Project Benefits

These are key project benefits. More details about project benefits at https://www.littlerock.gov/for-residents/bikeped-little-rock/projects/bike-lanes/kavanaugh/

Slow Speeding, Aggressive Drivers
Discussed more in “Corridor Concerns”, traffic calming is a major neighborhood concern and an important project benefit. Narrowing traffic lanes, a lateral shift, and placemaking (bicycle and pedestrian visibility) are all proven techniques to calm traffic.

Sustainable Transportation
Transportation is the largest source of Little Rock metro area’s carbon emissions; our metro area has the most Vehicle Miles Traveled out of 52 comparable communities. Only a complete, low-stress bike network will encourage a major mode shift to bicycles for commuting and short errands. Including Hillcrest in this network lets Hillcrest residents be part of the climate solution.

Pedestrian Safety
The benefit to residents when they are riding a bike are obvious, but the project has many important safety benefits for pedestrians as well. See also “Corridor Concerns”

“YES to bike lanes on Kavanaugh! Like it or not, Kavanaugh is one of the most popular streets used by cyclists, runners and walkers in the city. Early in the morning, on most days, you would think some kind of running event was taking place from 5:30 a.m. until well after 8:00 a.m. I am one of those early morning users and I see it first hand.” Emil M.

Community Health
Unfortunately, the Little Rock metro area is one of the least physically active and most obese places in the country. This has a strong negative effect on our qualities of life but also strong financial downsides. Studies show a strong correlation between cities built to encourage walking and biking for transportation and community health. There is no single intervention more effective at encouraging biking than building bike lanes and trails that separate bikes from vehicles.

Local Business
This project would not only help local businesses by easing the Hillcrest Business District’s parking congestion, but also by shifting shopping patterns. If a Hillcrest resident gets in her car to access the Hillcrest Business District, she either adds to its parking congestion or she decides, instead, to travel a bit further to the ample parking of big box stores and chain restaurants. When she walks or bikes to her neighborhood business, she connects that business to her home turf and becomes a loyal customer. This is one reason why the Hillcrest Merchant’s Association is “Not Opposed” to this project.

Attract Great Neighbors
Surveys show that Millennials who have options on where they want to live choose places where they don’t need a car. Creating a safe bike corridor in Hillcrest would make it a more attractive place to live within Little Rock and make Little Rock a more attractive place for top quality talent.

Driver Convenience
Conflicts between a travel lane shared by people driving cars and driving bikes don’t just scare the person on a bike, they also inconvenience the person behind the wheel.

"I like the idea for the bike lanes on Kavanaugh getting a little redo. Right now, as a car driver, it stresses me out that the cyclists are so close. I’m afraid I might hit someone by accident. ”- Katharine H.

Aging in Place
A focus of AARP is promoting neighborhood changes that allow residents to “age in place”. A neighborhood that requires a car for independence and mobility may force some residents to relocate as they get older.

Increase Property Values
Bike lanes, especially in Hillcrest’s close proximity to the Arkansas River Trail, have the potential to increase property values in Hillcrest, especially on Kavanaugh.

Committed to Walking and Biking
In order to increase economic investment, attract top quality talent, promote equity, community health, community cohesiveness, and sustainability, the City of Little Rock is committed to building streets that include safe places to walk and bike as discussed in Mayor Scott’s Mobility Agenda, the Road to 2020, “Must Do” Policy Statements, the Complete Streets Resolution, and the Complete Streets Ordinance. We are also committed to following national best safety practices for bicycle infrastructure as set by FHWA and US DOT.

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