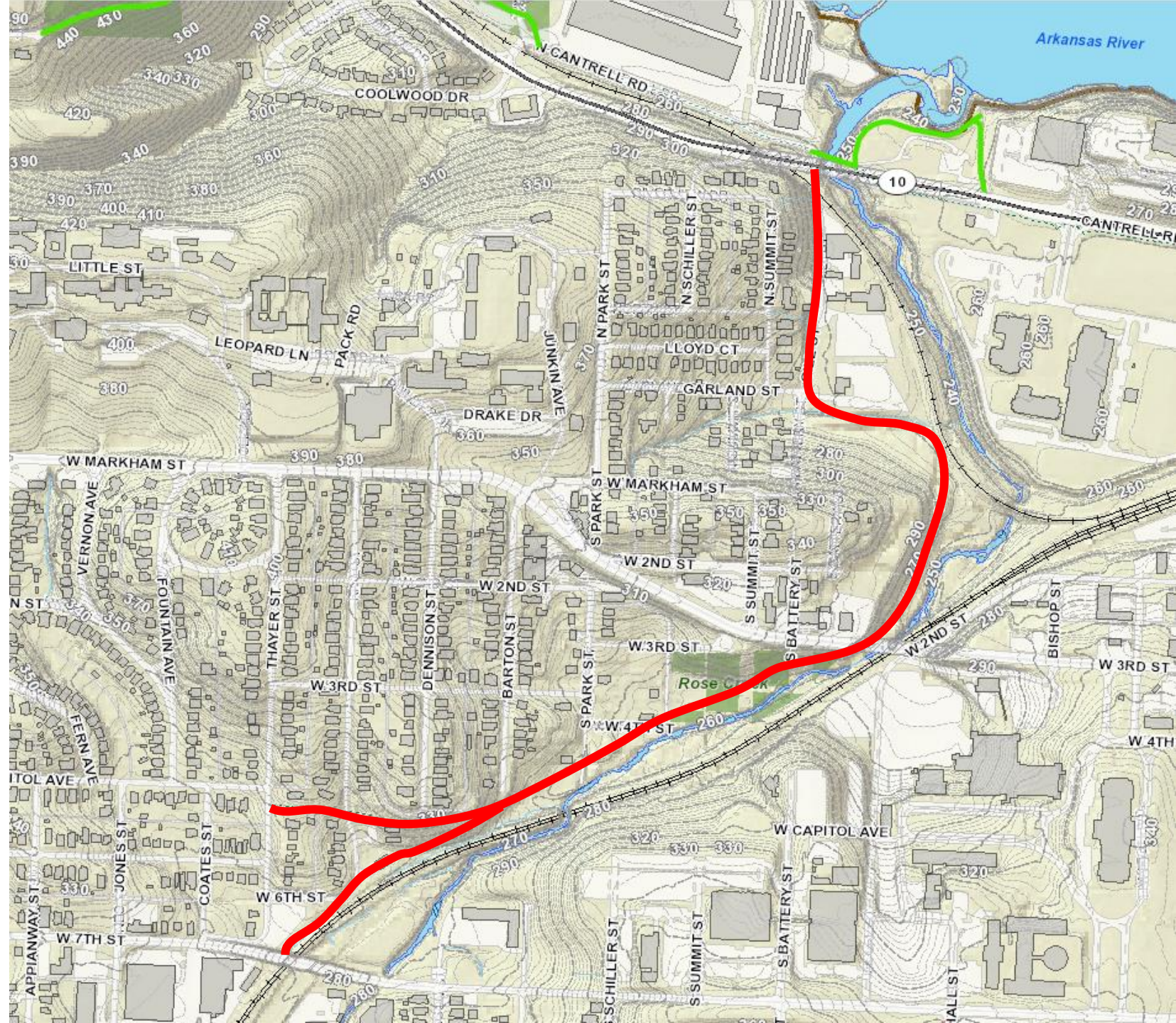
- City applied for funds for Markham sidepath (blue); would include sharrows to ART (blue dashed)
- City has plans for Neighborhood Greenway from Markham to Asher (green dashed)





# Rose Creek Trail

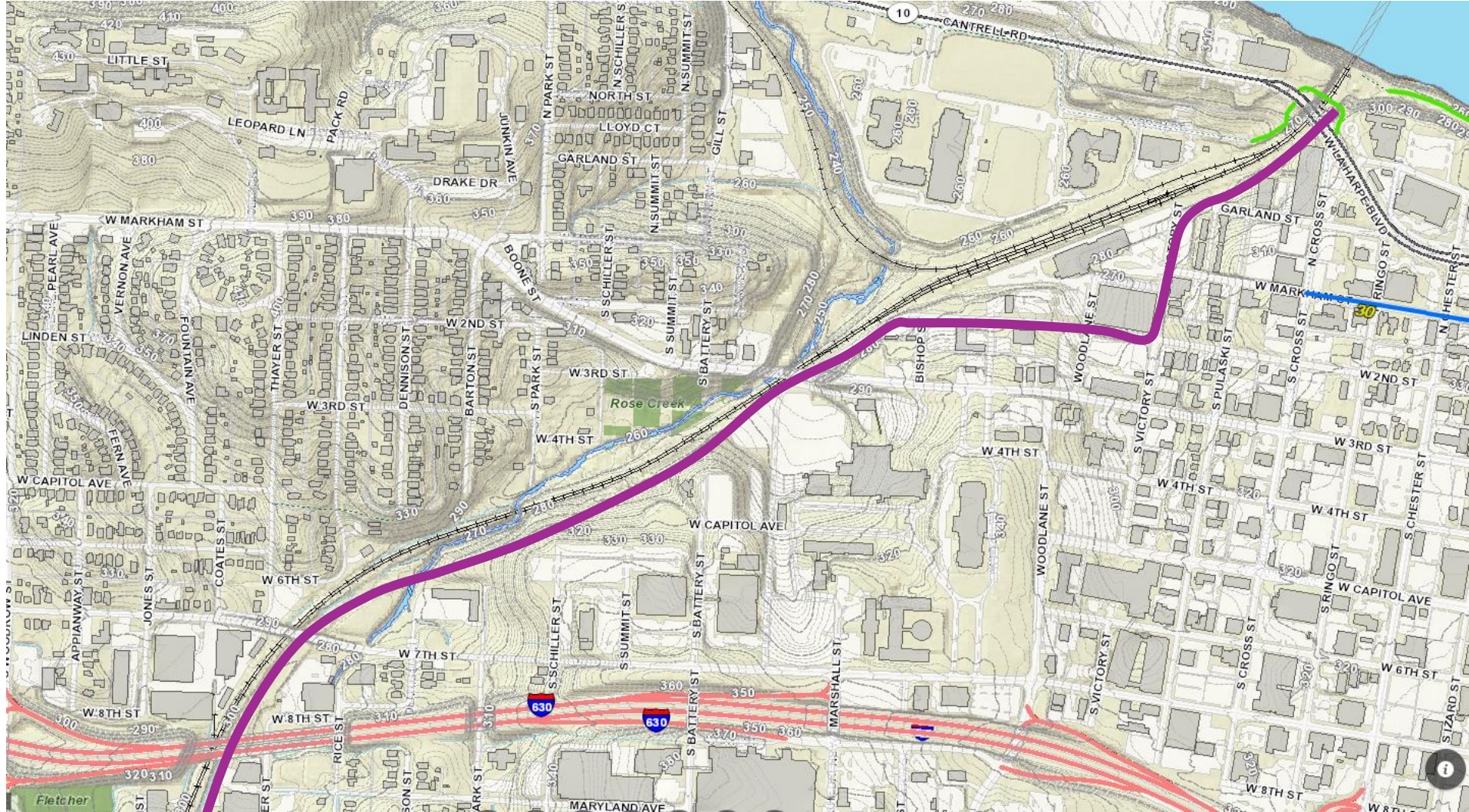
- City has applied for funding for Phase 1 of the Rose Creek Trail





# Southwest Trail

- Transportation corridor linking underserved communities south of I-630 to downtown Little Rock
- A portion of Southwest Trail built
- Another under construction





# ART as part of LR Bike Network is NOW and more SOON

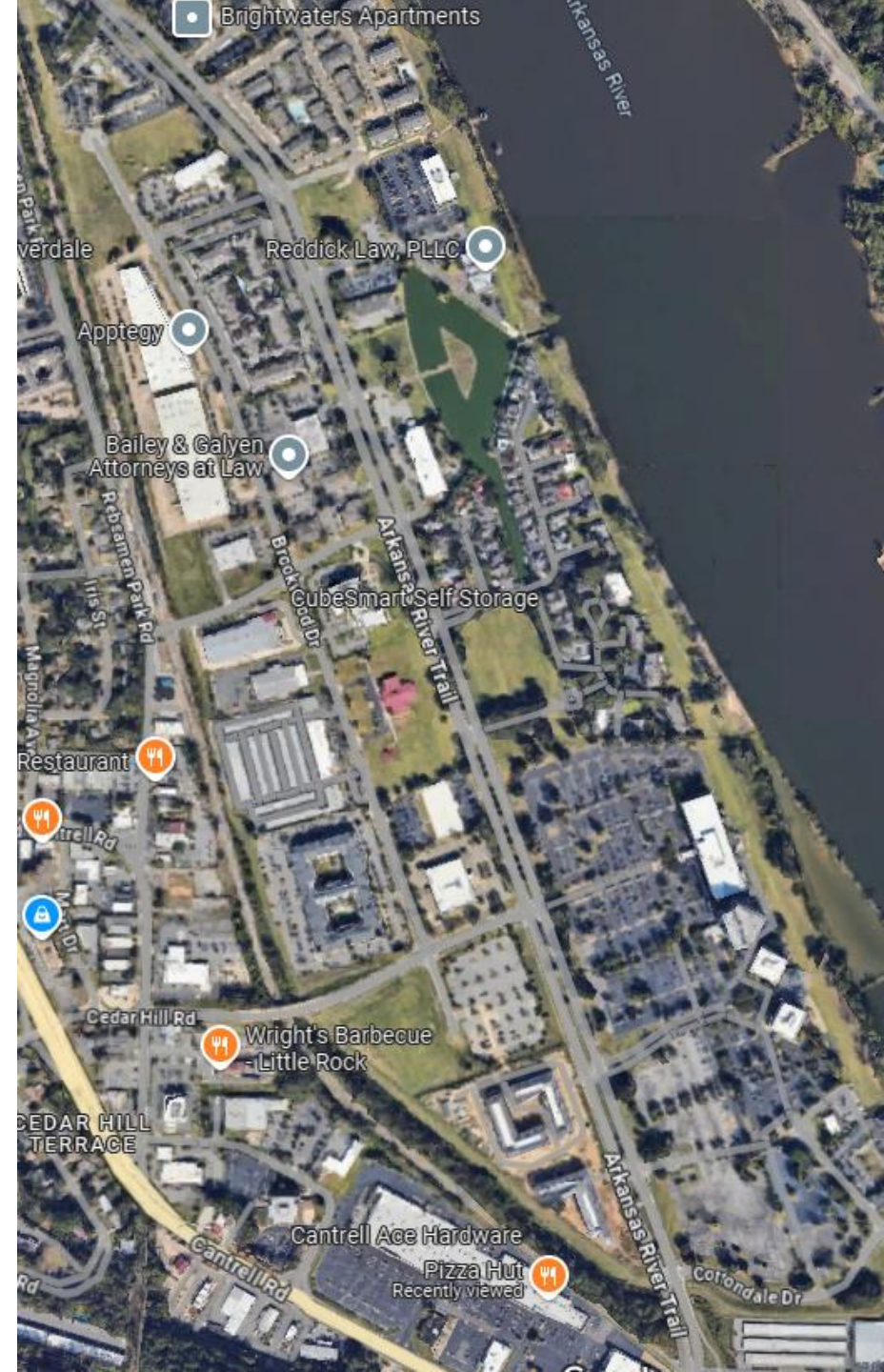
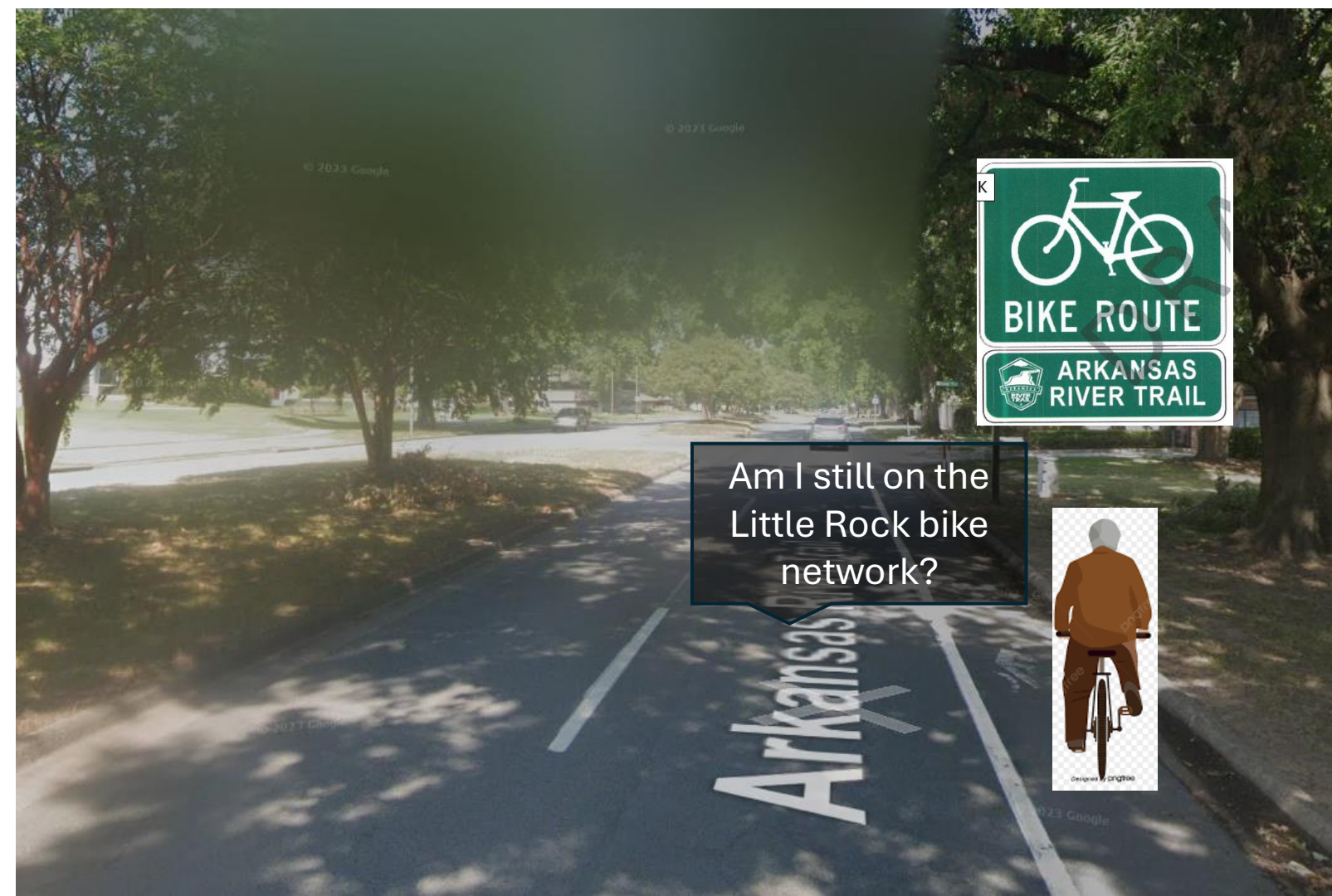
We only need to start signing ART and its existing connectors consistent with LR bike network to make this a reality

# User Experience





# User Experience





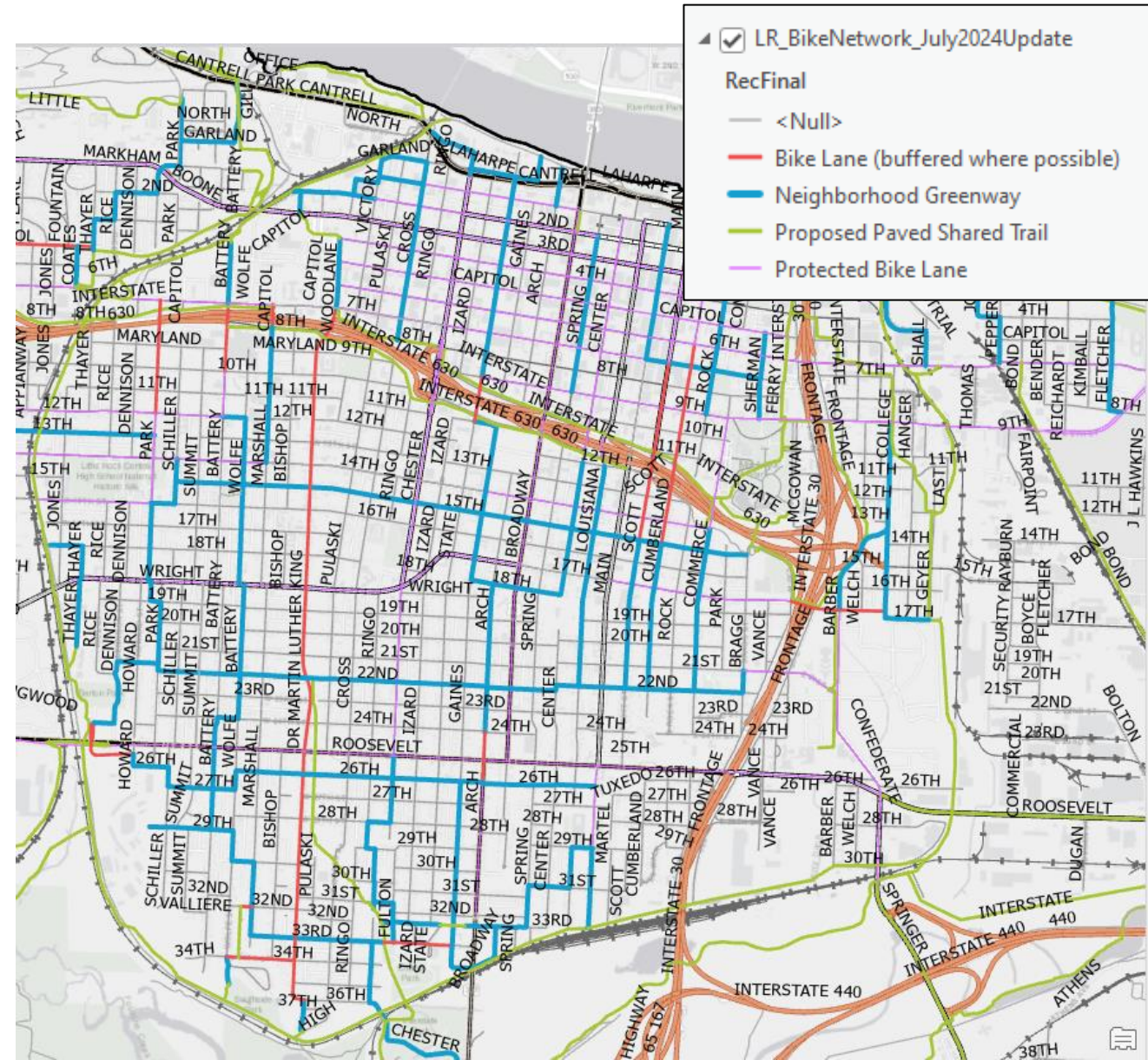
# Important Because

- Consistency with the rest of the Little Rock bike network
- Wayfinding
  - Having the LR Bike symbol on our on-street network and generic bike on the ART implies that the ART is NOT part of the LR bike network
- Clarity about where ART is within and outside of City boundary
  - Wayfinding
  - Accountability (trail maintenance)



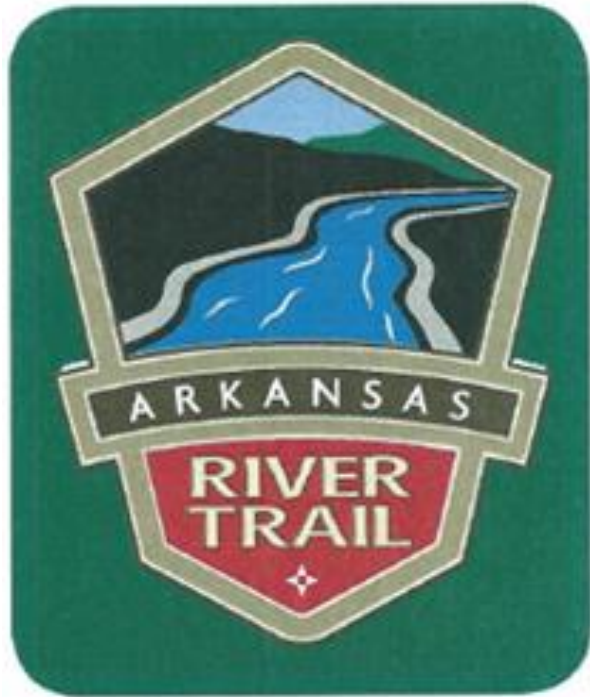
# Off-Street Trails Vital to Bike Network

- Off-street trails provide an important recreational function
- They are ALSO the “expressways” of bike network
  - When possible (spatially), we funnel bike traffic to off-street trail for longer-distance, low-stress travel
- Imagine vehicular traffic if we instantly removed expressways from the street network



# Signage to Function

Recreation



Transportation



To sign the ART with only one of these signs would be to discount the ART's function to the other.



# MOU signs have this dual function sensibility

On-Street



Off-Street



# Bike LR Logo consistent with the intention of MOU signage



- Why include these elements when signing the ART?
- How effectively does this signage show the ART is part of the Little Rock bike network when its brand differs from the Little Rock bike network?



# ATAC Discussion

and public discussion

# The 5 E's

- Equity and Accessibility
- Engineering
- Education
- Encouragement
- Evaluation & Planning



# Lots to talk about with Evaluation

- People for Bikes evaluation June 2025
- League of American Bicyclists BFC feedback 2020
- League of American Bicyclists BFC application June 2025



# People for Bikes 2025

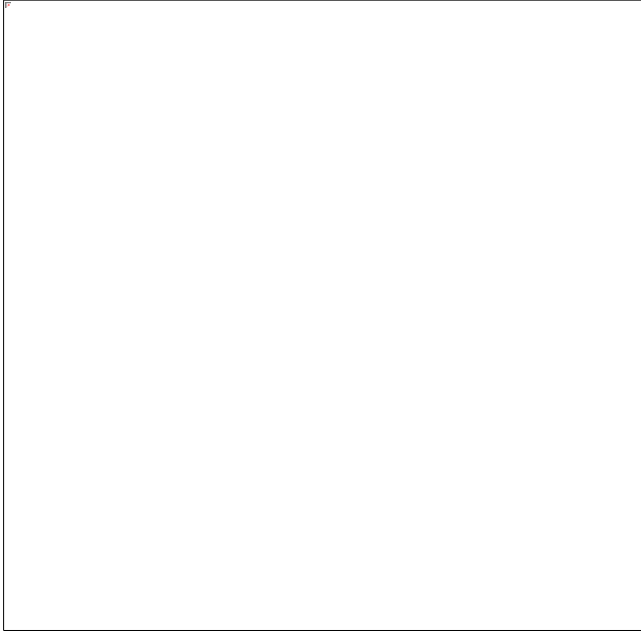
and our default 30mph speed



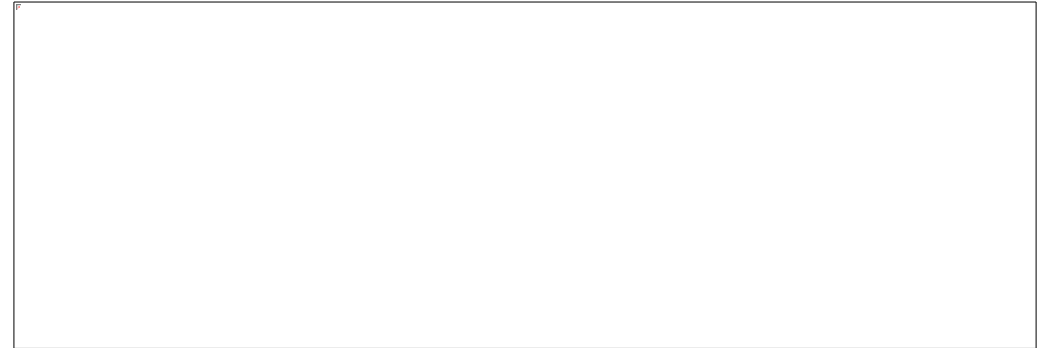
# People For Bikes Evaluation June 2025

# Huh?

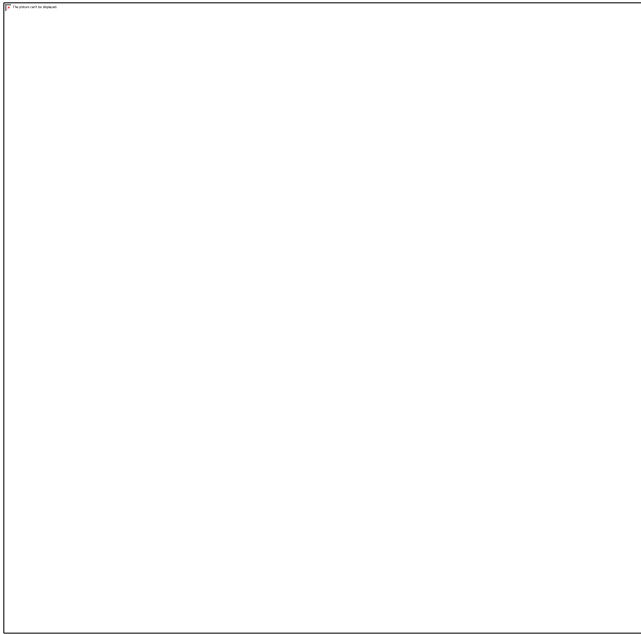
- How can we be a LAB Bike Friendly Community (Bronze) and score only 11/100 with People for Bikes?



vs.



# Different Goals, Different Methods



=

- Equity and Accessibility
- Engineering
- Education
- Encouragement
- Evaluation & Planning



=

- Engineering



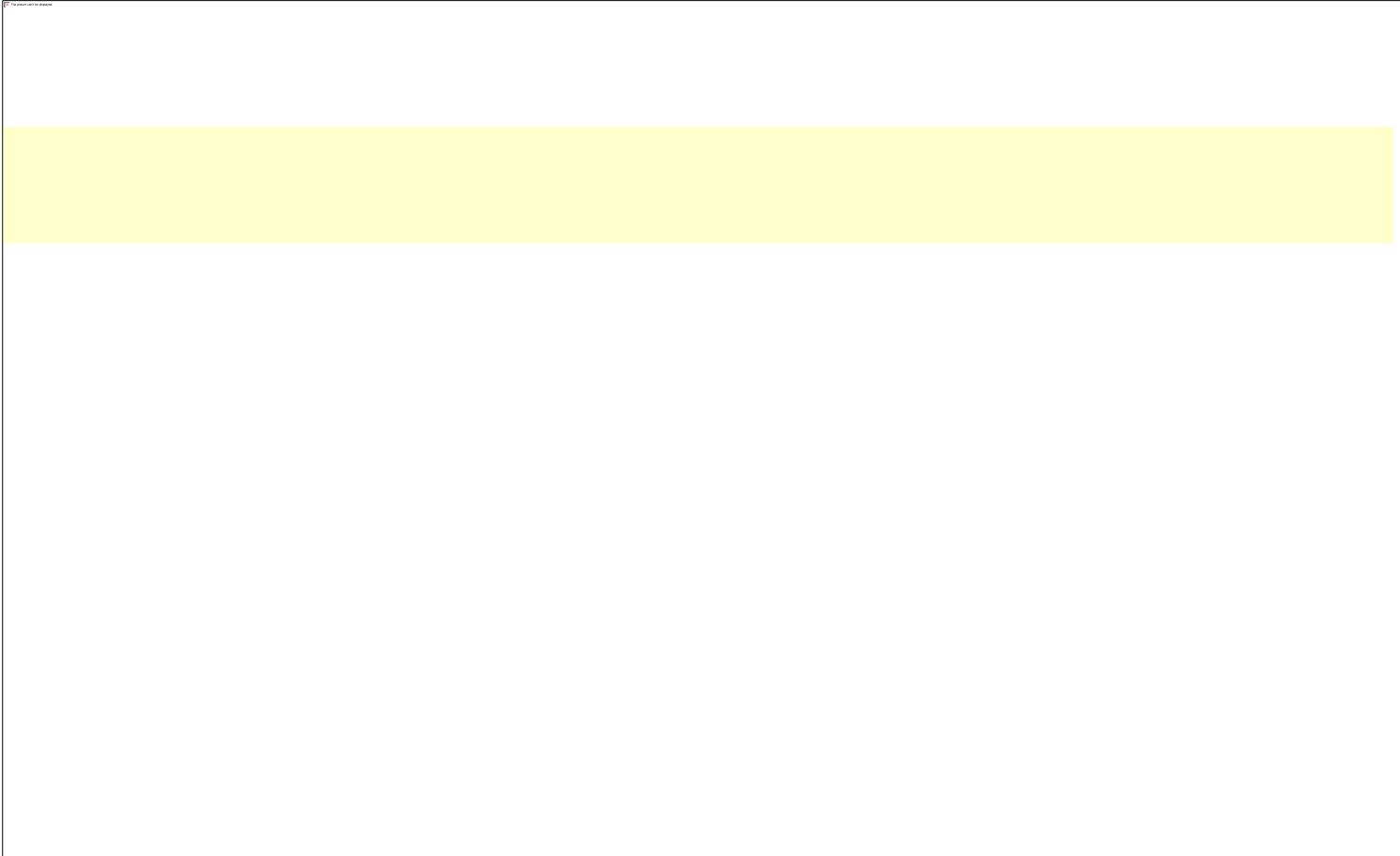


# Why only Engineering?

- People for Bikes
  - Hundreds of cities every year
  - Don't work with municipalities
  - Need publicly available and comparable metrics
    - Education, Encouragement, Equity, and Evaluation not easy
    - Engineering (bike network) easier to evaluate in this way
- League of American Bicyclists
  - Handful of cities every year
  - Municipalities
    - Ask to be evaluated
    - Pay to be evaluated
    - Fill out lengthy application
  - Can evaluate all five E's in this way

**One isn't "better" than the other. They have different strengths and weaknesses**

# LAB isn't keen on our network either



**Still 2.9/10 is quite  
different than 1.1/10.  
Why the discrepancy?**

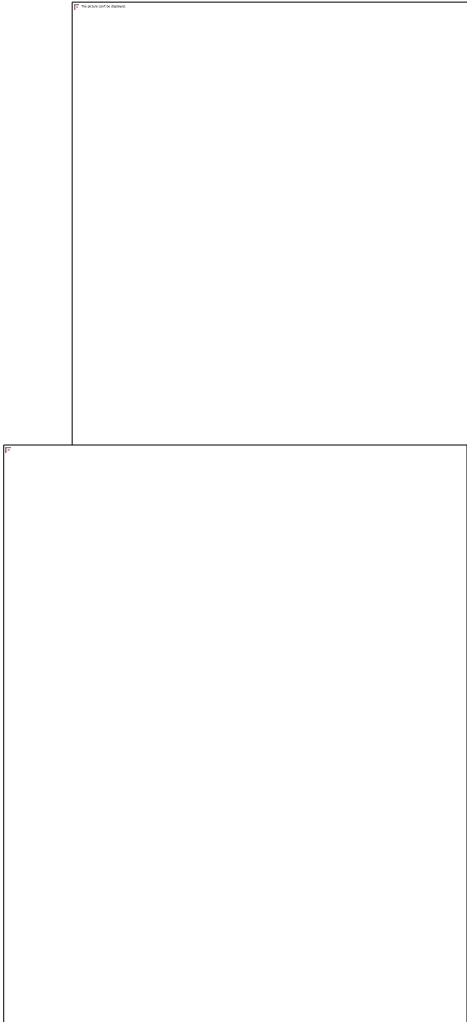
Ease of Getting from  
Origin to Destination,  
including

- Stress
- Directness



# People for Bikes Map

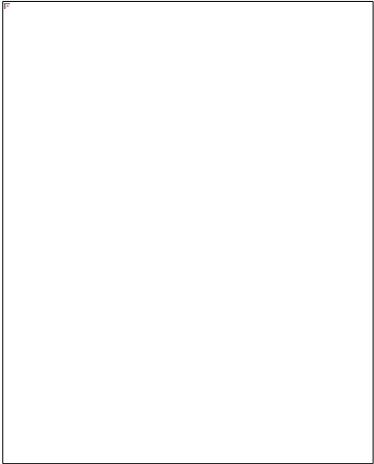
Why is downtown  
Little Rock solid  
red?



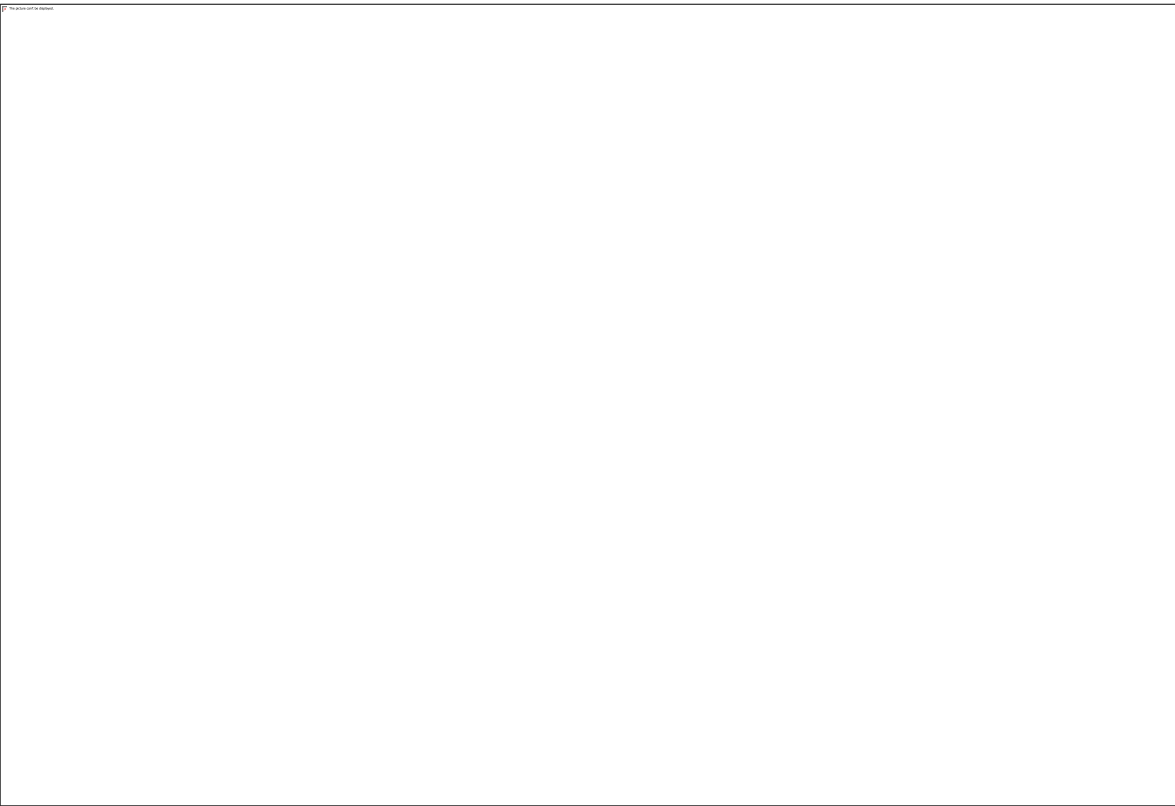
### People for Bikes

- These side streets have a 30mph speed limit
- Therefore these side streets are “high stress”

# People for Bikes Algorithm



High-Stress Street

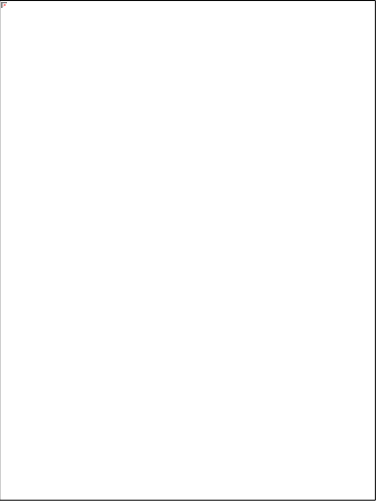


High-Stress Street





# People for Bikes Algorithm



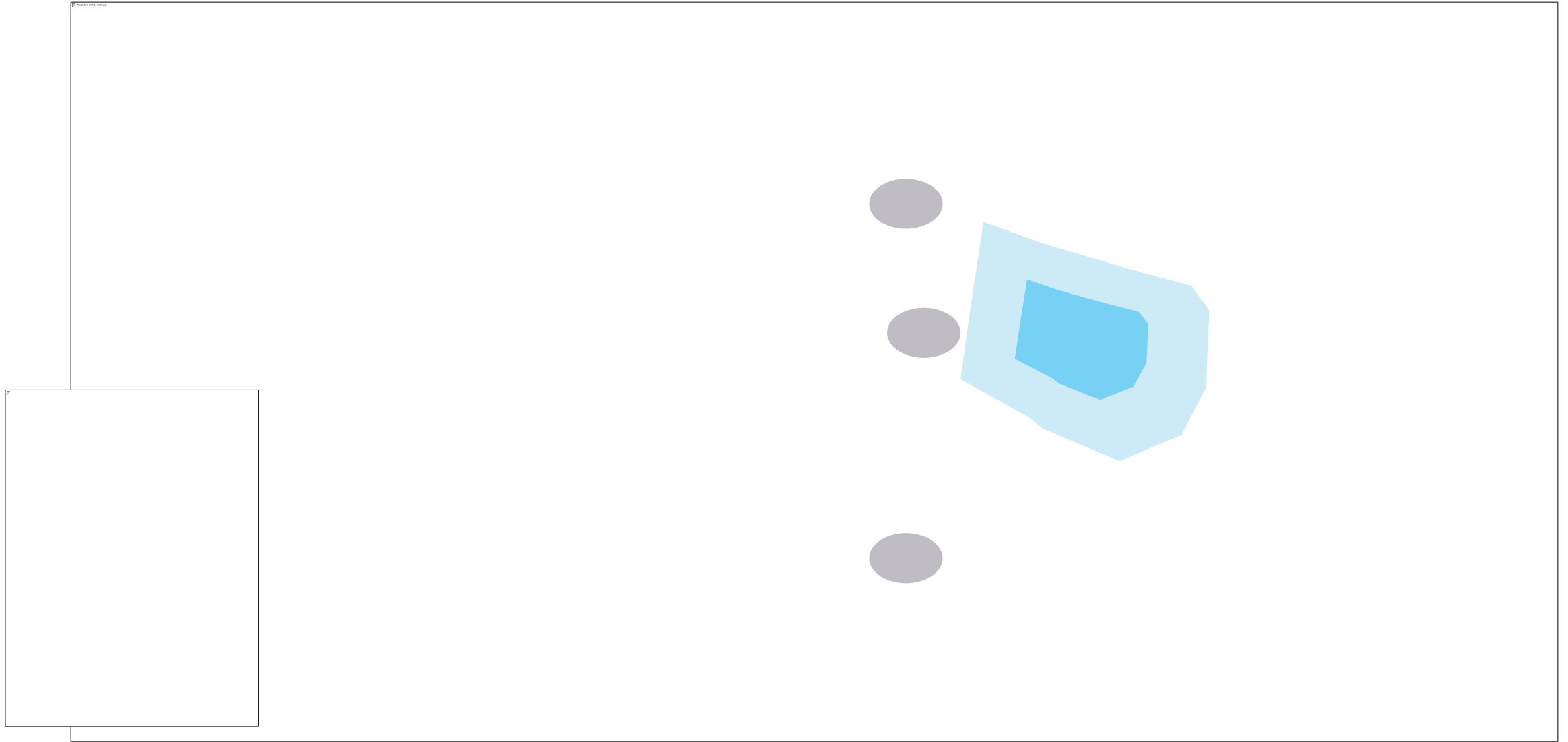
Low-Stress Street



Low-Stress Street



# People for Bikes Map

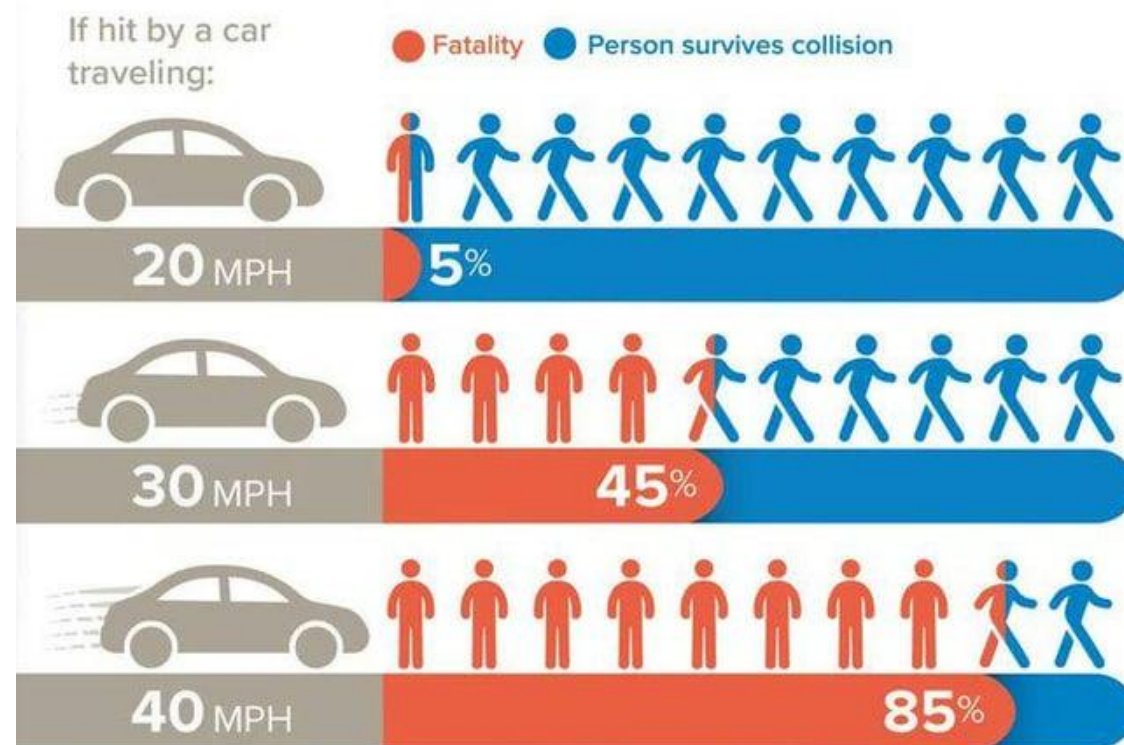


# Reducing Speeds on Local Streets Important

- City adopted Vision Zero
- Injury difference between 20mph and 30mph substantial
- Local Streets are where most families are outside of their cars
- Biggest traffic complaint to City is calming traffic on Local Streets

But how impactful would **reducing default speed limit** be?

## You can't prioritize both safety and speed



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

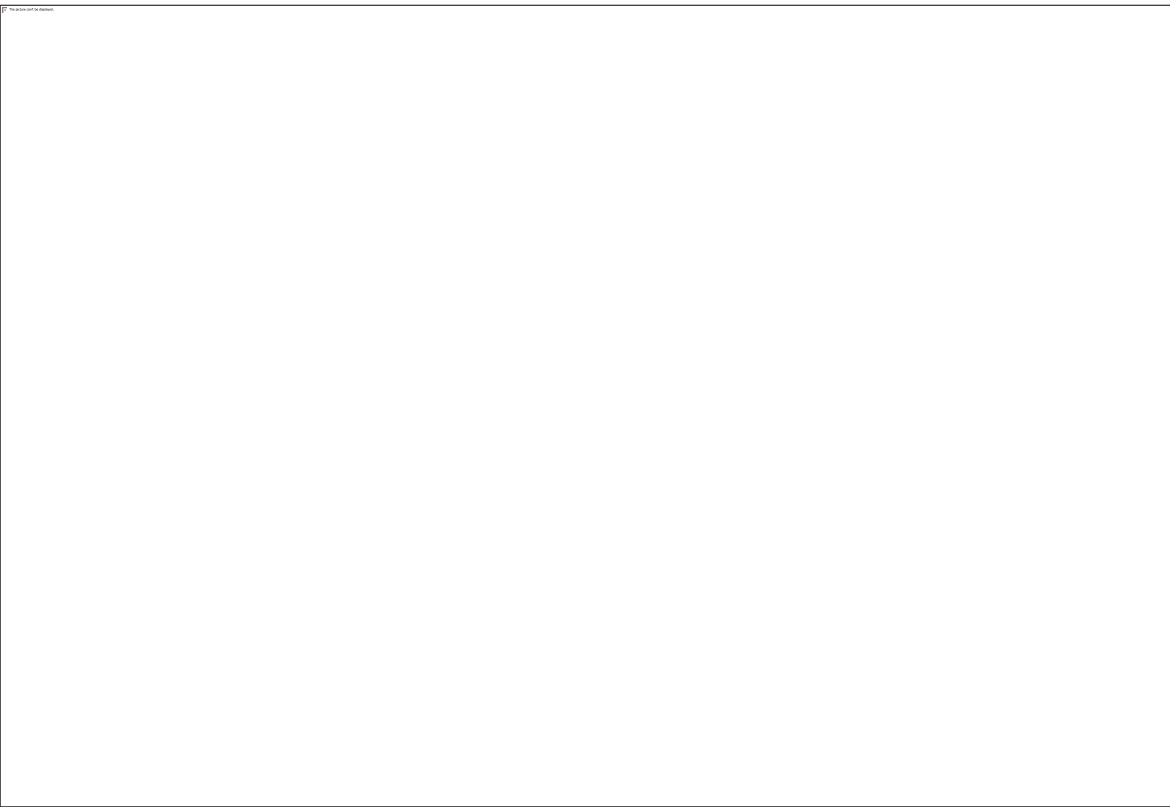


# What would 20mph default actually mean for...

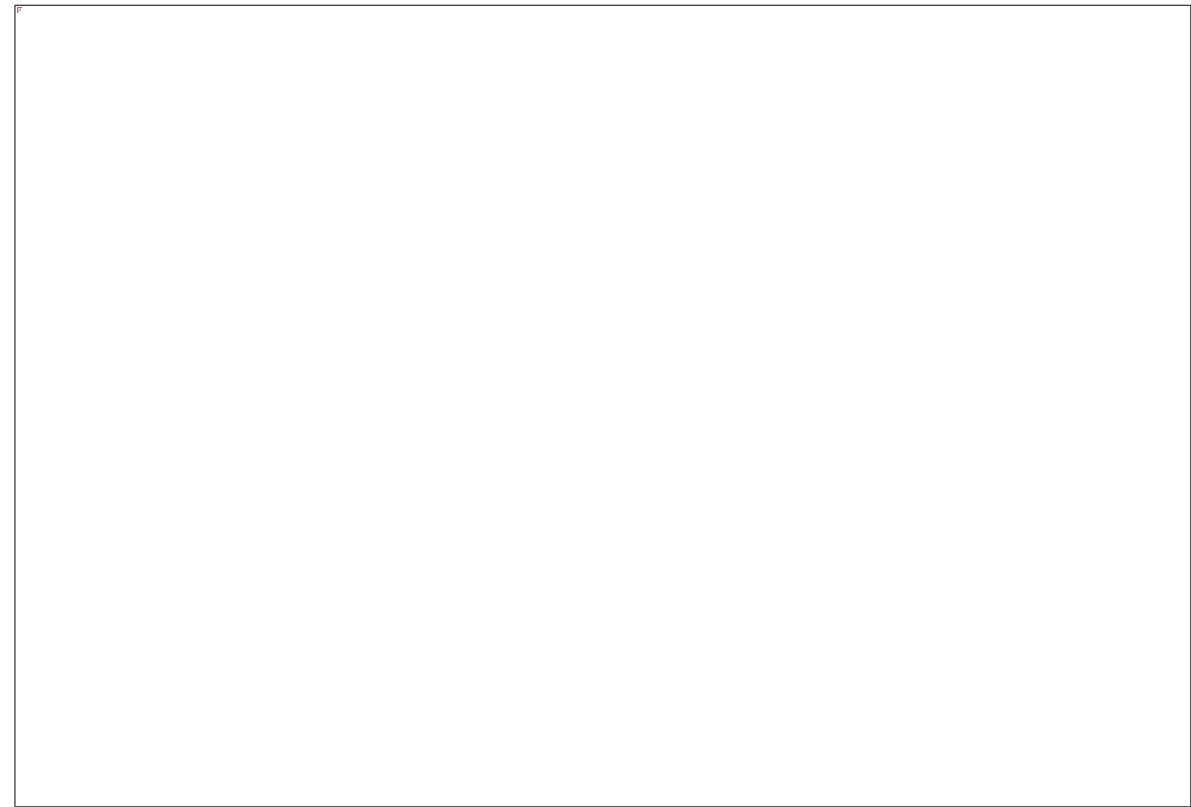
- Bikeability?
- Walkability?
- Neighborhood safety and cohesion?

First reaction – not much

Unsigned side street at 30mph



Unsigned side street at 20mph



# Is a 20mph speed limit change worth making?

- Would make People for Bikes ranking more fairly represent Little Rock's bikeability
  - Better for the City of Little Rock
  - Better for LRCVB



# Is a 20mph speed limit change worth making?

- Inexpensive intervention

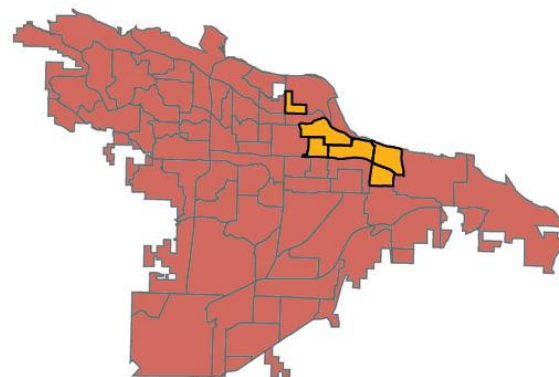


## Little Rock sales-tax vote results

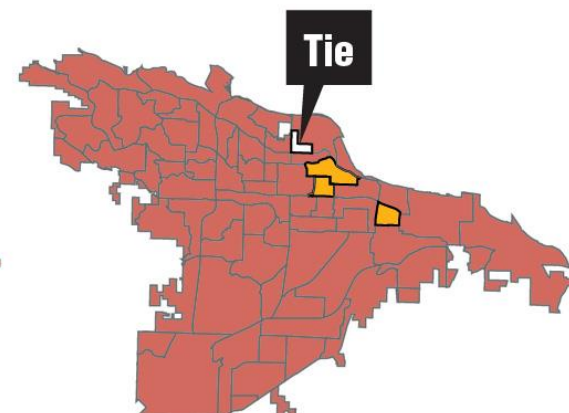
*Voters in the city rejected a two-part sales-tax increase during Tuesday's election. The proposal would have enacted a three-eighths percent (0.375%) tax to fund operations on a permanent basis and a five-eighths percent (0.625%) tax to fund capital improvements over the next 10 years.*

Against For

Three-eighths percent tax



Five-eighths percent tax



SOURCE: Pulaski County Board of Election Commissioners Arkansas Democrat-Gazette



# Is a 20mph speed limit change worth making?

- Local streets are for property access and livability
- Speed limit same as Collector invites Local Street use for cut-through traffic

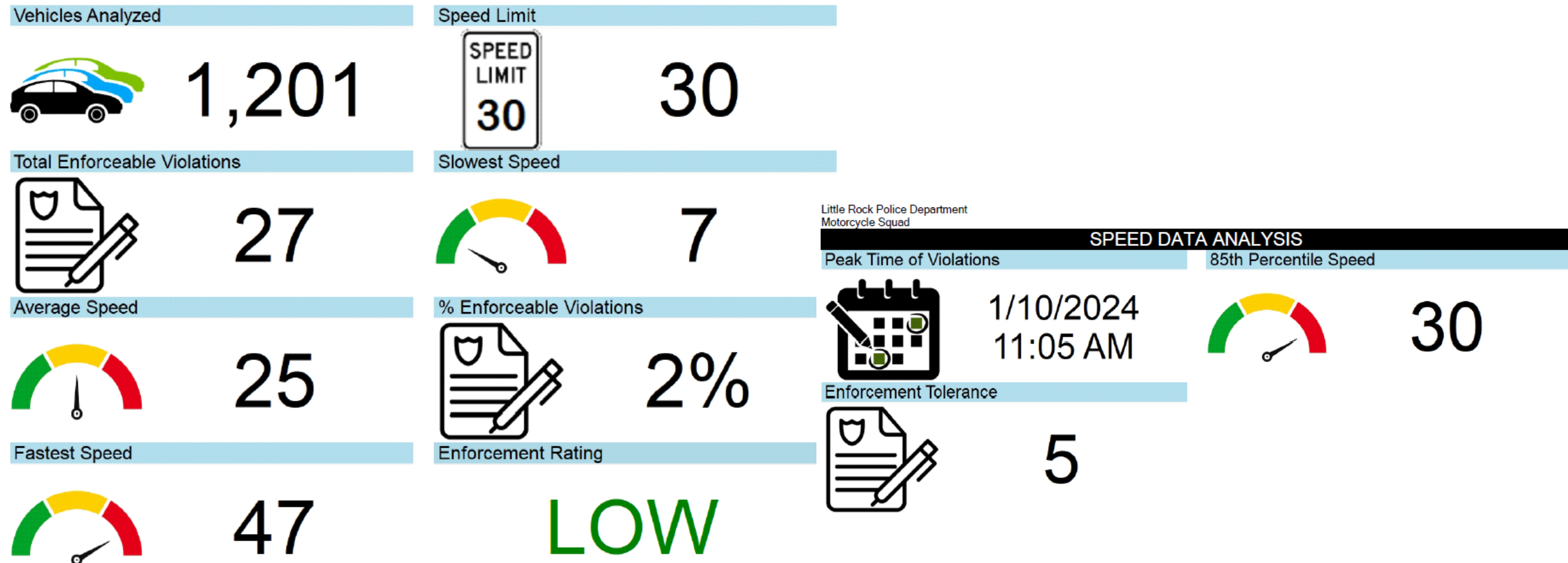
## Criteria for Street Classifications

In order to provide a street network which will operate efficiently, it is important to recognize the dual traffic function of urban streets. The street system of any given community has two major traffic functions: moving traffic between dispersed points and providing access to individual properties. Because of the opposing characteristics of these two functions, no single road type can safely or efficiently meet all traffic needs. For instance, a major street designed for high speed and high volume traffic cannot function safely or efficiently if the flow is consistently interrupted by traffic movements onto and from adjacent properties.

A system of street classifications can help the City define those streets where land access is a primary function and those streets where traffic movement is the primary function. Some basic criteria are described, which if used for future streets will help maximize the traffic circulation system. The three basic criteria proposed for the Little Rock system are: function, spacing, and width of right-of-way.

# Is a 20mph speed limit change worth making?

- Enforcement



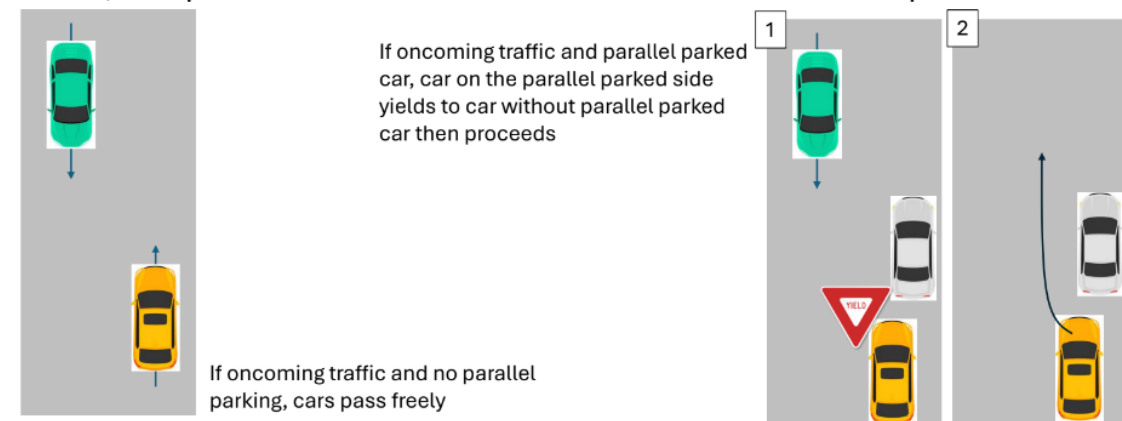
# Is a 20mph speed limit change worth making?

- Design Speed

$$7 + 9 + 9 + 7 = 32 \text{ ft.}$$

## These are Yield-Flow Streets

- When a driver sees an oncoming driver and there are parallel parked cars, she pulls to the side of the street to let the other car pass



<b><u>STREET DESIGN STANDARDS</u></b>						
Design Consideration:	Expressway	Principal Arterial	Minor Arterial	Collector	Local (Res.)	Minor Res.
	(Stage 1)					
Design speed (miles per hour)	55	45	40	30	25	20
Maximum grade at centerline	8%	8%	9%	12%	15%	16% <sup>1</sup>
Min. horizontal radius at centerline (normal crown)	1700'	900'	600'	275'	150'	75' <sup>2</sup>
Min. horizontal radius at centerline <sup>3</sup> (super-elevated cross section)	1000'	500'	500'	235'	N/A	N/A
Min. horizontal tangent distance between reverse curves	600'	300'	200'	100'	50'	N/A
Service volume	40,000	25,000	18,000	5,000	2,500	400 <sup>4</sup>
Min. right-of-way	200'	110'	90'	60'	50'	45'
Min. pavement width (back to back of curb)	48'+shld & median	66' <sup>5</sup>	59'	36'	26'	24' <sup>6</sup>
Sidewalks	may be required <sup>7</sup>	both sides	both sides	one side <sup>8</sup>	one side	None



# Is a 20mph speed limit change worth making?

- As a stand-alone intervention, the effect of reducing Local Street default speed to 20mph may be modest
- However, utility in codifying intended speed
  - Public discussion/awareness
  - Speed enforcement
  - Justifying traffic calming measures
  - Crash consequences for driver



# 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.
- Residents can [request speed humps](#) to help control speeding on residential streets.

## 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.

# Fayetteville



# ATAC Discussion

Speed limits on Local Streets

# City To Do List for ATAC

# To Do

- More diversity on ATAC Board
  - CLR Chief Engagement and Opportunity Director will address ATAC in August
- City vs. Committee Appointments
- ATAC Staff Members
  - Increase in CLR Staff Attendance
  - Increase in CLR Staff Members
    - John Landosky, BikePed Coordinator, Public Works
    - Kevin Tarkington, Planning
    - J.P. Rogers, Parks
    - Sergeant Kyle Hensen, LRPD?
- Represent pedestrians as well as cyclists
- Post notifications of meetings
- Meetings should be in official City space
- Meetings should be recorded and available
- Live webcast
- To whom does ATAC make recommendations?
- Committee vs. Commission?

improving

improving

improving

improving



# ATAC Discussion

To Do List

# ATAC Chair Transition

ATAC Discussion