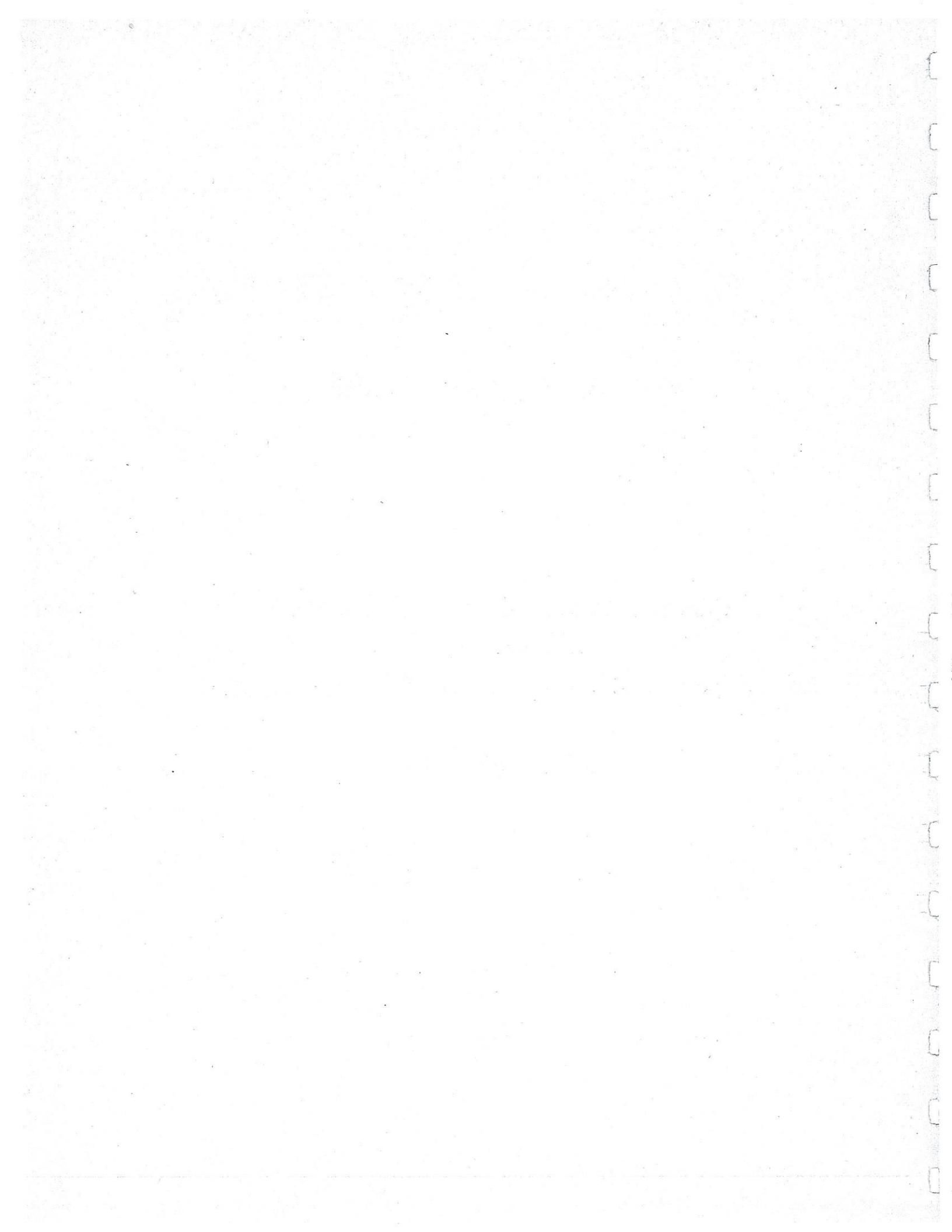


HIGHWAY AND TRANSPORTATION PLAN  
FOR  
PINE BLUFF, ARKANSAS

Prepared for  
ARKANSAS STATE HIGHWAY DEPARTMENT  
In Cooperation With  
PUBLIC ROADS ADMINISTRATION, FEDERAL WORKS AGENCY  
and  
CITY OF PINE BLUFF

By  
J. E. GREINER COMPANY—CONSULTING ENGINEERS  
BALTIMORE

MAY 1947



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HIGHWAY AND TRANSPORTATION PLAN  
FOR  
PINE BLUFF, ARKANSAS

1947

J. E. GREINER COMPANY  
CONSULTING ENGINEERS  
1201 ST. PAUL STREET  
BALTIMORE, 2 MD.

May 15, 1947

Arkansas State Highway Commission  
Little Rock, Arkansas

Gentlemen:

Pursuant to our agreement, dated February 21, 1947,  
we present herewith our report entitled "Highway and Transporta-  
tion Plan for Pine Bluff, Arkansas."

We have made a comprehensive study of and have reported  
upon the highway transportation system of Pine Bluff and its  
metropolitan area, and have recommended improvements, developments,  
additional facilities, and a scheduled program of construction  
that is considered to be economically feasible for completion  
within a reasonable period.

Very truly yours,

J. E. GREINER COMPANY

by

  
H. H. Allen

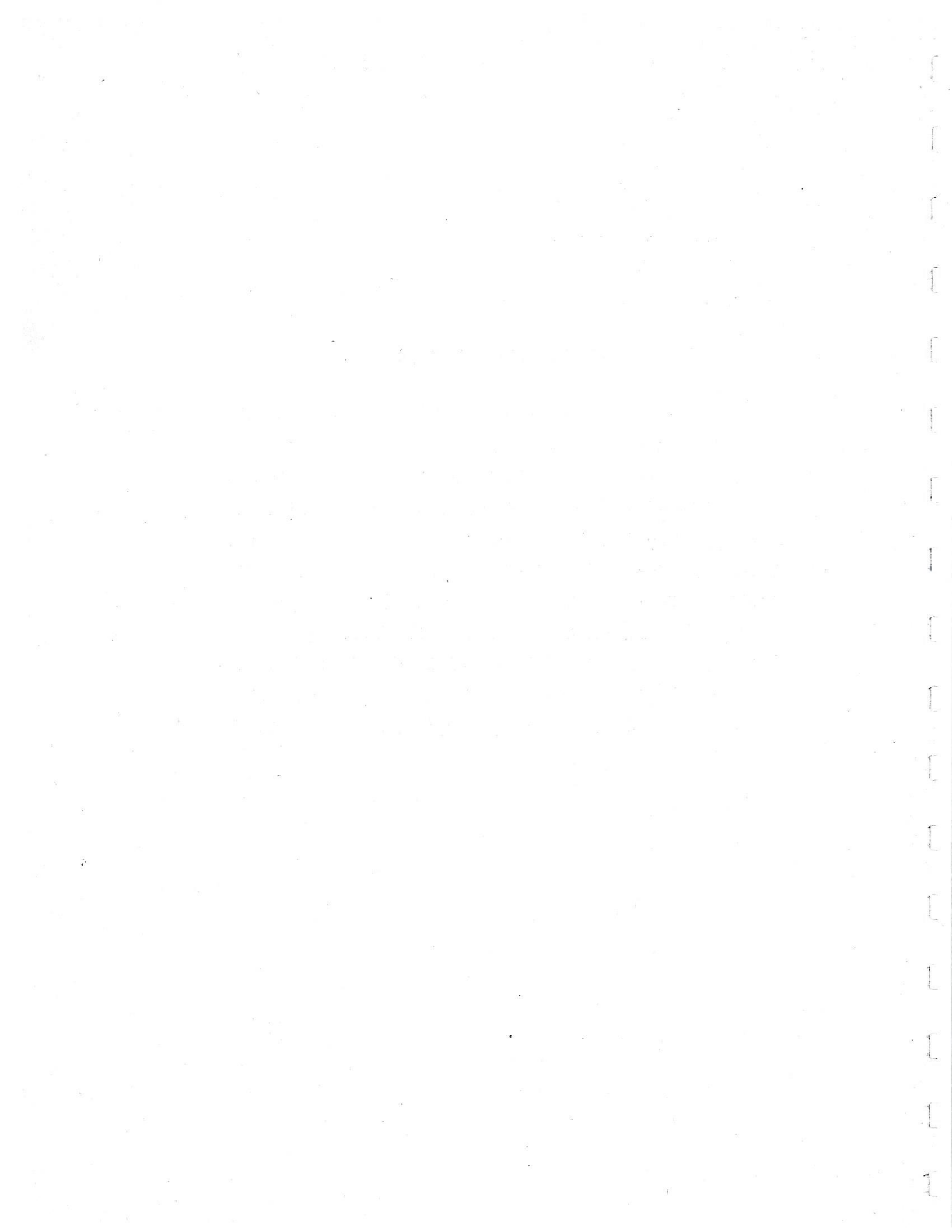
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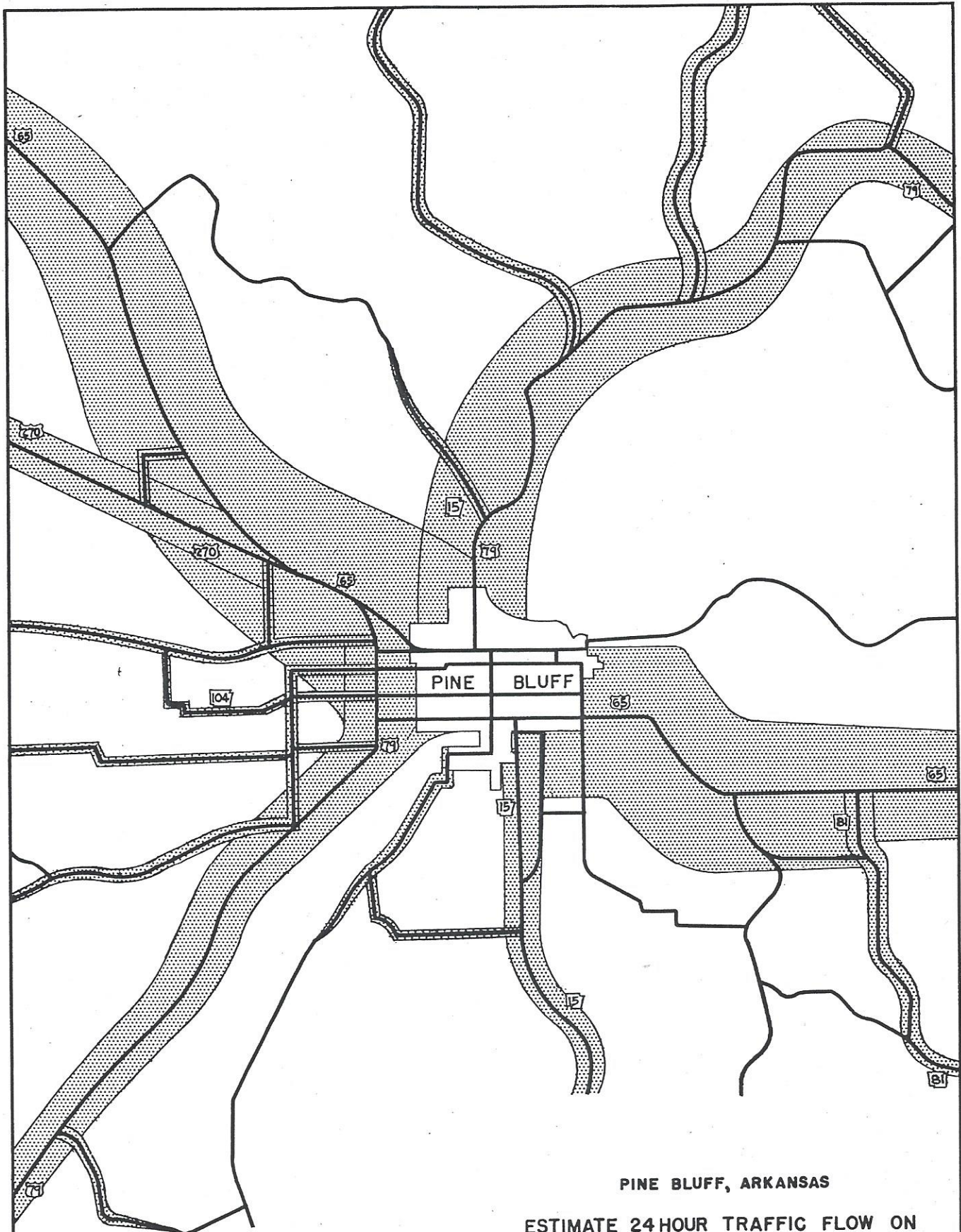
## ACKNOWLEDGMENTS

All reports of the Arkansas State Highway Department and the Pine Bluff Planning Commission were carefully examined by the Consultant and many proposals embodied herein will be recognized as having originated with these agencies. Traffic and other statistical data were supplied by the Arkansas State Highway Department, Pine Bluff Planning Commission and the Pine Bluff Chamber of Commerce. Additional information was obtained through discussions with local representatives of the Public Roads Administration and the U. S. Army Corps of Engineers, and with officials of the City of Pine Bluff, Jefferson County and the Southeast Arkansas Transportation Company. Supplementary field data were gathered through the cooperation of the Boy Scouts of America.

To all these agencies and individuals we are indebted and to them we express our appreciation.







PINE BLUFF, ARKANSAS

ESTIMATE 24 HOUR TRAFFIC FLOW ON  
PRINCIPAL STATE AND COUNTY HIGHWAYS



J.E. GREINER CO.  
BALTIMORE, MD.  
MAY, 1947



## CONCLUSIONS AND RECOMMENDATIONS

During World War II Pine Bluff advanced many years along its population curve; however, as was the case of practically all cities in the United States that felt the impact of war industries, improvements to transportation facilities could not be kept abreast of the increasing demands.

Highway transportation has become a fundamental factor in the economic structure of our states and municipalities and it is imperative, therefore, that the City of Pine Bluff program improvements to its street and highway system for immediate accomplishment. Each project in the immediate program must further long range transportation objectives and the whole must be coordinated with a sound financial program. This report brings these objectives into focus and outlines practical means for their accomplishment.

Following an analysis of all basic data, existing problems, and the requirements of the foreseeable future, conclusions and recommendations covering all phases of an integrated plan were reached and are set forth hereinafter under the appropriate captions. Detailed discussion of each phase is contained in the body of the report.

### PRINCIPAL STATE HIGHWAYS

#### **U. S. Route 65**

The presently designated route through the city from Oleander Street via Sixth and Fifth Avenue to Ohio Street is recommended for retention. Improvements in the form of a channelized crossover from Sixth to Fifth Avenue at Spruce Street and installation of an automatic flashing signal at the St. Louis and Southwestern Railway crossing on Fifth Avenue near Cypress Street are proposed.

The Rhinehart Road entry to the city is recommended for official designation as an alternate truck route. Traffic would be routed from Rhinehart Road on Pullen Street to Second Avenue via a newly constructed crossover between Orange and Catalpa Streets. The route would then proceed along Second Avenue to Missouri Street, thence south to a junction with Route 65 at Fifth Avenue.

Harding Avenue is recommended as a by-pass route to be ultimately replaced by Twenty-fifth Avenue when that street is developed and extended coincidentally with the gradual process of urban expansion and development.

#### **U. S. Route 79**

It is recommended that U. S. Route 79, entering the city from the north on Cedar Street, be routed via Second Avenue west to Oleander Street and thence south along the existing route.

## CONCLUSIONS AND RECOMMENDATIONS

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### **State Route 15**

It is recommended that State Route 15, approaching the city from the south on Olive Street, follow Olive Street to Twenty-fifth Avenue, proceed west on Twenty-fifth Avenue to Cherry Street, north on Cherry Street to Second Avenue, east on Second Avenue to Cedar Street and then north on Cedar Street to the presently designated route.

### **ARTERIAL SYSTEM**

The arterial system is composed of state highway routes, county roads and arterial streets which, when combined, form a network of crosstown thoroughfares providing for the expeditious flow of intracity traffic. Including the Federal and State highway routes that traverse the city, the following streets have been selected as essential components of the major street system and are recommended for preferential treatment:

1. Second Avenue from Oleander Street to Missouri Street.
2. Fifth Avenue from Spruce Street to Ohio Street.
3. Sixth Avenue from Oleander Street to Ohio Street.
4. Thirteenth Avenue from Oleander Street to Indiana Street.
5. Harding Avenue from Oleander Street to Ohio Street.
6. Twenty-fifth Avenue from Oleander Street to Ohio Street.
7. Hazel Street from Twenty-fifth Avenue to Sixth Avenue.
8. Cherry Street from Thirty-sixth Avenue to the Levee.
9. Walnut-Olive Street from Corporate Limits to Sixth Avenue.
10. Main Street from Harding Avenue to Barraque Street.
11. Missouri Street from Harding Avenue to Second Avenue.

### **RAILROAD CROSSINGS**

Structures to separate the grades of railroads and highways within the city are not deemed economically feasible or practicable, and consequently none are recommended for construction at this time. As the city expands and increasing traffic demands require the development of a by-pass route, then a grade separation structure on Twenty-fifth Avenue at the St. Louis and Southwestern crossing is recommended for consideration.

It is recommended that the St. Louis and Southwestern Railway and the Missouri Pacific Railroad be requested to install an interlocking automatic signal control at their common crossover in the vicinity of Hickory Street and Fourth Avenue.

### **INTERURBAN BUS LINES**

After completion of the street improvements proposed herein, it is recommended that all interurban bus lines be channeled over streets carrying U. S. and State route designations.

A study of operations at the present union bus terminal disclosed that the location is well chosen and that it will adequately serve the city for years to come.

## CONCLUSIONS AND RECOMMENDATIONS

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### CITY TRANSIT ROUTES

The Southeast Arkansas Transportation Company offers efficient and creditable service to the City of Pine Bluff. While no major changes in bus routes or schedules are proposed, it is recommended that origin and destination studies be undertaken by the transit company to determine the feasibility of better serving the population residing in the area south of Ninth Avenue and east of Georgia Street.

### PARKING FACILITIES AND PRACTICES

The following recommendations are made with respect to parking in the business district:

1. Installation of parking meters on Main Street between Barraque Street and Sixth Avenue.
2. One-hour parking restriction during daylight hours on Barraque Street and Second Avenue between Chestnut and State Streets and on Fourth and Fifth Avenues between Pine and State Streets.
3. Prohibition of angle parking on Fourth Avenue between Main and State Streets; on the north side of Barraque Street between Olive and Pine Streets; on Walnut and Chestnut Streets between Barraque Street and Fourth Avenue; on Second, Fifth and Sixth Avenues; and on Main Street.
4. Prohibition of all parking on the north side of Barraque Street for the one block in front of the Courthouse.
5. Collective subsidizing of off-street parking facilities by the merchants within the central business district during the months of October, November and December.

### TRAFFIC RULES AND REGULATIONS

In addition to the recommendations set forth under "Parking Facilities and Practices," further revisions in traffic and parking control are treated under "Principal State Highways" and "Arterial System" for institution as the development and improvement of the street pattern progress.

### SCHEDULE OF STREET IMPROVEMENTS

In the body of the report fourteen projects for improvement to the street and highway system are set forth and are estimated to cost \$493,100.

### FINANCIAL PROGRAM

Under the terms of a resolution approved by the Arkansas State Highway Commission on October 11, 1946, ten of the proposed projects are eligible for financial participation by the State in the amount of \$408,500. The municipality's share of the cost is \$84,600 and it is recommended that the fiscal program of the city for its portion of the cost be established on a pay-as-you-go basis.

## POPULATION

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### POPULATION

The formulation of a program of improvements necessitates some consideration of the probable population trend of the area involved. Studies of the Pine Bluff metropolitan area disclose the fact that during the thirty-year period from 1910 to 1940 population trends were highly sensitive to the fluctuations of the cotton market. This is not surprising in light of the fact that, until recent years, the economy of the area served by the city depended to a large extent upon the value of cotton. The sharp upward trend in population between 1910 and 1920 coincides with the World War I years when cotton prices hovered at fifty cents per pound. Subnormal growth between 1920 and 1940 corresponds with a period when cotton prices were substantially depressed, with a historic low of about six cents per pound in 1932.

During the World War II period Pine Bluff enjoyed the greatest population growth in its history. Although the sharp upward trend from 1940 to 1945 again paralleled the skyrocketing price of cotton, growth was also substantially influenced by a change in economic structure resulting from increased industrialization of the area and the diversification of crops.

The Pine Bluff metropolitan area is one of a group which, according to the Bureau of the Census, must make special effort to convert its wartime facilities to peacetime pursuits if it would retain wartime growth in population. It must be borne in mind that the areas which grew most rapidly during the war are now, in general, faced with more severe problems of social and economic adjustment in the postwar order than those with little or no wartime population increase. Certainly the problems which lie ahead will challenge local ingenuity and leadership.

It is believed that, with the trend toward a general stabilization of industry in the Pine Bluff metropolitan area, population growth will not differ markedly from that of the nation as a whole.

According to data obtained from the Pine Bluff Chamber of Commerce, the population in the metropolitan area was estimated at 46,000 in 1946. Assuming then that the future trends of Pine Bluff and national population will be parallel, definite figures based on national estimates recognized by the U. S. Bureau of Census can be set down.

Year	Population
1946 .....	46,000
1950 .....	47,000
1960 .....	48,400
1970 .....	49,400

Except in case of economic disaster, variations from this anticipated pattern are not likely to reach proportions that would seriously affect a program of improvements.

## PRINCIPAL STATE HIGHWAYS

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### PRINCIPAL STATE HIGHWAYS

#### **U. S. Route 65**

U. S. Route 65, approaching Pine Bluff from the northwest enters the city via Sixth Avenue, traverses Sixth and Fifth Avenues eastward to Ohio Street, turns south on Ohio Street to Harding Avenue, and crosses the corporate limits in an easterly direction. The alternate route enters the city on Rhinehart Road at Pullen Street, proceeds eastward on Pullen Street, Barraque Street and Second Avenue to Missouri Street, and then turns south to an intersection with the designated route at Fifth Avenue.

Less than one vehicle in four traveling to the city from the northwest on Route 65 or its alternate is destined for points outside the corporate limits. Moreover, half of the vehicles entering or leaving the city from the northwest follow the alternate route. The origin or destination of all traffic using the alternate route is north of Sixth Avenue, and in particular the area bounded by Olive and Tennessee Streets, Sixth Avenue and the levee. This is quite natural, since half of these vehicles are trucks seeking the wholesale district.

The area south of Sixth Avenue is the origin or destination of seventy-five percent of the traffic leaving or entering the city from the west on designated Route 65. Half of the commercial vehicles using this route have their origin or destination in the area between Sixth and Thirteenth Avenues.

Through-traffic accounts for only twenty percent of the volume entering or leaving Pine Bluff from the east on Route 65. Sixty percent of the total volume originates in or is destined for the area north of Thirteenth Avenue, and in particular, the wholesale district.

Conclusions, based upon the foregoing facts, dictate the retention of U. S. Route 65 in a mid-city location. The selection of the through-city route is therefore limited to Fifth or Sixth Avenues. The advantages offered by the alignment of Sixth Avenue are offset by the existence of numerous schools and churches along its right-of-way and by the economic and practical factor involved in the complete rebuilding of the street east of Spruce Street for normal highway loads. Since the condition of the paving on Fifth Avenue is adequate, its roadway and dedicated right-of-way widths are wider, and a minimum of improvement is required, it is recommended that the present routing of U. S. 65 via Sixth Avenue from Oleander Street to Spruce Street and via Fifth Avenue from Spruce Street to Ohio Street be retained.

Recommended for action on designated U. S. Route 65 is the easement of the two right angle turns on Spruce Street between Fifth and Sixth Avenues, as indicated on Plate 3, Figure 3. The traffic signal at Fifth Avenue and Main Street should be maintained, and the left turn prohibition should remain in force. The traffic signal contemplated by the city for installation at Sixth Avenue and Poplar Street should be installed

## PRINCIPAL STATE HIGHWAYS

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instead at Fifth Avenue and Cherry Street and timed to favor Fifth Avenue traffic. Fifth Avenue traffic should also be accorded thoroughfare privileges.

The Rhinehart Road entry to the city should be officially designated as alternate U. S. Route 65, and should be extended to parallel the St. Louis and Southwestern Railway spur from Pullen Street to Second Avenue between Orange and Catalpa Streets as shown on Plate 3, Figure 4. Thereafter the alternate route would follow Second Avenue to Missouri Street, thence south to an intersection with U. S. Route 65 at Fifth Avenue.

The adaption of the selected route to its function as a main traffic artery to the industrial, wholesale and retail centers of the city necessitates the construction of the cutoff from Pullen Street to Second Avenue, as shown on Plate 3, Figure 4, and the reconstruction of Second Avenue from Orange Street to Missouri Street. The traffic using this route should be accorded thoroughfare privileges.

Prohibition of angle parking on Second Avenue will reduce existing marginal friction. The fifty-foot street width between Walnut Street and Main Street, with angle parking, provides only a twenty-two-foot clear roadway, and the forty-foot width from Main Street to State Street less than twenty feet. Vehicles maneuvering into and out of angle parking spaces block off the entire flow of traffic in one direction.

The traffic signal presently operating at Cedar and Pullen Streets should be removed and installed at Second Avenue and Cherry Street, timed to favor Second Avenue traffic. The traffic signal at Second Avenue and Main Street should be maintained and the left turn prohibition at that intersection should remain in force.

The Consultant has considered the advisability of recommending a by-pass highway located south of Thirteenth Avenue for through traffic on U. S. Route 65. This study, based on origin and destination data, develops the fact that the business and industrial districts of Pine Bluff are the prime traffic generators. The volume of through traffic being small, it is not considered essential at this time to develop a specific by-pass for U. S. Route 65. Although it is believed that existing routes, if improved in alignment and surfacing and relieved from the marginal friction caused by double and angle parking, will serve the city adequately; nevertheless, since the development of Harding Avenue is essential to the major street system discussed hereinafter, this street could well be designated as an alternate for U. S. Route 65.

Contemplated improvements to Harding Avenue under the proposed program include easement of the right angle turns between Harding and Seventeenth Avenues at Cedar and Elm Streets as illustrated on Plate 3, Figure 1 and Figure 2, and paving the street from its intersection with Old Sulphur Springs Road to Oleander Street.

Twenty-fifth Avenue, through its inherent characteristics of location, alignment and right-of-way widths, offers the best potentialities for ultimate development as a by-pass route for through traffic. It is evident that as the urban area develops, Twenty-fifth Avenue must be extended. By exercising the proper controls over alignment and right-



## PRINCIPAL STATE HIGHWAYS

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of-way widths, the city planners can accomplish the gradual development of a through street which, when traffic volumes warrant, can be utilized as a by-pass route with a minimum of capital expenditures.

### **U. S. Route 79**

U. S. Route 79 enters the city from the north on Cedar Street, turns east on Barraque Street to Mulberry Street, and then proceeds south to an intersection with U. S. Route 65 with which it coincides to the westerly city limits.

An average of one vehicle in five on this route is through traffic, and forty percent of the through traffic either originates along or is destined for U. S. Route 65 to the north. One-half of the total traffic entering or leaving Pine Bluff from the north originates in or is destined for the area north of Sixth Avenue and approximately fifteen percent of the total traffic for the area between Sixth and Thirteenth Avenues.

Generally, the origin and destination of traffic entering the city on U. S. Route 79 from the south follows the same pattern as that entering from the north. It is again apparent that the commercial and industrial districts of Pine Bluff are the prime traffic generators.

The existing city portion of U. S. Route 79 has several major deficiencies including three grade crossings of main line railroads, three right angle turns, impedance to free traffic flow resulting from unrestricted parking in areas adjacent to congested intersections, and two complex intersections, one at Cedar and Pullen Streets and one at Mulberry Street and Fifth Avenue.

Based on the traffic data cited herein, the complete elimination of the deficiencies of the existing route is neither warranted nor economically justified. However, since Second Avenue is scheduled for reconstruction as alternate U. S. Route 65, marked improvement in traffic flow can be obtained by utilizing Second Avenue for rerouting U. S. Route 79. It is proposed that this route entering the city from the north continue south on Cedar Street to an intersection with Second Avenue, turn west on Second Avenue to Oleander Street and thence south. The selection of this route contemplates the paving of Cedar Street from Barraque Street to Second Avenue and the paving of Second Avenue to Oleander Street.

The proposed rerouting will eliminate two grade crossings of main line railroads, two right angle turns, and the complex intersection at Mulberry Street and Fifth Avenue. In light of the recommended relocation of alternate U. S. Route 65, the congestion at Pullen and Cedar Streets will be substantially reduced if not completely eliminated.

The traffic signal now operating at Pullen and Cedar Streets should be moved to Cedar Street and Second Avenue and timed to favor the Second Avenue traffic. The movements across this intersection are relatively simple and involve only one conflicting turning movement. With a red light on Second Avenue, traffic moving south on Cedar

## PRINCIPAL STATE HIGHWAYS

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Street is free to turn in either direction without conflict. At the same time, westbound traffic on Second Avenue should be permitted to turn right into Cedar Street on the red signal. When Second Avenue traffic is moving across the intersection, the only conflicting movement will arise from eastbound traffic desiring to turn left on Cedar Street; however, since this turning traffic will comprise only a small percentage of the total movements, the impedance to continuous traffic flow should be slight.

It is recommended that parking be prohibited on Second Avenue for one block in both directions from Cedar Street and on Cedar Street between Barraque Street and Second Avenue. The prohibition of angle parking along the entire proposed route is also recommended.

### **State Route 15**

State Route 15 approaches Pine Bluff from the south, paralleling the corporate limits from Twenty-ninth Avenue to Twentieth Avenue, and enters the city on Olive Street. The route turns east on Harding Avenue to Main Street, north on Main Street to Fifth Avenue, and then west to Mulberry Street where it joins U. S. Route 79, leaving the city to the north. Traffic volumes on this route are relatively small and through traffic comprises only twenty percent of the total. Approximately forty percent of the total traffic turns west at Harding Avenue to Cherry Street and disperses in the northwest section of the city. The remaining forty percent follows the designated route into the business district.

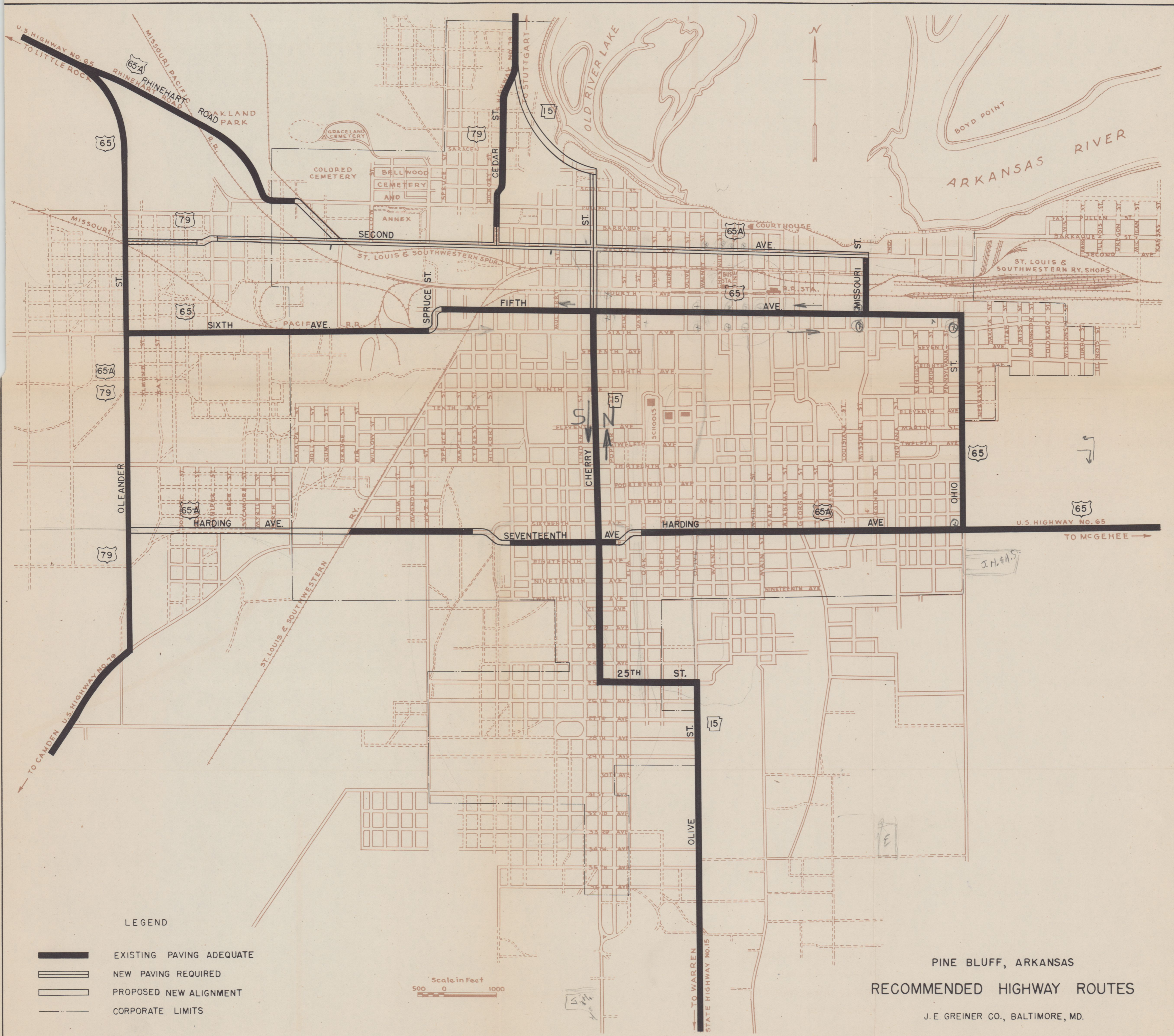
The analysis of traffic on State Route 15 clearly indicates that, regardless of any change in highway designation of streets, the traffic destined for the business district will continue to use the present routing. Nevertheless, a rerouting is justifiable to relieve the business district of all through traffic and of that traffic destined to the northwest quadrant of the city. Therefore, it is proposed that Olive Street to Twenty-fifth Avenue, Twenty-fifth Avenue to Cherry Street, Cherry Street to Second Avenue, Second Avenue to Cedar Street, and Cedar Street to the north be designated as State Route 15.

Capital improvements required to make the proposed routing functional are nominal, entailing only the paving of Cherry Street from Fifth Avenue to Second Avenue.

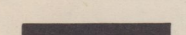
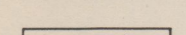
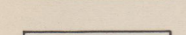
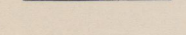
The cutoff for State Route 15 via the proposed "Old River Lake Cutoff" is recommended for future consideration at the time traffic volumes warrant and funds become available. Present traffic volumes do not justify the expenditures required for this improvement.

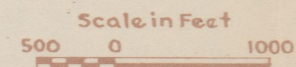
### **Other Highway Routes**

County roads and other minor highway routes form an important function in serving farm-to-market travel and cannot be excluded from a comprehensive traffic survey.



LEGEND

-  EXISTING PAVING ADEQUATE
-  NEW PAVING REQUIRED
-  PROPOSED NEW ALIGNMENT
-  CORPORATE LIMITS



PINE BLUFF, ARKANSAS  
**RECOMMENDED HIGHWAY ROUTES**  
 J. E. GREINER CO., BALTIMORE, MD.

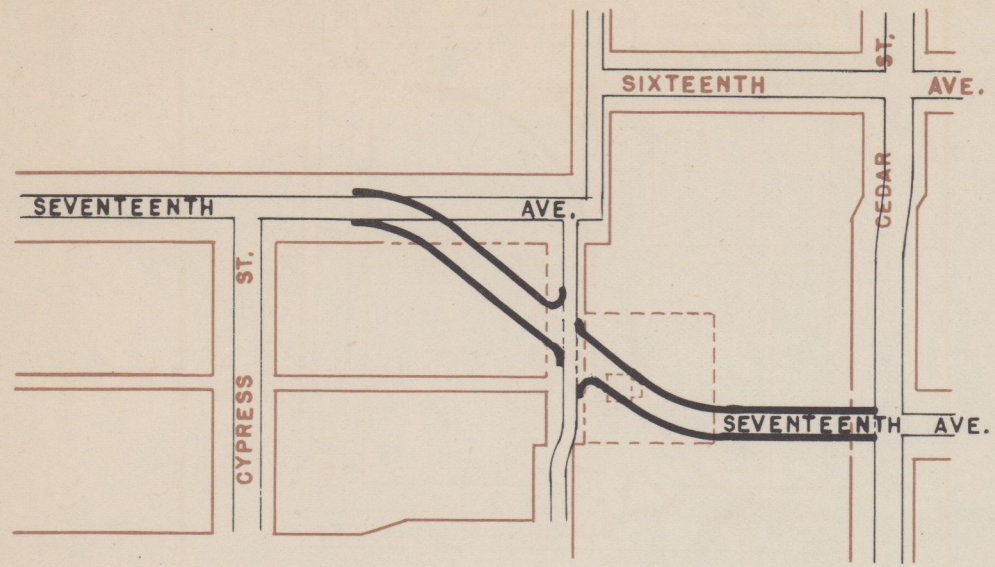


FIG. 1

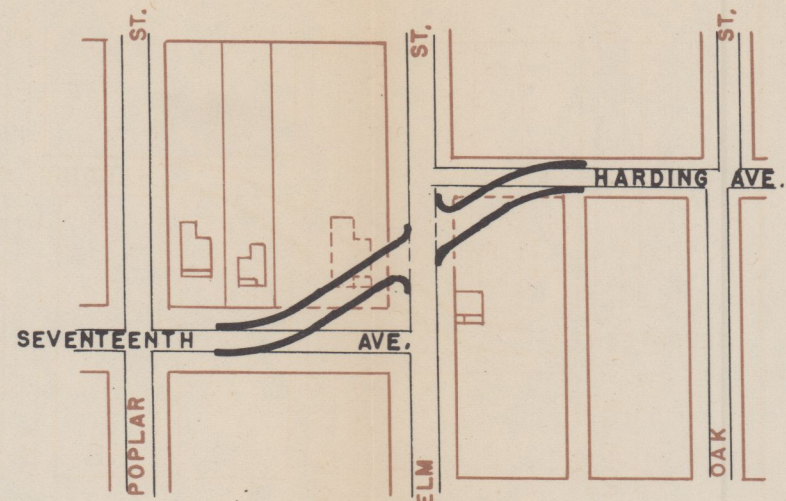
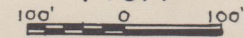


FIG. 2

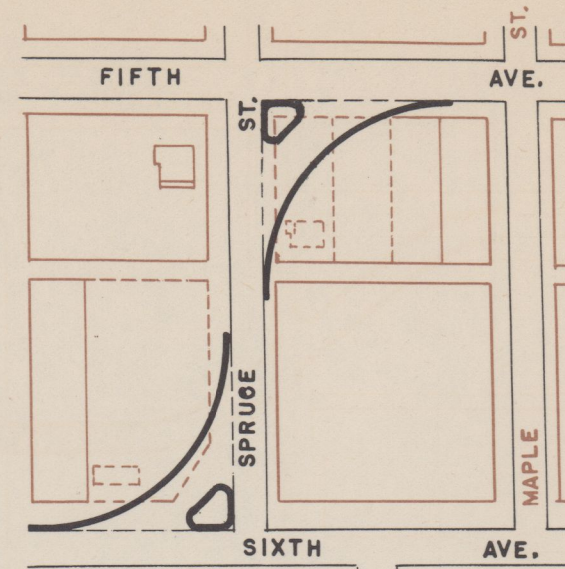
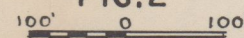


FIG. 3

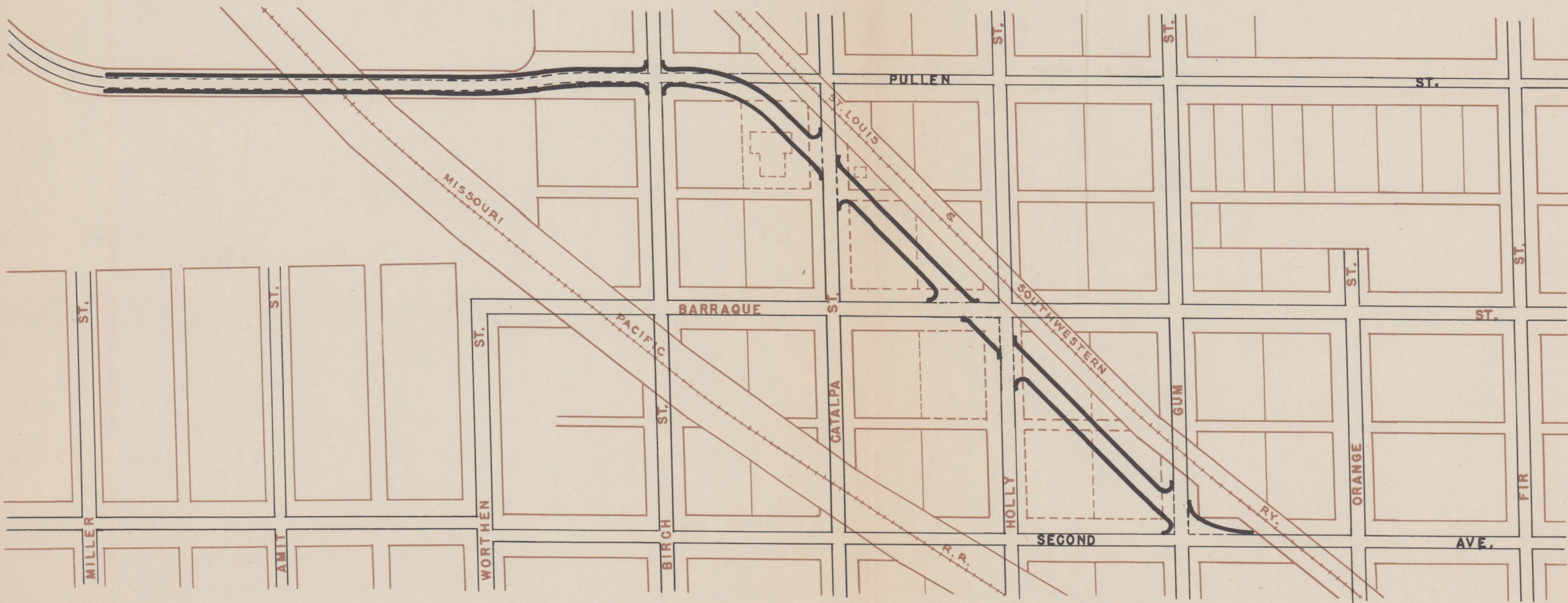
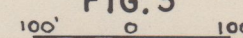


FIG. 4

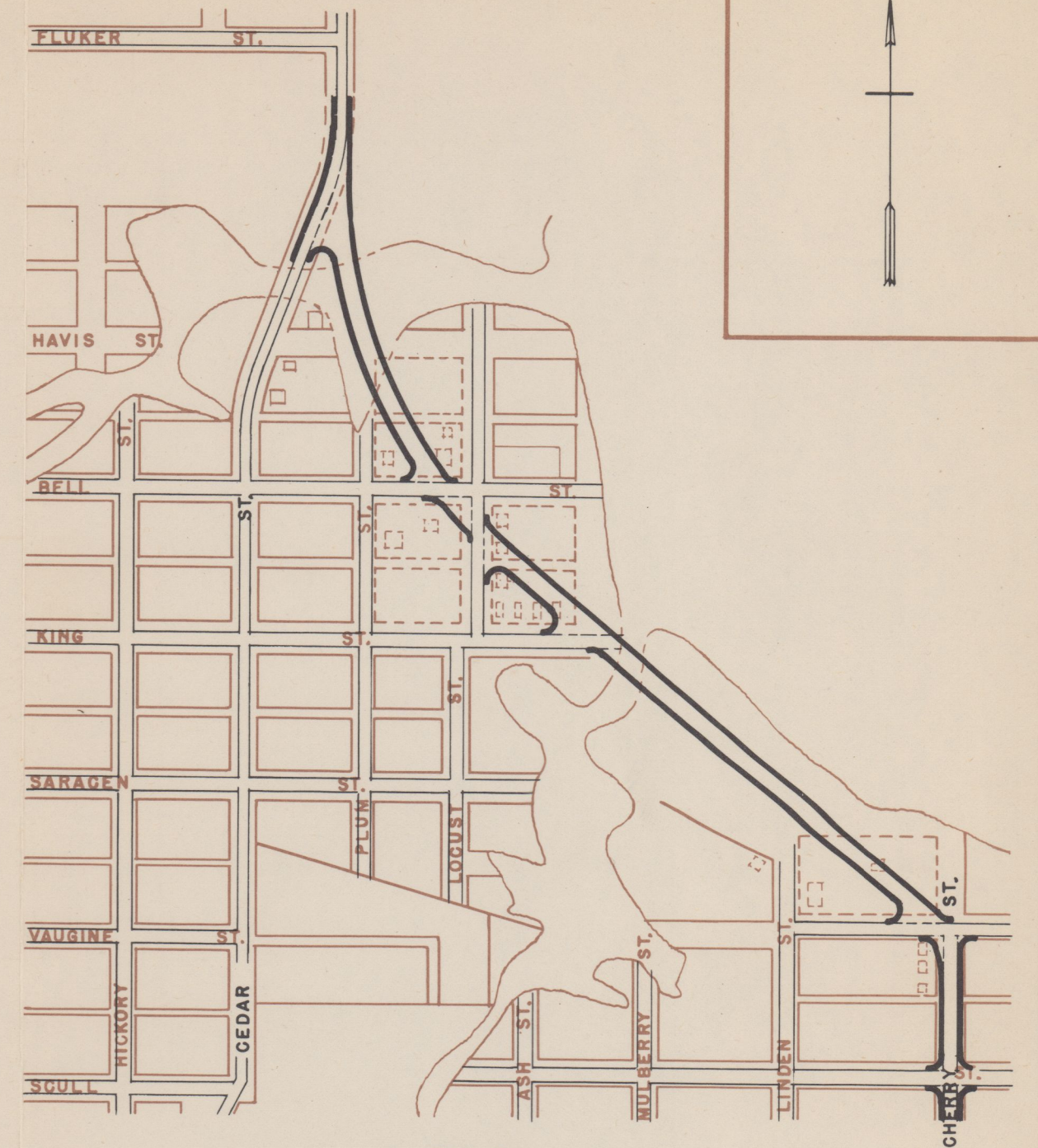
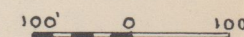
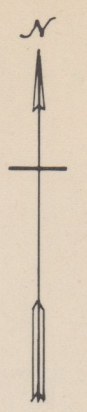
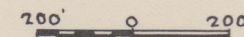


FIG. 5



PINE BLUFF, ARKANSAS  
 PROPOSED STREET IMPROVEMENTS

J. E. GREINER CO. BALTIMORE, MD.

## ARTERIAL SYSTEM

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Accordingly, proper consideration was given these roads in the course of the study, but the fact was developed that the low volumes of traffic entering or leaving the city by these routes had little or no effect on the development of a highway plan. Furthermore, adequate connections presently exist between all of these routes and the major street network to provide facile dispersal of traffic into the city street system.

## ARTERIAL SYSTEM

The unusually high percentage of highway traffic absorbed or generated within the City of Pine Bluff requires close coordination of through-city highway routes and arterial streets into an integrated system of major thoroughfares. Based upon this fundamental precept and upon supplemental factors such as the physical composition and alignment of available streets, the location of the prime traffic generating areas within the city, and economic considerations, the major street system illustrated on Plate 4 was selected and is recommended for preferential treatment.

Recommendations for the streets designated as through-city highway routes are covered hereinbefore and the following discussion, therefore, treats only with those streets falling within the classification of arterial streets.

### ***Sixth Avenue***

Although Sixth Avenue currently carries a large volume of crosstown intra-city traffic, the full capacity of the street is not realized because of restrictions due to marginal friction. The application of remedial controls to facilitate traffic flow will not only increase the capacity of Sixth Avenue but will also reduce the volume of local traffic now using Fifth Avenue with resulting congestion relief during peak hour movements. To accomplish these ends, the prohibition of angle parking throughout the length of Sixth Avenue is recommended, and it is further proposed that this street be accorded thoroughfare privileges except at its intersections with Main, Cherry and Ohio Streets.

The condition of the paving was one of the decisive factors in the selection of Fifth Avenue over Sixth Avenue as a through-city highway route. The brick paving on Sixth Avenue, however, is adequate and satisfactory for limited highway loads and the limitation of one-ton loading, now in force, is recommended for retention.

### ***Thirteenth Avenue***

Thirteenth Avenue is the only street between Sixth and Harding Avenues offering any possibilities for arterial treatment. Although alignment is poor and the roadway narrow over some sections, the location is important for lateral mid-city traffic distribution and development of the street is thereby justified. Contemplated improvements

## ARTERIAL SYSTEM

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include paving the street from Hazel Street to Oleander Street, from Pine Street to Main Street and from Georgia Street to Indiana Street. The plans should also include the paving of the gravel shoulders and the construction of curbs and gutters from Hazel Street to Cedar Street.

### **Harding Avenue**

Presently Harding Avenue is the only street south of Sixth Avenue that is usable for lateral distribution of traffic. However, the capacity of this street is limited by poor alignment and restricted street widths. Considering the important role that this thoroughfare plays in the pattern of the major street system, it is essential that improvement be accomplished. As stated hereinbefore, it is proposed that the right angle turns at Cedar and Elm Streets be eliminated and that the street be paved from its intersection with Old Sulphur Springs Road to Oleander Street.

### **Main Street**

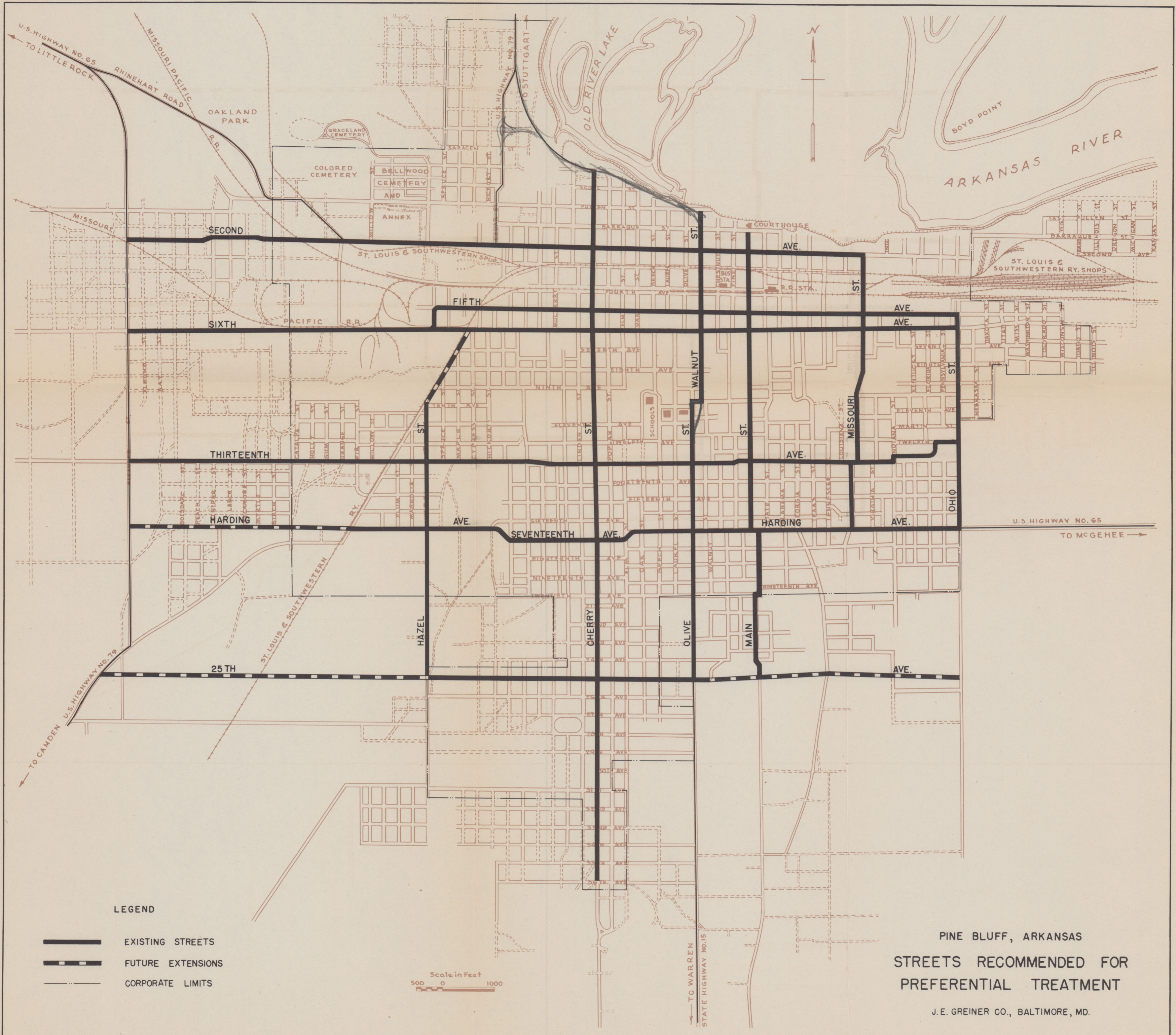
Main Street is the most heavily traveled north-south street in the city due to the fact that it bisects the business district and serves the three largest residential traffic generating areas in the city. The pavement widths along the street are adequate for the traffic volumes, and the congestion that occurs daily during the morning and evening peak hours can be relieved through the application of proper traffic control. The prohibition of angle parking will allow two lanes for morning northbound traffic and two lanes for evening southbound traffic, which is sufficient capacity for traffic flow during peak hours. To insure proper channelization, traffic lane lines should be kept well painted. Main Street should also be designated as a through street except at signalized intersections.

### **Walnut and Olive Streets**

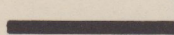
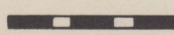
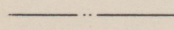
Further relief for Main Street can be provided through the proper treatment of Walnut and Olive Streets. The designation of this combination of streets for thoroughfare privileges south of Sixth Avenue, except at Harding Avenue, and easing the turn from Walnut Street into Olive Street at Ninth Avenue, will provide an attractive parallel route that also traverses the business district and three of the major residential traffic generating areas. The condition of the paving on these streets is satisfactory and new surfacing is not required.

### **Cherry Street**

Cherry Street has been designated as a highway route from Twenty-fifth Avenue to Second Avenue and as such has been treated hereinbefore. Because of its well aligned sixty-foot right-of-way extending from the levee to the south city limits, it performs the equally important function of a major crosstown artery for intra-city traffic. In addition to paving the street between Second and Fifth Avenues, it is proposed that traffic on Cherry Street be given right-of-way privileges over all cross streets except Second



LEGEND

-  EXISTING STREETS
-  FUTURE EXTENSIONS
-  CORPORATE LIMITS

Scale in Feet  
 500 0 1000

PINE BLUFF, ARKANSAS  
 STREETS RECOMMENDED FOR  
 PREFERENTIAL TREATMENT

J. E. GREINER CO., BALTIMORE, MD.

## RAILROAD CROSSINGS

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and Fifth Avenues. Parking between Fifth and Sixth Avenues should be restricted to only one side of the street.

### ***Linden and Poplar Streets***

Paralleling Cherry Street one block to the west and east, respectively, Linden and Poplar Streets also extend in the direction of maximum growth of the city. Because of good alignment, adequate right-of-way width, and satisfactory surfacing, these streets offer possibilities as one-way thoroughfares in the long range plan. Such treatment is not proposed at this time or in the near future; however, it is important that proper alignment and adequate width be maintained as these streets are extended with the growth of the city.

### ***Hazel Street***

The strategic location of Hazel Street in relation to the expansion trend of the city to the southwest requires constant vigilance on the part of the city planners, that advantage may be taken of opportunities to improve the present alignment and to acquire the necessary right-of-way for the extension of Hazel Street parallel to the St. Louis and Southwestern Railway from Tenth Avenue to Sixth Avenue. These improvements are not recommended for action at this time but are proposed for development as traffic warrants and funds permit.

### ***Missouri Street***

Missouri Street provides the only possibility of a north-south thoroughfare between Main and Ohio Streets. It is presently paved from Second Avenue to Sixth Avenue and has a gravel surface from Sixth Avenue to Harding Avenue. Present traffic demands do not warrant improvement of this street, but parking restrictions assuring two clear lanes of traffic are recommended.

## RAILROAD CROSSINGS

Railroads have played and will continue to play an important role in the growth and prosperity of Pine Bluff. That the city grew around the railroads is evidenced by their centralized locations in relation to the business district and industrial areas. Accompanying the benefits that the city has derived from the railroads are the disadvantages in the form of interference with and attendant delay to highway traffic. These disadvantages, however, when considered on a comparative basis, are reduced to minor importance.

Traffic at railroad crossings is interrupted by a daily average of eight freight trains passing through the city over the St. Louis and Southwestern tracks and thirteen



## INTERURBAN BUS ROUTES

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freight and passenger trains over the Missouri Pacific tracks. These delays are often prolonged because of the unprotected crossover of the two railroads in the vicinity of Hickory Street and Fourth Avenue, which requires all trains to stop and obtain clearance before passing the crossover. A similar condition prevails when eastbound freight trains of the St. Louis and Southwestern stop for clearance through the shop yards located immediately east of the city limits.

In light of these conflicts between rail and highway traffic, careful consideration was given to the possibility of a grade separation structure in or adjacent to the business district, and it was concluded that such a plan is neither feasible nor practicable.

A separation of grades on Main Street would cost approximately \$400,000, exclusive of damage that would be sustained by adjacent property owners in the form of loss of business and depreciation of property. In addition, the city would be burdened with continuing heavy maintenance expenditures resulting from extraordinary drainage conditions. Furthermore, such construction would necessitate the blocking off of important east-west streets vital to the free flow of traffic through the business district. The expenditure of funds in such amounts cannot be justified, particularly when the resulting benefits to the city would be so proportionately small.

Other locations in the business district for a grade separation structure were excluded from consideration because of restricted street and right-of-way widths.

Consideration was given to the construction of an underpass on Harding Avenue at the crossing of the St. Louis and Southwestern Railway. Although a structure in that location is feasible, it is not considered warranted at this time. It is the opinion of the Consultant that a more desirable location for an underpass will exist at the grade crossing on Twenty-fifth Avenue after that street has been extended and developed into a by-pass route.

Although grade separations are not warranted, positive action can be taken to minimize highway traffic delays at grade crossings by having the railroads install an automatic interlocking signal at the common crossover of the two railroads. Flashing signals are also recommended for installation at the Fifth Avenue crossing of the St. Louis and Southwestern Railway.

## INTERURBAN BUS ROUTES

Pine Bluff is served by five interurban bus lines operating from a union depot located on the northeast corner of Fourth Avenue and Chestnut Street. The depot, of recent design and construction, is conveniently located in relation to the railroad station, business district and hotels. In addition to providing a central location, the site is well chosen because Fourth Avenue is not a major thoroughfare and the movement

## CITY TRANSIT ROUTES

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of busses in and out of the depot causes a minimum of conflict with the flow of traffic through the business district.

At the present time there are approximately seventy daily arrivals and departures of busses in and out of the city. Investigation disclosed the fact that busses bound in the same general direction do not follow the same route through the city. After the completion of the street improvements, it is proposed that the following through-city routes be designated for all bus lines. The selected routes were chosen not only because they are direct but also because they follow streets which will ultimately be improved to sustain such highway loads without detrimental effect.

Busses destined for U. S. Route 65 to the northwest should travel Fourth Avenue to Cherry Street, Cherry Street to Second Avenue, and Second Avenue to Rhinehart Road.

For destinations north on State Route 15 and U. S. Route 79, busses should follow Fourth Avenue to Cherry Street, Cherry Street to Second Avenue, Second Avenue to Cedar Street and north on Cedar Street.

Lines operating to the southeast should proceed down Chestnut Street to Fifth Avenue and thence follow designated U. S. Route 65.

Southbound busses leaving the city on State Route 15 should use Fourth Avenue, Walnut and Olive Streets.

The specified course to the southwest over U. S. Route 79 should be scheduled via Chestnut Street to Fifth Avenue, thence westward on designated U. S. Route 65 to the juncture with U. S. Route 79.

## CITY TRANSIT ROUTES

Substantial relief to traffic congestion in the business district can be accomplished through increased use of public transit, thus affecting a reduction in the number of private vehicles using heavily traveled streets. Paradoxically, traffic congestion can be aggravated if speeds on the transit system are so reduced by increasing traffic delays that patrons abandon bus service for their private automobiles in order that their total trip time can be kept within reasonable limits. Under the latter conditions, a vicious cycle is set into motion wherein transit patrons become less and less and traffic conditions become progressively worse, each factor becoming complementary to the other. Preponderant numbers of people can be induced to use public transit facilities only by making the service outstanding in time saving, comfort and convenience. It is essential, therefore, that all interested agencies utilize every means at their disposal to insure that such service is maintained.

CITY TRANSIT ROUTES

Based upon the high type service rendered to date by the Southeast Arkansas Transportation Company and upon the savings in total trip time that will accrue from the institution of the proposed improvement and traffic control program, the Consultant is of the opinion that Pine Bluff will have a mass transportation system fully capable of meeting the challenge of private transportation.

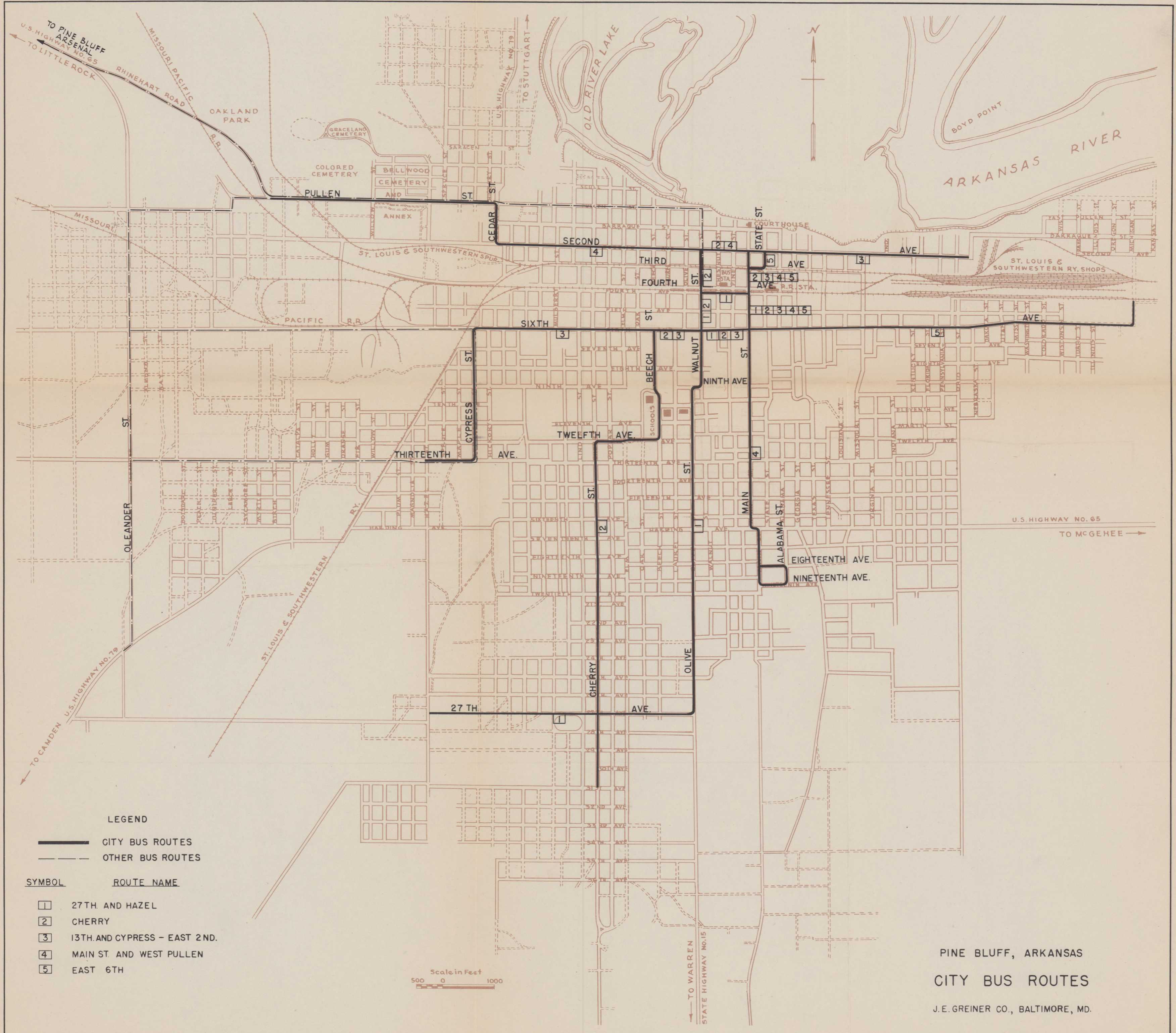
At present public transportation is provided by 27-passenger busses operating on 12- and 15-minute headways over the scheduled routes illustrated on Plate 6. This service is provided between the hours of 6:00 A.M. and 11:30 P.M. and is supplemented by additional busses during the hours of peak demand. The various routes and the typical time factors involved are set forth in Table I.

TABLE I

From	To	Travel Time in Minutes	Miles Per Hour	Scheduled Headway in Minutes
2nd & Walnut.....	31st & Cherry.....	13.0	11.5	15
31st & Cherry.....	2nd & Walnut.....	9.5	15.8	15
6th & Beech.....	13th & Hazel.....	6.0	14.0	15
13th & Hazel.....	4th & Main.....	10.5	10.0	15
St. L. & S. W. Shops...	2nd & Main.....	4.0	9.6	15
2nd & Main.....	Federal Compress..	13.0		
Federal Compress.....	5th & Main.....	7.0	14.0	15
4th & Main.....	27th & Hazel.....	19.0	8.5	15
27th & Hazel.....	4th & Main.....	10.0	16.2	15
5th & Main.....	20th & Main.....	6.0	10.9	12
2nd & Main.....	Rhinehart Road....	10.0	12.0	12

Because of the absence of complete data on origins and destinations of transit patrons, the absolute efficiency of the present system cannot be calculated. However, it is apparent that present routings have developed over a period of years to meet the growing needs of the city and the flexibility of the franchise held by the Southeast Arkansas Transportation Company will permit ready adjustment of routes in the future when and where conditions warrant.

The underlying policy of the transportation company in the development of the transit system has been to provide facilities for its patrons within three blocks' walking distance. In this endeavor they have been generally successful except in the section of the city lying south of Ninth Avenue and east of Georgia Street. It is recommended that surveys be undertaken by the transit company to determine the economic feasibility of providing improved service to residents of this area.

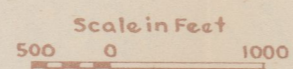


LEGEND

- CITY BUS ROUTES
- - - - -** OTHER BUS ROUTES

SYMBOL      ROUTE NAME

- 1**      27TH AND HAZEL
- 2**      CHERRY
- 3**      13TH AND CYPRESS - EAST 2ND.
- 4**      MAIN ST. AND WEST PULLEN
- 5**      EAST 6TH



PINE BLUFF, ARKANSAS  
CITY BUS ROUTES

J.E. GREINER CO., BALTIMORE, MD.

## PARKING FACILITIES AND PRACTICES

There are many and complex reasons for the decline of business districts, but a few of the more important ones are clear. Congestion on streets serving such areas affects all shoppers, regardless of their mode of transportation, and causes many to shop in less congested places. Lack of parking space is frequently cited as the cause of congestion.

The central business district of Pine Bluff, bounded on the east and west by Georgia and Olive Streets, and on the north and south by the Arkansas River levee and Eighth Avenue, as indicated on Plate 5, presently contains 2032 legal curb parking spaces. Studies of the demand for these parking spaces were made in February, 1947, and it was ascertained that the peak hour occurs on Saturday between 10:00 and 11:00 A.M. In spite of the fact that at this time only sixty-six percent of available parking spaces were occupied, 114 instances of "parking pressure" were observed in the form of double parking and parking at bus stops, fire plugs, driveways and in alleys. In addition to these direct violations, other instances of "parking pressure" were observed in the form of cruising, either in search of parking space or as "live" parking where the driver circles the block while his passenger completes his errand.

A correlation of monthly gasoline consumption data for the State of Arkansas between 1938 and 1946 and the monthly volume of retail sales in Pine Bluff for the past seven years indicates a seasonal traffic peak during October, November and December forty-two percent in excess of the February peak. Application of this factor to data gathered in February, 1947, results in an annual peak hour demand for parking space equal to the spaces presently available.

Theoretically this might seem an ideal situation, but its shortcomings are readily apparent. While parking spaces are evenly distributed over the business district, traffic generators within the district vary considerably in intensity. Under these conditions, and with parking unlimited as it is at present, "parking pressure" is unavoidable.

For the purposes of this report, automobile drivers seeking parking space in the area under consideration may be divided into the following groups: (1) Retail buyers residing within the metropolitan area; (2) Retail buyers residing in the trade area without the metropolitan limits; (3) Operators of commercial vehicles serving wholesale and retail establishments; and (4) Personnel of business and governmental establishments. Convenient parking facilities for members of the first two groups are of first importance, since the economic welfare of the business district depends upon them.

The potential shopper residing within the metropolitan area can generally complete his errand in less than an hour. With unlimited parking he is placed in conflict for use of curb space with those who park for the day. He is not willing to pay for off-street parking, which, because of land values, must be located on the fringes of the business district and cannot be called convenient.

## PARKING FACILITIES AND PRACTICES

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The typical retail buyer whose errand originates in trade areas outside the metropolitan limits is a Saturday shopper, but the bulk of his buying conforms with the period of peak farm income in October and November and traffic peaks during these months may be largely attributed to him. This shopper does not complete his errand in less than an hour and may desire to park all day.

On one hand we have the local resident shopper who completes his errand quickly, and on the other the Saturday shopper who wants parking space for from one to eight hours. The problem is to reconcile the widely varying requirements of these two groups with each other, while giving due consideration to operators of commercial vehicles and personnel employed in the business district.

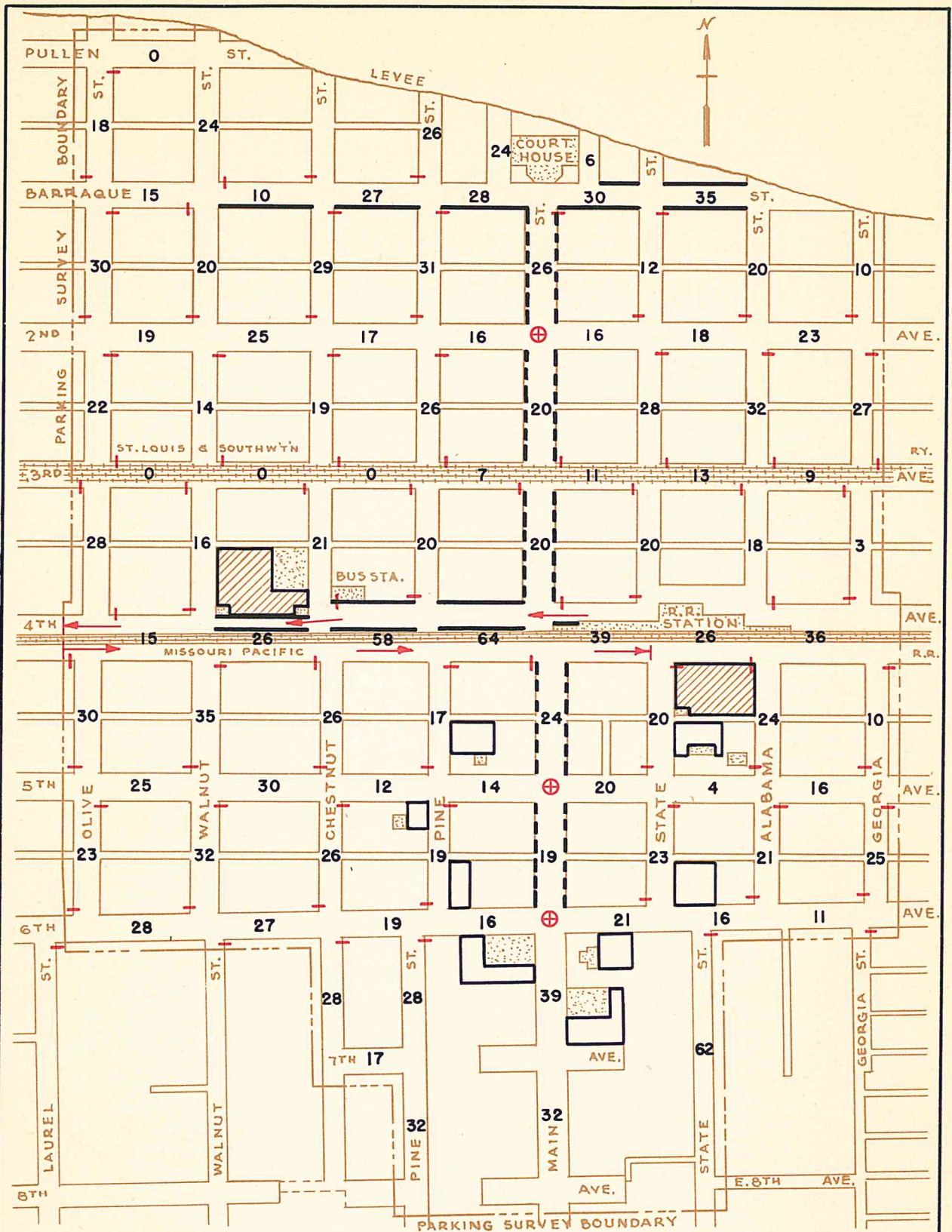
Parking lots are suggested perennially as the solution of all parking problems. In light of the seasonal nature of the city's traffic peaks, the Consultant doubts that commercial parking lots can operate at a profit in Pine Bluff at present. As a matter of fact, there is almost unlimited free curb parking space at the distance from the business district at which commercial lots would have to be located.

It is vital that Pine Bluff institute and enforce control of curb parking so that the short-time parker can accomplish his errand. Such restrictions should take the form of time limitations rather than complete prohibition. Parking limits of sixty minutes between 8:00 A.M. and 6:00 P.M. should be established on Barraque Street and Second Avenue between Chestnut and State Streets, and on Fourth and Fifth Avenues between Pine and State Streets.

The heaviest demand for parking spaces occurs on Main Street. In order to encourage parking periods of minimum duration and to obtain the most efficient use of available spaces, it is proposed that parking meters be installed on Main Street between Barraque Street and Sixth Avenue.

Further curb parking controls should be instituted through the prohibition of angle parking on the north side of Barraque Street between Olive and Main Streets; on Second Avenue throughout; on Fourth Avenue between Main and State Streets; on Fifth and Sixth Avenues throughout; on Walnut and Chestnut Streets between Barraque Street and Fourth Avenue; and on Main Street throughout.

Controlled curb parking is at odds with the requirements of the shopper who resides without the metropolitan area. For his benefit it is recommended that the merchants within the central business district collectively subsidize off-street parking facilities during the months of October, November and December. This form of subsidy, on an annual basis, is presently practiced by several markets on Main Street south of Fifth Avenue. Considering the seasonal requirements for convenient off-street parking facilities, it is believed that rental on a basis to meet these intermittent demands can be accomplished. Cards of admittance to these facilities would be issued by the mer-



**LEGEND**

- 29 NUMBER CURB PARKING SPACES
- PROPOSED PARKING AREAS
- EXISTING PARKING AREAS
- ANGLE PARKING
- PARKING METERS
- TRAFFIC LIGHT
- STOP SIGN
- ONE WAY STREET

**PINE BLUFF, ARKANSAS**

**RECOMMENDED MID-CITY  
TRAFFIC CONTROLS**

J.E.GREINER CO.  
BALTIMORE, MD.







SCHEDULE OF STREET AND HIGHWAY IMPROVEMENTS

---

chants themselves. They would be policed and kept free of debris by the city, so that the greatest possible use would be derived from the space available.

Possible sites convenient to the retail district have been studied by the Consultant, and it is believed that suitable locations are to be found in the blocks west of the bus station and south of the railroad station as shown on Plate 5. The first is presently used by the Pine Bluff Bus Line, but space for 100 vehicles seems available without detriment to the company's operations. The second site, not in use at present, contains approximately 35,000 square feet and would accommodate 150 vehicles.

Controlled curb parking will force a substantial number of drivers, principally personnel of business establishments, to find curb parking space less desirable than that available at present, or to make use of the public transit system. This may not seem a happy choice to those affected, particularly since the "convenience" of two groups of drivers has been discussed at some length. In reality, the measures recommended are not designed to favor any one group but are intended to expedite the flow of free-wheel vehicles to and through the business district, thereby providing easy access to markets with resultant stabilized real estate values and economic health.

**SCHEDULE OF STREET AND HIGHWAY IMPROVEMENTS**

All street and highway improvements hereinbefore discussed have been scheduled in what is considered the order of their relative importance. This schedule, together with estimates of cost, is tabulated below:

**Project 1**

Crossover for U. S. Route 65A from Pullen Street to Second Avenue  
between Catalpa and Orange Streets.

Right-of-way .....	\$12,000
Roadway Excavation 2,000 C.Y. @ \$1.00.....	2,000
Selected Subgrade 1,400 C.Y. @ \$1.50.....	2,100
9" R.C. Pavement 3,200 S.Y. @ \$4.00.....	12,800
Shoulder Material 600 C.Y. @ \$1.50.....	900
Drainage .....	2,500
	\$32,300
Engineering and Contingencies.....	2,000
	\$34,300

SCHEDULE OF STREET AND HIGHWAY IMPROVEMENTS

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**Project 2**

Crossover for U. S. Route 65 from Sixth Avenue to Fifth Avenue at Spruce Street.

Right-of-way .....	\$15,000
Clearing .....	6,000
Utilities .....	2,000
Selected Subgrade 500 C.Y. @ \$1.50.....	750
9" R.C. Pavement 1,500 S.Y. @ \$4.00.....	6,000
Curb and Gutter 800 L.F. @ \$1.50.....	1,200
	\$30,950
Engineering and Contingences .....	1,450
Estimated Cost .....	\$32,400

**Project 3**

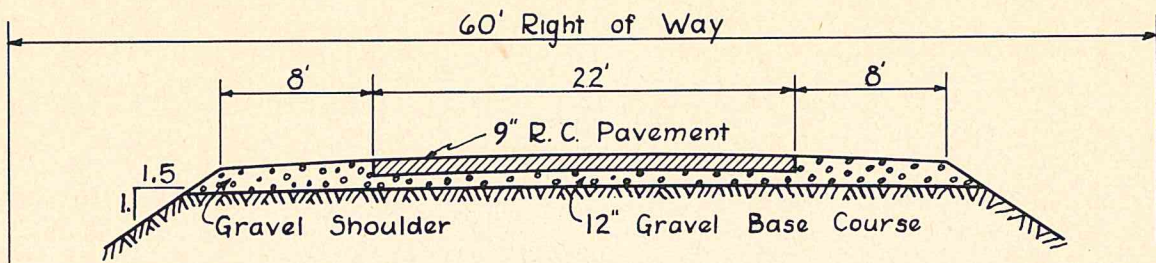
Paving Cedar Street from Barraque Street to Second Avenue (U. S. Route 79 and State Route 15).

Preparation of Subgrade 1,000 S.Y. @ \$0.50.....	\$ 500
9" R.C. Pavement 1,000 S.Y. @ \$4.00.....	4,000
Curb and Gutter 600 L.F. @ \$1.50.....	900
	\$5,400
Engineering and Contingencies .....	600
Estimated Cost .....	\$6,000

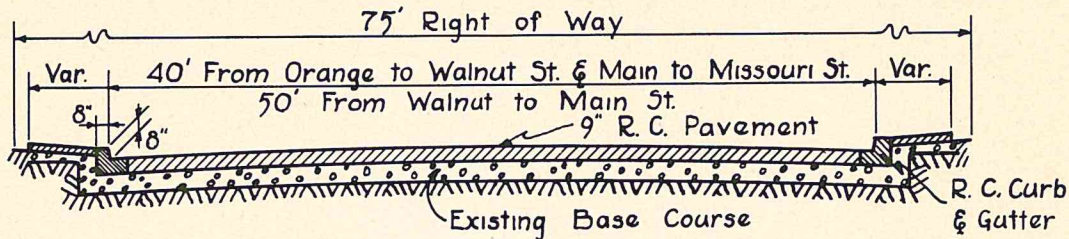
**Project 4**

Rebuilding Second Avenue from Orange Street to Main Street (U. S. Route 65A).

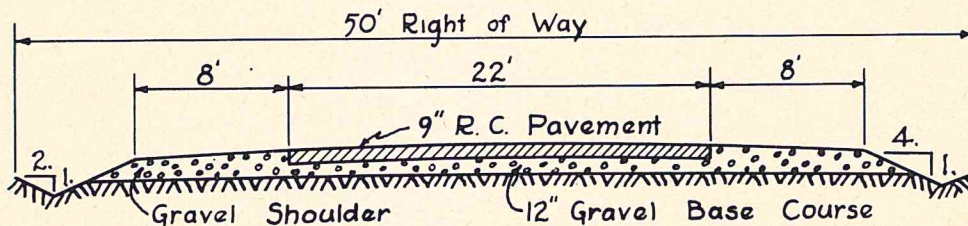
Removing Old Pavement 28,100 S.Y. @ \$0.65.....	\$ 18,265
Preparation of Subgrade 30,300 S.Y. @ \$0.50.....	15,150
9" R.C. Pavement 30,300 S.Y. @ \$4.00.....	121,200
Curb and Gutter 9,200 L.F. @ \$1.50.....	13,800
	\$168,415
Engineering and Contingencies .....	16,885
Estimated Cost .....	\$185,300



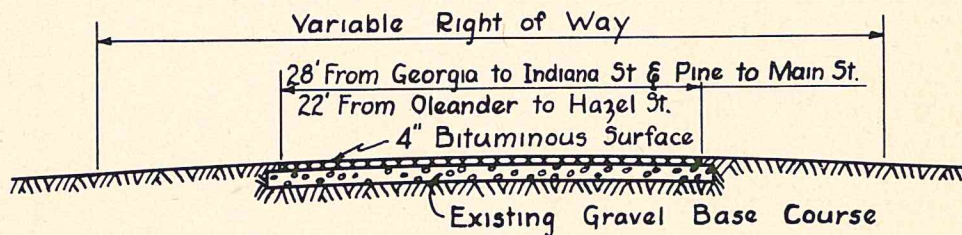
**U. S. ROUTE 65A  
FROM PULLEN ST. TO SECOND AVE**



**SECOND AVE FROM ORANGE ST. TO MISSOURI AVE.**  
(Utilize Existing 8' Concrete Center Strip Between Main & Missouri Sts.)



**HARDING AVE FROM OLD SULPHUR SPRING RD TO OLEANDER ST.  
SECOND AVE FROM COY ST TO OLEANDER ST.**



**THIRTEENTH AVE BETWEEN OLEANDER ST.-  
HAZEL ST, PINE ST.- MAIN ST, & GEORGIA ST.- INDIANA ST.**

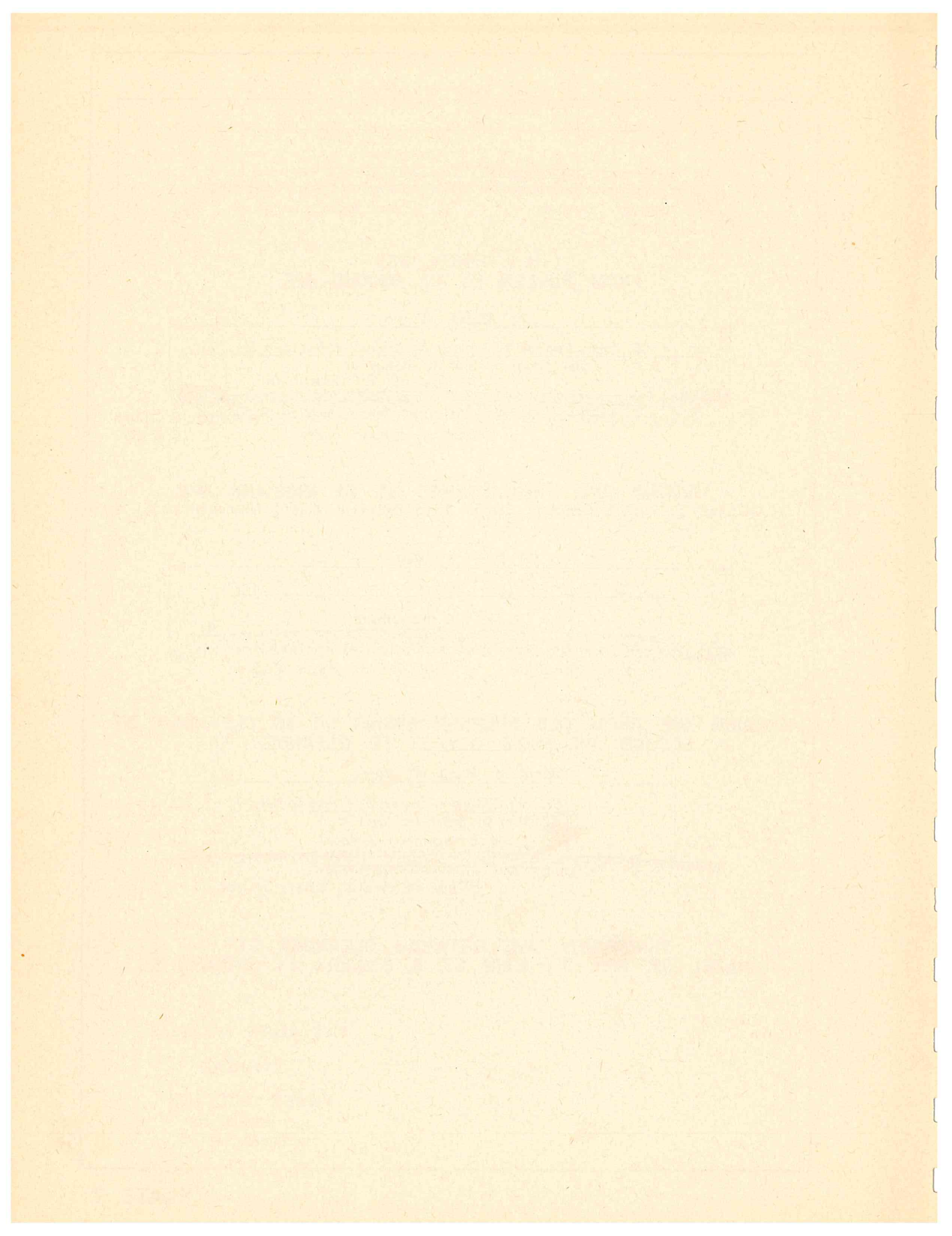
PINE BLUFF, ARKANSAS

TYPICAL

CROSS - SECTION

J. E. GREINER CO.

BALTIMORE, MD.



SCHEDULE OF STREET AND HIGHWAY IMPROVEMENTS

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**Project 5**

Rebuilding Second Avenue from Main Street to Missouri Street  
utilizing the existing eight-foot center lane of concrete (U. S.  
Route 65A).

Removing Old Pavement	7,900 S.Y. @ \$0.65.....	\$ 5,135
Preparation of Subgrade	7,900 S.Y. @ \$0.50.....	3,950
9" R.C. Pavement	7,900 S.Y. @ \$4.00.....	31,600
Curb and Gutter	4,400 L.F. @ \$1.50.....	6,600
		\$47,285
Engineering and Contingencies	.....	4,715
Estimated Cost	.....	\$52,000

**Project 6**

Paving Cherry Street from Second Avenue to Fifth Avenue (State  
Route 15).

Preparation of Subgrade	4,500 S.Y. @ \$0.50.....	\$ 2,250
9" R.C. Pavement	4,500 S.Y. @ \$4.00.....	18,000
Curb and Gutter	2,100 L.F. @ \$1.50.....	3,150
		\$23,400
Engineering and Contingencies	.....	2,300
Estimated Cost	.....	\$25,700

**Project 7**

Cut-off between Seventeenth and Harding Avenues at Elm Street  
(U. S. Route 65A).

Right-of-way	.....	\$12,000
Clearing	.....	4,000
Utilities	.....	2,000
Selected Subgrade	920 C.Y. @ \$1.50.....	1,380
9" R.C. Pavement	1,840 S.Y. @ \$4.00.....	7,360
R.C. Sidewalk	180 S.Y. @ \$1.50.....	270
Curb and Gutter	1,460 L.F. @ \$1.50.....	2,190
		\$29,200
Engineering and Contingencies	.....	1,600
Estimated Cost	.....	\$30,800

SCHEDULE OF STREET AND HIGHWAY IMPROVEMENTS

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**Project 8**

Cut-off between Seventeenth and Harding Avenues at Hickory Street (U. S. Route 65A).

Right-of-way .....	\$15,000
Clearing .....	2,000
Utilities .....	2,000
Selected Subgrade 670 C.Y. @ \$1.50.....	1,005
9" R.C. Pavement 1,925 S.Y. @ \$4.00.....	7,700
R.C. Sidewalks 560 S.Y. @ \$1.50.....	840
Curb and Gutter 1,000 L.F. @ \$1.50.....	1,500
	\$30,045
Engineering and Contingencies .....	1,455
Estimated Cost .....	\$31,500

**Project 9**

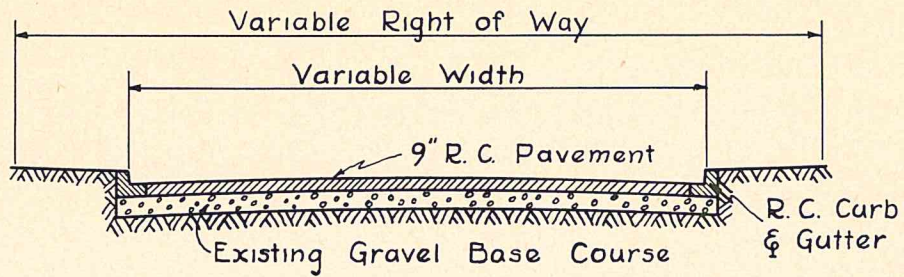
Paving Harding Avenue from Old Sulphur Springs Road to Oleander Street (U. S. Route 65A).

Grading 5,000 S.Y. @ \$1.00.....	\$ 5,000
Selected Subgrade 850 C.Y. @ \$1.50.....	1,275
Shoulder Material 550 C.Y. @ \$1.50.....	825
9" R.C. Pavement 2,500 S.Y. @ \$4.00.....	10,000
	\$17,100
Engineering and Contingencies .....	1,700
Estimated Cost .....	\$18,800

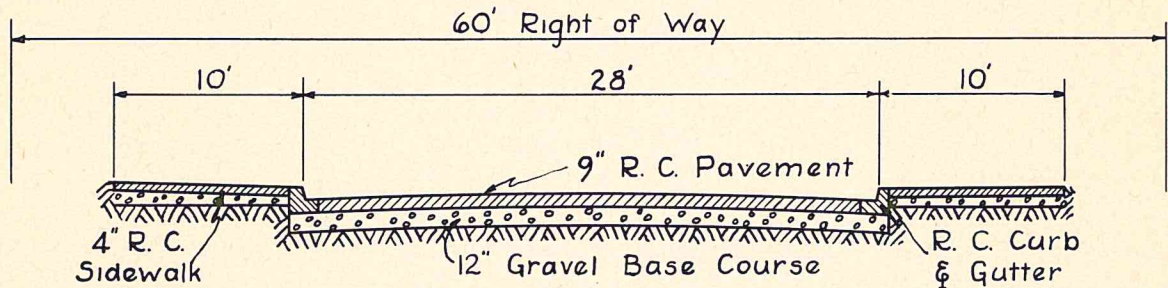
**Project 10**

Paving Second Avenue from Orange Street to Oleander Street (State Route 79).

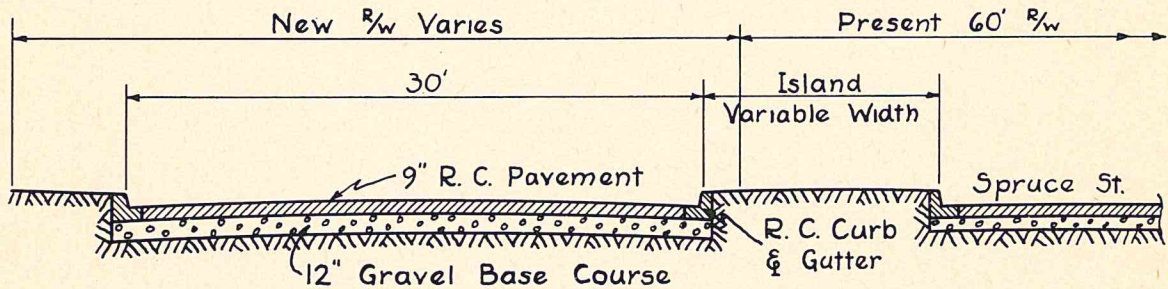
Right-of-way .....	\$ 6,000
Grading 6,800 S.Y. @ \$1.00.....	6,800
Selected Subgrade 1,400 C.Y. @ \$1.50.....	2,100
9" R.C. Pavement 4,200 S.Y. @ \$4.00.....	16,800
Shoulder Material 1,900 C.Y. @ \$1.50.....	2,850
Drainage .....	3,000
	\$37,550
Engineering and Contingencies .....	3,150
Estimated Cost .....	\$40,700



**CEDAR ST. FROM BARRAQUE ST. TO SECOND AVE.  
CHERRY ST. FROM SECOND TO FIFTH AVE**



**CUT-OFFS BETWEEN HARDING AVE & 17<sup>TH</sup> ST.**



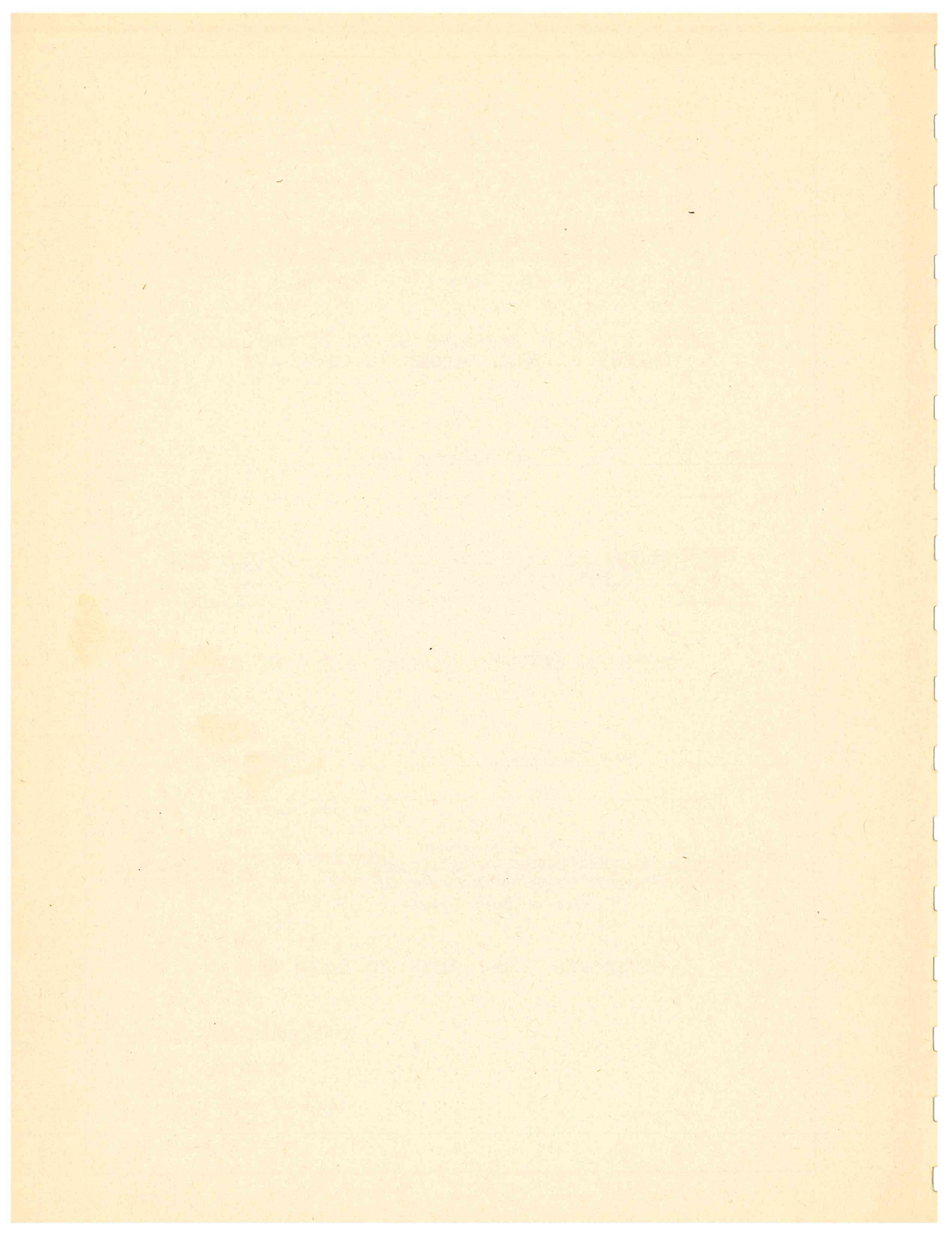
**CROSSOVER FROM FIFTH TO SIXTH AVE.**

PINE BLUFF, ARKANSAS

TYPICAL

CROSS - SECTION

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BALTIMORE, MD.





SCHEDULE OF STREET AND HIGHWAY IMPROVEMENTS

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**Project 11**

Paving Thirteenth Avenue from Pine Street to Main Street.		
Preparation of Subgrade 1,000 S.Y. @ \$0.50.....		\$ 500
Bituminous Surfacing 1,000 S.Y. @ \$1.00.....		1,000
Curb and Gutter 600 L.F. @ \$1.50.....		900
		\$2,400
Engineering and Contingencies .....		200
Estimated Cost .....		\$2,600

**Project 12**

Paving Thirteenth Avenue from Hazel Street to Oleander Street.		
Preparation of Subgrade 12,000 S.Y. @ \$0.50.....		\$ 6,000
Bituminous Surfacing 12,000 S.Y. @ \$1.00.....		12,000
		\$18,000
Engineering and Contingencies .....		1,800
Estimated Cost .....		\$19,800

**Project 13**

Paving Thirteenth Avenue from Georgia Street to Indiana Street.		
Preparation of Subgrade 6,000 S.Y. @ \$0.50.....		\$3,000
Bituminous Surfacing 6,000 S.Y. @ \$1.00.....		6,000
		\$9,000
Engineering and Contingencies .....		900
Estimated Cost .....		\$9,900

**Project 14**

Paving six-foot gravel shoulders on Thirteenth Avenue from Hazel Street to Cedar Street.		
Preparation of Subgrade 2,000 S.Y. @ \$0.50.....		\$1,000
Bituminous Surfacing 2,000 S.Y. @ \$1.00.....		2,000
		\$3,000
Engineering and Contingencies .....		300
Estimated Cost .....		\$3,300
SUMMARY OF PROJECTS—ESTIMATED COST.....		\$493,100

FINANCIAL PLANNING

The "Old River Lake Cut-off," estimated to cost \$140,000, has not been included in the foregoing tabulations. The traffic does not presently justify a capital expenditure in the amount required and it is consequently listed as a deferred project until such time that traffic demands warrant the improvement and funds become available.

Also recommended for future consideration, but not included in the proposed fiscal program, is the extension of Twenty-fifth Avenue to connect U. S. Routes 65 and 79, a grade separation structure on Twenty-fifth Avenue at the crossing of the St. Louis and Southwestern Lines, the paving of Missouri Street between Fifth Avenue and Harding Street, and the development of Hazel Street as a north-south thoroughfare.

FINANCIAL PLANNING

On October 11, 1946, the Arkansas State Highway Commission by resolution set up a schedule of State participation for improvement of state highway routings through urban areas. The resolution as adopted reads as follows:

RESOLUTION

WHEREAS, The improvement of State Highway routings through Urban areas involves generally the procurement of well developed right of way, the rearrangement of power, light, telephone and other pole line and cable facilities, the movement and replacement of water lines, gas lines, storm sewers and sanitary sewers as well as the construction and reconstruction of the traffic way, and

WHEREAS, It is deemed expedient to examine the benefits accruing to both the State and the Municipality resulting from such improvement in order to ascertain the respective benefits occurring to each, and

WHEREAS, Upon due consideration this Commission adjudges the following pro rata to be fair and equitable, therefore

BE IT RESOLVED, To proportion the cost of the improvement between the State and the Municipality in these percentages and make known to the Municipalities the action taken

	State	Municipality
Right of Way Procurement .....	33 $\frac{1}{3}$ %	66 $\frac{2}{3}$ %
Right of Way Damages .....	33 $\frac{1}{3}$ %	66 $\frac{2}{3}$ %
Movement of Buildings and Structures from Right of Way .....	50%	50%

FINANCIAL PLANNING

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	State	Municipality
Rearrangement of Power, Light, Telephone and other Pole Line and Cable Facilities . . . . .	50%	50%
Movement and Replacement of Water Lines . .	50%	50%
Movement and Replacement of Gas Lines . . .	50%	50%
Movement and Replacement of Sanitary Lines	50%	50%
Movement and Replacement of Storm Sewer Lines . . . . .	50%	50%
Construction and Reconstruction of Traffic Ways . . . . .	100%	0%

I, Neill Bohlinger, Acting Secretary to the Arkansas State Highway Commission, hereby certify that the above and foregoing is a true and compared copy of a resolution which was adopted by the said Commission at its regular meeting of October 11, 1946.

(Signed) NEILL BOHLINGER  
Neill Bohlinger, Acting Secretary

Under the terms of the resolution, all of the projects proposed hereinbefore, with the exception of the improvements to Thirteenth Avenue, are eligible for participation by the State, and on this basis the following schedule has been prepared.

Project	State Participation	Municipal Participation	Total Estimated Cost
1 . . . . .	\$ 26,300	\$ 8,000	\$ 34,300
2 . . . . .	18,400	14,000	32,400
3 . . . . .	6,000	0	6,000
4 . . . . .	185,300	0	185,300
5 . . . . .	52,000	0	52,000
6 . . . . .	25,700	0	25,700
7 . . . . .	19,800	11,000	30,800
8 . . . . .	19,500	12,000	31,500
9 . . . . .	18,800	0	18,800
10 . . . . .	36,700	4,000	40,700
11 . . . . .	0	2,600	2,600
12 . . . . .	0	19,800	19,800
13 . . . . .	0	9,900	9,900
14 . . . . .	0	3,300	3,300
Total . . . . .	\$408,500	\$84,600	\$493,100

FINANCIAL PLANNING

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To determine the scope of the City's ability to finance a street and highway program, the Consultant made a study of the municipal tax structure and audit reports for the period 1938 to 1946, inclusive. As a result of this analysis the following facts forming the basis for the Consultant's recommendations, were disclosed:

1. Operating expenses have increased at a faster rate than operating revenues and in the fiscal year 1945-46 the expenditures were equal to the revenues.
2. The balance of funds with the City Treasurer to the account of the Street Department have been practically exhausted and, consequently, there are no reserve funds available for new construction.
3. At the present time the total assessed value of property within the city is approximately \$9,700,000. Under the provisions of law, assessment of property is based on 50% of fair market valuation.
4. The special taxes now levied for purposes other than debt service on bond issues is as follows:

Pension Relief .....	0.5 mill
Library .....	0.5 mill
	1.0 mill
Total Taxes Laid .....	1.0 mill
Legal Limit .....	3.0 mills

5. As of March 31, 1946, the City's bonded indebtedness included \$130,000 of 2% Airport Bonds to be retired by 1959 and \$24,000 of 3% Hospital Bonds to be retired in 1964. During the fiscal year 1945-46 the City retired with general funds the outstanding 4% Sewer and 4% Fire Fighting Equipment Bonds but dedicatory taxes for servicing these bonds will be collected until the general fund has been reimbursed the full amount of the expenditure. The following special taxes have been laid to service the bonded debt:

4% Sewer Bonds .....	1.00 mill
4% Fire Fighting Equipment Bonds .....	0.50 mill
3% Hospital Bonds .....	0.25 mill
2% Airport Bonds .....	2.25 mills
	4.00 mills
Total Taxes Laid .....	4.00 mills
Legal Limit .....	5.00 mills

Based upon the foregoing facts, it is recommended that the City institute its street improvement program on a pay-as-you-go basis. A bond financing plan is neither feasible nor practicable at the present time.

## FINANCIAL PLANNING

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Currently, funds accruing to the Street Department from the Street and Automobile Funds approximate \$45,000 per year and the general condition of the city streets indicates that a minimum of \$25,000 annually will be required for normal maintenance and repair. By channeling all funds over and above the maintenance requirements into a construction fund, approximately \$20,000 per year will be available from existing sources for accomplishing the proposed street improvements.

Additional funds could be made available by laying a special levy for such purposes and thereby raising the level of this form of taxation to the legal limit of three mills. However, such measures are not deemed necessary and are not recommended. With presently available funds and without additional taxation the City can finance its portion of the program within four to five years, which is considered an optimum period of time for accomplishing the proposed improvements.



