

# Listening to Residents: Corridor Concerns

One thing just about everyone agrees on is that Kavanaugh functions poorly in its current configuration. Below are common concerns and how they might be affected by the proposed project. Learn more at: <https://www.littlerock.gov/for-residents/bikeped-little-rock/projects/bike-lanes/kavanaugh/>

## Slow Down Vehicles!

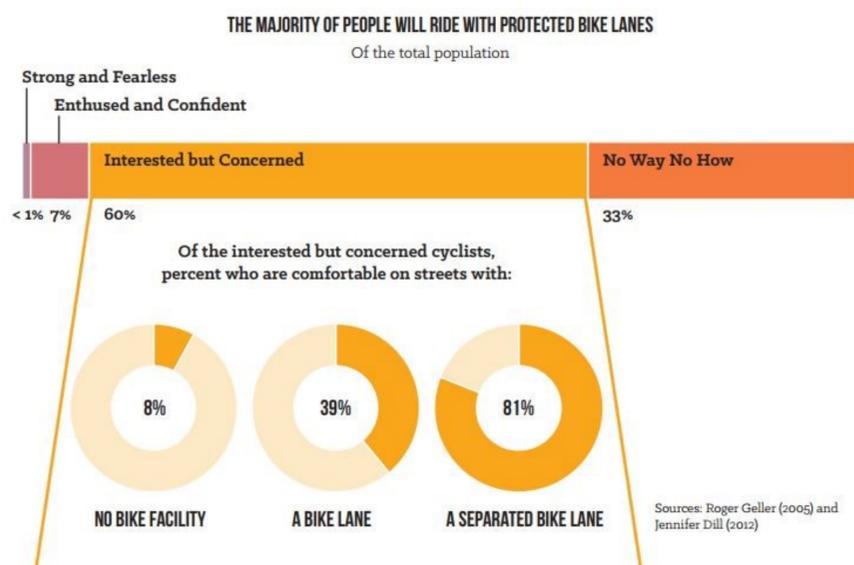
One of the most common concerns in Kavanaugh public comment was the need to reduce speeding in the corridor. This project calms traffic with three proven techniques:

- 1) Narrowing traffic lanes:** Narrow traffic lanes makes drivers less comfortable driving at higher speeds.
- 2) Lateral shift:** Lateral shifts, like the one proposed between Cedar and Pine, also slow traffic speeds.
- 3) Bicycle and Pedestrian Placemaking:** Drivers tend to slow their speeds when there is bicycle and pedestrian infrastructure and activity.

"The correlation between lane width and drivers speeds looks well thought out and documented. This alone is reason enough to implement the proposed bike lanes." - Butch J.

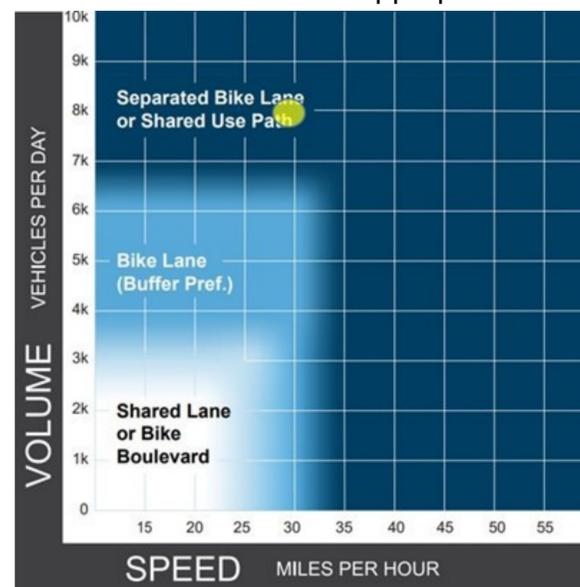
## Not Enough Parking in Business District!

In 2018, the Hillcrest Resident's Association approached the City with a problem and a proposed solution. There wasn't enough parking for the Hillcrest Business District core to thrive. They proposed making bicycling a more viable transportation alternative to allow Hillcrest residents to access the business district without parking there. The data were clear; if you want to encourage cycling, you need low-stress, separated bike facilities. This resurfacing project is our opportunity to create those facilities and encourage ridership within Hillcrest.



## It is Dangerous to Bike!

Another common corridor concern is how safe it is to drive a bike on Kavanaugh. This concern is well justified; Arkansas is the 3rd most dangerous state to drive a bike. Moreover, the current sharrows markings do not meet FHWA/US DOT guidelines for Kavanaugh's traffic volume and speed. An FHWA representative confirms sharrows inappropriate on Kavanaugh.



Kavanaugh is can be a scary place to bike, particularly going uphill between Markham and N. Martin St. Bikes are supposed to be in the middle of the travel lane (chevrons), but going uphill, bikes are moving slowly and drivers can't safely pass because of the double yellow line. To avoid hostile driver behaviors, the person driving the bike may either ride very close to parked cars (risking dooring) or weave in and out of the parking lane (risking being hit by a car when re-entering the traffic lane to avoid a parked car.)

People rarely drive their bikes on the street in urban Little Rock for recreation; they are trying to get to work, get home, run and errand, or access off-street trails. People driving bikes are very aware of the dehumanizing attitudes of some drivers and they have no way of knowing the attitude of the next car approaching. Most people who commute by bike heave dealt with the Pauls of Little Rock; sadly some have been struck by them.

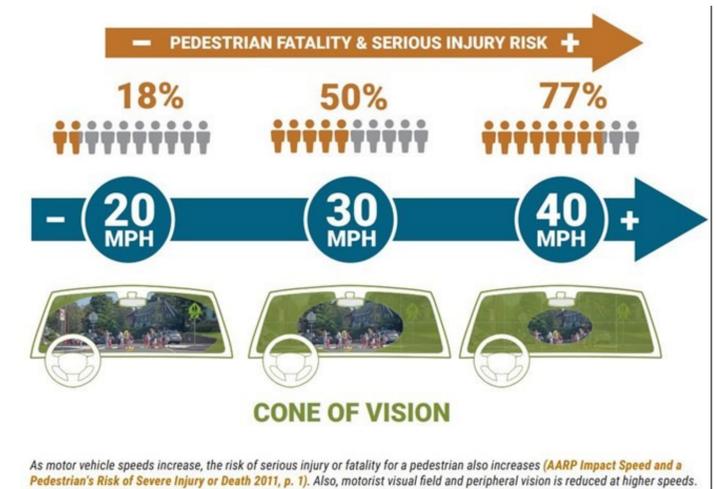


Paul Corbitt  
The green stripes makes it easier to plow the bikers over  
Like · Reply · Message · 11h

## It is Dangerous to Walk!

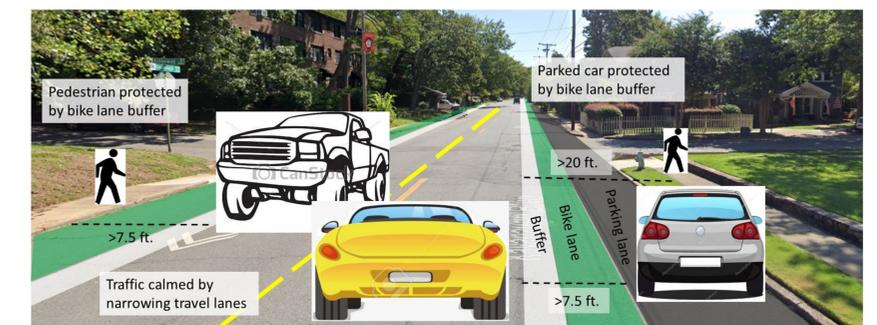
A common corridor concern is pedestrian safety. This concern is well justified, the Little Rock metro area is one of the most dangerous places to walk in the country. This project will increase pedestrian safety in several ways:

Traffic calming increases the visibility of pedestrians to motorists and improves outcomes of car vs. pedestrian collisions.



Bike lanes would create a **buffer between moving vehicles and sidewalks**. Design will **shorten crosswalks** and makes crossing the street safer and easier.

"Bike lanes would help Kavanaugh be safer for pedestrians in one of Little Rock's few walkable, complete neighborhoods." - Katie H.



## Protect Our Parked Cars!

Another common concern is the frequency that traveling cars strike cars parked along Kavanaugh. This project will reduce the frequency of this type of collision by calming traffic and creating a 7.5 ft. buffer between moving traffic and parked cars where there currently is none.

"We regularly have accidents on the south side when cars lose control in the curve at Lee Ave and careen into parked cars." Jim M.