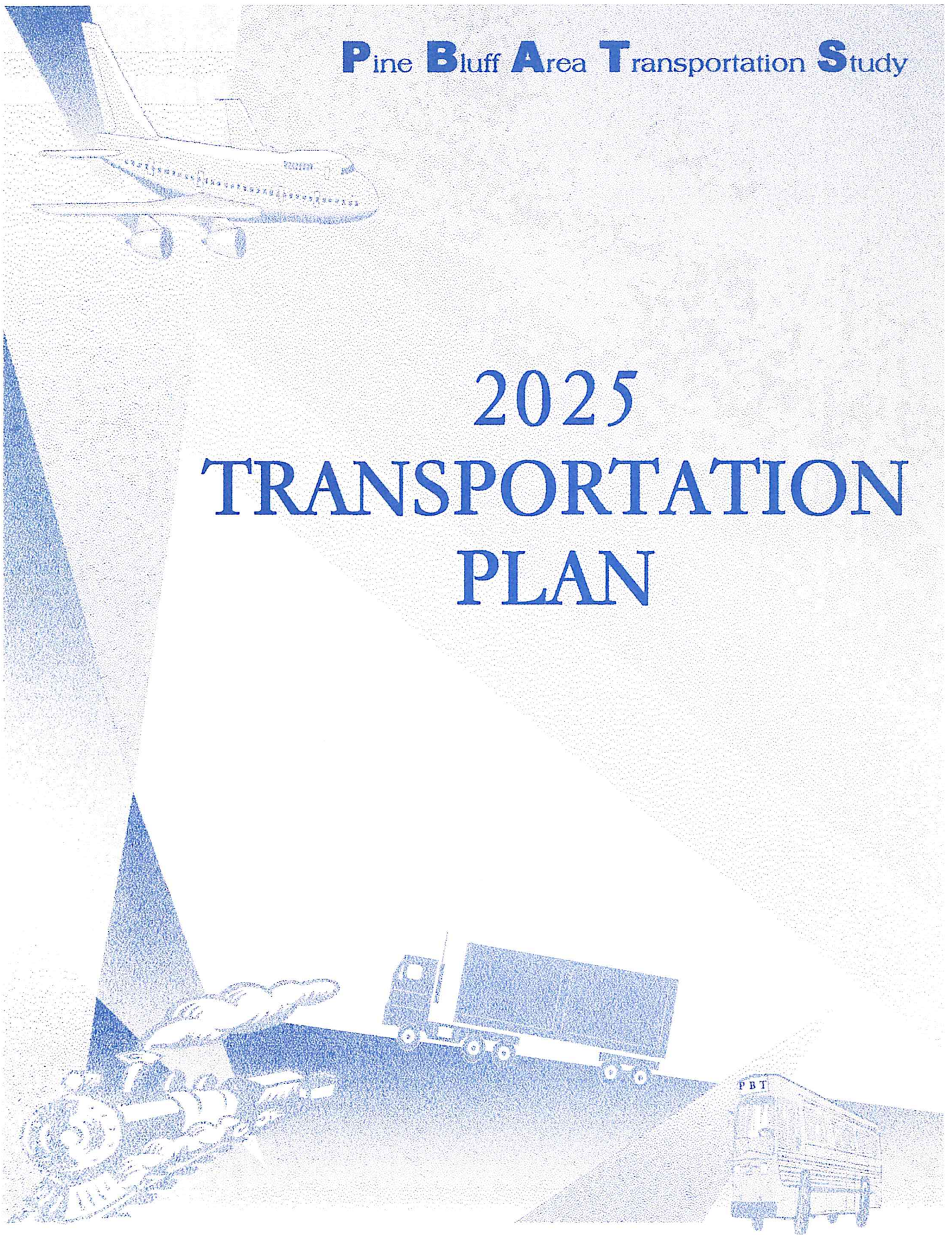


Pine **B**luff **A**rea **T**ransportation **S**tudy

2025 TRANSPORTATION PLAN



**PINE BLUFF AREA
TRANSPORTATION STUDY**

**YEAR
2025
TRANSPORTATION
PLAN**

**PREPARED BY:
SOUTHEAST ARKANSAS REGIONAL PLANNING COMMISSION
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SEPTEMBER, 2000

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**AN OVERVIEW
OF THE
TRANSPORTATION
PLANNING
PROCESS**

INTRODUCTION

The Pine Bluff Area Transportation Study Area (PBATS) Program was initiated in 1964 in accordance with the Federal Highway Act of 1962. The intent of the program was to provide a network of transportation facilities capable of providing safe, convenient, effective, and efficient movement of goods and persons throughout the urbanized portion of Jefferson County. The Federal-Aid Highway Act of 1962 stated:

"After July 1, 1965, the Secretary shall not approve under Section 105 of this title any program for projects in any urban area of more than 50,000 population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by States and local communities in conformance with objectives stated in this section."

The original participants in the transportation planning process were the City of Pine Bluff, Jefferson County, Arkansas Highway and Transportation Department, and the Federal Highway Administration, and the original study culminated with the adoption of the recommended 1990 Transportation Plan in April 1969.

The Study Areas has been expanded since the original Transportation Plan was adopted to reflect the growth in the urbanized area. The City of White Hall became a member of the Study Area shortly after the plan was adopted in 1969. Other participants were included in the planning process in accordance with Federal planning requirements. The new members were the Federal Transit Administration and Federal Aviation Administration. Between 1969 and 1995, the Transportation Plan was updated periodically to reflect social, economic, and environmental changes affecting the Study Area.

In 1991, the President signed the Intermodal Surface Transportation Efficiency Act (ISTEA). This reauthorization act dramatically changed the transportation program from one that dealt primarily with roads to one that addressed a variety of transportation programs. ISTEA covered all forms of surface transportation and related interests: roads, bikeways, pedestrian movement, transit, rail, intermodal transportation and related issues, and pipeline transmission lines. In 1995, PBATS Policy Committee adopted the Year 2020 Transportation Plan which addresses the aforementioned items.

On June 9, 1998, the President signed the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 builds on the initiative established by the Intermodal Surface Transportation Efficiency Act of 1991. This new act combines the continuation and improvement of current programs with new initiatives to improve safety of the transportation systems, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

FACTORS CONSIDERED IN THE PLANNING PROCESS

The Act requires that each urbanized area shall be required to develop a transportation plan and programs that, at a minimum, address the following seven factors:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety and security of transportation systems for motorized and non-motorized users.
3. Increase the accessibility and mobility options available to people and for freight.
4. Protect and enhance the environment, promote energy conservation, and improve the quality of life.
5. Enhance integration and connectivity of the transportation system across and between modes for people and freight.
6. Promote efficient system management and operation.
7. Emphasize the preservation of the existing transportation system.

GOALS AND POLICIES

The overall purpose of the transportation planning process is to develop a plan that can assist the units of government within the planning area in improving the quality of life for its citizens. The transportation plan provides a framework that the governmental units can use to improve public access to places of employment, shopping, education, recreation, social services, and other destinations throughout the study area. In the planning process it is also important to consider all aspects of the transportation system and all modes of travel. While the modes of transportation that service individual trips are certainly important and a major part of any transportation system, it is also important to consider the types of transportation that are used to deliver the goods and services required to support the quality of life we enjoy.

In developing any plan, the first step is to develop goals acceptable to the general public that lead to solving the problems perceived by the public. The four overall goals that the transportation planning process has been designed to meet are as follows:

- To develop a balanced, integrated, physically safe, energy efficient, and environmentally safe overall transportation system that includes all modes of transportation used to serve the public needs, including roads, automobiles, public transit, truck movements, bicycles, pedestrianways, waterways, railways, and pipelines.
- To develop a transportation system that contributes to the enhancement of desirable social, economic, and environmental qualities of the study area.
- To utilize the existing transportation facilities to the fullest extent possible to ensure that all opportunities to interconnect land uses and neighborhoods within the study area are available.
- To develop an intermodal transportation system at the least cost to the public that will maximize intermodal utilization where feasible and that will reduce conflict between these transportation modes.

STUDY ORGANIZATION

POLICY COMMITTEE

The Policy Committee has the general responsibility for directing and administering the preparation of the initial comprehensive study and for implementing the continuing planning process with assistance and advice from the Coordinating Committee and other technical subcommittees. The representatives for the State and Federal governments also advise the Coordinating Committee on State and Federal policies and regulations.

The Policy Committee's membership during 2000/2001 is as follows:

<u>Representatives</u>	<u>Name and Title</u>
Jefferson County	Jack Jones, County Judge Jimmy Glover, Quorum Court Member
Pine Bluff	Jerry Taylor, Mayor Bill Brumett, Alderman
White Hall	James Morgan, Mayor William May, Alderman
Southeast Arkansas Regional Planning Commission	Howard Parette (Chairman)
Arkansas Highway and Transportation Department	Tom Harrell, Planning & Research Engineer Jim Briley, District Engineer
Federal Transit Administration	Regional Chief
Federal Aviation Administration	Regional Chief
Federal Highway Administration	Regional Chief

Specifically, the Committee's responsibilities are:

1. Adopt a short-range transportation plan including priorities for improvement.
2. Maintain a work program for the continuing planning process.
3. Review estimated cost, work task, and funding as proposed.
4. Periodically review the cost of accomplishing the required work and recommend such changes as are necessary.

5. Review each major phase of the Study and direct the technical and/or coordinating committees as necessary.
6. Implement its plans by taking steps to obtain official acceptance of its proposals by the units of government involved and by the people of the area.
7. Meet as necessary to review all material pertaining to changing transportation needs in the area and to revise the plan as needed.
8. Support and cooperate with other planning agencies in areas of mutual interest such as updating and implementing comprehensive plans, zoning, subdivision design and controls, official maps and capital improvements programs.
9. Exercise all other functions necessary to implement the continuing transportation planning process in accordance with the Transportation Equity Act for the 21st Century.
10. Administer federal urban transportation planning funds.
11. Establish technical committees composed of committee members and other technical personnel involved in transportation within the study area.

TECHNICAL/COORDINATING COMMITTEE

The general responsibility of the Technical/Coordinating Committee and its subcommittees is to assist the Policy Committee in carrying out the planning program by reviewing and preparing reports and recommendations. Responsibilities of the various subcommittees involved in the overall comprehensive transportation planning process include the analysis of existing and future conditions relating to economic development, population, land use, transportation facilities, travel patterns, land use and development codes, and social, environmental and community value factors. The Committee is also responsible for addressing the seven points required under TEA-21.

The Technical/Coordinating Committee's membership during 2000/2001 is as follows:

<u>Representatives</u>	<u>Name and Title</u>
Jefferson County	Jeff Jones, County Road Superintendent Angelo Walker
Pine Bluff	Jimmy O'Fallon, Street Manager Larry Reynolds, Transit Manager
White Hall	James Morgan, Mayor
Arkansas Highway and Transportation Department	Scott Mullis, District Construction Engineer Elizabeth Mayfield, Transportation Engineer
Southeast Arkansas Regional Planning Commission	Allan Skinner, Director Jerre George

Pine Bluff Air Port Commission

Mike West, Manager

Intermodal Representatives

Neil Stevens, Director,
Jefferson County Industrial Foundation/
Chamber of Commerce

Federal Highway Administration

David Blakeney, Right of Way Officer

PUBLIC INVOLVEMENT

One of the essential elements in the transportation planning process is public involvement. In order to obtain public - i.e. citizens, other affected employee representatives, private providers of transportation, and other interested parties - input in planning and developing the Pine Bluff Urban Study Area Year 2025 Transportation Plan, the PBATS Policy Committee used the following public participation process:

ADOPTION OF THE YEAR 2025 TRANSPORTATION PLAN

In the first three phases of the public involvement process, PBATS held an initial open house and a subsequent series of open houses for the purpose of adopting a Year 2025 Transportation Plan. Public notices were published prior to the open houses stating that the public had a fifteen (15) day time period from the date of the open houses to submit their written comments concerning the plan and/or planning process. In the third phase of the public involvement process,

- The first open house consisted of maintaining a booth at the Southeast Arkansas Livestock Show which was held over an eight-day period in late September 1999. Transportation plan maps were displayed in the booth and were explained to interested citizens by SARPC staff members. In addition, a written survey was passed out to those persons who stopped by the booth in order to solicit citizen input for the planning process. The surveys were then mailed back to SARPC. Approximately seventy surveys were received. The Technical Committee reviewed the public comments it received from the open house and the survey. Based on the comments and staff recommendations, the Committee prepared a proposed Year 2025 Unconstrained Plan and Year 2025 Constrained Plan, and a Transportation Improvement Program. The resulting two Plans and Transportation Improvement Program were submitted to the Policy Committee for its review and approval.
- After the Policy Committee approved the Year 2025 Unconstrained and Constrained Plans and the Transportation Improvement Program, a series of open houses was conducted in early May, 2000, to gain citizen input concerning these proposed plans and program. The series of open houses included maintaining a booth for one day at each of the following locations: Pine Bluff City Hall, White Hall City Hall, and the Pines Mall.
- The third phase of the public meeting process consisted of conducting an open house at the Jefferson County Court House to solicit public input concerning the adoption of the Year 2025 Transportation Plan document as prepared after the first two phases. The staff, the Technical Committee, and the Policy Committee then reviewed the comments received from the third open house, and based on these comments and staff recommendations, the Technical and Policy Committees approved the Year 2025 Transportation Plan.

ANNUAL PLAN REVIEW

In each of the five years after the preparation of the 25-year transportation planning document, an annual open house meeting will be held for the purpose of soliciting public input concerning the

planning process, the seven points PBATS is required to address in the process, and on the Plan itself. The Technical Committee will address the public's input received from the open house and prepare a report to submit to the Policy Committee for its review and action.

1. A public notice will be published prior to the annual open house stating that the public has a fifteen (15) day time period from the date of the open house to submit their written comments concerning the plan and/or planning process to the Coordinating/Technical and Policy Committee. All comments shall be addressed to SARPC.
2. The staff will prepare a document of the comments it receives as a result of the open house meeting and submit it to the Technical Committee.
3. The staff will prepare a document addressing the Technical Committee's comments which will be submitted to the Policy Committee. The Policy Committee will review the report and take appropriate action as deemed necessary to carry on the continuing planning process.

TRANSPORTATION IMPROVEMENT PROGRAM AND UNIFIED PLANNING WORK PROGRAM

1. PBATS will publish two legal notices to solicit citizen involvement in developing the TIP.

FIRST NOTICE

- The first public notice will be published in April of each year in the local newspaper.
 - A description of the TIP, brief statement of purpose of TIP, statement of eligible type of projects, the jurisdictions involved of consisted projects from the public.
 - The public will be able to submit projects and/or comments in writing within a fifteen (15) day period. All responses shall be addressed to SARPC.
 - Projects and/or comments will be submitted to the Technical and Policy Committees for consideration in the process of developing the TIP.

SECOND NOTICE

- The public notice will be published prior to the adoption of the TIP.
 - A statement that the draft copy of the TIP has been prepared and is being considered for approval by the Technical and Policy Committees, and is available to public review and comments at the SARPC office, a brief statement of purpose of the TIP, and jurisdictions involved.

- The public will be given a fifteen (15) day period to review and make comments to the Technical and Policy Committees. All comments shall be addressed to SARPC.
2. PBATS will publish a legal notice to solicit citizen involvement in developing the Unified Planning Work Program prior to the adoption of the Unified Planning Work Program. SARPC staff and AHTD will draft a proposed Unified Work Program for the upcoming fiscal year. This public notice is to solicit input concerning the draft Unified Work Program.
- A statement that the draft Unified Work Program has been prepared and is being considered for adoption by the Technical and Policy Committee and is available for review and comment at the SARPC office, a brief statement of purpose of the Unified Work Program, and the jurisdictions involved.
 - The public will be given a fifteen (15) day period to review and make comments to the Technical and Policy Committee. All comments shall be addressed to SARPC.

INVENTORIES AND FORECASTS

In order to assess the adequacy of the Transportation Plan for the Year 2025, it is necessary to maintain land use data, socio-economic data, and transportation system characteristics on a current basis, review and forecast the collected data, and compare and evaluate the existing conditions in relation to the forecasts made in developing the recommended plan. These activities are necessary to determine if the assumptions made during the initial study and subsequent plan updates are holding constant.

Such elements as dwelling units, population, employment, vehicle registration, traffic volumes, accident data and social and environmental concerns are monitored and reviewed annually in order to ascertain trends in residential, commercial, and industrial land use development and its consequential effect on the existing and forecasted transportation systems. The elements contained in this section along with explanatory summaries of each element are as follows:

- Population: 1980 population, 1990 population, 2000 estimated population, and 2025 estimated population by Traffic Zone
- Employment: 1980 employment, 1990 employment, 2000 estimated employment, and 2025 estimated employment by Traffic Zone
- Vehicle Registration: 1984 - 1998
- Traffic Volumes: 1990, 1995. And 1998.

POPULATION

The year 2025 population projections for Jefferson County was obtained by using the Arkansas Institute for Economic Advancement – University of Arkansas at Little Rock (UALR) Category A and B Population Projections for the years 1995 through 2010. It was decided to use the UALR projections after comparing these projections with the U.S. Census estimated population for Jefferson County. The average yearly difference between the projected population and the estimated population was approximately 200 for the years 1991 through 1998. The projected figures for those years were higher than the estimated population figures. Category A population figures were used for the years 1991 through 2010. For the years 2011 through 2025, the annual growth rate of Category B of the UALR population projections were used. Utilizing this method, the population of Jefferson County will be 82,265 in the Year 2025.

To determine the portion of the County's projected population that will reside in the PBATS Study Area in 2025, information and data from the U.S. Census, PBATS 2020 Transportation Plan, the Pine Bluff Land Use Element, the 9-1-1 data base, and the Jefferson County Land Use Plan. It is estimated that 90% of the County's population in 2025 will reside in the Study Area compared to 84% in 1980 and 86% in 1990. The projected population of the Study Area for the Year 2025 is 74,050.

In 2000, the estimated population of the Study Area was 69,000, in 1990 it was estimated to be 72,010, and in 1980 it was estimated to be 76,054. This shows an overall population decline between 1980 and 2000 of 7,054 persons. Based on these trends, Jefferson County is expected to continue to experience an out-migration of population similar to other Delta communities until a balance is reached in the agriculture-industrial-service economy and under labor market conditions where the demand for labor meets or exceeds the relative wage rate. It is anticipated that within the next ten years, this balance will be reached and Jefferson County once again will experience an in-migration of population. The following table shows by Census Tract and Traffic zone past and projected populations. Map 1, Census Tracts, is shown on page 22, and Map 2, Traffic Zones, is shown on page 23.

TABLE 1
POPULATION BY CENSUS TRACT AND TRAFFIC ZONE

<u>1990 CENSUS TRACT</u>	<u>TRAFFIC ZONE</u>	<u>1980 POPULATION</u>	<u>1990 POPULATION</u>	<u>2000 ESTIMATED POPULATION</u>	<u>2025 ESTIMATED POPULATION</u>
3.02	01	638	612	640	720
3.02	02	30	200	200	220
3.02	03	203	205	230	380
3.02	04	421	398	420	550
3.02	05	865	706	770	810
3.02	06	847	1206	1230	1260
3.01	07	563	620	630	760
3.01	08	732	825	900	1100
3.01	09	453	448	450	460

TABLE 1, CONTINUED

1990 CENSUS TRACT	TRAFFIC ZONE	1980 POPULATION	1990 POPULATION	2000 ESTIMATED POPULATION	2025 ESTIMATED POPULATION
3.01	10	245	294	500	600
3.02	11	746	883	910	950
3.02	12	648	633	630	630
3.03	13	952	1292	1300	1300
3.03	14	179	232	220	220
3.03	15	832	852	840	830
3.03	16	1001	1008	980	960
14.01	17	210	577	550	550
14.01	18	1986	1703	1700	1700
5.02	19	1711	1325	980	950
5.02	20	660	443	380	380
5.02	21	212	108	80	80
5.02	22	1117	1086	1000	1000
5.02	23	1983	1606	1400	1400
5.02	24	672	357	240	220
6	25	93	81	80	80
6	26	131	152	140	140
6	27	465	369	250	220
6	28	367	176	70	50
6	29	69	0	0	0
19.01	30	0	0	0	0
21.03	31	111	976	1330	1300
21.03	32	406	377	370	350
21.03	33	538	194	190	180
21.03	34	514	529	430	400
21.03	35	135	115	90	80
14.02	36	1087	750	650	600
14.02	37	198	329	210	190
14.02	38	1121	840	680	600
14.02	39	1703	1547	1450	1400
15.01	40	908	725	760	800
13	41	826	574	390	300
13	42	252	127	90	70
13	43	1291	966	770	700
13	44	509	478	380	350
13	45	1927	1521	1370	1300
12	46	279	186	70	50
12	47	482	420	320	300
11	48	0	0	0	0
11	49	42	17	0	0
11	50	395	95	0	0

TABLE 1, CONTINUED

<u>1990 CENSUS TRACT</u>	<u>TRAFFIC ZONE</u>	<u>1980 POPULATION</u>	<u>1990 POPULATION</u>	<u>2000 ESTIMATED POPULATION</u>	<u>2025 ESTIMATED POPULATION</u>
10	51	283	199	80	50
12	52	595	410	320	280
12	53	206	255	200	180
12	54	0	0	0	0
11	55	0	0	0	0
11	56	317	145	100	60
9	57	1147	743	590	580
9	58	891	835	810	800
9	59	974	679	670	660
12	60	1043	869	770	690
12	61	356	372	320	300
11	62	165	218	130	100
11	63	6	0	0	0
11	64	105	22	10	0
12	65	1313	1193	920	890
12	66	595	661	610	590
10	67	370	319	270	250
10	68	172	137	90	80
10	69	716	724	600	590
9	70	732	688	660	650
9	71	1180	1322	1280	1250
9	72	13	0	0	0
19.02	73	386	312	340	420
19.01	74	8	0	0	0
19.01	75	193	189	200	200
21.04	76	1476	1518	1600	1800
21.04	77	1215	1125	1140	1200
21.04	78	695	372	380	380
15.01	79	1064	1044	1030	1030
15.01	80	1460	1463	1410	1380
15.02	81	810	738	640	600
16	82	2406	2379	2200	2100
16	83	1949	1934	1830	1800
17	84	1265	1057	900	850
17	85	2015	1544	1300	1200
19.01	86	508	352	310	290
19.01	87	491	551	540	540
15.02	88	882	1200	1060	1000
18	89	1653	1751	1750	1750
17	90	543	590	520	480
17	91	1062	701	630	600

TABLE 1, CONTINUED

1990 CENSUS TRACT	TRAFFIC ZONE	1980 POPULATION	1990 POPULATION	2000 ESTIMATED POPULATION	2025 ESTIMATED POPULATION
15.01	92	560	571	560	560
15.01	93	2215	1797	1720	1700
18	94	813	633	650	650
18	95	0	0	0	0
18	96	944	879	900	920
19.02	97	1783	1809	1820	1880
19.02	98	117	69	70	70
19.02	99	217	110	110	110
19.01	100	237	178	170	170
20	101	92	112	120	160
20	102	148	218	220	450
20	103	583	629	630	840
19.01	104	52	103	100	110
19.01	105	0	10	0	0
20	106	108	83	90	330
20	107	272	332	340	480
20	108	1004	1613	1970	3280
21.03	109	175	239	240	350
21.04	110	1462	1670	1800	2360
3.02	111	969	757	900	2090
21.03	1579	63	246	320	880
19.01	1587	43	206	210	300
19.01	1592	34	85	100	140
21.03	1593	197	536	640	90
21.04	1594	183	211	340	450
21.04	1595	159	260	320	490
20	1596	584	740	960	1450
21.03	1599	25	110	120	150
TOTAL		76,054	72,010	69,000	74,050

In summary, during the last twenty years, the north central area of the Study Area, which is located north of the Martha Mitchell Expressway, the central area adjacent to the Central Business District, and the west end area have experienced a decrease in population. This trend is expected to continue throughout the planning period. The southern/western area located between State Highway 15 running west to the headwaters of Bayou Bartholomew, and the White Hall area are expected to continue to grow.

EMPLOYMENT

The economy of the Study Area is a key element in determining future growth and stability. As the economy changes, so does the population. Prior to World War II, the economy of the Pine Bluff area was that of a service center serving the agricultural needs of Southeast Arkansas and the rail needs of the Mid-South Delta area of the Country. With the construction of the Pine Bluff Arsenal in the early 1940's, the economy of the Study Area started to change to reflect a more diversified economy. In the 1950's and 1960's, with the construction of the International Paper plant and the opening of the Pine Bluff River Port, the Study Area economy became a diversified market and provides agricultural goods and manufacturing on a world wide scale.

The following two tables show the past, present and projected category of workers in the Study Area and compares the Study Area categories to those of the State of Arkansas.

TABLE 2
TOTAL STUDY AREA EMPLOYMENT BY CATEGORY AND PERCENTAGE

Category	1980		1990		2000		2025	
Mining & Construction	4,340	11.3%	2,700	6.8%	1,670	3.9%	1,750	3.6%
Manufacturing	6,070	15.8%	6,420	16.2%	8,110	19.0%	8,920	18.4%
Transportation, Communication, & Utilities	4,190	10.9%	2,620	6.6%	1,920	4.5%	1,550	3.2%
Wholesale Trade	1,420	3.7%	1,590	4.0%	1,450	3.4%	1,410	2.9%
Retail Trade	6,100	15.9%	6,860	17.3%	7,300	17.1%	7,560	15.6%
Finance, Insurance, & Real Estate	1,960	5.1%	1,900	4.8%	1,880	4.4%	1,990	4.1%
Services	7,720	20.1%	9,870	24.9%	12,000	28.1%	16,630	34.3%
Government	6600	17.2%	7,690	19.4%	8,370	19.6%	8,680	17.9%
Total	38,400		39,650		42,700		48,490	

TABLE 3
COMPARISON OF STUDY AREA AND STATE OF ARKANSAS
BY 1990* EMPLOYMENT CATEGORY

Category	Study Area	State of Arkansas	Difference
Mining & Construction	6.8%	4.5%	+2.3%
Manufacturing	16.2%	25.2%	-9.0%
Transportation, Communication, & Utilities	6.6%	6.1%	+0.5%
Trade	21.3%	22.3%	-1.0%
Finance, Insurance, & Real Estate	4.8%	4.1%	+0.7%
Services	24.9%	20.5%	+4.4%
Government	19.4%	17.3%	+2.1%

*Latest Available Data

Employment in the Services sector of the Study Area economy will grow at a faster rate than the other sectors, however, the rate of growth of the Services category will be similar to that of the Nation as a whole. The main segment of the economy that has provided economic stability for the Study Area over the years has been the Manufacturing category. Over the next twenty-five years, the employment in this sector is project to grow at the approximate rate as the project overall employment rate for the Study Area. Even with the fall in employment in the Mining and Construction, and Transportation, Communication and Utilities sectors, the Study Area will continue to be known as a “blue collar” employment center.

“Woods and Poole Economic Projections for Jefferson County” was used as the basis for preparing the employment projections for the Study Area. The Woods and Poole projections were evaluated along with the employment data and projections prepared by the Arkansas Employment Security Department, population projections prepared by UALR for Jefferson County, and the 1980 and 1990 U.S. Census Transportation Planning Package (CTPP) employment data for the Study Area. Based on these evaluations, the total number of persons who will be working in the Study Area in the Year 2025 is projected to be 48,490. In determining the location of places of work by traffic zone, the 1980 and 1990 CTPP, existing and proposed land uses, the existing and proposed transportation network, and staff knowledge of the area was utilized. The following table shows past, present, and projected employment for the Study Area by traffic zone.

TABLE 4
EMPLOYMENT BY CENSUS TRACT AND TRAFFIC ZONE

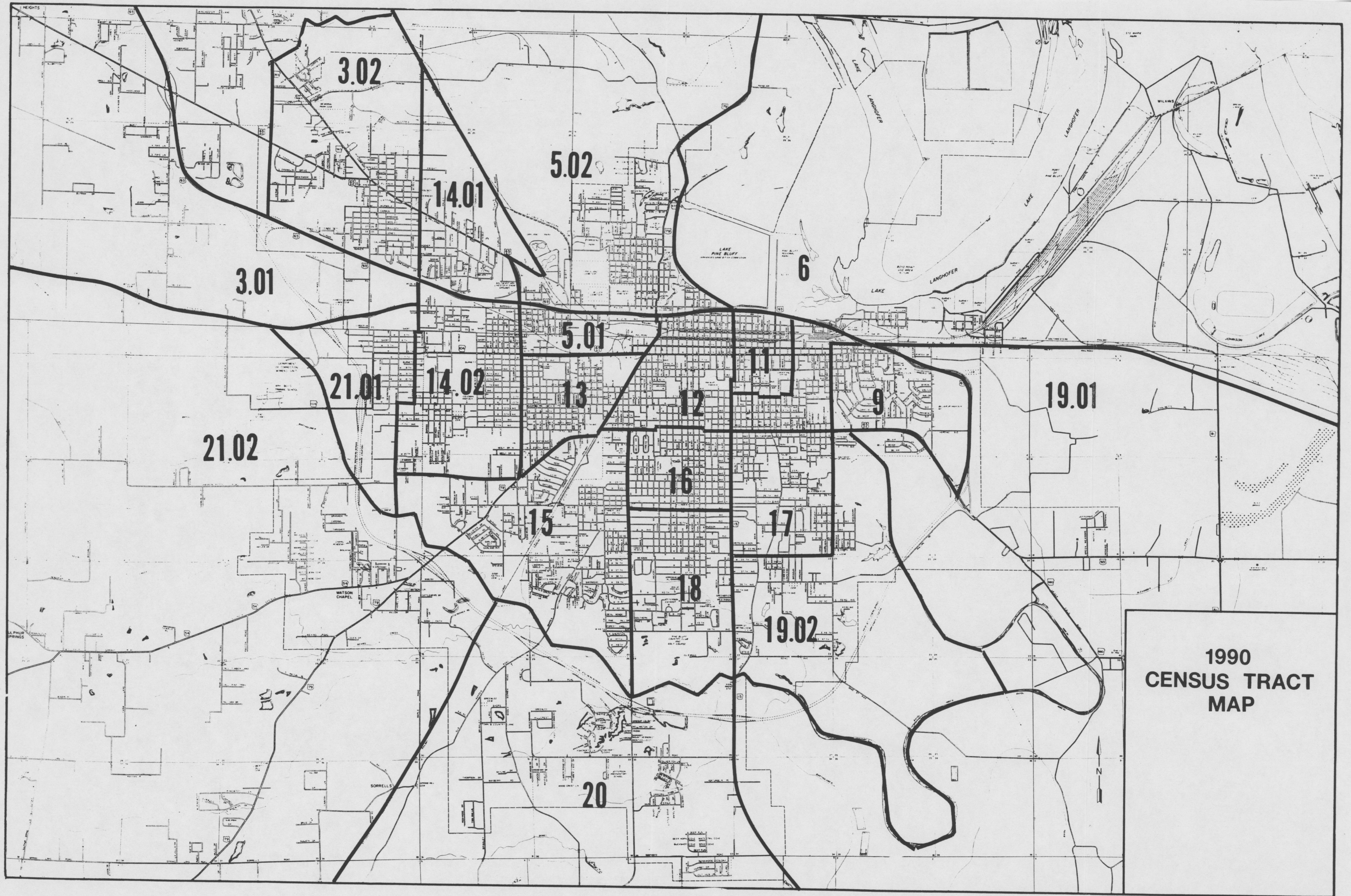
<u>1990 CENSUS TRACT</u>	<u>TRAFFIC ZONE</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2025</u>
3.02	01	10	10	10	50
3.02	02	10	10	10	50
3.02	03	50	10	10	50
3.02	04	40	30	40	310
3.02	05	150	610	670	1010
3.02	06	50	150	270	510
3.01	07	20	20	30	50
3.01	08	20	20	40	160
3.01	09	0	30	60	80
3.01	10	90	100	110	260
3.02	11	70	50	120	260
3.02	12	230	250	290	460
3.03	13	30	50	170	210
3.03	14	240	610	830	1110
3.03	15	444	600	670	910
3.03	16	240	220	270	260
14.01	17	300	550	590	810
14.01	18	580	580	650	710
5.02	19	170	100	110	410
5.02	20	260	220	230	250
5.02	21	460	48	520	600
5.02	22	1370	1420	1440	1700
5.02	23	220	220	230	240
5.02	24	20	70	90	120
6	25	30	50	50	50
6	26	0	10	20	20
6	27	310	220	290	320
6	28	450	460	490	560
6	29	710	1120	1590	2000
19.01	30	2850	2520	2590	2800
21.03	31	120	230	240	350
21.03	32	0	10	10	20
21.03	33	200	240	250	280
21.03	34	10	20	20	50
21.03	35	20	20	30	50
14.02	36	130	100	120	140
14.02	37	40	40	40	40
14.02	38	80	100	100	120
14.02	39	200	240	270	320

TABLE 4, CONTINUED

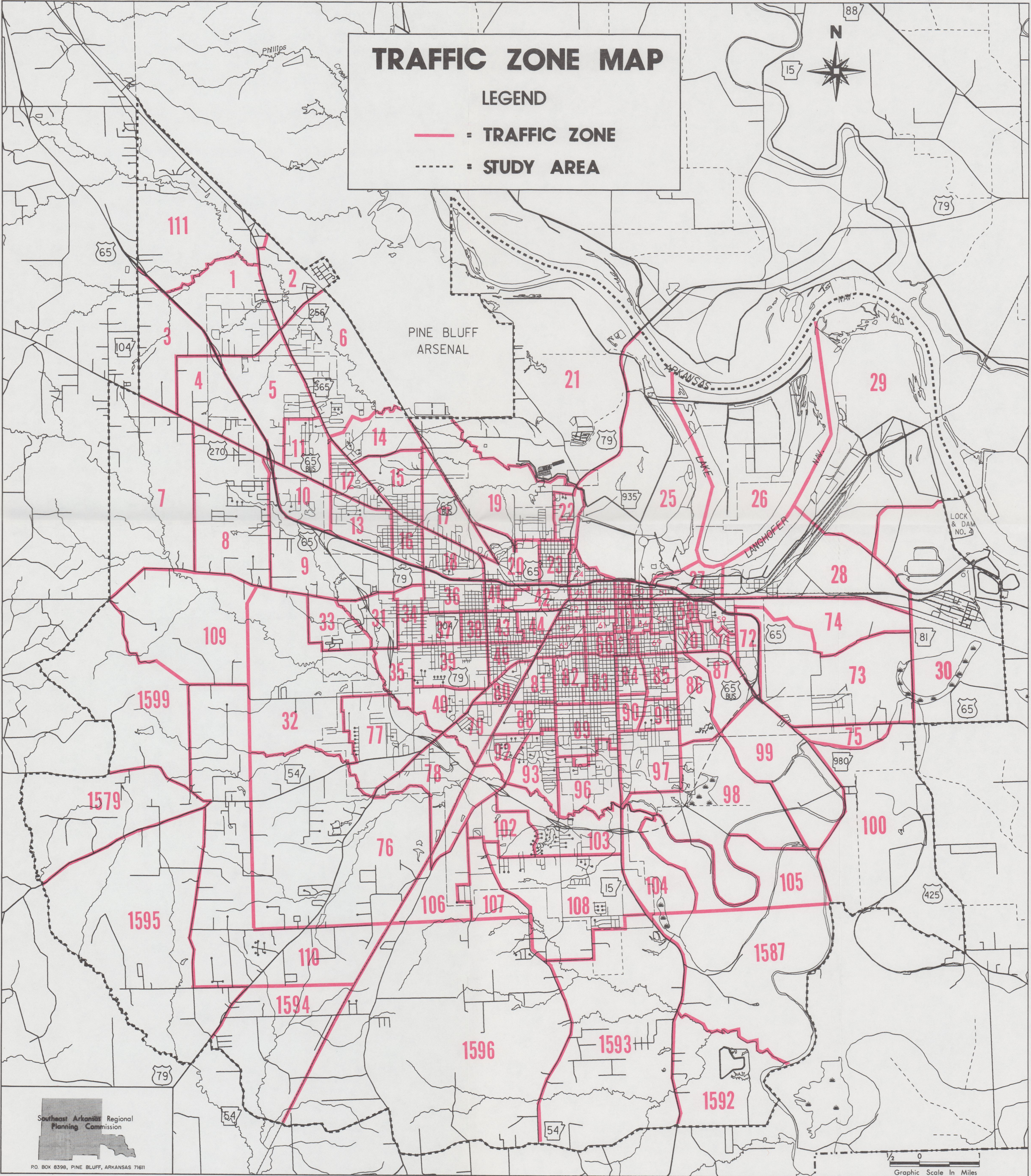
<u>1990 CENSUS TRACT</u>	<u>TRAFFIC ZONE</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2025</u>
15.01	40	50	60	70	100
13	41	70	80	90	130
13	42	1090	720	730	760
13	43	300	130	140	160
13	44	890	520	530	540
13	45	500	370	380	390
12	46	140	60	60	60
12	47	850	420	440	400
11	48	440	410	420	440
11	49	550	640	650	670
11	50	640	320	430	450
10	51	130	130	130	130
12	52	260	190	180	100
12	53	1610	1220	1130	900
12	54	370	310	310	310
11	55	1710	1660	1660	1660
11	56	810	840	840	840
9	57	580	260	250	200
9	58	100	130	100	80
9	59	390	200	210	180
12	60	10	30	30	20
12	61	1460	1320	1310	1230
11	62	190	110	110	110
11	63	1530	1350	1350	1350
11	64	620	610	600	500
12	65	180	140	110	50
12	66	700	410	400	50
10	67	630	210	200	110
10	68	460	260	240	100
10	69	250	260	260	260
9	70	320	330	370	270
9	71	540	600	640	270
9	72	170	510	650	1010
19.02	73	50	210	220	470
19.01	74	10	10	40	60
19.01	75	80	80	100	270
21.04	76	30	60	70	160
21.04	77	250	460	480	590
21.04	78	100	360	460	580
15.01	79	440	410	420	440
15.01	80	290	710	720	740

TABLE 4, CONTINUED

1990 CENSUS TRACT	TRAFFIC ZONE	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2025</u>
15.02	81	790	510	640	810
16	82	120	210	210	240
16	83	350	270	250	150
17	84	280	260	230	150
17	85	220	260	270	270
19.01	86	130	140	140	110
19.01	87	340	1020	1150	1310
15.02	88	1750	2110	2300	2300
18	89	620	610	580	560
17	90	390	620	650	710
17	91	30	50	50	30
15.01	92	230	250	250	260
15.01	93	290	30	40	50
18	94	180	610	630	710
18	95	1580	2100	2200	2400
18	96	500	560	560	610
19.02	97	140	170	170	200
19.02	98	0	10	10	10
19.02	99	10	210	220	340
19.01	100	140	160	180	460
20	101	30	20	20	70
20	102	20	20	20	100
20	103	20	20	10	360
19.01	104	0	0	10	40
19.01	105	0	0	0	0
20	106	0	20	20	30
20	107	0	10	10	10
20	108	20	60	60	640
21.03	109	0	30	30	30
21.04	110	40	160	160	210
3.02	111	50	160	160	190
20	1579	10	30	30	40
21.04	1587	20	20	20	30
21.04	1592	10	20	30	30
20	1593	0	0	0	0
21.03	1594	0	50	50	60
21.03	1595	0	50	50	60
19.01	1596	60	50	50	60
19.01	1599	0	0	0	10
	<u>TOTAL</u>	<u>38,400</u>	<u>39,650</u>	<u>42,700</u>	<u>48,490</u>



1990
CENSUS TRACT
MAP



TRAFFIC ZONE MAP

LEGEND

- = TRAFFIC ZONE
- - - = STUDY AREA

VEHICLE REGISTRATION

In 1984, there were 52,495 vehicles registered in Jefferson County; in 1998, there were 55,847 vehicles registered. This represents only a 6.4% increase over a fourteen year period. Privately owned automobile and pickup trucks represent the majority of total vehicles registered. The number has increased from 48,397 to 52,266 over the fourteen year period. The number of registered motorcycles and trucks in the County has decreased from 3,170 to 1,843. It is estimated that over 90% of the vehicles registered belong to persons residing in the Study Area.

Table 5 below lists motor vehicle registration by classification for the years 1984 through 1998. The data for the table was obtained from the Arkansas Highway and Transportation Department.

TABLE 5
MOTOR VEHICLE REGISTRATION

YEAR	Automobile	Other Passenger Cars	Pickups	Other Trucks	Motorcycles	Other Motor Vehicles	Total Motor Vehicles
1984	35778	765	12597	1785	1385	185	52495
1985	36388	831	12993	1815	1425	186	53638
1986	37127	923	13554	1791	1082	185	54662
1987	37142	764	13788	1839	759	168	54460
1988	36347	771	13618	1742	560	184	53222
1989	36719	1002	14142	1880	485	204	54432
1990	36068	841	14200	1852	421	204	53586
1991	35895	1195	14276	1735	396	210	53707
1992	35931	1085	14213	1746	437	198	53610
1993	35843	1310	14295	1722	356	234	53760
1994	36527	851	14538	1250	342	210	53718
1995	37027	546	15100	1870	329	200	54372
1996	36484	526	15172	1810	382	200	54574
1997	35379	1472	14804	1150	356	271	53531
1998	37220	1511	15046	1419	424	254	55874

Based on the historical data of Jefferson County vehicle registration and the projected population of the Study Area, it is estimated that the total vehicle registration in Jefferson County in the Year 2025 will be 62,200 of which 55,970 will be located in the Study Area.

TRAFFIC VOLUMES

Traffic volumes and the rate at which they are changing is extremely important to transportation planning, design, operating, and implementation. The Arkansas Highway and Transportation Department conducts traffic counts for the Study Area every three years to determine the average daily traffic (ADT). The average daily traffic count (ADT) is the average total of daily volume during a year. ADT volumes are used for determining functionally classified street systems, selecting routes for new facilities, determining the priority of street improvements, etc. The following table gives the location of where the traffic counts were conducted and shows the ADT for the years 1990, 1995 and 1998. New traffic counts are expected to be conducted in 2001 and published in 2002.

TABLE 6
TRAFFIC VOLUMES

LOCATION	1998	1995	1990
2 nd Avenue: W. of Walnut Street	2,000	1,900	2,250
2 nd Avenue: E. of Walnut Street	2,500	2,500	2,250
2 nd Avenue: W. of Convention Center Drive	3,200	2,000	2,260
2 nd Avenue: W. of Louisiana	3,900	2,900	2,360
2 nd Avenue: E. of RR Tracks	1,900	2,400	2,480
2 nd Avenue: W. of University	3,300	2,700	3,090
4 th Avenue: E. of Michigan Street	260	490	430
5 th & 6 th Avenue: W. of Ohio Street	9,200	7,190	7,310
5 th & 6 th Avenue: E. of Main Street	11,000	7,700	9,860
5 th & 6 th Avenue: W. of Chestnut	13,000	11,000	12,590
5 th and 6 th Avenue: W. of Beech	15,000	13,000	12,400
5 th & 6 th Avenue: E. of Mulberry	16,000	15,000	17,500
6 th Avenue: At Overpass	6,700	5,800	6,900
6 th Avenue: E. of Blake Street	11,000	11,000	10,540
6 th Avenue: E. of Franklin Street	1,100	1,200	1,190
8 th Avenue: E. of Convention Center Drive	7,300	5,600	5,020
8 th Avenue: W. of Beech Street	4,000	3,700	4,030
8 th Avenue: W. of Convention Center Drive	7,500	6,900	4,290
10 th Avenue: E. of RR Tracks	830	640	450
13 th Avenue: E. of Bayou Bartholomew	410	510	600
13 th Avenue: E. of Cypress Street	5,900	5,800	7,610
13 th Avenue: E. of Georgia Street	770	830	750
13 th Avenue: E. of Oakwood Road	2,500	1,800	1,690
13 th Avenue: E. of RR Tracks	10,000	490	8,170
13 th Avenue: W. of Gum Street	7,700	3,200	N/A
13 th Avenue: W. of Larch Street	7,800	6,900	6,900
16 th Avenue: W. of Ash Street	7,800	5,000	7,450
17 th Avenue: W. of Cedar Street	7,000	7,200	N/A
17 th Avenue: W. of Cypress	8,000	8,600	7,870

LOCATION	1998	1995	1990
17 th Avenue: W. of Olive Street	9,500	7,900	7,460
27 th Avenue: W. of Georgia Street	1,200	1,100	1,190
27 th Avenue: W. of Linden Street	8,800	8,400	7,450
27 th Avenue: W. of Main Street	1,500	900	840
28 th Avenue: E. of Georgia Street	1,200	790	770
28 th Avenue: E. of Indiana Street	730	570	590
28 th Avenue: W. of Overpass	28,000	26,000	23,700
28 th Avenue: E. of Poplar Street	9,400	7,900	8,830
28 th Avenue: W. of Ash Street	9,000	7,500	8,080
28 th Avenue: W. of Fir Street	26,000	N/A	23,700
31 st Avenue: W. of Locust Street	3,600	2,900	3,090
31 st Avenue: W. of Magnolia Street	7,300	6,000	4,970
34 th Avenue: E. of Juniper	4,800	2,200	2,830
34 th Avenue: W. of Locust Street	1,500	960	1,190
34 th Avenue: W. of RR Tracks	4,000	5,000	2,670
38 th Avenue: E. of Bayou Imbeau	5,600	5,200	4,300
38 th Avenue: E. of Ohio Street	6,100	4,700	4,270
46 th Avenue: E. of Cherry Street	3,200	3,500	N/A
46 th Avenue: E. of Olive Street	620	530	720
46 th Avenue: W. of Hazel Street	390	390	420
46 th Avenue: W. of Mulberry Street	2,600	2,400	N/A
52 nd Avenue: W. of Ohio Street	1,600	1,700	N/A
Barraque Avenue: E. of Bay Street	690	650	830
Barraque Avenue: E. of Walnut Street	3,900	3,400	4,660
Barraque Avenue: W. of RR Tracks	2,700	2,700	2,380
Blake Street: N. of 13 th Avenue	20,000	23,500	24,100
Blake Street: S. of 2 nd Avenue	19,000	23,170	24,380
Bryant Street: S. of Martha Mitchell	3,300	3,800	3,400
Bryant Street: S. of Princeton Pike	300	4,300	3,720
Camden Road: N. of 28 th Avenue	12,000	12,700	14,120
Camden Road: N. of Bayou Bartholomew	17,000	15,000	11,920
Camden Road: S. of Bay Street	15,000	15,000	15,040
Catalpa Street: N. of 12 th Avenue	1,000	960	820
Catalpa Street: S. of 6 th Avenue	710	720	690
Cherry Street: N. of 41 st Avenue	5,500	5,300	4700
Cherry Street: S. of 15 th Avenue	10,000	8,300	9,940
Cherry Street: S. of 25 th Avenue	7,000	6,200	7,570
Cherry Street: S. of Martha Mitchell	6,500	5,200	5,820
Commerce Road: S. of Martha Mitchell	4,300	4,100	4,560
Convention Center Drive: S. of Martha Mitchell	6,000	4,400	3,690
Dollarway Road: N. of Musgrove Road	4,600	3,600	4,010
Dollarway Road: N. of Phillips Street	13,000	13,000	10,980
Dollarway Road: N. of Vaugine Avenue	22,000	17,780	21,620

LOCATION	1998	1995	1990
Dollarway Road: S. of Roberts Street	12,000	10,000	10,590
Dollarway Road: W. of Spears Street	20,000	18,000	17,430
Dollarway Road: W. of Tupelo Street	21,000	22,000	18,930
Elm Street: S. of 16 th Avenue	470	350	N/A
Faucett Road: W. of Camden Road	2,600	2,600	2,280
Gibb Anderson Road: N. of Jefferson-Lincoln Co. Line Rd	230	330	390
Good Faith Road: E. of the RR Tracks	3,200	1,600	2,250
Grider Field-Ladd Road: E. of Deep Bayou	230	410	360
Grider Field-Ladd Road: S. of Hwy. 65 South	1,000	1,500	1,380
Hardin-Reed Road: N. of Kristi Drive	760	760	750
Harding: S. of Pines Mall Drive	9,000	9,200	9,560
Harding: S. of U. S. Hwy. 65 interchange	7,700	7,400	6,980
Harding: W. of Belmont Drive	14,000	17,000	16,270
Harding: W. of Chestnut Street	17,000	19,510	19,300
Harding: W. of Commerce Road	12,000	12,000	11,730
Harding: W. of Georgia	16,000	17,550	15,990
Harding: W. of Nebraska Street	17,000	17,750	17,290
Harding: W. of Ohio Street	17,000	16,000	16,370
Harding: W. of Olive Street	9,500	7,900	7,460
Harding: W. of Wisconsin Street	18,000	16,340	17,810
Hazel Street: N. of 12 th Avenue	720	620	600
Hazel Street: N. of 16 th Avenue	10,000	8,400	7,440
Hazel Street: N. of 22 nd Avenue	14,000	1,200	1,180
Hazel Street: N. of 46 th Avenue	7,000	6,800	6,110
Hazel Street: N. of Ridgway Road	6,000	6,000	4,280
Hazel Street: S. of 46 th Avenue	7,400	6,700	5,730
Hoadley Road: E. of Camp Road	890	700	780
Hoadley Road: E. of Michaelann Drive	4,800	6,900	3,290
Hoadley Road: W. of Dollarway Road	3,100	1,700	2,550
Hoadley Road: at Pine Bluff Arsenal Entrance	2,400	1,800	2,580
Howard Drive: S. of Miramar Drive	1,900	730	1,270
Hutchinson Street: N. of Bullock Ave.	4,100	3,300	2,560
Hutchinson Street: N. of Holsey Avenue	5,900	5,900	4,450
Hutchinson Street: N. of Industrial Drive South	3,400	3,500	2,760
Hutchinson Street: N. of Martha Mitchell	4,700	3,700	3,090
Hutchinson Street: N. of Short 3rd Avenue	1,900	1,500	1,150
Hwy. 54: W. of Middle Warren Road	850	890	720
Hwy. 54: W. of RR Tracks	340	410	350
Hwy. 63: S. of Sandy Bayou	5,300	5,800	4,320
Hwy. 65 South: N. of Grider Field-Ladd Road	16,000	18,000	16,020
Hwy. 65 South: W. of Green Meadows	17,000	15,100	15,010
Hwy. 79: N. of Dairy Drive	5,600	4,600	3,790
Hwy. 79: N. of Hidden Lake Drive	7,500	6,900	6,360

LOCATION	1998	1995	1990
Hwy. 79: S. of the bridge	5,600	7,000	5,770
Hwy. 81: N. of Hwy. 65 South	2,700	4,910	5,250
Hwy. 104: N. of Besley Drive	1,800	1,500	1,460
Hwy. 104: N. of Sweeny Road	1,100	1,100	1,010
Hwy. 270: E. of Mockingbird Lane	9,600	8,400	7,930
Hwy. 270: W. of Monk Road	8,100	7,200	5,840
Hwy. 425: N. of Grider Field-Ladd Road	5,700	5,000	4,200
Hwy. 425: N. of East Pointer Road	5,700	5,000	4,200
I-530: N. of Sheridan Road	19,000	14,300	14,810
I-530: N. of West Holland Avenue	20,000	16,000	12,790
Jefferson Parkway: E. of Hutchinson Street	3,000	3,200	2,140
Jefferson Parkway: W. of Industrial Drive South	3,300	2,700	1,820
Main Street: N. of 2 nd Avenue	3,700	1,000	3,690
Main Street: N. of 37 th Avenue	2,400	2,100	2,370
Main Street: N. of Friendswood Drive	1,000	920	840
Main Street: N. of Martin Avenue	11,000	10,000	12,080
Main Street: S. of 27 th Avenue	2,700	2,600	3,430
Martha Mitchell: E. of Mulberry Street	23,000	22,000	21,340
Martha Mitchell: E. of Bryant Street	18,000	17,000	19,680
Martha Mitchell: E. of Hutchinson Street	18,000	12,000	17,620
Martha Mitchell: S. of Market Avenue	NA	10,000	10,860
Martha Mitchell: W. of Cherry Street	23,000	22,780	21,340
Martha Mitchell: W. of Commerce Road	17,000	15,000	13,780
Martha Mitchell: W. of Convention Center Drive	21,000	22,000	19,260
Martha Mitchell: W. of Juniper Street	26,000	26,000	23,960
Martha Mitchell: W. of Michigan Street	19,000	17,000	12,630
Martha Mitchell: W. of Myrtle Street	30,000	25,000	23,850
Martha Mitchell: W. of Pine Street	22,000	22,000	24,420
Martha Mitchell: W. of Port Rd./West 2 nd Avenue	19,000	17,000	18,630
Martha Mitchell: W. of State Street	21,000	22,000	21,340
Martha Mitchell: W. of Walnut Street	23,000	22,000	21,770
McFadden Road: N. of Fletcher Road	NA	950	890
Michigan Street: N. of Martha Mitchell	2,100	2,200	1,800
Middle Warren Road: S. of Old Warren Road	3,900	2,800	2,320
Middle Warren Road: SW of Rosswood Road	2,200	2,100	18,00
Miramar Drive: W. of the RR Tracks	5,700	5,800	5,810
Missouri Street: S. of 8 th Avenue	1,600	1,600	2,090
Myrtle Street: W. of RR Tracks	NA	3,700	3,090
Oakwood Road: S. of 13 th Avenue	3,100	3,400	3,720
Oakwood Road: S. of Bayou Bartholomew	2,400	2,520	2,260
Ohio Street: N. of 7 th Avenue	8,500	5,800	6,540
Ohio Street: N. of Harding Avenue	9,600	7,700	8,960
Ohio Street: N. of 26 th Avenue	4,900	4,700	4,260

LOCATION	1998	1995	1990
Ohio Street: S. of 38 th Avenue	2,700	2,100	1,370
Olive Street: N. of Harding Avenue	8,000	NA	5,190
Olive Street: N. of 20 th Avenue	19,000	18,000	19,370
Olive Street: N. of 26 th Avenue	19,000	18,000	18,990
Olive Street: N. of 28 th Avenue	20,000	19,000	22,020
Olive Street: S. of 31 st Avenue	14,000	14,000	14,510
Olive Street: Eden Park Drain	7,900	NA	7,820
Olive Street: S. of Friendswood Drive	6,800	7,000	6,370
Olive Street: S. of Main Street	8,400	9,400	7,280
Old Warren Road: At Bayou Bartholomew	5,000	5,000	3,980
Old Warren Road: N. of Privatewood Drive	900	NA	720
Port Road: E. of Michigan Street	3,800	4,000	2,390
Port Road: W. of RR Tracks	6,000	3,800	6,510
Princeton Pike: E. of Byrant Street	3,000	2,300	1,850
Princeton Pike: E. of Industrial School Drive	3,100	2,800	2,410
Pullen Avenue: E. of University	7,000	5,100	4,610
Pullen Avenue: W. of Catalpa Street	6,000	5,000	3,570
Pullen Avenue: W. of Walnut Street	3,800	2,800	2,140
Reeker Avenue: W. of Spruce Street	1,000	1,100	1,160
Rhinehart Road: W. of RR Tracks	6,400	5,600	4,360
Ridgway Road: W. of Hazel Street	3,700	3,600	2,880
Ridgway Road: W. of Olive Street	3,600	3000	N/A
Robin Street: N. of Sheridan Road	2,800	1,300	1,890
Ryburn Road: S. of the RR Tracks	1,300	930	890
Shannon Road: W. of Oakwood Road	1,600	2,000	1,680
Sheridan Road: W. of Dollarway Road	7,500	7,300	6,450
Sheridan Road: W. of Gandy Avenue	9,700	6,100	5,120
Sorrells Road: E. of the RR Tracks	1,400	1,100	760
Spruce Street: S. of Havis Avenue	1,900	2,100	2,750
Spruce Street: S. of Scull Avenue	1,400	2,400	2,430
Sulphur Springs Road: E. of Oakwood Road	9,600	6,800	9,650
Sulphur Springs Road: E. of Scenic Drive	6,400	6,000	5,620
Sulphur Springs Road: W. of Temple Road	4,500	4,300	4,030
University Avenue: N. of Martha Mitchell	14,000	12,770	14,830
University Avenue: S. of Martha Mitchell	13,000	14,000	12,870
University: N. of Fluker Avenue	9,700	14,000	14,340
University: N. of Oliver Drive	6,400	8,180	7,310
Walnut Street: S. of 4 th Avenue	4,800	4,300	3,900
Walnut Street: S. of 5 th Avenue	4,800	5,100	N/A
Walnut Street: S. of 6 th Avenue	5,500	5,000	2,760
White Hall Road: N. of Sheridan Road	2,700	2,200	1,890
Whiteville Road: W. of RR Tracks	370	420	220
Wisconsin Street: N. of Westgate Lane	2,500	2,300	N/A

**CURRENT
LAND USE
AND
NATURAL
RESOURCES**

LAND USE

Fundamental to a transportation plan is the development of a land use plan showing the general arrangement of residential, commercial, industrial, public and semi-public uses required to serve the anticipated future population. Quantitative analyses of the amount of land used for these various purposes is of some assistance in projecting the amount of developed land that will be required in the future. Knowing these land areas, it is possible to develop a plan, showing their optimum arrangement in relation to the core and the outlying areas.

The existing pattern of development within the study area must be taken into consideration. The future land use pattern will evolve gradually with improvements made to public facilities such as streets, water service and sewer lines. The land use plan should establish objectives which, if followed, will guide future development and create an efficient and attractive regional land use pattern.

In general, the urban pattern should not be broken by large tracts of vacant land. The development should be balanced around a common center, preferably the central business district, and transportation modes. This type of balanced pattern will provide a greater dispersion of traffic and enhance access to public services. The population need not be too dense; however, it should avoid being too scattered since an extremely low population density greatly increases the per household cost of public services and facilities.

Development within the non-urban portions of the study area should be encouraged in the form of clusters rather than in a strip manner along major transportation routes. This will facilitate the provision of utilities at a level and standard that is necessary to protect the public's general health and welfare. Density in the rural portions of the study area, however, should be kept as low as possible. The most productive farmland should be reserved for agricultural use and suitable open space and wildlife habitats should be preserved. Also wetlands, floodplain and environmental sensitive areas need to be preserved.

Following are descriptions of the general types of land uses in the Study Area and a brief portrait of the prevailing development trends.

RESIDENTIAL NEIGHBORHOODS

In the core of the Study Area, residential developments are generally organized into neighborhood units. These neighborhood units normally are bounded by major streets and each neighborhood usually contains between 2,500 and 5,000 persons, centered upon an elementary school, commercial area or public facility. The residential neighborhoods normally are between one-half and one mile square in size. Neighborhood shopping facilities are provided along arterial streets and major intersections. Traffic circulation should be designed to go around and not through the neighborhoods. In order to accomplish this objective, residential streets should be narrow and discontinuous in order to discourage heavy or fast through traffic.

It should be emphasized, however, that it is not necessary for an entire neighborhood to be developed with single-family homes. Properly arranged combinations of single-family homes, duplexes and multi-family dwellings may be placed in some neighborhoods, although careful attention should be given to the location of each of these uses. While satisfactory locations in outlying areas may be provided for duplexes and apartment buildings, particularly in areas adjacent to shopping centers or major centers of employment, most of the multi-family dwellings will continue to locate near the core of the study area. This has been a natural occurrence in the past as these areas are logical and convenient for such high-density uses.

COMMERCIAL AREAS

There are four general types of commercial centers, the largest of which is the central business district. The central business district is the hub of financial, professional and governmental services of the study area. It also is the location of commercial activities which serve the needs of those persons who work in the central business district and those surrounding neighborhoods. An objective of the land use plan should be to undertake measures necessary to encourage development of the present central business district as to make it a primary commercial center. It should however, regain its dominant position through its competitive energy and not by arbitrary prevention of competing centers by zoning action.

The second type of commercial use is the regional commercial center. This area serves general retail and related services of the PBATS study area. The general retail and service area includes those counties that are within the Pine Bluff market area. Such facilities preferably should be grouped in one location such as a shopping center which provides ample parking and having excellent access to the major transportation facilities.

The third type of commercial use is the neighborhood commercial area. This area serves the immediate needs of residential areas. Such facilities preferably should be grouped together into shopping centers providing ample parking areas and interfering as little as possible with adjacent residential uses.

The fourth type of commercial use is the general highway commercial area. This area contains automotive-oriented establishments such as motels, convenience stores/filling stations, restaurants, and similar facilities, catering to both local and transient business.

Commercial uses should be concentrated at or near the intersections of major streets. These are logical locations for neighborhood shopping centers and certain other types of commercial facilities. Commercial uses should not be allowed to spread along major street frontages. Only a small part of this type of frontage can be utilized for commercial purposes because of the limited amount of commercial area needed. Scattering commercial uses along major streets interferes with their traffic carrying capacity. Finally, the stores themselves, when grouped in logical centers are more vigorous business complexes than when each store is in a more isolated location.

INDUSTRIAL AREAS

The location of transportation facilities such as the airport, railroads, riverways, and major highways will influence the locations of industrial developments. Modern industries need large areas for adequate off-street parking and for future expansion. Many industrial processes have been improved and emission of smoke, gas, dust and noise has been eliminated or greatly reduced, so that they are not as objectionable as they were some years ago. The land use plan should provide for industrial sites which are adequate in area, have convenient access and pleasant surroundings.

Industries can be placed in more outlying locations, with the advantage of reversing the traffic flow at peak hours. New industrial growth need not be located in the outlying districts, because as older industrial areas become vacant they should be redeveloped.

PUBLIC AND SEMI-PUBLIC USES AND PARK AREAS

Scenic areas within the study area, and particularly substantial parts of the Arkansas River and Bayou Bartholomew, should be preserved and enhanced as part of the park system. Neighborhood parks should be developed in conjunction with elementary schools. Public and semi-public uses such as churches, institutions, clubs and golf courses provide the community with necessary open spaces. Where possible, large tracts of these land uses should be interconnected in a greenbelt fashion that would bisect other various land uses.

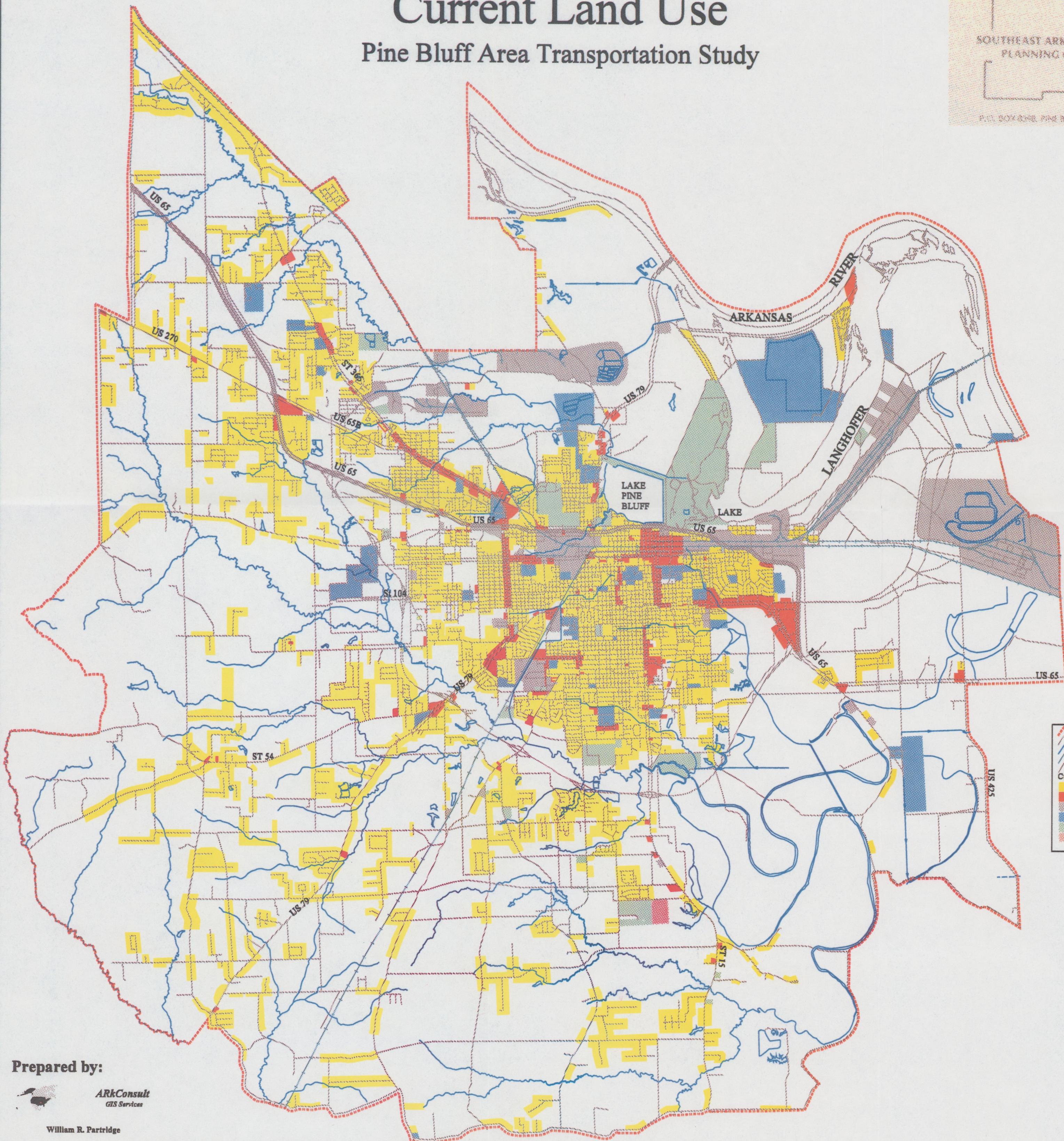
CURRENT DEVELOPMENT TRENDS

The past urban development of the City of Pine Bluff has been relatively compact and quite similar to most urban centers in the mid-south region. Originally expanding in a uniform concentric form around the central business district. The Arkansas River, and its extensive floodplain in the eastern portion of the study area and the Bayou Bartholomew area were once barriers to unlimited growth in the north, south and east portions of the study area. Because of these barriers, the development of the study area was bound by the Arkansas River on the north, the floodplain on the east, Bayou Bartholomew on the south and Oakwood and Claud Road on the west. However, completion of the Southern Bypass will improve access to all areas of the study area. This improved access will have a strong influence on the expansion of low density residential, commercial and industrial developments in the study area fringe.

Railroads bisect the central core of the study area. Most early industrial development occurred in close proximity to the railroads. However, with the advent of better roads and improvements made in the trucking industry, the trend has been towards dispersing industrial locations throughout the core area. The main industrial areas are located at the Pine Bluff Port area, the Jefferson Industrial Park, and along major arterial and collector roads within the core area.

Current Land Use

Pine Bluff Area Transportation Study



Legend

- PBATS Boundary
- Arkansas River
- Streams
- Railroads
- Roads
- Current Landuse**
 - Residential
 - Commercial
 - Industrial
 - Public and Semi-Public
 - Parks/Recreational Facilities
 - Other



Prepared by:



ARKConsult
GIS Services

William R. Partridge

HISTORICAL, CULTURAL, AND NATURAL RESOURCES

The surface and subsurface geologic resources principally play a subtle and indirect role in molding the characteristics of the Pine Bluff area. Except for a small amount of sand and gravel operations, the geology of the area has contributed little to the direct economic base of the Study Area. Similarly, there is little in the way of distinctive geologic features and formations that are unique to the Study Area. However, structural geologic hazards in the area have played and will continue to play a role in the growth and development of the Pine Bluff Area Transportation Study area.

The most critical relationship of geology to the Study Area is expressed topographic relief. Of key significance is the location of Pine Bluff essentially on the escarpment between the gently rolling coastal plain to the west, the flat alluvial plain to the east, and the dominance of riverine-sculptured features. This setting has provided Pine Bluff with a diversity of environmental resources, a diversity in economic base, and a diversity in its social characteristics. The setting has also been the key determinant in the pattern of growth and development of the Study Area and will continue to do so. The major contradictory topographic parts of the area has resulted in many of the current problems (drainage, flood control, and land use) which face the PBATS area.

Environmentally, the narrow, braided streams and the stands of mixed hardwoods and pines on the gently rolling uplands provide an array of habitats for species more commonly associated with the western portions of the State. To the east, the flat alluvial plain with its broad meandering rivers, numerous oxbow lakes and stands of bottom land hardwoods and semi-swamps provide habitat for lowland species characteristic of the Mississippi Delta system. In close association with the diversity of environs are a variety of recreational opportunities and opportunities for the scientific study of natural history within the Study Area.

Historically, the dominant elements in the settlement and development patterns of Jefferson County and the PBATS area have been that location and physical setting that provided a favorable setting for the development of a complex pre-European culture based on farming, hunting of animals, and gathering of edible plants, and led to European settlement in the early 1800's. The rich alluvial plain gave the Study Area its first economic footing, that of agriculture (principally cotton). Around this base developed many of the early social characteristics of the area, which in large part, still remains today. With the development of the community, industries associated with timber, paper products, and other wood products also developed in response to the abundance of land to the west to support stands of managed pine. This economically inclined the area toward split natural land resources, agricultural and forestry. In recent years, many areas once cleared for their timber and for farming have been replanted with pine. This has added to the lumber reserves of the region.

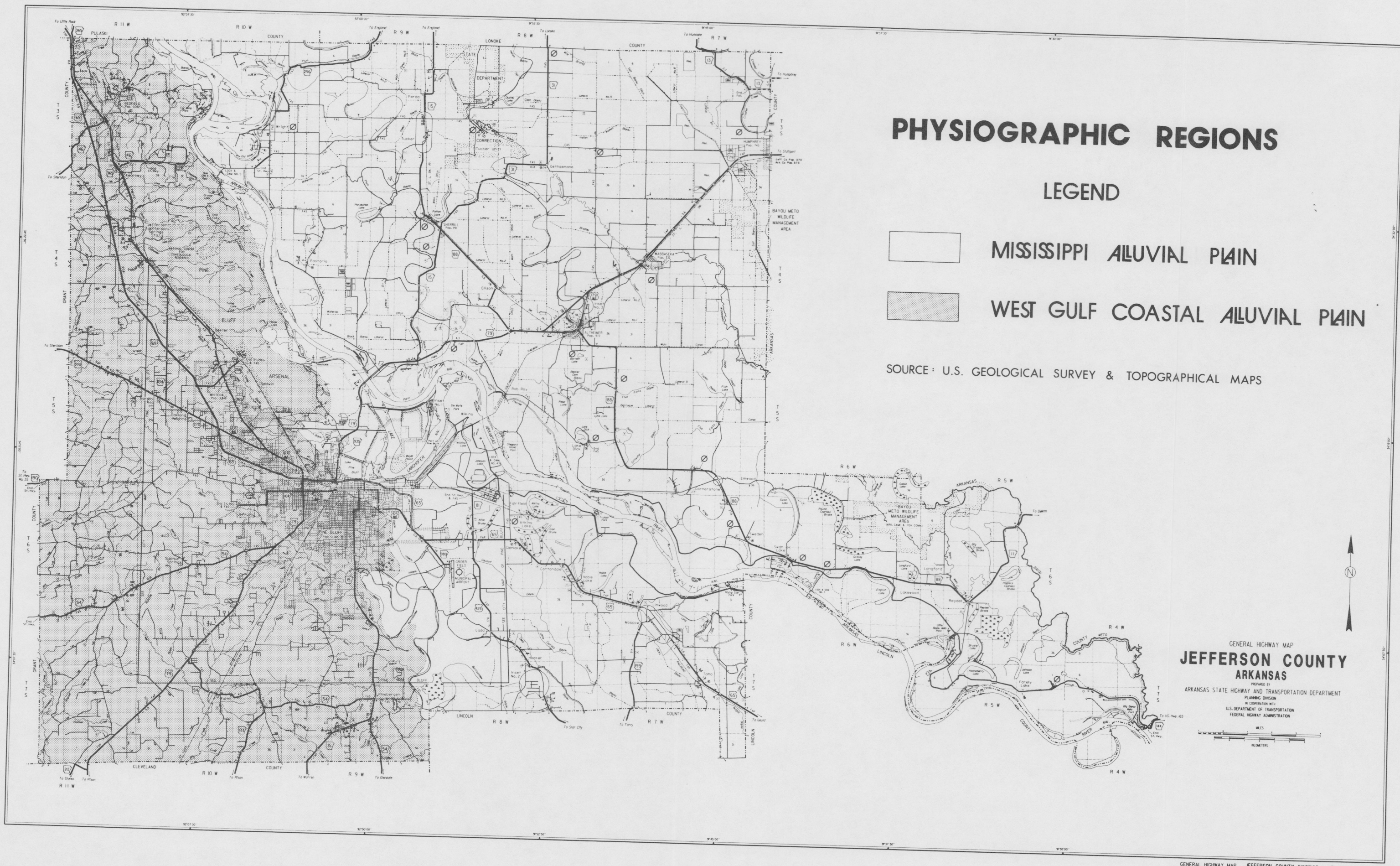
Until World War II, the regional economy continued to be based almost exclusively on agriculture. With the war, the Pine Bluff Arsenal was located northwest of Pine Bluff, and an aviation training facility was established at Grider Field. Together, these facilities provided jobs for 3,500 to 3,700 local residents.

In the mid-1950's, the St. Louis-Southwestern Railroad built its gravity yards in Pine Bluff and transferred several employees from Tyler, Texas. Also during this period, a state-operated Vocation-Technical School and a regional hospital were built in the City to serve Jefferson County as well as adjacent counties.

In the 1960's, the Pine Bluff-Jefferson County Port Authority was created in anticipation of the Arkansas River becoming a major inland water transportation corridor into Oklahoma. With the McClellan-Kerr Arkansas River Navigation Project, which made the river navigable from Oklahoma to the Mississippi River, the Arkansas River became a major transportation corridor in the County and has attracted new industries to the Port of Pine Bluff and the Jefferson Industrial Park.

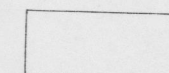
The physical development of the area has followed its topographic patterns. Much of the early development was located on the high grounds adjacent to the escarpment and in close proximity to both the alluvial plain and uplands. As the area developed, it spread both westward and eastward. In the latter direction, limitations to development were quickly encountered in the form of poor drainage and chronic flooding. The same limitations persist with the Study Area today.

Still, urban growth causes a demand to convert natural resources into urban land. This conversion process is necessary to maintain the viability and well-being of the community. However, despite the abundance of land and water resources within the Study Area, these natural other resources that affect the quality of our environment and identity of the area must be protected. There are a number of environmental, historic, cultural, and aesthetic resources within the Study Area that warrant restoration, preservation, and/or enhancement. During the development of the 2025 Transportation Plan, a review was conducted of all available documents dealing with environmental, historic, cultural, and aesthetically significant resources within the Study Area. These resources were identified, and the major resources of the Study Area are shown on Map 5. In addition, various transportation links were analyzed in terms of meeting the community overall economic, social, and environmental needs, and due consideration was given in developing a transportation network that services the community needs while providing opportunities to insure that the natural and other resources can be used and enjoyed by future generations.



PHYSIOGRAPHIC REGIONS

LEGEND



MISSISSIPPI ALUVIAL PLAIN

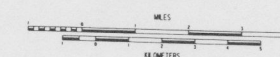


WEST GULF COASTAL ALUVIAL PLAIN

SOURCE: U.S. GEOLOGICAL SURVEY & TOPOGRAPHICAL MAPS

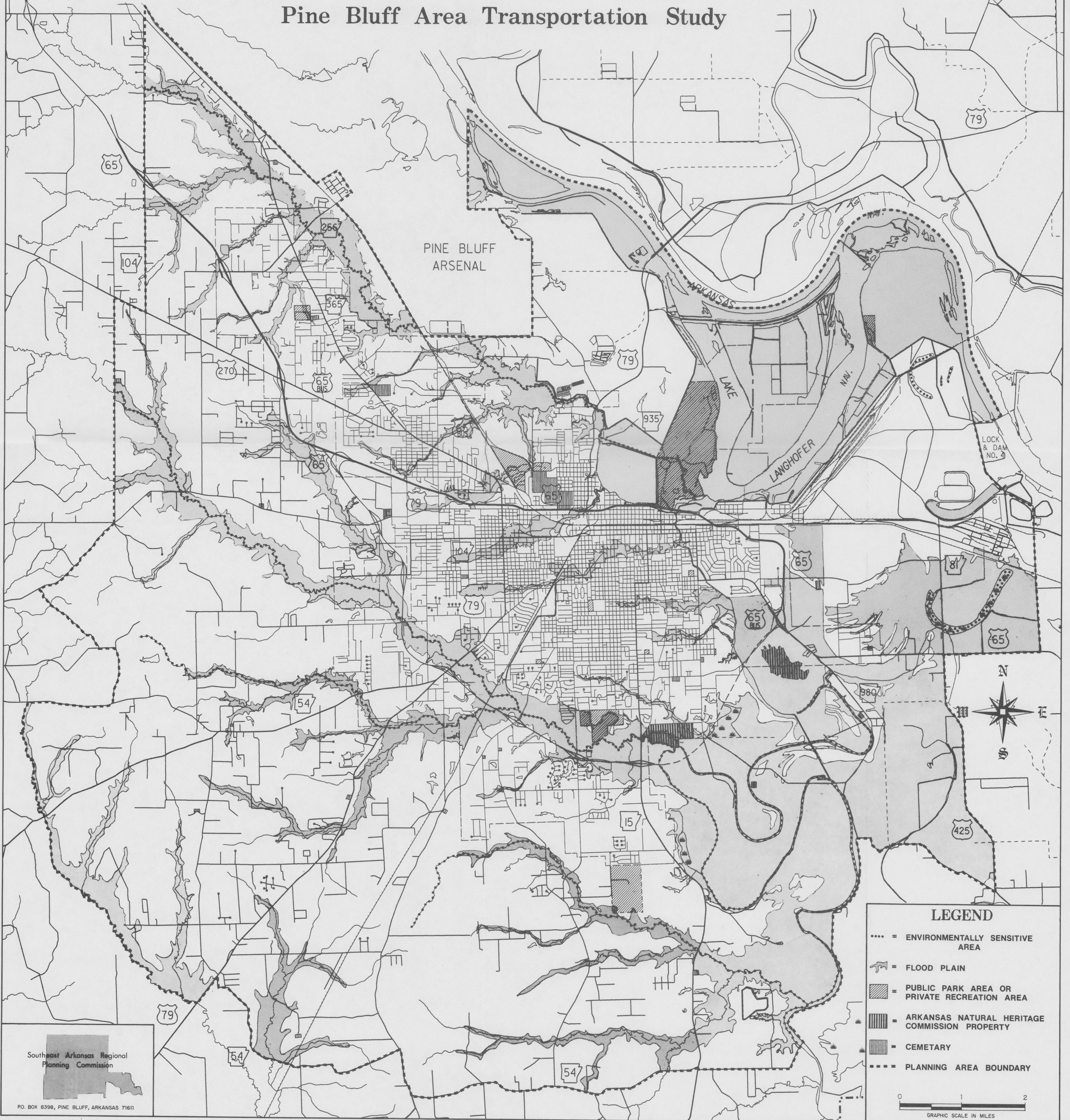
GENERAL HIGHWAY MAP
JEFFERSON COUNTY
ARKANSAS

PREPARED BY
ARANKAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
PLANNING DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



Environmentally Sensitive Areas In The Year 2020 Unconstrained Transportation Plan

Pine Bluff Area Transportation Study



**COMMUNITY
CONTROLS
AND
PRESERVATION
OF
RIGHT-OF-WAY**

It has long been a trend within the Study Area for most growth to occur south and southwest of the Pine Bluff city limits and all around White Hall except to its east (the Pine Bluff Arsenal Boundary stops eastern growth in this area). The Year 2025 Transportation Plan was developed partly in relation to existing development and roads, existing travel patterns, and logical road extensions in conjunction with north-south and east-west movement as well as other master plans such as Pine Bluff's Master Sewer Plan. In addition, development is more apt to occur in these areas due to the absence of extensive flood-prone lands and because the soils of the area are more suitable for urban development. Other considerations included future commercial development near the Pines Mall and existing and future industrial development in the Port of Pine Bluff and Jefferson Industrial Park.

It is a city's right as well as its duty to guide growth and provide for expansion by regulating where residential, commercial, and industrial growth shall occur and how residents and employees can travel from home to job to shopping to service centers. Cities of the first and second class in Arkansas are empowered by Act 186 of 1957, as amended, to establish a planning commission, prepare plans, adopt the prepared plans, and develop implementing regulations. In fact, each city that utilizes zoning and subdivision regulations must develop at a minimum a land use plan and a master street plan for the city and the extraterritorial jurisdiction that encompasses its planning area. These plans provide the basis of the zoning and subdivision regulations which are the tools a city uses to provide for orderly growth and to provide for access to and from the areas where people reside, work, shop, etc.

LAND USE PLAN

The land use plan contained in this section (see Map 6) is the Year 2025 Transportation Plan Land Use Plan. This plan is based on the concept of guiding existing development trends in accordance with the goals and objectives obtained from the City of Pine Bluff's Land Use Plan, Jefferson County Development Framework, and White Hall's Land Use Plan. These three plans were prepared based on the requirements for future land uses. In the process of developing the three land use plans, various land use requirement projects, other land use related studies, and the PBATS Transportation Plan were evaluated and assembled into the land use plan for each local entity.

There are four primary classifications of land use that are set forth in the Land Use Plan. Their purpose by type are:

1. Residential Land Uses: to provide for the distribution and density of residential uses based on the projected population; the optimum utilization of land based upon physical limitations (floodplains, water resources, soils, and slope, etc.); and the functional relationship of public utilities and facilities and the transportation system.
2. Commercial Land Uses: to provide sufficient commercial land located throughout the community to serve the proposed residential land uses and support the projected population, and to maintain the existing commercial areas. The location of such land

uses should also have a functional relationship with the transportation system and be adequately accessed from the residential areas.

3. **Industrial Land Uses:** to provide sufficient industrial land uses within the community to provide employment opportunities for the projected population and to maintain the existing industrial areas. The location of such land uses should be in areas that have direct access to intermodal transportation systems and be accessible to the residential neighborhoods in the community. The industrial land uses should be environmentally compatible with the surrounding land uses.
4. **Open Space:** to preserve and acquire open space for a variety of purposes such as recreational resources, flood control and management, conservation of natural resources and wildlife habitat, preservation of historical, architectural and archeological sites, and protection of environmentally sensitive areas.

Following is a summary of the different kinds of land uses established for the Study Area.

RESIDENTIAL AREAS

The Land Use Plan shows two categories of residential use ranging from low and medium density to high intensity multi-family areas. The net density implied in each of these areas is as follows:

- Low to Medium Density: one to two dwelling units per acre;
- High Density: three or more dwelling units per acre.

Net density represents the number of dwelling units per net acre of land devoted to residential buildings and accessory uses on the same lot, excluding land for streets, public parking, playgrounds and non-residential uses.

The plan assumes that public water and sanitary sewer service would be provided to all but the low end of the density classification. Since there is no county zoning, it is anticipated that urban sprawl will continue outside the two cities.

The plan makes ample provision for the estimated future residential areas needed to serve the projected regional population of 74,050 persons. In other words, the residential areas shown on the land use plan will not be fully developed by the year 2025. The region will still be expanding and growth is expected to take place in the areas shown on the plan.

COMMERCIAL AREAS

The Pine Bluff Central Business District is no longer a dominant commercial center, but it still remains the center for financial institutions and governmental offices. Commercial

activities have spread throughout the central core area in shopping centers and strip commercial development located along the main streets within the study area.

The commercial land uses designated on the plan to meet the residential land use needs and those of the Pine Bluff marketing area have been located strategically throughout the community adjacent to major street intersections.

INDUSTRIAL AREAS

The location of transportation facilities will influence industrial locations in the future, although additional factors affecting new industrial sites have to be taken into consideration. These factors are the need for large areas to accommodate modern one-story operations and the fact that many industrial processes have been improved which substantially reduce, if not eliminate, the emission of smoke, gas, dust and other objectionable features usually associated with industry. Industrial firms seeking a new location are looking for suitable wide open spaces just as the residential and shopping center developer, and at the same time, other urban land uses are not likely to object to being close to a well designed industrial building situated on an attractively landscaped lot. Based on this premise, the land use plan provides for industrial sites which are more than adequate in area, have reasonably pleasant surroundings, and have good and convenient access.

PUBLIC AND SEMI-PUBLIC AREAS

Schools, churches, cemeteries, and public facilities comprise the major land areas in this category. Schools will be needed as new development takes place. Wherever possible, elementary school sites should be located close to the center of each neighborhood in connection with a neighborhood park.

OPEN SPACE AND ENVIRONMENTALLY SENSITIVE AREAS

These types of land uses are important for a community and society as a whole. Open space refers to land which are used for park and recreation. It also refers to land which is not desirable for urban development because of its topography such as land located in floodplain areas, areas with poor slope and soil conditions, or other assorted problems associated with development. Environmentally sensitive areas refer to those geographic areas that support unique wildlife and flora life, areas with historical importance, and wetlands.

AGRICULTURE

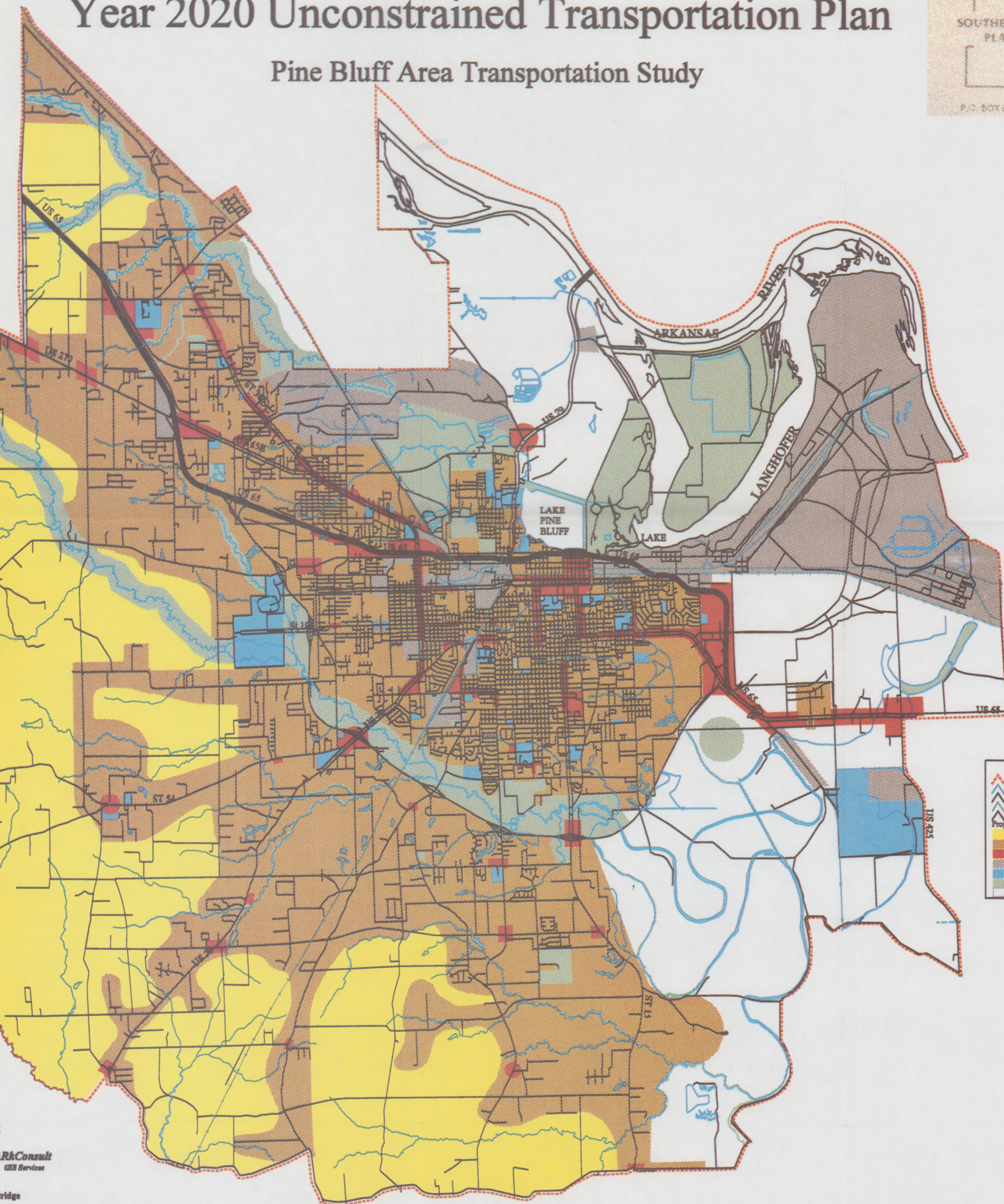
Agriculture refers to land which is used for prime agricultural purposes and that should be used for said purpose.

Neither the local jurisdictions' nor the transportation land use plans will be completely implemented by the year 2025 because the pattern man establishes upon the landscape changes very slowly. But, if there is widespread understanding of the plan and the rationale behind it, a considerable amount of progress can be made. The growth will occur slowly and will take place in the southern, southwestern, and northwestern portions of the study area. Urban development will likely fade into the countryside and continue to expand outward from the core area, even beyond the limits of the present study area. In this respect, the ultimate urban landscape is limited only by the practicality of extending services and the extent to which farmland and woodlands are allowed to be converted into urban uses.

The proposed land use plan indicates the general arrangement of residential, commercial, industrial, public, semi-public, and recreational uses required to serve the study area's estimated 2025 population of 74,050 persons. In addition, the plan reflects open space areas needed to serve the immediate anticipated population growth, and also areas that because of topographic conditions or other factors should never be allowed to develop intensively.

Proposed Land Use For The Year 2020 Unconstrained Transportation Plan

Pine Bluff Area Transportation Study



Legend



MASTER STREET PLANS

The purpose of a Master Street Plan to provide for the orderly growth and development of a city through the safe and efficient movement of people and goods. Transportation planning renders adequate access to developing areas as well as providing needed transportation improvements to established areas. Good transportation planning that is based on a viable plan is essential to a city's growth. Through such planning, a city becomes able to take advantage of important features of the community by providing the access to these features.

A Plan focuses attention on needs identified by existing conditions as well as on needs that are based upon future demands. In addition, a schedule of improvements can be established based on priorities and the capital improvements program. These priorities may change or new priorities may develop but through a continuing transportation planning process, they can be anticipated and absorbed into the Plan.

The Cities of Pine Bluff and White Hall each have adopted a Master Street and Land Use Plan as well as Subdivision and Zoning Regulations so the cities will experience orderly and planned growth. These City Master Street Plans include, at a minimum, all roads identified on the Year 2025 Plan. The roadways contained in these transportation plans are classified by the way the facility functions in terms of type of traffic carried. The State of Arkansas mandates that the system be classified into one of five classes. Following are descriptions of the classification of streets as shown on the street/transportation plans, a cross section diagram of each type, vehicle capacity, right-of-way required, pavement width, recommended vehicle speed, etc.

INTERSTATE FREEWAYS: High speed, high volume, multi-lane access-controlled facilities with no access to adjacent land uses, and grade separations at all cross streets. They provide basic interstate service linking major cities as recognized by the Federal Highway Administration.

OTHER FREEWAY AND EXPRESSWAYS: High speed, high volume, multi-lane facilities with a very high degree of access control providing traffic service to long distance traffic across the metropolitan area. Access is severely limited to public road intersections or preferably, grade separated interchanges.

PRINCIPAL ARTERIAL: Multi-lane, moderately high volume roads serving major centers of activity in the urban area and carrying a high proportion of total urban area travel. Trips are for long distances, and access may be controlled through limited curb cuts, medians, etc. to preserve travel mobility.

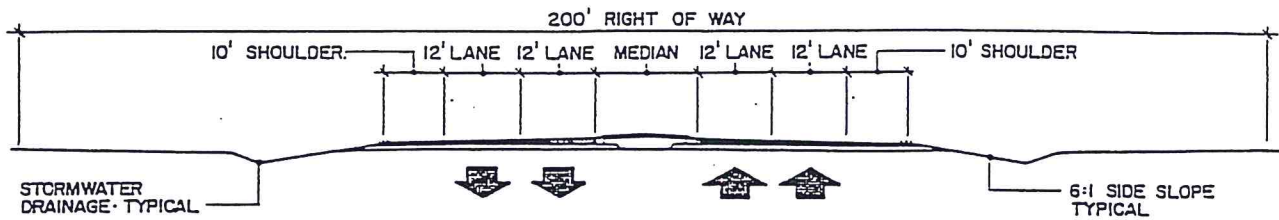
MINOR ARTERIAL: Multi-lane, moderately high volume roadways carrying traffic for shorter distances between higher class facilities. A lower level of travel mobility is achieved through minimal control of access to abutting land uses.

COLLECTOR: Typically low volume two-lane roads which provide access in and out of neighborhoods for short distances to the arterial system. In areas of unusually dense development they may be four-lane.

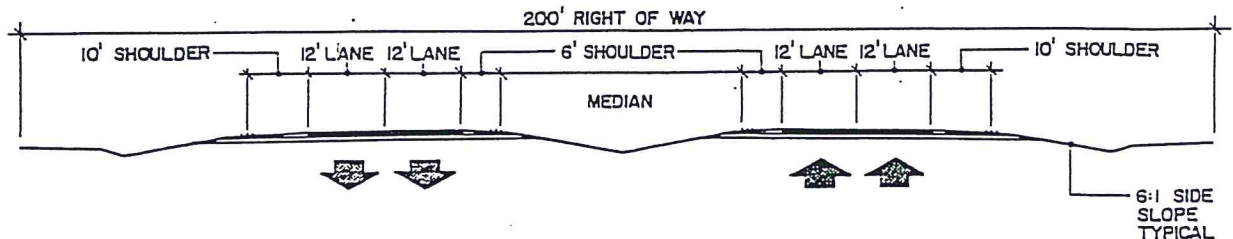
The following cross-sections were developed for each functional class to ensure the orderly growth of the area-wide street network so that it may function properly as envisioned in the 2025 Transportation Plan. Right-of-way and lane widths vary in order to provide sufficient traffic service and safety given the desired travel speeds for each functional class. Minimum cross-sections are ideals for roadways in new locations or widening of existing roadways in areas with development that does not significantly encroach on the recommended right-of-way. In heavily developed areas, reduction of right-of-way and roadway width may be approved on a case by case basis to avoid incurring prohibitive costs and/or undesirable negative impacts.

INTERSTATE FREEWAYS

FREEWAY/EXPRESSWAY



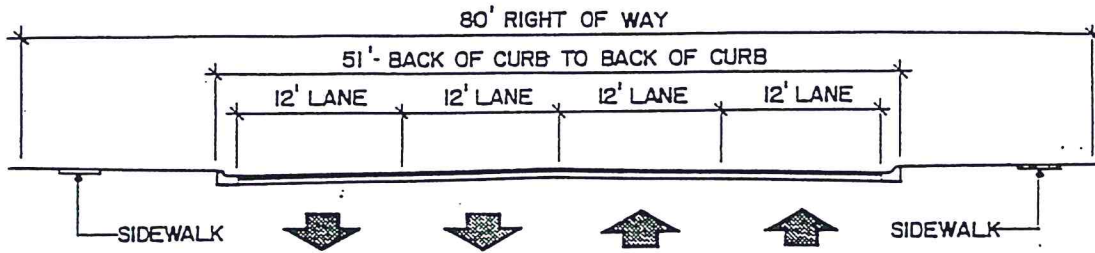
TYPICAL SECTION OF A RAISED MEDIAN EXPRESSWAY
NOT TO SCALE



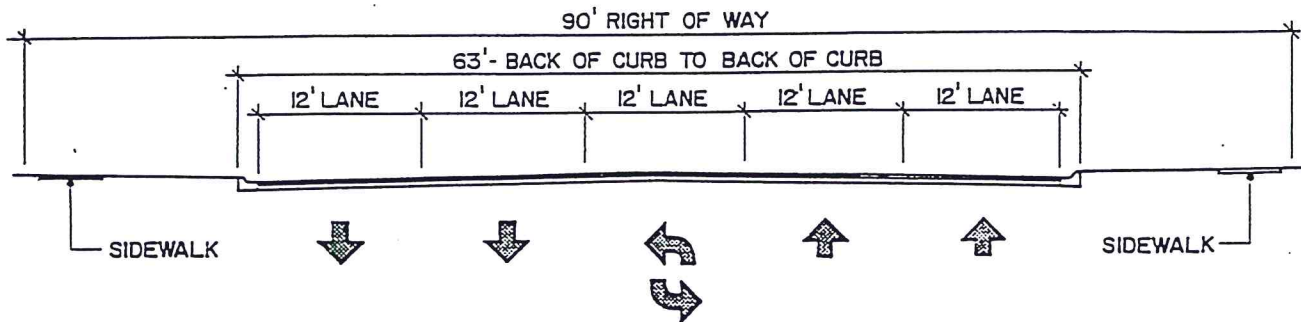
TYPICAL SECTION OF A DEPRESSED MEDIAN EXPRESSWAY
NOT TO SCALE

Capacity	-	38,000 vpd expressway; 71,700 vpd freeway.
Service Volume	-	28,300 vpd expressway; 44,800 vpd freeway.
Speed	-	45-55 mph.
Traffic Lanes	-	Four 12 foot lanes; where at-grade intersections occur on expressways, right and left turn lanes should be provided.
Parking Lanes	-	None; emergency parking permitted on shoulders.
Shoulders	-	10 foot outside and six foot inside shoulders.
Side Slopes	-	Slopes should not exceed a minimum ratio of 6:1 to a distance of 30 feet from the edge of traffic lanes.
Paved Width	-	98 feet depressed; 84 feet raised; width includes median.
Right-of-Way	-	200 feet; on Federally funded and State projects, R/W requirement will normally be 300 feet, with more-at interchanges.
Sidewalks	-	None.
Median	-	24 feet minimum desirable; median is measured between edges of opposing traffic lanes; when Federal funding is involved, the depressed median shown as 18 feet should be 48 feet; this provides a 60 foot median: 48 feet plus two 6-foot shoulders; when raised median is used, a New Jersey barrier wall is normally used for safety.
Frontage Roads	-	Should not be permitted except where existing development needs frontage roads to maintain access. Freeway exit ramps will not intersect frontage roads unless the frontage is one-way in the same direction.

PRINCIPLE ARTERIAL



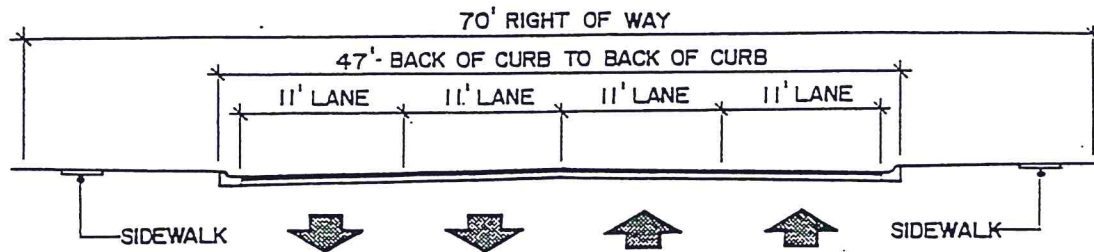
MINIMUM
NOT TO SCALE



DESIRABLE
NOT TO SCALE

Capacity	-	22,800 vpd; 27,600 vpd with left turn lane.
Service Volume	-	17,000 vpd; 20,600 vpd with left turn lane.
Speed	-	40-45 mph.
Traffic Lanes	-	Four 12 foot travel lanes; 12 foot left turn bay at intersections where necessary, and a continuous turn lane where there are high volumes of mid-block turns.
Parking Lanes	-	None.
Paved Width	-	51 feet minimum from back of curb to 63 feet with a continuous turn lane.
Right-of-Way	-	80 feet minimum; 90 feet for intersection widening and where possible for five lane sections.
Sidewalks	-	Two 4 foot minimum sidewalks; 8 foot clearance from traffic lanes where possible; consideration should be given to widening in vicinity of schools or where high pedestrian traffic occurs.

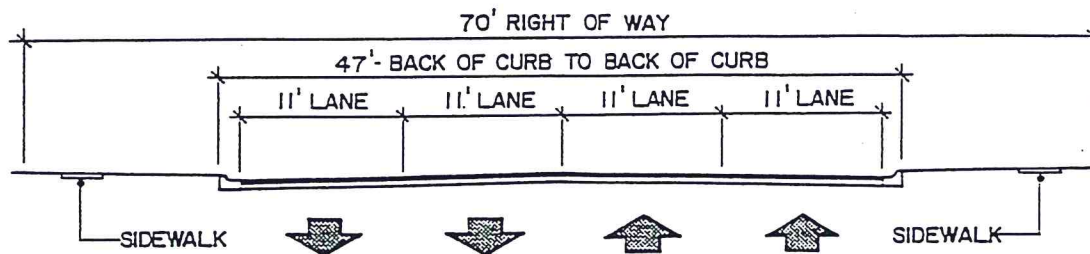
MINOR ARTERIAL



Capacity	-	16,300 vpd; 19,800 vpd with left turn lane.
Service Volume	-	12,200 vpd; 14,800 vpd with left turn lane.
Speed	-	35-40 mph.
Traffic Lanes	-	Four 11 foot travel lanes; 11 foot left turn lane may be necessary at intersections and in areas with high volumes of mid-block turns.
Parking lanes	-	None.
Paved Width	-	47 feet; 56 feet with turn lane.
Right-of-Way	-	70 feet minimum; 80 feet for intersection widening and where possible for five lane sections.
Sidewalks	-	Two 4 foot minimum sidewalks; 8 foot clearance from traffic lanes where possible; consideration should be given to widening in vicinity of schools or where high pedestrian traffic occurs.

COLLECTOR

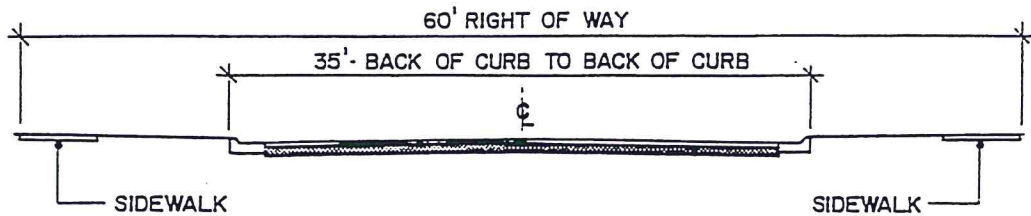
HIGH DENSITY: For use over short distances in commercial, industrial, apartment, and other high density areas



Capacity	-	12,200 vpd; 14,800 vpd with left turn lane.
Service Volume	-	10,700 vpd; 12,900 vpd with left turn lane.
Speed	-	25-35 mph.
Traffic Lanes	-	Four 11 foot travel lanes; 11 foot left turn lane may be necessary at intersections and in areas with high volumes of mid-block turns.
Parking lanes	-	None.
Paved Width	-	47 feet.
Right-of-Way .	-	70 feet minimum; 80 feet for intersection widening
Sidewalks	-	Two 4 foot minimum sidewalks; 8 foot clearance from traffic lanes where possible; consideration should be given to widening in vicinity of schools or where high pedestrian traffic occurs.

COLLECTOR

Low DENSITY: For use primarily in residential and other low density area.



Capacity	-	12 foot approach:	6,200 vpd; 8,800 vpd with left turn lane.
		11 foot approach:	5,900 vpd; 8,500 with left turn lane.
Service Volume	-	12 foot approach:	4,700 vpd; 6,900 vpd with left turn lane.
		11 foot approach:	4,000 vpd; 5,800 with left turn lane.
Speed	-		25-30 mph.
Traffic Lanes	-		Two 11 foot travel lanes; 10 foot left turn lane at intersections where necessary
Parking lanes	-		10 foot lane provided but not necessarily defined; none when turn lane is provided.
Paved Width	-		35 feet.
Right-of-Way	-		60 feet.
Sidewalks	-		Two 4 foot minimum sidewalks; 8 foot clearance from traffic lanes where possible; consideration should be given to widening in vicinity of schools or where high pedestrian traffic occurs.

SUBDIVISION REGULATIONS

Subdivision regulations for the Cities of Pine Bluff and White Hall ensure proper development within the cities and their areas of extraterritorial jurisdiction while protecting the developer, homeowner, and the cities from improper infrastructure construction and uncontrolled growth. Through these regulations, proposed facilities shown on the cities' Master Street Plans and on the portion of the Year 2025 Transportation Plan contained in the cities' planning area can be required to be constructed according to proper standards and specifications. Conformity to these standards, and the provisions for the dedication of rights-of-way, enable the cities to control their growth and development while assisting in the implementation of the Master Street/Transportation Plans.

ZONING REGULATIONS

The most direct way of influencing the development of a community is through the application of a zoning code. Both Pine Bluff and White Hall have adopted and administer zoning regulations. Zoning classifications regulate the type and intensity of development, thereby regulating the activity a development will generate and protecting the existing and proposed transportation facilities from ineffectiveness and overcrowding. Zoning also regulates structure setbacks from a proposed street right-of-way and existing transportation facilities and their eventual improvements. Therefore, adherence to setback requirements assists in the preservation of rights-of-way for future facilities that are contained in a master street plan.

**PINE BLUFF AREA
TRANSPORTATION
STUDY
YEAR 2025
TRANSPORTATION
PLAN**

THE UNCONSTRAINED PLAN

The Year 2025 Unconstrained Transportation Plan is the optimum plan that would serve the Study Area transportation needs through the Year 2025 and beyond. The Unconstrained Plan is integrated with the land use plan to ensure that when development does occur in any location within the Study Area, the land uses being served will have transportation linkages serving them. By considering the relationship between the types and intensity of the land uses and the generation of traffic movements between them, the Transportation Plan, in conjunction with the land use plan, will shape the pattern of urban development, improve the livability of the area, and allow for the complete use of transportation facilities.

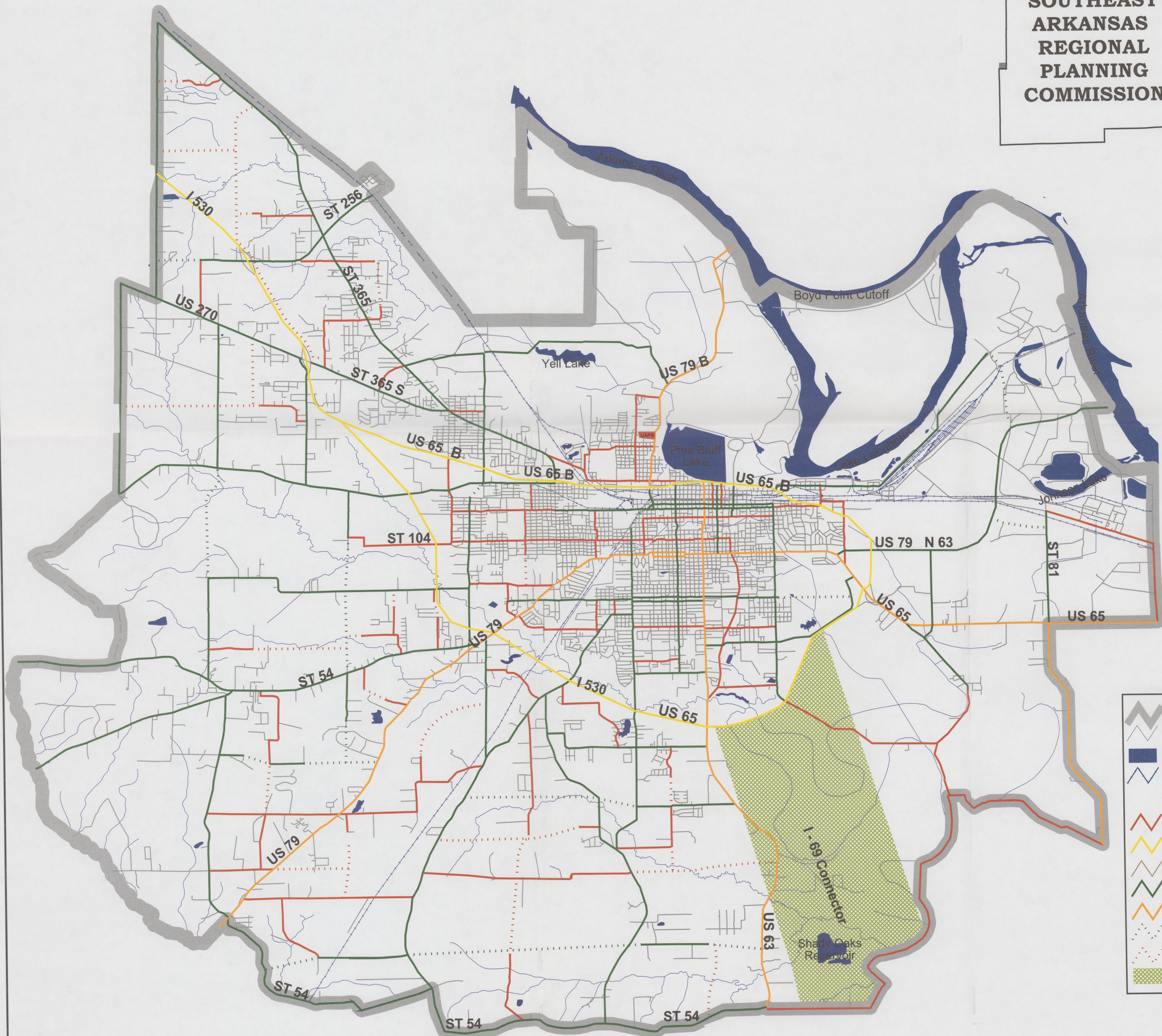
The Year 2025 Unconstrained Transportation Plan has not changed dramatically from the first Pine Bluff Area Transportation Plan adopted in 1969 for the year 1990 and its revisions. The 1990 Plan was based on travel needs of the 1990 population and employment as projected using figures from 1940 through the mid-1960's. During that period, the Pine Bluff area population tripled. Since 1970, the Pine Bluff area has experienced an out-migration of population. Within the Study Area itself, there has been a shift in population from the core of the City to the fringe areas. The Study Area has been expanded outward from the original Study Area to reflect this movement by the population. Generally, the arterial streets within the Unconstrained Plan have been spaced at approximately one-mile intervals within the Study Area. Collector streets have been located as nearly as possible to the mid-point between the arterials using existing streets where possible to provide for connections between the local street system and the arterial street pattern.

As stated in the previous section, facilities on the Year 2025 Unconstrained Transportation Plan are also contained in the Master Street Plan for those jurisdictional areas of the Cities of Pine Bluff and White Hall located within the Study Area. These Master Street Plans are recognized under Act 186 of 1957, as amended, of the Arkansas State Statutes and are the instruments used by the Cities to preserve future rights-of-way for the major street system. The State Statute states that Master Street Plans shall include the general location of streets and highways to be reserved for future public acquisitions and that they may provide for the removal, relocation, widening, narrowing, vacation, abandonment, change of use, or extension of any public way. The Cities of Pine Bluff and White Hall, through their subdivision regulations adopted under this State Statute, require persons subdividing their property to make the appropriate road dedications and improvements as shown on their Master Street Plan. Cross-sections for arterial and collector streets for both cities are the same as those identified in the previous section of this plan.

2025 UNCONSTRAINED TRANSPORTATION PLAN

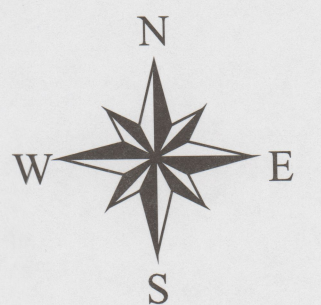
PINE BLUFF AREA TRANSPORTATION STUDY

**SOUTHEAST
ARKANSAS
REGIONAL
PLANNING
COMMISSION**



Legend

- PBATS Boundary
- Streams
- Arkansas River
- Railroads
- Roads**
 - Collector
 - Expressway
 - Local Roads
 - Minor Arterial
 - Principal Arterial
 - Proposed Minor Arterial
 - Proposed Collector
 - I-69 Connector



1.2 0 1.2 2.4 Miles

Prepared by:
University of Arkansas at Little Rock
GIS Applications Laboratory
501-569-8534

THE YEAR 2025 CONSTRAINED TRANSPORTATION PLAN AND CAPITAL IMPROVEMENT PROGRAM

OVERVIEW

In order to have a viable plan that can be used by the public and private sectors as a development guide, an implementation plan that shows what transportation projects will be implemented during a specific time frame must be prepared. The basic elements in preparing and adopting the implementation, or constrained, plan are 1) determining what transportation links on the Year 2025 Unconstrained Transportation Plan need to be implemented based on expected travel needs and 2) the availability of financial resources to implement the projects.

Through the planning process, the PBATS Policy Committee adopted both the Unconstrained and Constrained Transportation Plans. The Constrained Plan, shown on Map 8, represents the transportation projects the local jurisdictions and the State plan to implement during the next twenty-five years. The Plan was developed through public input and technical considerations and is also based on the following concepts:

- Traffic Service - What is the perceived level of transportation movement within the Study Area?
- Community Value - What role does transportation play not only in meeting the community travel needs but also in meeting social, environmental, historical, and economic requirements?
- Networking Continuity - To what degree does the transportation system allow for continuous traffic movements throughout the Study Area?
- Functional Classification of Roadways - Does the proposed transportation system maintain the proper spacing, and will the streets function as previously described?
- Use of Existing Facilities - Does the proposed Plan maximize the existing transportation system?
- Growth Potential - Is the proposed Plan compatible with the transportation needs of future development?
- Implementation - Are the selected projects necessary to ensure that the community remains a strong and vital place where residents can prosper?

The Capital Improvements Program on pages 62 through 68 lists which projects will be implemented during a certain time period, the estimated cost of each project in 2000 dollars, what jurisdiction is responsible for implementing each project, and a brief project description.

FINANCIAL PLAN

A long-range financial plan is necessary to determine what amount of capital is available to implement transportation improvement projects in the Year 2025 PBATS Constrained Transportation Plan. The Arkansas Highway and Transportation Department furnished PBATS with the estimated amount of Federal and State funds that would be available to implement surface transportation projects in the Study Area over the next twenty-five years. In order to determine what amount of funds will be available for implementing transportation projects at the local level in future years, an evaluation of past local transportation revenue and expenditures was necessary.

The evaluation of local revenues consisted of reviewing the amounts of revenue and expenditures for each local jurisdiction from 1984 through 1998. Revenues consisted of property tax collected for road funds, Highway Turnback Gasoline Tax funds, funds transferred from the general fund to the Street and Road funds, other funds, and in the case of Pine Bluff, Community Development Block Grant (CDBG) funds. Based on the evaluation of local jurisdiction transportation revenues and expenditures, it appears that local jurisdictions have, over the preceding fifteen year period, been able to allocate approximately five percent (5%) of its revenue sources for the implementation of major maintenance projects and construction of new transportation facilities.

Each jurisdiction is responsible for implementing and matching programs within their applicable areas, therefore revenues that can be spent on transportation projects have been broken down by jurisdiction. Table 7 "Projected Dedicated Revenue and Other Sources" is presented on the next three pages as Table 7a – Pine Bluff, Table 7b – Jefferson County and Table 7c – White Hall. These tables show the projected dedicated revenue and other revenue for the years 2000 through 2025 and reflect the annual average rate of increase in millage, Turnback Tax, and other revenues collected. From 1994 through 1998, the average annual rate of increase in the amount of millage collected by the three-mill tax for street and roads was, for Jefferson County - 2.5%, White Hall – 7.5%, and Pine Bluff – 3.5%. For the same time period, the State Highway Gasoline Turnback Tax annual average increase was, for Pine Bluff and White Hall combined, 1.5%, whereas the increase to the County was 3.0%. The category titled "Other Funds" in these tables represent funds that have been transferred from the General Fund to the Street and/or Road Fund. Also included in this category are a variety of funds such as interest income, funds from the sale of used equipment, CDBG funds, and so on. In order to establish a dollar amount for the "Other Fund" base year (2000), the average yearly amount of funds spent over the period 1994-1998 was used. A review of the amount of money in each local jurisdiction's "Other Funds" category since 1984 indicated that the annual average increase would be approximately 2.0%. These tables also show the amount of funds that would be available for transportation improvement projects assuming that five percent (5%) of the available revenue is set aside for that purpose.

TABLE 7a

**PINE BLUFF
PROJECTED DEDICATED REVENUE AND OTHER SOURCES**

YEAR	MILLAGE	HIGHWAY TURNBACK	OTHER	TOTAL FUNDING	AVAILABLE (5%) FOR CAPITAL EXPENDITURES
2000	473,863	2,614,570	169,248	3,257,681	162,884
2001	490,448	2,653,788	172,670	3,316,906	165,845
2002	507,613	2,693,595	176,123	3,377,331	168,867
2003	525,380	2,733,999	179,646	3,439,025	171,951
2004	543,768	2,775,009	183,239	3,502,016	175,100
2005	562,800	2,816,634	186,904	3,566,338	178,317
2006	582,498	2,858,883	190,640	3,632,021	181,601
2007	602,886	2,901,767	194,455	3,699,108	184,955
2008	623,987	2,945,293	198,344	3,767,624	188,381
2009	645,826	2,989,473	202,311	3,837,610	191,880
2010	668,430	3,034,315	206,357	3,909,102	195,455
2011	691,825	3,079,829	210,484	3,982,138	199,107
2012	716,039	3,126,027	214,694	4,056,760	202,838
2013	741,100	3,172,977	218,987	4,133,064	206,650
2014	767,039	3,220,511	223,367	4,210,917	210,546
2015	793,885	3,268,819	227,835	4,290,539	214,527
2016	821,671	3,317,851	232,391	4,371,913	218,596
2017	850,430	3,367,619	237,039	4,455,088	222,754
2018	880,195	3,418,133	241,780	4,540,108	227,005
2019	911,002	3,469,405	246,616	4,627,023	231,351
2020	942,887	3,521,446	251,548	4,715,881	235,798
2021	975,888	3,574,268	256,579	4,806,735	240,336
2022	1,010,044	3,627,882	261,710	4,899,636	244,968
2023	1,045,396	3,682,300	266,545	4,994,241	249,712
2024	1,081,984	3,737,535	271,875	5,091,394	254,569
2025	1,119,854	3,793,598	277,313	5,190,765	259,538

TABLE 7b

**JEFFERSON COUNTY
PROJECTED DEDICATED REVENUE AND OTHER SOURCES**

YEAR	MILLAGE	HIGHWAY TURNBACK	OTHER	TOTAL FUNDING	AVAILABLE (5%) FOR CAPITAL EXPENDITURES
2000	1,332,500	1,574,647	313,352	3,220,499	161,024
2001	1,365,812	1,621,886	319,619	3,307,317	165,365
2002	1,399,957	1,670,543	326,011	3,396,511	169,825
2003	1,434,956	1,720,659	332,531	3,488,146	174,407
2004	1,470,830	1,772,279	339,182	3,582,291	179,114
2005	1,507,600	1,825,447	345,965	3,679,012	183,950
2006	1,545,290	1,880,210	352,885	3,778,385	188,919
2007	1,583,923	1,936,617	359,942	3,880,482	194,024
2008	1,623,521	1,994,715	367,141	3,985,377	199,268
2009	1,664,109	2,054,557	374,484	4,093,150	204,657
2010	1,705,712	2,116,193	381,974	4,203,879	210,193
2011	1,748,354	2,179,679	389,613	4,317,646	215,882
2012	1,792,063	2,245,070	397,406	4,434,539	221,726
2013	1,836,865	2,312,422	405,354	4,554,641	227,732
2014	1,882,786	2,381,794	413,461	4,678,041	233,902
2015	1,929,856	2,453,248	421,730	4,804,834	240,241
2016	1,978,103	2,526,846	430,165	4,935,114	246,755
2017	2,027,555	2,602,651	438,768	5,068,974	253,448
2018	2,078,244	2,680,730	447,543	5,206,517	260,325
2019	2,130,200	2,761,152	456,494	5,347,846	267,392
2020	2,183,455	2,843,987	465,624	5,493,066	274,653
2021	2,238,041	2,929,306	474,937	5,642,284	282,114
2022	2,293,993	3,017,185	484,435	5,795,613	289,780
2023	2,351,342	3,107,701	494,124	5,953,167	297,658
2024	2,410,126	3,200,932	504,007	6,115,065	305,753
2025	2,470,379	3,296,960	514,087	6,281,426	314,071

TABLE 7c
WHITE HALL
PROJECTED DEDICATED REVENUE AND OTHER SOURCES

YEAR	MILLAGE	HIGHWAY TURNBACK	OTHER	TOTAL FUNDING	AVAILABLE (5%) FOR CAPITAL EXPENDITURES
2000	37,715	198,495	63,269	299,479	14,973
2001	40,543	201,472	64,534	306,549	15,327
2002	43,584	205,501	65,825	314,910	15,745
2003	46,853	208,584	67,141	322,578	16,128
2004	50,367	211,713	68,484	330,564	16,528
2005	54,144	214,888	69,854	338,886	16,944
2006	58,205	218,111	71,251	347,567	17,378
2007	62,573	221,382	72,672	356,627	17,831
2008	67,266	224,703	74,129	366,098	18,304
2009	72,311	228,074	75,612	375,997	18,799
2010	77,734	231,495	77,124	386,353	19,317
2011	83,565	234,967	78,667	397,199	19,859
2012	89,832	238,492	80,240	408,564	20,428
2013	96,569	242,069	81,845	420,483	21,024
2014	103,812	245,700	83,482	432,994	21,649
2015	111,598	249,386	85,157	446,141	22,307
2016	119,968	253,127	86,854	459,949	22,972
2017	128,965	256,923	88,591	474,479	23,723
2018	138,638	260,777	90,363	489,778	24,488
2019	149,035	264,688	92,170	505,893	25,294
2020	160,212	268,658	94,014	522,884	26,144
2021	172,228	272,688	95,894	540,810	27,040
2022	185,145	276,779	97,812	559,736	27,987
2023	199,031	280,930	99,768	579,729	28,986
2024	213,958	285,144	101,764	600,866	30,043
2025	230,005	289,422	103,799	623,226	31,161

The evaluation of local revenues also included an analysis of the cost of each transportation improvement project implemented by the local jurisdiction in order to ascertain what amount of local revenue can reasonably be set aside for transportation projects. The majority of revenues for disbursements in the road and street funds for the local jurisdictions are used for routine maintenance, purchases of capital equipment, and to match federal aid road projects. Due to the taxation constraints placed on local jurisdictions, it is difficult to find available financial resources for implementation of local transportation improvement projects. This is not to say that local jurisdictions have not implemented or are not in the process of implementing local transportation improvement projects. Some of the projects the City of Pine Bluff has implemented in the last ten years are:

1. Harding Avenue - preparation of construction plans and purchase of ROW
2. Elimination of West 2nd Avenue jog
3. Connection of Pullen and Second Avenue
4. Installation of Mall lights
5. Reconstruction of 13th Avenue
6. Reconstruction of Orlando (Walmart Site)
7. Improvements to Olive and Harding Intersection
8. Construction of Convention Center Drive
9. Widening of Hutchinson Street
10. Construction of Jefferson Parkway
11. Reconstruction of Spruce Street
12. Reconstruction of Reeker Street
13. Constructing Oakwood Bridge

Jefferson County has also been involved in implementing transportation improvement projects within the Study Area. Four of the projects are:

1. Reconstruction of Island Harbor Marina Road
2. Reconstruction of the roads in Island Harbor Estates neighborhood
3. Reconstruction of a portion of Jefferson Parkway
4. Replacement of various bridges throughout the County

Although the City of White Hall has not implemented any transportation improvement projects within the last ten years, the City has made an extraordinary effort in improving its overall maintenance program.

There are three exceptions when comparing the amount of revenue available for the local jurisdictions with capital improvement projects. The City of Pine Bluff plans on utilizing Community Development funding allocations to construct 1) the Hazel Street link located between 6th Avenue and 17th Avenue and 2) the Georgia Street link between Harding Avenue and 34th Avenue. The amount of funds estimated to construct the projects is \$2,600,000 and is not reflected as part of the five percent of available revenue set aside for capital improvements. The third exception is that the City of White Hall's available revenue set aside to implement a Capital Improvement Program over a short time period is not sufficient to implement a major project. However, over a twenty-five year period, a sufficient amount of revenue could be set

aside to undertake a major activity. Within the Capital Improvement Program, the City of White Hall plans on constructing Caney Road and reconstructing West Holland Street. These projects are planned for implementation some time after the year 2001.

The Arkansas Highway and Transportation Department has estimated the amount of Federal funds that may be utilized in the Urban Area over the next twenty-five years based on data from the TEA-21 Transportation Act. The following Table shows the estimated amount of funds available by transportation program.

TABLE 8
ESTIMATED FEDERAL FUNDS AVAILABLE

	Years 2001 – 2005	Years 2006 – 2015	Years 2016 - 2025
STP-Small Urban Funds	\$1,520,000	\$3,800,000	\$3,800,000
Combined STP-State and NHS Funds	\$8,760,000	\$21,900,000	\$21,900,000
Bridge Funds	\$880,000	\$2,200,000	\$2,200,000
Enhancement	\$960,000	\$2,400,000	\$2,400,000
County State Aid	State - \$360,000	State - \$300,000	State - \$1,980,000

OTHER FUNDS ESTIMATED TO BE AVAILABLE

	Years 2001 – 2005	Years 2006 – 2015	Years 2016 - 2025
Special HPP and Railroad Demonstration	\$24,825,000	-	-
Interstate Maintenance	\$1,350,000	\$4,500,000	\$4,500,000
State Maintenance	\$1,760,000	\$4,400,000	\$4,400,000
Federal Transit	\$2,080,000	\$5,200,000	\$5,200,000
Pine Bluff CDBG and Other Local Funds	\$1,200,000	\$1,050,000	\$2,400,000

**CAPITAL IMPROVEMENTS PROGRAM
YEARS 2000 - 2005**

DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	FEDERAL AMOUNT	STATE/LOCAL AMOUNT	SOURCE	GOVERNMENTAL UNIT	COMMENT
Railroad Protective Devices	Protective Devices (6)	-	\$950,000	\$50,000	Demo	Pine Bluff	Safety protective RR crossing.
East 12th Avenue between Indiana St. & Ohio Street Bridge	Bridge Replacement	-	\$160,000	\$40,000	BR	Pine Bluff	Replace structurally deficient bridge.
Emmett Sanders - Hwy. 79/63 Connector	New Facility	0.9	\$875,000	\$218,000	HPP	Jefferson County	Provide second access to Industrial Park Area.
UAPB - Pedestrian - Landscaping	Campus Improvements	-	\$400,000	\$100,000	H	UAPB	Improve pedestrian sidewalks and improve campus aesthetics.
Signal Upgrades - various locations	Various Locations	-	\$200,000	\$50,000	STP/State	State/Local	Reduce congestion and accidents.
Miramar Street Bridge - Harding Drain	Bridge Replacement	-	\$384,000	\$96,000	BR	Pine Bluff	Replace structurally deficient bridge.
Hwy. 81 - Hwy. 79/63 Connector	New Facility	0.8	\$704,000	\$176,000	STP	State	Provide for better industrial access
U. S. Hwy. 79 - Watson Chapel High School to Pinewood Drive	Widen to 4 Lanes	5.3	\$8,056,000	\$2,014,000	NHS	State	This is a major north-south corridor through the southwest portion of the study area and is in accordance with the State Transportation Capital Improvement Program.
Harding Avenue between Ohio Street and Main Street	Street widening 2 lane to 4 lanes	0.8	\$1,440,000	\$360,000	STP/Local	Pine Bluff	Elimination of a traffic bottleneck which connects two four lane roads.
Enhancement Projects - sidewalks various locations	Various locations around schools		\$400,000	\$100,000	H	Pine Bluff	Sidewalks in vicinity of schools.
I-69 Connector		3	\$12,000,000		HPP	State	Interstate facility to connect Pine Bluff with I-69.
Jefferson Parkway/McFadden Road and Bridge	Widen to 4 lanes and construct bridge	3	\$11,000,000		Special	Jefferson County	This facility would improve east-west traffic flow in northern part of urban area and provide better industrial access.
Georgia Street between Harding Avenue and 34th Avenue		1.3	\$1,820,000		CBDG	Pine Bluff CBDG	This facility will provide better north-south access for the southeast portion of Pine Bluff.
W. Holland Road between Hwy. 365 and Hwy. 256	Bridge replacement	-	\$160,000	40,000	BR	White Hall	Replace structurally deficient bridge.
Spruce Street from Hill Street to Oliver Drive	Reconstruct Street			\$700,000	UAPB City	UAPB City	This facility will provide better north-south access for the University neighborhood.

**CAPITAL IMPROVEMENTS PROGRAM
YEARS 2000 – 2005, CONTINUED**

DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	FEDERAL AMOUNT	STATE/LOCAL AMOUNT	SOURCE	GOVERNMENTAL UNIT	COMMENT
Watson Blvd.	Reconstruct	0.03		\$500,000	UAPB	UAPB	This facility will provide better access to UAPB Campus.
Pinebergen Road	Reconstruct	1	\$360,000	\$40,000	State Aid	Jefferson County	This designated collector is only 20 feet wide with no shoulders and is an important east-west route connecting U.S. 63 with Grider Field-Ladd Road.
West Roswood Road	Bridge	-	\$120,000	\$30,000	BR	Jefferson County	Replace structurally deficient bridge.
Interstate Maintenance	-	-	\$1,350,000	\$150,000	Interstate/ State	State	Routine maintenance projects.
State Maintenance	-	-	-	\$1,440,000	State	State	Routine maintenance projects.

**CAPITAL IMPROVEMENTS PROGRAM
YEARS 2006 - 2015**

DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	FEDERAL AMOUNT	STATE/LOCAL AMOUNT	SOURCE	GOVERNMENTAL UNIT	COMMENT
Hazel Street between 17th Avenue and 28th Avenue	Widen to 5 lanes	0.2	\$600,000	\$150,000	STP/Local	Pine Bluff	This project will eliminate a traffic bottle-neck by providing for better north-south traffic movement.
Hazel Street between 28th Avenue and 31st Avenue	Widen to 5 lanes	0.8	\$2,200,000	\$500,000	STP/Local	Pine Bluff	This project will eliminate a traffic bottle-neck by providing for better north-south traffic movement.
Hazel Street between 31st Avenue and 46th Avenue	Widen to 4 lanes	0.2	\$600,000	\$150,000	STP/Local	Pine Bluff	This project will reduce traffic congestion on Hazel St. The congestion on this portion of Hazel St. has increased with the opening of I-530.

**CAPITAL IMPROVEMENTS PROGRAM
YEARS 2006 – 2015, CONTINUED**

DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	FEDERAL AMOUNT	STATE/LOCAL AMOUNT	SOURCE	GOVERNMENTAL UNIT	COMMENT
West Holland between S.H. 365 and S.H. 256	Widening, curb & gutter	0.5	\$400,000	\$100,000	STP/Local	White Hall	This facility is the shortest route between S.H.365 and I-530 and is heavily used.
Various signal projects				\$400,000	Local	Pine Bluff	Various traffic signals.
Enhancement Projects			\$800,000	\$200,000	H	Pine Bluff/White Hall	Various enhancement projects.
West 34th Street Bridge			\$256,000	\$64,000	BR	Pine Bluff	Replace structurally deficient bridge.
West 52nd Street Bridge			\$108,000	\$27,000	BR	Pine Bluff	Replace structurally deficient bridge.
S.H. 54 from U.S. Hwy. 79 to Chapel Heights Drive	Widen to 5 lanes (urban)	0.6	\$1,800,000	\$450,000	STP/State	State	This project will improve better access in one of the growth areas of the planning area and it would reduce turning movement conflicts
S.H. 54 from Chapel Heights to Lee Springs Road	Widen	3	\$2,160,000	\$540,000	STP/State	State	This project will provide better access in one of the growth areas of the planning area.
365 Spur from S.H. 365 to Jefferson Parkway	Widen to 5 lanes (urban)	1.1	\$1,672,000	\$418,000	STP/State	State	This is a major arterial street which has experienced an increased amount of traffic using the street. The land uses abutting the facility are either commercial in nature or will be developed as commercial uses in the future.
365 Spur from Jefferson Parkway to I-530	Widen to 5 lanes (urban)	1.2	\$3,600,000	\$900,000	STP/State	State	This is a major arterial street which has experienced an increased amount of traffic using the street. The land uses abutting the facility are either commercial in nature or will be developed as commercial uses in the future.
U.S. Hwy. 270 from I-530 to Study Area Boundary	Widen to 5 lanes (urban)	3	\$5,520,000	\$1,380,000	STP/State	State	This is a major arterial street which has experienced an increased amount of traffic using the street. The street serves the major growth area of the planning area.

**CAPITAL IMPROVEMENTS PROGRAM
YEARS 2006 – 2015, CONTINUED**

DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	FEDERAL AMOUNT	STATE/LOCAL AMOUNT	SOURCE	GOVERNMENTAL UNIT	COMMENT
S.H. 190 from U.S. Hwy. 65B to Airport reconstruction and new construction	New facility and widen existing 2 lane (rural)	1.3	\$784,000	\$196,000	STP/State	State	This facility will replace the hazardous intersection of U.S. 190 and U.S.65. The facility is part of a project that would link the airport to U.S.63 north.
Various signal projects	Signalizing inters.	-	\$400,000	\$100,000	STP/State	State	Various traffic signal projects.
U.S. Hwy. 79B from U.S. 65B to McFadden Rd. (median in front of UAPB)	Widen to 5 lanes (urban)		\$3,200,000	\$800,000	NHS	State	This is a substandard facility which carries a high traffic volume. The travel lanes are very near the center turn lane & is used to service the adjacent commercial area
Boy's School Road	Bridge	-	-	\$50,000	Local	Jefferson County	Replace structurally deficient bridge.
Elkins Road	Bridge	-	-	\$50,000	Local	Jefferson County	Replace structurally deficient bridge.
Garman Road	Bridge	-	-	\$50,000	Local	Jefferson County	Replace structurally deficient bridge.
Hazel Street - 13th Ave. to 17th Ave.	Widen to 4 lanes	0.3		\$900,000	Local	Pine Bluff	This project will eliminate a traffic bottle-neck by providing north-south traffic movement.
Spring Lake Rd. from U.S. Hwy. 79 to Camden Cutoff Rd.	Widen	1.8	\$300,000	\$75,000	State Aid/ Local	Jefferson County	This road is substandard and cannot handle the existing and future traffic volumes. The road provides for east-west traffic movement in one of the growth areas of the planning area
Interstate Maintenance	-	-	\$4,500,000	\$500,000	Interstate/ State	State	Maintenance money for the interstate.
State Maintenance	-	-	-	\$4,400,000	State	State	Maintenance money for the highways within the study area.
U.S. Hwy. 79 from Pinewood Dr. to Dyson Road	Widen to 4 lanes	1.5	\$2,124,000	\$531,000	NHS	State	This road is one of the major highways serving the planning area. The road provides north-south travel & functions as a funnel for traffic generated by the residential development taking place in the southern portion of the planning area.

**CAPITAL IMPROVEMENTS PROGRAM
YEARS 2016 – 2025**

DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	FEDERAL AMOUNT	STATE/LOCAL AMOUNT	SOURCE	GOVERNMENTAL UNIT	COMMENT
S.H. 104 from Blake Street to Franklin	Widen to 4 lanes (urban)	1.5	\$2,760,000	\$690,000	STP/State	State	This facility is one of the two east-west streets that provide for through traffic for the eastside neighborhood of Pine Bluff. It also provides access to AR Dept. of Corrections & Community Punishment Department.
S.H. 104 from U.S. Hwy. 270 to S.H. 365	Widen to 4 lanes (rural)	4.8	\$6,912,000	\$1,728,000	STP/State	State	This facility is located in a growth corridor of the planning area and there are a number of subdivisions being developed adjacent to S. H. 104.
S.H. 365 from S.H. 256 to Study Area Boundary	Widen to 4 lanes (rural)	4.3	\$6,192,000	\$1,548,000	STP/State	State	This facility is the major arterial street that provides access to the residential areas of NW Jefferson Co. and provides access to NCTR
U.S. Hwy. 63 from U.S. Hwy. 65 to Lock and Dam	Widen to 4 lanes & Bridge Structures (rural)	5	\$16,000,000	\$4,000,000	NHS	State	Due to future expansion of Pine Bluff/Jefferson Co. Port Industrial Park & increased vehicle travel, This facility will need to be widened to handle the traffic.
U.S.Hwy. 65B from S.H.365 to Convention Center Drive	Widen to 6 lanes (urban)	2	\$12,800,000	\$3,200,000	NHS	State	This project will relieve traffic congestion in the central core area of the planning area.
Intermodal Connector (includes bridge)	Widen to 4 lanes (rural)	1.6	\$3,840,000	\$960,000	NHS	State	Due to future expansion of Pine Bluff/Jefferson Co. Port Industrial Park. This facility will need to be widened.
U.S.Hwy. 63 to Emmett Sanders Road Enhancement Projects			\$1,000,000	\$250,000	H	Pine Bluff/White Hall	Various enhancement projects throughout the planning area.
White Hall & Robin Road from S.H.365 Spur to S.H. 365	Widen to 4 lanes (rural)	1.4	\$1,120,000	\$280,000	STP/Local	White Hall	This facility will improve the north-south & east-west traffic movements in the core area of White Hall.
Old Warren Road from City Limits to Catalpa	Widen to 4 lanes (rural)	2.5	\$3,600,000	\$900,000	STP/Local *(Local)	Pine Bluff	This project in conjunction with the other projects on Old Warren Road provides access to the south central residential growth area of the planning area.

**CAPITAL IMPROVEMENTS PROGRAM
YEARS 2016 – 2025, CONTINUED**

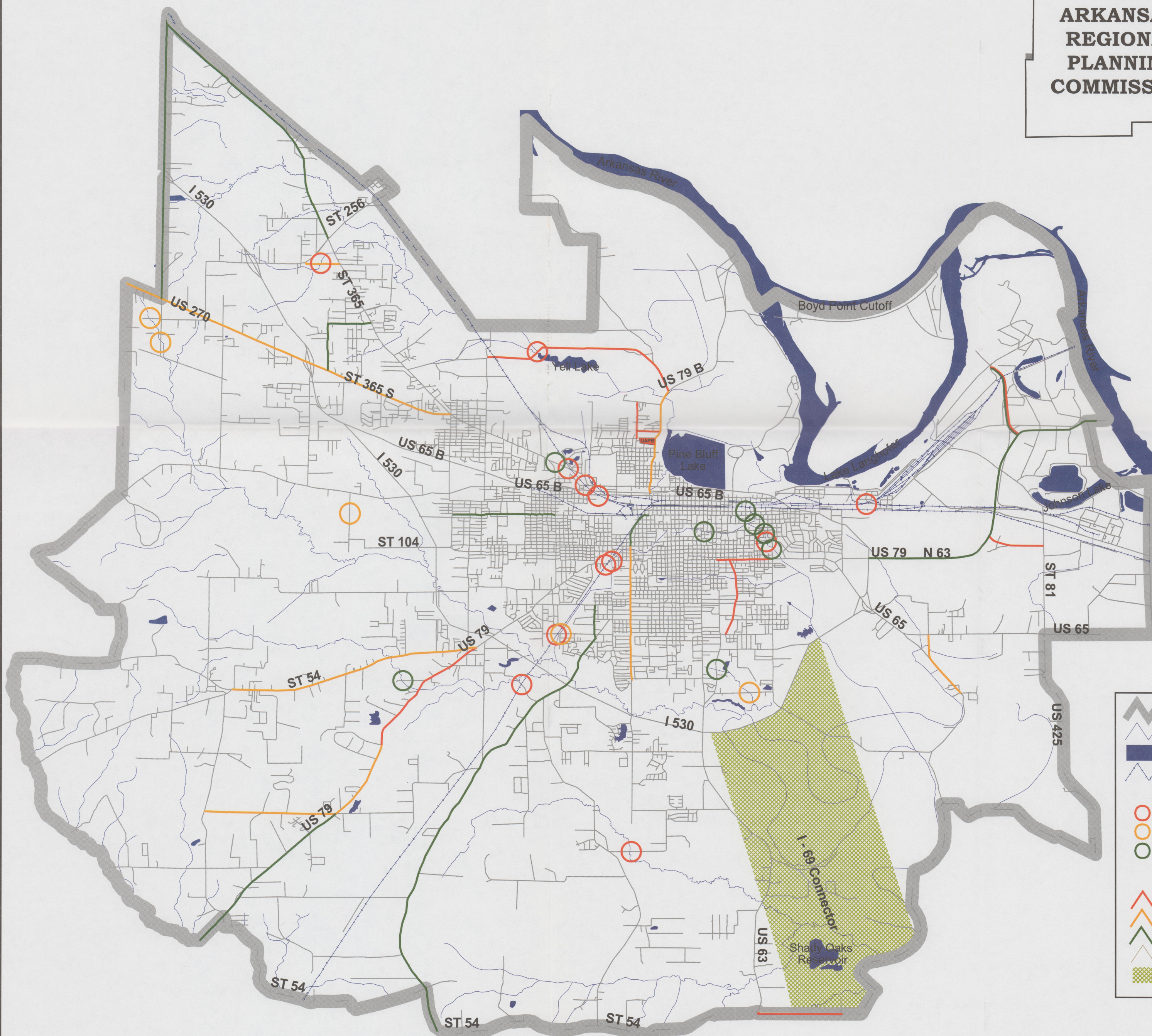
DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	FEDERAL AMOUNT	STATE/LOCAL AMOUNT	SOURCE	GOVERNMENTAL UNIT	COMMENT
Catalpa Street from Old Warren Road to 28th Avenue	Widen to 4 lanes (rural)	0.5		\$500,000	Local	Pine Bluff	This project serves the major industrial park in south Pine Bluff & will reduce congestion.
Main Street Bridge	Bridge	-	\$120,000	\$30,000	BR	Pine Bluff	Replace structurally deficient bridge.
Missouri Street Bridge	Bridge	-	\$80,000	\$20,000	BR	Pine Bluff	Replace structurally deficient bridge.
Nevins Road Bridge	Bridge	-	\$120,000	\$30,000	BR	Pine Bluff	Replace structurally deficient bridge.
S.H. 104 (Ohio Street) Bridge	Bridge	-	\$120,000	\$30,000	BR	State	Replace structurally deficient bridge.
Rhinehard Road Bridge	Bridge	-	\$80,000	\$20,000	BR	Pine Bluff	Replace structurally deficient bridge.
East 8th Avenue Bridge	Bridge	-	\$160,000	\$40,000	BR	Pine Bluff	Replace structurally deficient bridge.
East 10th Avenue Bridge	Bridge	-	\$80,000	\$20,000	BR	Pine Bluff	Replace structurally deficient bridge.
East 11th Avenue	Bridge	-	\$160,000	\$40,000	BR	Pine Bluff	Replace structurally deficient bridge.
Various signal projects	Signalization Projects	-	\$250,000	\$50,000	STP/State	State	Various signal projects.
Old Warren Road from Forest Oak Dr. to S.H. 54	Reconstruction	3.4	\$1,224,000	\$136,000	State Aid	Jefferson County	This project, with other projects on Old Warren Road provides access to the south central residential growth area of the planning area.
Old Warren Road from City Limits to Forest Oak Drive	Reconstruction	2.1	\$756,000	\$84,000	State Aid	Jefferson County	This project, with other projects on Old Warren Road provides access to the south central residential growth area of the planning area.
Hazel St. from 6th Ave. to 13th Ave.	New Facility	0.6		\$2,400,000	CBDG	Pine Bluff	This facility will connect Hazel St. & U.S. Hwy. 79B, and once completed, it will provide for north-south travel through the entire planning area.
Interstate Maintenance	-	-	\$4,500,000	\$500,000	Interstate/	State	Various maintenance projects on I-530.
State Maintenance	-	-	-	\$4,400,000	State	State	Various maintenance projects on State & Federal Highways.
U.S.Hwy. 79 from Dyson Rd. to study limits	Widen to 4 lanes	1.4	\$1,946,000	\$486,000	NHS	State	This major arterial street needs to be widened to reduce congestion.

*This project consists of utilizing STP matching funds and local funds for the remaining portion of the project. STP funds \$2,880,000 Matching Funds \$670,000 Other Local Funds \$1,150,000

PINE BLUFF AREA TRANSPORTATION STUDY

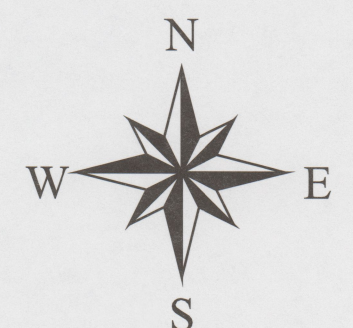
LONG RANGE CAPITAL IMPROVEMENT PROGRAM

**SOUTHEAST
ARKANSAS
REGIONAL
PLANNING
COMMISSION**



Legend

- PBATS Boundary
- Streams
- Arkansas River
- Railroads
- Bridges**
 - Bridge 2001-2005
 - Bridge 2006-2015
 - Bridge 2016-2025
- Roads**
 - Proposed Road 2001-2005
 - Proposed Road 2006-2015
 - Proposed Road 2016-2025
 - Local Roads
 - I-69 Connector



1.2 0 1.2 2.4 Miles

Prepared by:
University of Arkansas at Little Rock
GIS Applications Laboratory
501-569-8534

**ADDITIONAL
TRANSPORTATION
PLANNING
ELEMENTS**

TRANSIT SERVICE

Transit service plays an important role in providing a means of travel for those who have no other means and those who use transit as an alternative mode of transportation. The City of Pine Bluff has a rich history of transit service which began in the 1880's. In 1974, the City purchased the privately owned bus company, and since that time, has operated the bus service as a city department. In 1994, approximately 186,000 transit trips were taken.

Pine Bluff Transit (PBT) operates six fixed routes, and the peak hour bus fleet is seven. The operating schedule is from 6:00 a.m. to 6:30 p.m. Monday through Friday. PBT also operates a paratransit system for those persons who have disabilities. The service area for both types of services covers 80% of the City of Pine Bluff land area. The only area not within the service area is the Watson Chapel area. According to the Pine Bluff Transit Development Plan, transit service will be extended to this area in the later years of the twenty year planning period.

A number of transit plans have been prepared and are being implemented. The following is a list of those plans and a brief description of each.

1. *Transit Operations and Facilities Analysis*. This document contains recommended changes to be made to the transit routes, bus operators training program, and maintenance and safety training program.
2. *Transit Development Plan (TDP)*. This plan indicates future expansion of services offered by PBT within a 20 year time period.
3. *PBT - Americans with Disabilities Plan*. This document indicates the implementation steps PBT will take in providing transit services to those persons with disabilities.
4. *Rural Transit Plan*. This document indicates the method of creating a rural transit service that would provide transit to White Hall, the fringe areas of the PBATS Study Areas, and Jefferson County.
5. *Pine Bluff Area Coordination Study*. This plan sets forth methods and alternatives in coordinating transit service within the PBATS Study Area. The transit services considered for coordination purposes are those offered by PBT and the various social service agencies that provide transportation services to their clients.

The following are the goals for transit services within the PBATS Study Area. These goals were obtained from the planning documents that have previously been adopted by PBATS and the Southeast Arkansas Regional Planning Commission.

- GOAL 1. The transit system should seek to establish and maintain a level of service that meets all the expressed public transportation needs of all citizens to the extent that it is feasible. These expressed needs include persons who have no other means of transportation, minorities, and persons with disabilities as well as the general public. These needs also include service to all major commercial and employment centers.

- GOAL 2. The transit system should seek to establish and maintain a quality of service that makes using public transportation an attractive alternative to the private automobile. Determinants of service quality include system reliability, access to the system, trip duration, user costs, comfort, safety, and information availability.
- GOAL 3. The transit operation and its service should be managed in such a manner that benefits from public and private funding are maximized by offering a variety of transit services. For example, PBT will encourage businesses to purchase transit passes for their employees.
- GOAL 4. The process of transit planning should be adequately maintained. Transit planning should be an integral part of the developmental process of the public transportation system. It should be well integrated with the transportation planning process including the TIP process. Objectives relating to the planning process should address issues such as surveillance, problem identification, programming of service and management improvements, development of new types of services to meet specific needs, and the establishment of an effective citizen participation process in transit planning.
- GOAL 5. To strive for a balanced transportation system which protects, enhances and accomplishes the environmental objectives.
- GOAL 6. To coordinate public transit service with those social service agencies and other entities that provide transit services. Coordination of transit services should be implemented where it maximizes the utilization of transit services and at the same time reduces the cost of providing the services.
- GOAL 7. Alternative methods of providing transit services shall be considered at all stages of the planning and implementation processes for fixed route bus service.

The Transit Development Plan Update for Pine Bluff Transit included recommendations addressing three issues: expansion of existing fixed routes, coordination of services, and alternative transit services. The following is a brief description of each of these issues:

- *Fixed Route Service.* The plan calls for a partial realignment and expansion of the fixed route system. The expansion of the service would be based on two concepts: ridership demand and providing service to those who have no other means of transportation.
- *Coordination of Services.* The plan calls for the coordination of all transit services offered by PBT and the social service organizations within the Study Area. A transit organizational structure should be developed and implemented to direct the implementation of the transit services. The actual transit operations and scheduling should be done by an independent transit board which has representatives from all transit providers. Once this has been accomplished, the next step calls for the creation of a Regional Transit Authority which would be responsible for transit services and where all the entities involved would contract with the Authority to provide transit service.

- *Alternative Transit Service.* This issue is directly related to fixed route service. The plan states that alternative services should be considered as opposed to fixed route service. The three types of services that are recommended for evaluation are the dial-a-ride service, route deviation service, and point-to-point deviation service.

The "Transit Operations and Facilities Analysis" document evaluated the existing route structures as they were prior to 1997. The process of the evaluation consisted on conducting a bus ridership survey, employer survey, and analysis of land use and populations changes. Alternative route adjustments were prepared as a result of the evaluation and for consideration of implementation

During the twenty year planning period, PBT will have to replace buses within its bus fleet for both fixed route service and ADA (Americans with Disabilities Act) paratransit service and construct a central transfer facility. Past commitments to support public transit, projected local financial resources of the City, and assistance from the Federal government has enabled Pine Bluff to construct an administrative/maintenance facility and upgrade its bus fleet and services. In order to continue the transit program, the City will have to continue to rely on the Federal government for Federal Transit Administration (FTA) Section 9 Operating and Capital Assistance to maintain the transit program. Through this program, the Federal government provides eighty percent (80%) of the funds needed to purchase capital equipment and reimburses Pine Bluff Transit with fifty percent (50%) of its net operating loss. With continued Federal assistance, the City of Pine Bluff should be able to continue to upgrade transit service in accordance with the Transit Development Plan and implement those projects identified in the Public Transportation Capital Improvements Program shown on page 75.

In addition to PBT, other transit services aided by the Federal government are also in operation in Pine Bluff and Jefferson County. In 1993, the Southeast Arkansas Area Agency on Aging began an FTA Section 18 Rural Transit Program which services a ten county area including Jefferson County. The Section 18 Program provides Federal funding assistance to rural public transit agencies in the same way the FTA Section 9 Program does for the urban public transit agencies. The Area Agency's administrative/ maintenance facility is located in the City of Pine Bluff, and some of the Rural Transit Program's routes bisect and have route termini within the City. At this time, neither the Cities of Pine Bluff and White Hall nor Jefferson County have committed any funds for Section 18 rural transit service. For this reason, the Capital Improvements Program does not list any Section 18 projects. The Capital Improvements Program will be updated should any of these local governments make financial commitments toward the Section 18 rural program.

Another transit program that has provided Federal assistance in the Pine Bluff-Jefferson County area is the FTA Section 16B-2 Program. This Program assists public and private non-profit organizations in purchasing capital equipment for transit services that are provided to the elderly and handicapped. Through this program, the Federal government provides 80% of the funds needed to purchase capital equipment such as buses; the recipient agency must provide the 20% matching funds as well as provide transportation services to their target populations. A review of past years' annual elements of the Transportation Improvement Program for the Pine Bluff study

area has shown that an average of one 16B-2 transit vehicle is requested on a yearly basis. If this Federal assistance continues, twenty-five vehicles should be available to public and private non-profit organizations over the next twenty-five years for the purpose of providing transportation services to the elderly and handicapped or other eligible clientele. These vehicles have been listed in the Capital Improvements Program.

The following Public Transportation Capital Improvement Program was developed based on the assumption that the City of Pine Bluff and the Federal government will continue to fund the public transit program at the same levels that they have in the past. The FTA provides eighty percent (80%) of the funds needed to purchase capital equipment and reimburses PBT fifty percent (50%) of its net operating loss. The City of Pine Bluff has been funding the transit program through its general fund since it took over the operation of the transit system in the early 1970's. The City general funding sources consist of money received through property taxes, sales taxes, and various other sources. It does not appear that there will be a lack of funds in the future for the City to continue its support of the transit system, however, it is difficult to project what actions the Federal government will take concerning its funding levels for local transit projects over the next twenty five year period. If the Federal government continues to fund the transit program at the level it has in the past, PBT will be able to implement the transit services stated in this Plan.

TABLE 9
PUBLIC TRANSPORTATION
CAPITAL IMPROVEMENT PROGRAM

2001 – 2005				
DESCRIPTION	FEDERAL	LOCAL	GOVERNMENTAL UNIT	COMMENT
4 Fixed Route Buses & Related Accessories	\$640,000	\$160,000	Pine Bluff	Bus Replacement & Peak Hour Expansion
2 ADA Buses & Related Accessories	\$64,000	\$16,000	Pine Bluff	New Buses to meet ADA Requirements
2 Supervisor Vehicles	\$12,000	\$3,000	Pine Bluff	Replacements
1 Maintenance Vehicle	\$20,000	\$5,000	Pine Bluff	Replacements
Maintenance & Administration Equipment	\$9,600	\$2,400	Pine Bluff	Replacement and New
Capital Equipment & Bus Capital Equipment	\$60,000	\$12,000	Pine Bluff	New (engines, transmissions, etc.)
5-16B 2 Vehicles	\$100,000	\$25,000	Public and Private Non-Profit Agencies	Vans and Buses
2006 – 2015				
DESCRIPTION	FEDERAL	LOCAL	GOVERNMENTAL UNIT	COMMENT
10 Fixed Route Buses and Related Accessories	\$1,360,000	\$340,000	Pine Bluff	Bus Replacement and Route Expansion
11 ADA Buses and Related Accessories	\$369,600	\$92,400	Pine Bluff	Bus Replacement and New Services
3 Supervisor Vehicles	\$24,000	\$6,000	Pine Bluff	Replacements
2 Maintenance Vehicles	\$40,000	\$10,000	Pine Bluff	Replacements
Maintenance & Administration	\$40,000	\$10,000	Pine Bluff	Replacement and New
Capital Equipment Bus Capital Equipment	\$24,000	\$6,000	Pine Bluff	New (engines, transmissions, etc.)
10-16B-2 Vehicles	\$200,000	\$50,000	Public and Private Non-Profit Agencies	New Vans and Buses
2016 – 2025				
DESCRIPTION	FEDERAL	LOCAL	GOVERNMENTAL UNIT	COMMENT
18 Fixed Route Buses and Related Accessories	\$2,448,000	\$612,000	Pine Bluff	Bus Replacement and Route Expansion
16 ADA Buses and Related Accessories	\$537,600	\$134,400	Pine Bluff	Bus Replacement and New Services
3 Supervisor Vehicles	\$36,000	\$9,000	Pine Bluff	Replacements
1 Maintenance Vehicle	\$20,000	\$5,000	Pine Bluff	Replacement
Maintenance & Administration	\$40,000	\$10,000	Pine Bluff	Replacement and New
Capital Equipment Bus Capital Equipment	\$24,000	\$6,000	Pine Bluff	New (engines, transmissions, etc.)
10-16B-2 Vehicles	\$200,000	\$50,000	Public and Private Non-Profit Agencies	New Vans and Buses

INTERMODAL TRANSPORTATION FACILITIES

Intermodal management planning is an important aspect of the Pine Bluff area transportation system, particularly in how it affects the economic well being of the study area. The objective of intermodal management planning is to improve and implement a transportation system that protects the public sector while ensuring that urban goods movement and the transportation modes used to move these goods remain competitive in the free market system. An integrated, intermodal transportation system that provides for the transporting of goods and people through a quick, high quality, cost efficient means will protect the public welfare and safety in a competitive atmosphere. Accordingly, a comprehensive and coordinated intermodal management plan will improve the decisions made by the private and public transportation providers located or operating in the Pine Bluff study area.

The Pine Bluff Area Transportation Study area is unique in that it is one of the smallest urbanized areas required by the 1962 Federal Highway Act to have an established transportation planning process while serving as one of the major intermodal transportation hubs for goods movement in the south central region of the United States. The following are descriptions of the different transportation modes that have facilities and provide services in the Pine Bluff study area.

AIRPORTS

Grider Field is a municipal airport established in 1941 as a U.S. Army Flight Training School. After World War II, the City gradually turned the airport into a commercial airport facility. Today's Grider Field is a 600+-acre facility consisting of a large terminal and restaurant, and FAA weather monitoring stations, private corporate hangars, fixed-base operators offering fuel and avionics services, a fire station, an aviation museum, and private rental hangars. Grider field serves as the only ILS-equipped, jet capable airport in southeast Arkansas and is a designated reliever for Little Rock National Airport. Grider Field provides a bad-weather alternative for pilots going to Warren, Fordyce, Star City, and Monticello.

The Pine Bluff Municipal Airport is located just south of Pine Bluff on U.S. Highway 65 near U.S. Highway 425 and serves as a general aviation facility. Corporate users include Tyson Foods, Jefferson Regional Medical Center, International Paper, the Pine Bluff Arsenal, the Arkansas Department of Corrections, and Union Pacific Railroad. The Little Rock Air Force Base uses the runway at Grider Field for C-130 training activities, and the FAA trains its own pilots at the Airport. The airport is a department of the City of Pine Bluff, and airport funding is derived from fuel sales, user leases, and City general appropriations. In 1999, the Airport Commission of the City of Pine Bluff adopted a draft copy of the Pine Bluff Municipal Airport Master Plan - 2000 to 2020. This Plan addresses the following issues: airfield (runways, taxiways, navigation aids, etc.), support facilities (hangars, aircraft and auto parking, etc.), major roadway access, and future industrial development of airport property.

As part of the Master Airport Plan, the Airport Commission worked with the City of Pine Bluff and the Southeast Arkansas Regional Planning Commission in developing a long range plan to develop a 400 acre light industrial park on the airport property. In the planning process, an evaluation of the intermodal connection links were analyzed as to providing transportation links to major roadway systems, rail systems, and the river port facility. The PBATS Transportation Plan addresses the issue of providing for intermodal roadway connectors to link the airport with the river port and railroad facilities. In addition, the Airport Commission is presently constructing a local service road that will connect the proposed light industrial park with U.S. Highway 425 located east of the airport. This road is addressed in the Master Airport Plan.

The projects addressed in the PBATS Transportation Plan relating to the airport and intermodal transportation are a railroad overpass to connect U.S. Highway 63 with Port Road, the realignment and construction of Grider Field – Ladd Road (a collector street), and designating and improving Osborn Road as a collector road. The Transportation Plan Capital Improvement Program calls for the construction of the railroad overpass within the first five years of the 25 year plan. Since Grider Field- Ladd Road currently serves the airport, and since Osborn Road is the northern extension of Grider field – Ladd Road connects U.S. Highway 65 with U.S. Highway 63, improvements to these roads will provide the Airport with a direct access route to the river Port and railroad facilities.

The following table is the Long-Range Capital Improvement Program as stated in the Airport master Plan 2000 – 2020.

TABLE 10
AIRPORT MASTER PLAN 2000 – 2020: CAPITAL IMPROVEMENT PROGRAM

2000 – 2004	
1. Drainage Improvements	\$57,000
2. Taxiway Lighting Rehabilitation	\$350,000
3. Property Acquisition - North of Existing Airport	\$170,000
4. Obstruction Removal for Runway	\$30,000
5. Industrial Park Development	\$3,550,000
6. Runway Seal Coat and Paving	\$225,000
Total	<u>\$4,382,000</u>
2005 – 2009	
1. Runway Apron Rehabilitation	\$250,000
2. Property Acquisition – South of Existing Airport	\$322,500
3. Airfield Development	<u>\$1,500,000</u>
Total	<u>\$2,072,500</u>
2010 – 2020	
1. Runway Extension	\$3,500,000
2. Hangar Construction	\$500,000
3. Industrial Park Development	\$4,500,000
Total	<u>\$8,500,000</u>

To implement the capital improvements listed in Table 9, a number of funding sources will be utilized. These sources include the Federal Aviation Administration, the Arkansas Economic Development Commission, funds generated by the Airport Commission, and funds from the City of Pine Bluff and Jefferson County.

RIVER PORT/RAILROADS

PINE BLUFF-JEFFERSON COUNTY PORT AUTHORITY

The Port Authority was created in 1961, and the port facility and industrial park opened river barge service in 1970. The present harbor was constructed as part of the McClellan-Kerr Arkansas River navigation System and is the only slackwater harbor along the Arkansas River. The Port Authority leases the twenty-acre public terminal to a private firm which operates the facility for general public use. Commodities handled by the public port last year included: barges, bulgar, buoys, calcium aluminate, caustic soda, concrete blocks, construction materials, corn, cottonseed hulls, diesel fuel, fabricated steel, flash ash, lentils, machinery and equipment, milo, paper, phosphate, potash, rice, soybeans, steel coils, timbers, vermiculite, wheat, wire coils, and wire rods. In 1999 a total of 656,868 tons of materials valued at approximately \$126,949,079 moved through the public port.

In 1985, the U.S. Army Corps of Engineers published a study titled "Pine Bluff Harbor Expansion Feasibility Report." This report indicates what port facilities will be needed in the Pine Bluff Urban Area within the next fifty years. It also addresses economic, social, and environmental impacts and calls for the expansion of the port facility north of Ste. Marie Park along Lake Langhoffer in two phases. Phase One of the plan calls for expanding the port facility to meet the Urban Area navigation needs through the year 2010; Phase Two expansion will meet the Urban Area needs until 2040.

RAILROADS

The Study Area is served by the Union Pacific Railroad (U.P.) which operates a Class I line haul railroad through the Area. In 1997, U.P. merged with the Southern Pacific Railroad which also provided rail service to the Study Area. When the merger took place, U.P. granted trackage rights and sold some trackage to the Burlington Northern Railroad (B.N.) so competition would still be preserved for customers. U.P. and B.N. have a reciprocal switch agreement so both railroads can serve Pine Bluff rail customers. U.P. currently does the switching for local B.N. traffic, with the B.N. typically operating two to four trains a day through Pine Bluff. The U.P. operates approximately forty trains per day through Pine Bluff.

The tracks enter Pine Bluff from three directions. One track enters the Study Area from the northeast across the Arkansas River to the gravity yard (switching yard) located east of the Central Business District (CBD) and south of Lake Langhoffer. The second tract enters the Study area from the southwest and continues in a northeasterly direction until it reaches Plum Street and 4th Avenue. The track then continues on 4th Avenue until it exits the gravity yard. The third track enters the Study Area from the northwest directly along the Pine Bluff Arsenal boundary to the vicinity of Plum Street, and then continues along 4th Avenue to the gravity yard.

There are five grade-separated crossings in the Study Area (Martha Mitchell, Convention Center Drive, Plum Street, Hoadley Road, and 28th Avenue. All five railroad overpasses have sufficient clearance for doublestack containers on flat bed cars. There are only eight street-railroad crossings that are not protected with flashing lights and gates. In the late 1970's and 1980's Pine Bluff participated in a Railroad Demonstration Grant Program that resulted in the construction of Plum Street and convention Center Drive overpasses and the closing of a number of local street-railroad crossings.

The Union Pacific Railroad gravity "hump" yard is located approximately two miles east of the CBD and is adjacent to the Pine Bluff Industrial River Port. The yard provides classification switching of rail cars operating twenty-four hours a day every day of the year. No only are long-haul freight trains made up at the yard, local trains that serve local businesses and industries also operate from the yard.

Grunderson Wheel Service operates a railroad wheel repair business and General Electric operates a locomotive repair shop for U.P. Both operations are located in the railyard area. Both the Jefferson Industrial Park and the Pine Bluff Industrial Port are served by U.P. main line service.

INTERMODAL RECOMMENDATIONS:

1. Construction of a bridge and road over the railroad track to connect Emmett Sanders Road with the U.S. Highway 63. This project is in the planning stage and is scheduled to be completed with the next five years.
2. Maintenance and upgrading of roads: An asphalt overlay maintenance program should be developed that will address the maintenance problems associated with the roads providing access to the Port and railroad facilities. Michigan Street between the Martha Mitchell Expressway and Port Road and Port Road from the Martha Mitchell Expressway to Emmett Sanders Road need to be upgraded in terms of providing for a smooth traveling surface.
3. Street-railroad crossing improvements: With funds left over from the FHWA Railroad Demonstration Program, the City of Pine Bluff intends to upgrade the street railroad crossing gates and lights on Rhinehart Road, Pullen Avenue, West 2n^d Avenue, and 34th Avenue. Also, railroad gates and lights will be installed on Byrd Avenue. These projects will be implemented within the next three years.

A long-range street-railroad crossing improvement program needs to be established for the purpose of insuring that the remaining unprotected street crossings will be gated. The following is a list of those unprotected street-railroad crossings:

- Gaddy-Koonce Road
- Hutchinson Street
- Dixie Wood Drive
- Stark Gate Road
- Port Road

4. The possibility of creating an intermodal authority that would link the Port, railroads, and trucking services should be studied. Pine Bluff is unique in that the Port and railroad facilities are so closely located and there is available land area to expand both facilities. From a local perspective, an intermodal authority and facility could boost the economy. Two primary issues should be studied, potential uses/costs associated with implementation and the operation and construction of such a facility. In a market-oriented transportation program, the service must be accepted and used by shoppers and receivers, and the quality and cost of services of each mode of transportation must be competitive.

TRUCK MOVEMENTS

Truck movements are the key elements of the overall intermodal transportation process. The extensive road network gives truck trips a distinctive advantage in choosing the routes taken to connect origin and destination locations, and they have a tremendous effect on all segments of the economic, social, and environmental characteristics of a community. For instance, truck movements have made it possible for some manufacturers that once depended on rail service to locate far from rail lines. This in turn impacts the entire community through truck trips occurring over roads not designed for trucks, trucks traveling through residential neighborhoods, etc. It is also understood that without truck movements in and through our communities, we could not enjoy the conveniences we have today.

In order to better understand truck movements and the resulting roles and impacts in the overall intermodal transportation process, certain knowledge must be obtained. This information includes such things as trip origins and destinations (external-external, external-internal, and various types of internal-internal), type and travel characteristics of the commodities transported, and trip frequency. Currently, only a limited amount of information is available regarding these elements. This plan addresses the general locations of truck trip generation and the transportation network linking these locations to other types of transportation facilities and to important geographic sites in the Study Area.

Within the Study Area, there are ten general freight trucking companies, three truck brokerage companies, five trucking companies that primarily haul household moving freight, and a number of independent trucking companies of which most haul material resources (logs and gravel) and agricultural commodities, poultry, and livestock. The majority of these trucking companies are dispersed throughout the Study Area, however, the household freight companies are concentrated along West 6th Avenue between Hazel Street and Blake Street.

Truck trip generation location areas are the Jefferson Industrial Park area, Pine Bluff Port Industrial Park/railroad yards, and the West 6th Avenue area. Following is a brief description of each area.

Jefferson Industrial Park Area: This general area is adjacent to Jefferson Parkway and McFadden Road which is located between Dollarway Road (U.S. Highway 365) and U.S. Highway 79 north. The Industrial Park itself contains approximately 750 acres. In and near the Park area are fifteen business that generate a number of semi-truck trips; there are also three other

manufacturers located in this area that generate a number of semi-truck trips. The majority of land in the area has not been developed.

Pine Bluff Port and Rail Road Yards: This area is adjacent to Port Road and Emmett Sanders Road and lies east of Michigan Street. There are approximately twenty-five businesses and industries in the area that generate a number of semi-truck trips.

West 6th Avenue Area: This is the area adjacent to 6th Avenue that is located between Plum Street and Blake Street (U. S. Highway 79). There are approximately twenty businesses which generate semi-truck trips including the household movers offices/warehouse facilities.

Also located within the Study Area are two smaller industrial parks and a number of businesses such as wholesalers and distributors, grocery stores, etc. each of which generate truck trips.

The map shown on page 84 identifies the routes within the Study Area that have been designated as truck routes. While these routes provide adequate access to the commercial and industrial land uses within the area, pavement conditions, drainage, turning radii at intersections, lane widths, signage, and local regulations and policies are also important aspects that affect the efficient movement of semi-trucks along the truck routes. The majority of transportation construction projects listed on the twenty-five year Transportation Improvement Program plan are located on truck routes, and it is important that when designing these projects, careful consideration is given to the design standards for semi-truck movement. The following recommendations are related to truck movement policy and minor road improvement projects that will aid in improving the efficiency of truck and other vehicle movement within the Study Area. These policies and projects should be implemented in conjunction with the twenty-five year Transportation Improvement Program.

POLICIES: REVIEW EXISTING LOCAL ORDINANCES AND POLICIES THAT AFFECT TRUCK MOVEMENTS TO ASSURE THAT MOVEMENT OF TRAFFIC CAN BE BETTER MANAGED.

1. Zoning Ordinance. Conduct a review of the local jurisdictions ' Ordinances to determine that adequate provisions exist which address adequate on-site truck loading and unloading. This should also be reviewed when considering zoning changes.
2. Curb-Cut Ordinance and Policy: Conduct a review of the local jurisdictions ' Ordinances and policies concerning curb-cuts. It is essential that the driveway entrances used by semi-trucks and other large vehicles to access a given facility are wide enough to accommodate turning movements from the street without disrupting on-street traffic.
3. Street Construction Standards: Conduct a review of the local jurisdictions ' Subdivision Regulations and policies concerning construction standards of streets. Road construction standards for collector and arterial streets as well as local streets that service commercial and industrial land uses need to be designed to sustain the weight of semi-trucks.

4. Truck Route Ordinance Text: Conduct a review of the local jurisdictions ' existing truck route ordinance and ordinance texts. The City of Pine Bluff adopted a Truck Route Ordinance in the mid 1960 's, however, the text has not been revised since that time. The City of White Hall and Jefferson County do not currently have a truck route ordinance and should consider adopting one. Areas that should be addressed are: designation of routes, determination of route criteria, time of on-street deliveries, on-street parking duration and limitations, special purpose route designations, and posting of maintenance bond, weight limits, and enforcement.
5. Truck Route Ordinance Map: The City of White Hall and Jefferson County should consider adopting a Truck Route Map. The City of Pine Bluff has an adopted Truck Route Map and has amended it from time to time to reflect changes that have occurred within the City.

PROJECTS: THE FOLLOWING PROJECTS CAN BE CATEGORIZED AS EITHER ROUTINE MAINTENANCE PROJECTS, LOW COST ROADWAY IMPROVEMENTS PROJECTS, OR TRAFFIC FLOW MANAGEMENT PROJECTS. THESE PROJECTS ARE LOCATED ON EXISTING ROADS DESIGNATED AS A TRUCK ROUTES, OTHER COLLECTOR AND ARTERIAL STREETS NOT DESIGNATED AS TRUCK ROUTES, AND LOCAL STREETS LOCATED IN COMMERCIAL AND INDUSTRIAL AREAS.

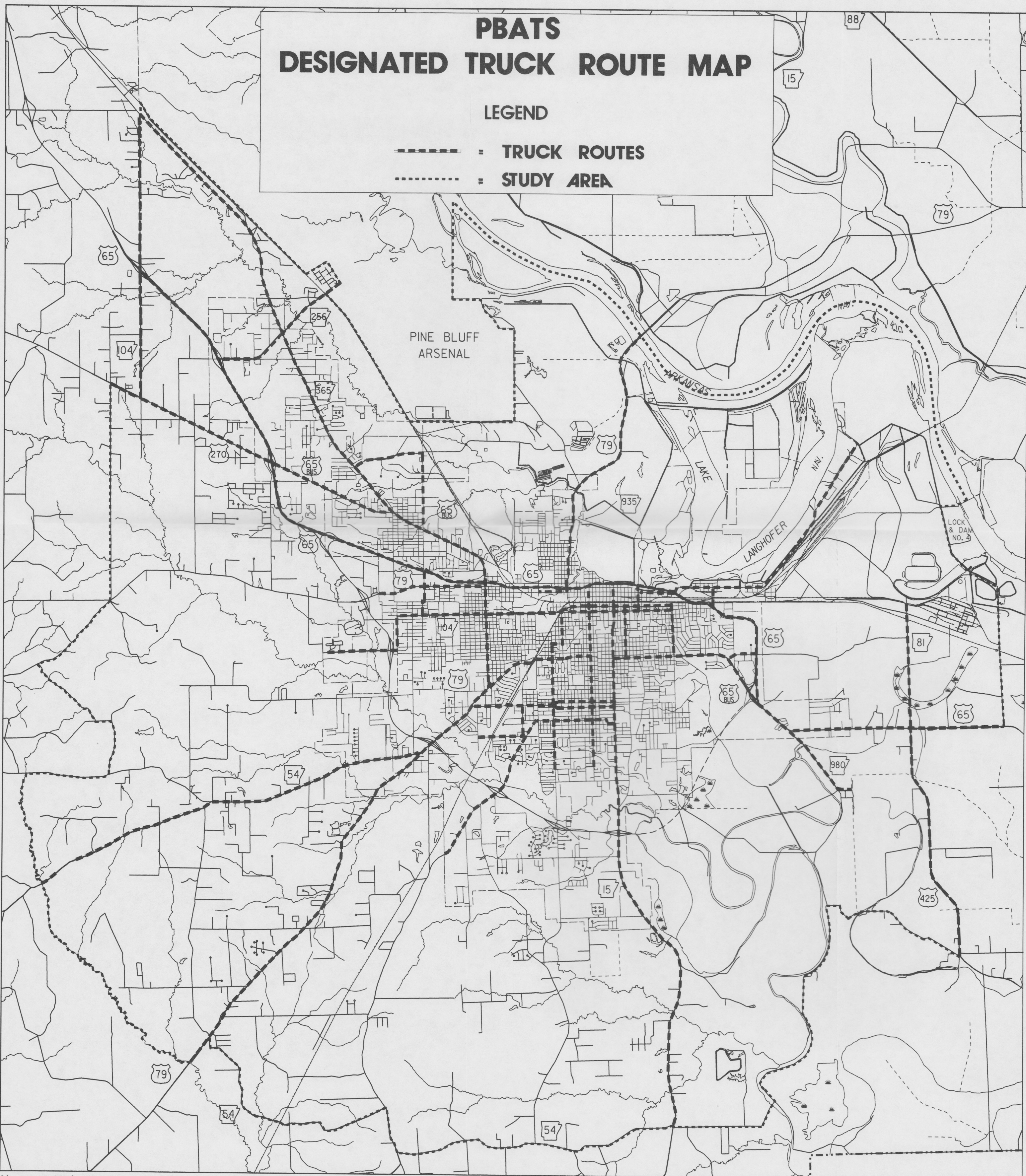
1. Port Road, from U.S. Highway 65 to Emmett Sanders Road: This road is the access road to the Pine Bluff Port Industrial Park. The road is rutted from the truck traffic and needs to be overlayed.
2. Michigan Street, from U.S. Highway 65 to Port Road: This road is not on the truck route but is heavily used by trucks to service the adjacent industries and the Pine Bluff Port Industrial Park. The road needs to be overlayed, the turning radius at the intersection of 2nd Avenue needs to be increased, the slope of the road leading to the intersection of U. S. Highway 65 needs to be decreased, and "No Parking" signs need to be installed on the street.
3. Walnut Street/ Olive Street, between U. S. Highway 65 and Harding Avenue: The City of Pine Bluff added this street to the Truck Route when the street jog at 11th Avenue was eliminated. In order for it to function as a truck route, "No Parking " Signs need to be installed on Olive Street from Harding A venue to 6th Avenue. The turning radii of the intersections of 6th and 8th Avenues need to be increased.
4. Cherry Street, from 46th Avenue to U.S. Highway 65: This route provides access to the central portion of the City. Turning radii at the intersections of U.S. Highway 65 and 6th, 8th, 27th, and 28th Avenues need to be increased, and on-street parking where it is currently allowed needs to be eliminated.

5. Cypress Street, from 5th Avenue to 13th Avenue: This street should be removed from the truck route when the construction of the Hazel Street extension occurs.
6. Hazel Street, from 13th Avenue to Ridgway Road: This street provides a north-south route to the central portion of Pine Bluff. The turning radii at the intersections of 13th, 17th, and 28th Avenues need to be increased. A central turning lane needs to be installed along Hazel Street between 28th Avenue and 31st Avenue.
7. Catalpa Street, between 28th Avenue and 34th Avenue/34th Avenue, between Catalpa Street and Apple Street/Apple Street between 28th Avenue and 34th Avenue: These streets are part of the truck route in order to serve the industrial land uses in the area. The streets were designed as local streets and were not originally intended to be used by trucks. All three streets need to be widened; Apple Street and Catalpa Street need to be overlayed. The intersections of Apple Street and Catalpa Street with 28th Avenue, and 34th Avenue with Catalpa Street and Apple Street need to have the turning radii increase.
8. 6th Avenue, from Blake Street (U.S. Highway 79) to the Arkansas Correctional Facilities: The intersection of Bryant Street and Hutchinson Street need to have the turning radii increased.
9. 2nd Avenue, from Cherry Street to the Tyson Plant: The intersection of 2nd Avenue and Cherry Street turning radius needs to be increased.
10. U.S. Highway 65, from East U.S. Highway 65B to West U.S. Highway 65B: The turning radii at the intersections of Cherry Street and Walnut Street need to be increased.
11. Miscellaneous Recommendations: a) A signage survey needs to be conducted to determine what type of directional signs need to be installed indicating truck routes, major industrial and commercial areas, and governmental, school and other community facilities that generate truck trips. b) Rubber railroad grade crossings need to be installed on the following roads that cross the railroad tracks: Michigan, Main, Walnut, Cherry, Miramar, and 34th.

PBATS DESIGNATED TRUCK ROUTE MAP

LEGEND

- : TRUCK ROUTES
- : STUDY AREA



PEDESTRIAN MOVEMENTS

The PBATS Study Area is a low density urban area that is vehicular oriented and where few people use pedestrian trips to carry out their daily activities. The major emphasis of pedestrian planning in the PBATS area should focus on the type of pedestrian trips that normally begin and end from the end of a vehicular trip. Nevertheless, an overall pedestrian circulation network should be considered in the planning process, particularly those identified under 'New Subdivisions' and 'Arterial and Collector Streets' below. With the increased awareness of environmental issues and the trend toward neighborhood revitalization, there is a need to consider such long range pedestrian plans that link neighborhoods with other neighborhoods and commercial developments. Local pedestrian circulation plans for key areas such as the CBD and the University of Arkansas at Pine Bluff should also be studied.

However, in order to implement any type of pedestrian plan, the public must be convinced that there is a real and perceived need for sidewalk projects, something that has been lacking in the Study Area over the past several years. The last subdivision constructed in Pine Bluff that had sidewalks installed was Belmont Subdivision which was constructed in the 1960's. In the City of White Hall, there are no sidewalks on any of the streets although a recently approved subdivision does contain a natural pedestrian-way that is separated from vehicular traffic.

Because of the lack of pedestrian-ways and sidewalks within the Study Area, the initial plan consists of identifying transportation-management-system types of projects that are directed toward improving safety of children walking to and from school. The following is a brief description of the sidewalk network and recommendations of where sidewalks should be installed near schools.

- **Pine Bluff High School - 11th Avenue:** The school is in the central city area which has an extensive sidewalk network within the neighborhoods. No new sidewalk facilities are needed.
- **Jack Robey Junior High School - 4101 South Olive Street:** The school has sidewalks on a part of its property along 38th Avenue and Main Street. Sidewalks should be installed on Olive Street in front of the school north to 33rd Avenue, and on Main Street from 38th Avenue to 34th Avenue. There is not an extensive network of local streets in the vicinity of the school; however, the existing streets all lack sidewalks.
- **Southeast Junior High School - 20th Avenue and Ohio Street:** The school has a sidewalk running along Ohio Street from Harding Avenue to 38th Avenue. A sidewalk should be installed on Ohio Street between Harding Avenue and 8th Avenue. Pedestrian crossing improvements should be installed at the intersection of Harding Avenue and Ohio Street. There is not an extensive network of local streets in the vicinity of the school; however, the existing streets all lack sidewalks.
- **Belair Elementary School - 1301 Commerce Road:** The school has a sidewalk on its property adjacent to Commerce road; the only portion missing is along Commerce Road between the school driveway entrances. All the streets in the vicinity have sidewalks.

- **Broadmoor Elementary School - 1800 East 11th Avenue:** This school is located in the Broadmoor Subdivision which has an extensive sidewalk network. The only place where no sidewalks are located is on school property adjacent to the public streets.
- **Carver Elementary School - 300 N. Linden Street:** The school has sidewalks on its property adjacent to Linden Street. The sidewalk runs south to Pullen Street which has sidewalks on both sides. Linden Street is the only street that is adjacent to the school site.
- **First Ward Elementary School - 1300 East 5th Avenue:** This school is in the central city area having a number of sidewalks in the vicinity of the school. However, a sidewalk needs to be installed on Ohio Street between 5th and 6th Avenues and on 5th Avenue from Ohio Street to Pennsylvania Street.
- **Forrest Park Elementary School - 34th Avenue and Hickory Street:** The school does not have any sidewalks along its property adjacent to the streets, nor are there any sidewalks in the adjoining neighborhoods. Sidewalks should be installed on the school property on 34th Avenue between Cherry Street and Hazel Street, on 33rd Avenue between Linden Street and Hazel Street, and on Hickory Street between 34th Avenue and 37th Avenue.
- **Greenville Elementary School - 2501 West 10th Avenue:** The school is located in a neighborhood that does not have any sidewalks, but sidewalks are located on the streets adjacent to the school - on Fir Street between 8th and 13th Avenues and on 10th Avenue from Fir Street to Hazel Street.
- **Indiana Street Elementary School - 1519 Indiana Street:** There are sidewalks along the two streets adjacent to the school. Along Indiana Street the sidewalk is located between Harding Avenue and 13th Avenue. Along 15th Avenue the sidewalk is located between Indian Street and Ohio Street. All the other neighborhood streets in the area are narrow streets with ditches on both sides that do not have sidewalks.
- **Lakeside Elementary School - 609 West 15th Avenue:** The school is in the central city area which has an extensive sidewalk network in the neighborhoods near the school. No new sidewalk facilities are needed.
- **Oak Park Elementary School - 3010 South Orange Street:** There are no sidewalks on the school property adjacent to the streets, nor are there any sidewalks on any of the streets within the adjoining neighborhoods. Most of the streets in the neighborhood are 18 feet or less in pavement and shoulders. A site study should be conducted to determine what type of sidewalk system should be installed to access the school.
- **Sam Taylor Elementary School - 1415 West 13th Avenue:** The school has sidewalks on West 13th Avenue and on Ash Street. Sidewalks need to be installed along 12th Avenue from the school east to Hickory Street and on Plum and Locust Streets from 13th Avenue to 17th Avenue.

- **34th Avenue Elementary School - 34th Avenue and Missouri Street:** The school has a sidewalk on Missouri Street the length of the school property. There is also a sidewalk on the south side of 34th Avenue between the school and Main Street. A sidewalk should be installed on Missouri Street from 32nd Avenue to 31st Avenue to provide access to the students who live north of the school.
- **Dollarway High School - 1900 Dollarway Road:** The school has sidewalks on all adjoining streets. The neighborhood located southeast of the school has an extensive sidewalk network, whereas the neighborhood located southwest of the school does not have any sidewalks. A sidewalk should be installed along Dollarway Road from the school to the intersection of Williams Street and Dollarway Road.
- **Dollarway Junior High School/Townsend Elementary School - 2601 Fluker Street:** Fluker Street is a major east-west transportation link. The Elementary School is located on the south side of Fluker Street, and the Junior High School is located on the north side of the street. The students are required to cross the street for various activities. There is a school crossing flasher sign at the pedestrian crossing. Sidewalks are located on both sides of the school property adjacent to the street. The sidewalks are located from the Townsend Park main entrance road to U. S. Highway 79, and on the south side of Fluker Street. The streets in the neighborhood east of the school do not have curb and gutter or sidewalks. A traffic engineering study should be conducted to determine if the existing school street crossing is located properly and meets safety standards for pedestrian crossings.
- **James Matthews Elementary School - 4501 Dollarway Road:** There are no sidewalks on the school property adjacent to Dollarway Road. A sidewalk should be installed along this street from the High School to Williams Street. Pedestrian school crossing improvements should also be installed on Dollarway Road. There is a sidewalk located across from the school on Cottonwood Street. This sidewalk is substandard in width and in need of repair. It should be extended north to the Cottonwood Housing Development.
- **Pinecrest Elementary School - 5601 Calhoun Street:** There are no sidewalks on the school property adjacent to the street nor are there any sidewalks within the neighborhood. The majority of the streets in the neighborhood are 18 feet or less in width and have no shoulders. A study should be conducted to determine what type of sidewalk system should be installed to access the school.
- **White Hall High School - 700 Bull Dog Drive:** The school site is designed as a self-contained facility in a natural setting. The school is located approximately 1,000 feet from the only public street serving it. The location of the facility is not conducive to pedestrian access, particularly in light of the sparsely populated neighborhood. A sidewalk should be installed along Bulldog Drive (a private street) from its entrance at Holland Street to the school.
- **White Hall Junior High School - 8106 Dollarway Road:** There are no sidewalks on the school property adjacent to the streets, nor are there any sidewalks on any of the streets within the neighborhood. Sidewalks should be installed along Dollarway Road. A traffic

engineering study should be conducted to determine what type of sidewalk system should be installed along the other streets adjacent to the school.

- **Gandy School - 400 Gandy Avenue:** There are no sidewalks on the school property adjacent to the streets nor are there any sidewalks on any of the streets in the neighborhood. Sidewalks should be installed along the school property adjacent to Gandy Avenue and along Taylor Street from the school site to Bessie Drive.
- **Moody Elementary School - 700 Moody Drive:** The school site is a self contained facility which is located 1,500 feet from Moody Drive, the only public road serving the school. The location of the facility is not conducive to pedestrian access from the adjacent, sparsely populated neighborhood. A sidewalk should be installed along Moody Drive from Holland Street to the school.
- **Watson Chapel Senior and Junior High School - 3900 and 4100 Camden Road:** There are no sidewalks on the school property adjacent to the two highways nor on any of the streets within the neighborhood. Sidewalks should be installed along State Highway 54 from the school site to East Lake Drive and along Oakwood Road from the school to near the U. S. Highway 65 overpass. A traffic engineering study should be conducted to determine what other pedestrian improvements need to be implemented to meet safety standards for pedestrians.
- **Coleman Elementary School - 4600 West 13th Avenue:** The school site has facilities on both the north and south sides of 13th Avenue and on the east and west side of Redbud Street. Redbud Street is barricaded during school hours. Thirteenth Avenue is a major east-west transportation link. The students are required to cross 13th Avenue for various activities. There is a school crossing flasher sign at the pedestrian crossing. Sidewalks are located on both sides of the school property adjacent to 13th Avenue and continue east to the intersection of Blake Street. The streets within the neighborhood are narrow and have no curb, gutter, sidewalks, or shoulders. A traffic engineering study needs to be conducted to determine if any sidewalks need to be installed on the neighborhood streets for the purpose of accessing the school.
- **Edgewood Elementary School - 4100 West 32nd Avenue:** There are no sidewalks on the school property adjacent to the streets. There is a pedestrian walkway connecting Taylor Drive with the school. A sidewalk should be installed in front of the school adjacent to 32nd Avenue. A traffic engineering study should be conducted to determine if additional sidewalks should be constructed along adjacent streets for the purpose of accessing the school.
- **L.L. Owen Elementary School - 3605 Oakwood Road:** There are no sidewalks along Oakwood Road which is the only street adjacent to school property. The recommendations are similar to those for Watson Chapel High School. Sidewalks need to be constructed on Arkansas Highway 54 and on Oakwood from Highway 54 to a point near the U. S. Highway overpass.

- **Sulphur Springs Elementary School - 9210 Sulphur Springs Road:** This school is a rural school on the edge of the Study Area. It is a sparsely populated area. At this time, a pedestrian walkway system should not be constructed to access the school.
- **University of Arkansas at Pine Bluff – 1200 University Drive:** The University is currently working on establishing a pedestrian walkway system within its campus in those areas not currently served by sidewalks. Sidewalks need to be installed along Spruce Street and Oliver Drive which would connect the main campus with the stadium and agriculture campus.

Other foci of pedestrian movement planning in the PBATS Study Area should be directed towards the following areas:

- **Central Business District/Urban Core Area.** The existing pedestrian walkways should be maintained. Emphasis should be placed on making the pedestrian ways accessible to all persons. Installing amenities that give the pedestrian a perception of well-being and safety and that will promote a willingness to use the walkways should be an objective. Pedestrian crosswalks need to be installed on Main Street at the 4th Avenue rail crossing.
- **New Commercial and Multifamily Residential Developments.** A pedestrian walkway system should be designed and incorporated into new commercial developments and new multi-family construction. Emphasis should be placed on separating pedestrian movements from vehicular movements and providing pedestrian walkways to the developments' perimeters.
- **New Subdivisions.** Pedestrian walkways should be required in all subdivisions receiving approval from local entities. The walkway systems should be designed so as to reduce pedestrian-vehicular conflict where possible and to foster effective pedestrian movement that links different land uses as would a vehicular transportation network.
- **Arterial and Collector Streets.** Pedestrian walkways should be installed along those arterial and collector streets where there is evidence of pedestrian movement.
- **Pedestrian T.S.M. Projects.** Pedestrian movement projects that are safety oriented and which can be implemented at a low capital cost should be installed. Such improvements include pavement crossing markings, signing, curb cuts, etc.

BICYCLE PLANNING

In the past there has been very little demand by the public for the establishment of road and off-road bikeways in the PBATS Study Area. At the same time, local governments have ignored the needs of bicycle riders, perpetuating the lack of bicycle use as an alternative transportation mode. However, in areas that are already densely developed as is much of Pine Bluff, implementing a bikeway plan is difficult, particularly when one considers that developed areas contain the destinations of most travel trips. Since safety is of the utmost importance in terms of

bikeway design, minimizing potential conflicts between bicycles and automobiles by physically separating the two is the optimum method of providing a bikeway. But densely developed areas rarely contain enough available land to provide for separate bike paths, and even if land were available, the costs of land purchase and bike path construction would be prohibitive. Therefore, in the PBATS Study Area, the only viable alternative to separate bike paths is to confine bikeways to the existing street system through a program of signing and bike lane striping. Such a program alerts motorists that bicycles are more prevalent on signed and striped streets and assists in making bicycle movements safer and more predictable.

The bicycle plan prepared by PBATS consists of a bicycle transportation network that resembles the major street network. This network is designed to be relatively direct so that it will be more attractive to those riders using the network for non-recreational trips, and it also provides for as much continuous movement as possible. Since bike riders must comply to the same traffic regulations as does a motorist, bikeways containing continuous disruptions such as stop signs at every block and street jogs discourage use of the system. Therefore, major roads rather than local streets have been recommended as primary bike routes under the bicycle plan. The proposed bike route system can be implemented by properly signing the routes, and in cases where the existing pavement is wide enough for both automobile and bicycle lanes, installing designated bike lane pavement markings. The map on page 92 shows the proposed bicycle network.

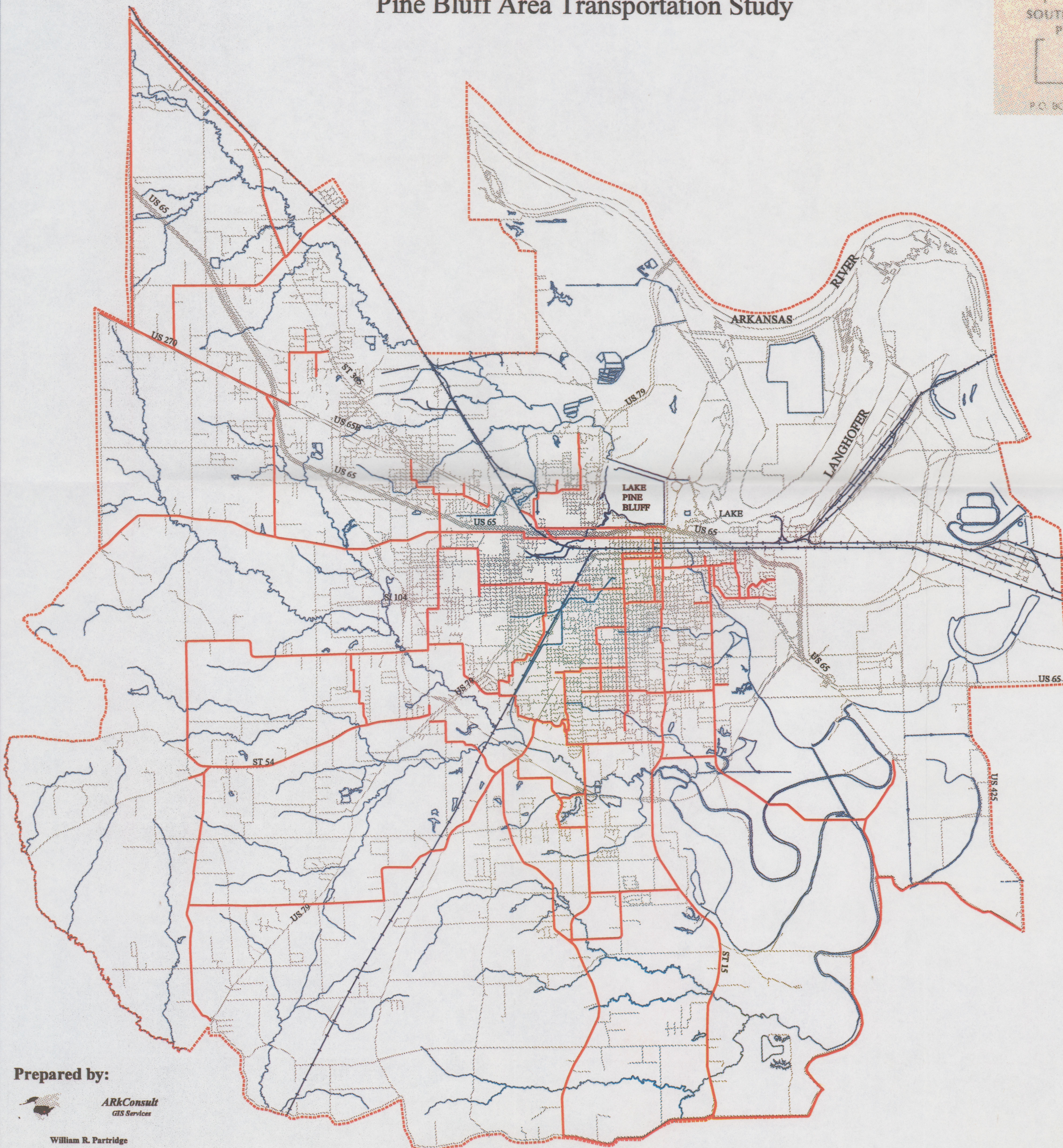
The following recommendations should also be given consideration when new development occurs:

- When constructing or reconstructing arterial streets, the inclusion of bikeways along the route should be considered.
- Local entities should be encouraged to modify their subdivision regulations to provide for a bicycle circulation network that will connect various types of land uses.
- Encourage major activity centers that generate a large number of trips to install bicycle parking areas and bicycle racks.
- Encourage local entities to implement a bicycle registration fee program and allocate fees collected being allocated to bikeway improvements.
- Encourage local entities to implement a bicycle safety and road use training and education program designed to teach elementary school children how to abide by the rules governing safe bicycle riding.

In addition, local entities should research using abandoned railroad rights-of-way, utility rights-of-way/corridors, and drainage rights-of-way/corridors for bikeways.

Proposed Bicycle Plan

Pine Bluff Area Transportation Study



Legend

- PBATS Boundary
- 2020 Bicycle Plan
- Streams
- Arkansas River
- Railroad
- Roads



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1.2 0 1.2 2.4 Miles

TRANSPORTATION ENHANCEMENT PROGRAM

The Transportation Equity Act for the 21st Century (TEA-21) contains provisions for improving the surface transportation system through development of transportation enhancements.

Transportation enhancements are defined in TEA-21 as follows:

1. Bicycle and pedestrian facilities
2. Acquisition of scenic easements and historic sites
3. Scenic or historic highway programs
4. Landscaping or other scenic beautification
5. Historic preservation
6. Rehabilitation and operation of historic transportation facilities
7. Preservation of abandoned railway corridors (including their conversion to bicycle and pedestrian facilities)
8. Control and removal of outdoor advertising
9. Archeological planning and research
10. Mitigation of water pollution due to highway runoff above and beyond normal environmental mitigation

The Arkansas Transportation Enhancement Program (ATEP) will enable the Arkansas State Highway and Transportation Department (AHTD) to make a portion of Arkansas' enhancement funding available to city, county, and other state government agencies. ATEP funding will be based on a formula with a maximum federal share of 80% and a minimum local share of 20%.

ATEP projects will be divided into three broad categories encompassing the ten items mentioned in TEA-21: historic projects, scenic and environmental projects, and bicycle and pedestrian projects. While no specific dollar amount will be set aside for any specific category, the AHTD has set a goal of 30% of available enhancement funds for projects submitted by other jurisdictions and other state agencies.

Applicants for ATEP grant funding must be official governmental bodies (city or county government or state agencies). Requests for ATEP grant funding for projects within urbanized areas greater than 50,000 population must be submitted through the appropriate MPO. In Jefferson County, ATEP requests must be submitted through SARPC. The project must clearly demonstrate that it will serve one or more of the ten identified purposes or functions included in the definition of transportation enhancement activities as stated on the previous page. The applicant must demonstrate that the project is financially feasible, that it has the resources and capabilities to complete the project, and that it has a plan for maintenance of the new or improved facility. The applicant must certify that it will provide the required matching funds equal to at least twenty percent of the project's total cost.

The Transportation Enhancement Program is one option that cities and counties can use to provide for pedestrian and/or bikeway projects. Most times, budget constraints limit cities and counties to providing maintenance on existing streets and implementing a few new street projects that are necessary to improve access and traffic flow of automobiles and trucks. Pedestrian and bicycle ways may not even be considered in light of more pressing street needs. Pedestrian or bicycle projects that are for recreational or transportation purposes can be applied for under the enhancement program. However, if an applicant wishes to apply for pedestrian or bicycle projects to be located on or in close proximity to roadway right-of-way, the major purpose or function of the project must be for transportation purposes, and that recreational or scenic aspects comprise only an incidental or secondary purpose of a temporary nature.

SOCIAL EQUITY AND ENVIRONMENTAL JUSTICE

Title VI of the 1964 Civil Rights Act states that “No person in the United States shall, on the grounds of race, color, or National Origin, be excluded from participating in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance”. Social equity and environmental justice issues need to be addressed to insure that public expenditures on transportation projects benefit all segments of the community in terms of meeting the 1964 Civil Rights Act. Therefore, within the Long Range and Short Range Planning process, a mechanism needs to be developed to insure that all segments of the community and individuals within the Study area have equal opportunities to participate in determining what transportation projects will be implemented and where the projects will be located. A continuous evaluation of the distribution of transportation projects must be made so all segments of the community share in the social, economic, and environmental benefits of the projects.

To implement such a program in the planning process, specific steps need to be taken to assess the distribution of the benefits and adverse environmental impacts of the transportation projects and programs. The areas where specific steps need to be taken are:

1. Development of overall goals and objectives that insure equity issues are addressed.
2. Development of criterion to evaluate equality of transportation services.
3. Establishment of an equitable public involvement process.

During the next year, the MPO will develop strategies to insure that social equity and environmental issues are addressed along with the developing of methods to evaluate equitable distribution of transportation services.

MANAGEMENT SYSTEM

Monitoring the existing transportation system is a vital function of the planning process. A transportation management system which evaluates the existing transportation infrastructure and transit system is an essential element not only in establishing a maintenance program but also in

selecting projects for inclusion in the transportation improvement program. In accordance with the U. S. Department of Transportation regulations, management systems must be developed and included in the planning process. The development of the management systems will be a joint venture undertaken by the Arkansas Highway and Transportation Department, local jurisdictions, and PBATS.

- Pavement Management. This system consists of a process to analyze and summarize pavement information for use in selecting and implementing cost-effective pavement construction rehabilitation and maintenance programs.
- Bridge Management. This system consists of analyzing and summarizing bridge conditions to be used in selecting and implementing cost-effective bridge replacement, rehabilitation, and maintenance programs.

