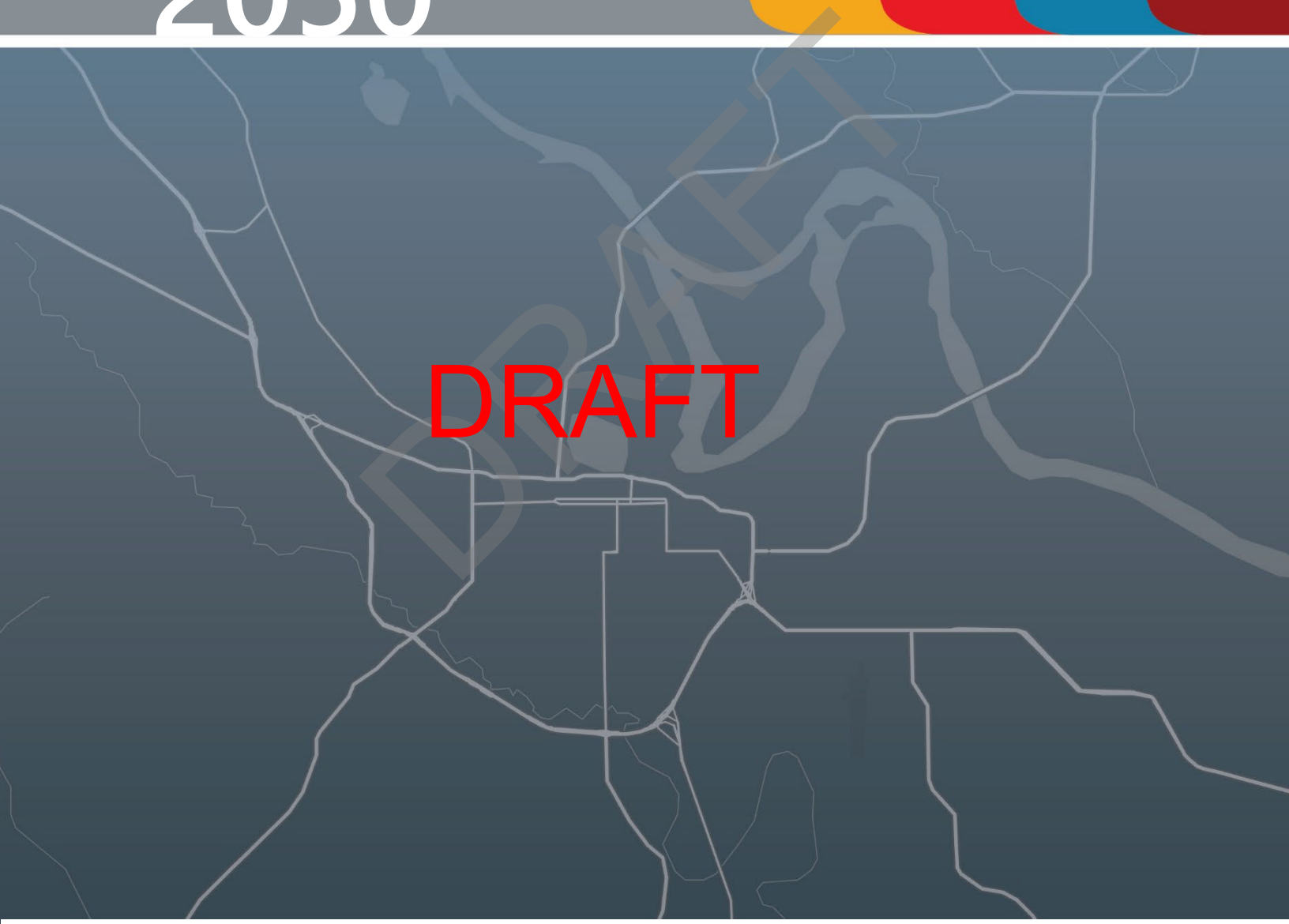
Metropolitan Transportation Plan

for the Pine Bluff-White Hall Region

2050



Pine Bluff - White Hall - Jefferson County
Metropolitan Planning Organization
MPO
Southeast Arkansas Regional Planning Commission

2050 Metropolitan Transportation Plan

Southeast Arkansas Regional Planning Commission

This document is posted at:

https://searpc.com/

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Date adopted: _____
Date amended: _____

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This Plan was prepared as a cooperative effort of the Southeast Arkansas Regional Planning Commission (SEARPC), Arkansas Department of Transportation (ARDOT), U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135. This report was financed in part by funds provided by the USDOT. The provision of Federal financial assistance should not be construed as denoting U.S. governmental approval of plans, policies, programs, projects or opinions contained herein.

The Southeast Arkansas Regional Planning Commission (SARPC) is a local council of governments that provides planning and technical services to Jefferson County and the local governments within the County. SARPC was established in 1964 in accordance with the Arkansas State Statute on Metropolitan or Regional Planning. The formal name of the transportation planning program is the Pine Bluff Area Transportation Study (PBATS). The PBATS area encompasses the cities of Pine Bluff, White Hall and portions of the unincorporated areas of Jefferson County that make up the Metropolitan Urbanized area as defined by the U.S. Census. The designated PBATS area is referred to in this report as the Metropolitan Planning Area (MPA) or the Pine Bluff region.

Pine Bluff Area Transportation Study Resolution

_____

ADOPTION OF 2050 METROPOLITAN TRANSPORTATION PLAN

WHEREAS, the Policy Committee was established for the purpose of providing policy guidance for the Pine Bluff Area Transportation Study (PBATS) planning process; and

WHEREAS, the Policy Committee has reviewed the PBATS 2050 Metropolitan Transportation Plan and public notice for comments has been provided for a minimum of thirty (30) days;

NOW THEREFORE BE IT RESOLVED THAT, the Policy Committee hereby adopts the recommended PBATS 2050 Metropolitan Transportation Plan.

DRAFT

PASSED AND APPROVED THIS _____ DAY OF _____, 2026

_____

Ken Smith, Chairman

_____

Larry Reynolds, Director

MPO Policy Board

Name	Position
Sunny Farmahan	ARDOT Senior Transportation Planner
Jimmy Fisher, Sr.	Jefferson County District #5 Justice of the Peace
Vivian Flowers	City of Pine Bluff Mayor
Noel Foster	White Hall City Mayor
Andrew Hoggard	ARDOT District Engineer
Bruce Lockett	Pine Bluff City Council Member
Scott Ray	White Hall City Council Member
Ken Smith	SEARPC Chairman
Allison J. H. Thompson	Economic Development Alliance for Jefferson County CEO
Ivan Whitfield	Jefferson County Judge

MPO Technical Advisory Committee

Name	Position
Noel Foster	City of White Hall Mayor
Tiger Dockett	Pine Bluff Street Department Superintendent
Kenneth Fisher	Bike & Pedestrian Representative
Doug Hale	Pine Bluff Regional Airport Manager
Anthony Hunter	ARDOT Transportation Planner
Randy Hurt	Jefferson County Road Superintendent
Jeff Jones	White Hall Street Superintendent
Ashley Kimbrell	Southeast Arkansas Transportation (SEAT) Director
Valera McDaniel	FHWA
Nancy McNew	Economic Development Alliance for Jefferson County VP
Karen Quarles Blevins	Office of Emergency Services Director
Cassandra Shaw	Pine Bluff Transit Director
Bryan Swinney	ARDOT District 2 Construction Engineer

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Prepared by:

DCCM

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Chapter 1

Introduction

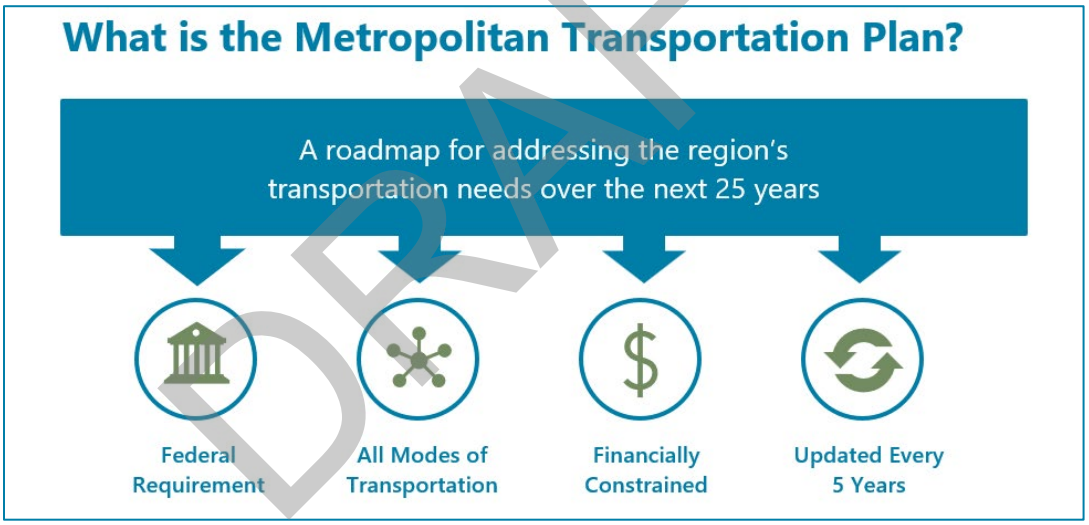
This chapter describes the purpose and need of the Metropolitan Transportation Plan (MTP), the role of the SEARPC Metropolitan Planning Organization (MPO), the planning process, and the broader context shaping the 2050 MTP update. It also describes the MTP's overarching vision and goals for the future of transportation in the Pine Bluff Metropolitan Planning Area (MPA).

Photo Source: Google Earth (2026). Martha Mitchell Expy

Purpose

All urbanized areas of 50,000 or more people are required to develop and maintain an MTP to guide long-term development of the multi-modal transportation system. Under federal regulations, Metropolitan Planning Organizations (MPOs) are responsible for carrying out a Continuing, Cooperative, and Comprehensive (3-C) performance-based multimodal planning process, in coordination with State and local governments, to determine how best to invest federal transportation funding in the region. The 2050 MTP is an update to the 2045 MTP that was adopted in 2020 and amended in 2022. It serves as a long-range guide that lists transportation investments in the Pine Bluff Metropolitan Planning Area (MPA) based on the region's needs, priorities, and available funding for transportation investments.

While supporting state and local goals, the MTP complies with national objectives and the federal requirements set forth in the Code of Federal Regulations. More specifically, §450.324 specifies requirements for MTPs, such as a financial plan for implementation, a system performance report, and a planning horizon of at least 20 years.

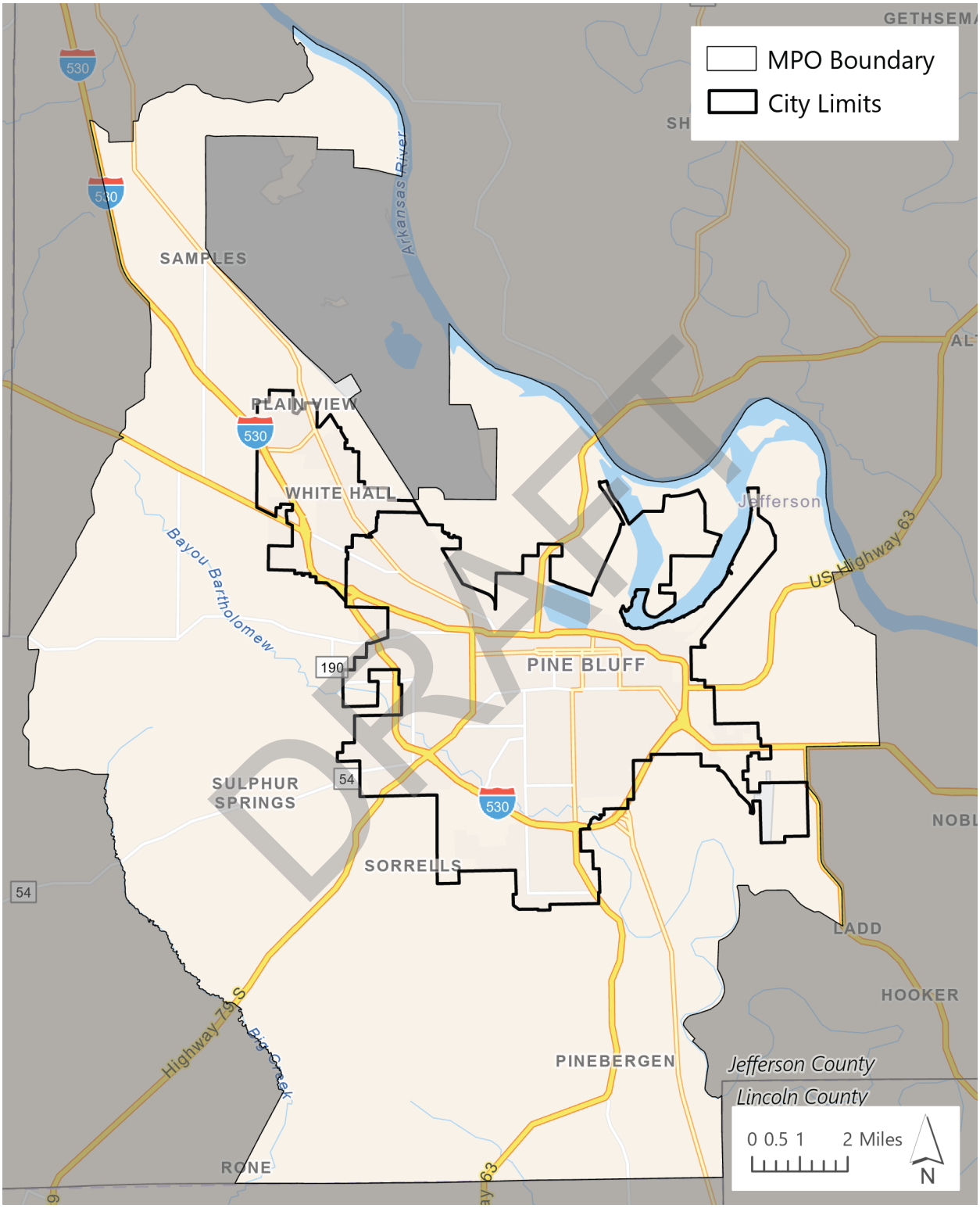


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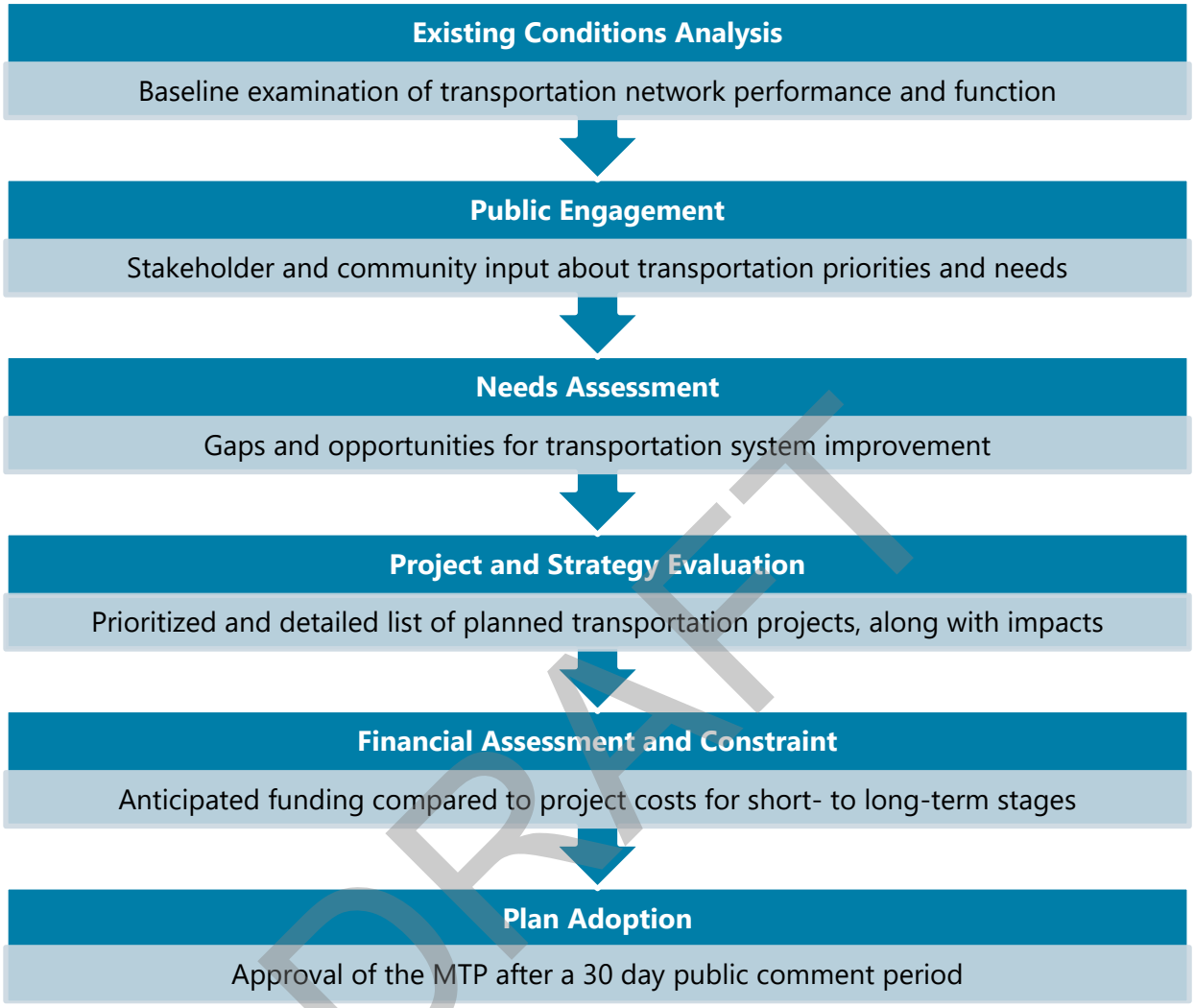
Southeast Arkansas Regional Planning Commission (SEARPC)

The MPO for the region is the Southeast Arkansas Regional Planning Commission (SEARPC), which encompasses the City of Pine Bluff, the City of White Hall, and portions of Jefferson County. While the population of the urbanized area has fallen below the 50,000 threshold, the MPO continues to provide planning and technical services to the region, with close ARDOT coordination and support.

Figure 1: Pine Bluff Metropolitan Planning Area (MPA)



MTP Planning Process



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Vision Framework

The vision framework lays the foundation for identifying goals and strategies that will help the region meet its established performance targets. The vision for the 2050 MTP continues the long-term vision for the transportation network established in the 2045 MTP. The framework is shown below with objectives for each goal that supports the overall vision.

Vision: Residents, visitors, and workers of the Pine Bluff region will be able to travel safely, conveniently, and comfortably within a well-maintained multimodal transportation system that supports efficient movement within, from, and to the region.

Reliability

Goal: Provide Reliable Transportation Options

- Reduce roadway congestion and delay
- Increase pedestrian and bicyclist connectivity
- Improve transit service
- Support multimodal reliability through technology and Traffic Incident Management

Safety and Security

Goal: Improve safety and security

- Prioritize investment in areas with a history of serious crashes
- Coordinate with local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response
- Encourage the use of Intelligent Transportation Systems and other technology during disruptions

Maintenance

Goal: Maintain the existing transportation system

- Maintain transportation infrastructure and assets in a good state of repair (pavement, bridges, transit vehicles, etc.)
- Reduce demand for roadway expansion by supporting alternative modes of transportation
- Utilize a "fix it first" approach

Prosperity

Goal: Support economic activity and a high quality of life

- Pursue transportation improvements that are consistent with local plans for economic development
- Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes
- Address the unique needs of visitors to the region and the impacts of tourism

Resources

Goal: Protect natural and community resources

- Minimize or avoid adverse impacts from transportation improvements to the natural and social environment
- Encourage designs that effectively manage and mitigate stormwater runoff
- Support carpooling, transit, and active transportation

Organization

Goal: Utilize partnerships and creative approaches

- Continue to work closely with ARDOT
- Tap into specialized and unconventional funding sources or strategies
- Promote "right sized" transportation strategies and services
- Work with stakeholders to meet transportation needs

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The vision and goals are aligned with public and stakeholder engagement, existing transportation plans, and required federal planning factors. Each of these components contributed to the vision framework and development of the 2050 MTP goals.

Public & Stakeholder Engagement

Over the course of the MTP development, SEARPC sought input from community members, stakeholders, and partners to better understand transportation challenges and priorities in the region. The engagement process was designed to promote inclusive and meaningful engagement in transportation planning and services. This included ensuring participation opportunities for all community members, with particular attention to low-income individuals, minority populations, and those with disabilities. These groups often face unique transportation obstacles which require accommodation and consideration.

Public engagement is guided by a public participation plan specifically designed for the 2050 MTP update, along with the SEARPC's Public Participation Plan. Strategies include an online survey and conversations with stakeholders about transportation challenges, needs, and priorities.

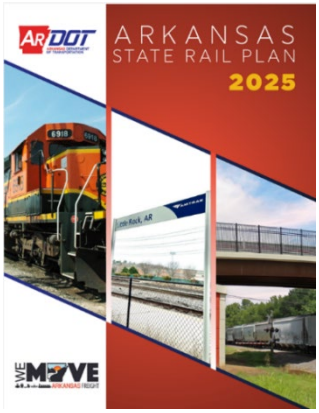
Plan Review

While many previous plans focused heavily on long-term regional growth, this MTP update focuses on the changing demographic and financial realities of the region. It is intended to support established goals of a safe, reliable, and financially sustainable transportation system over the next 25 years.

The following section reviews and summarizes state and regional planning documents as part of the development process for the 2050 MTP. The plan review provides a consistent foundation to understand current and future transportation investments and ensure consistency with previous and ongoing planning activities.

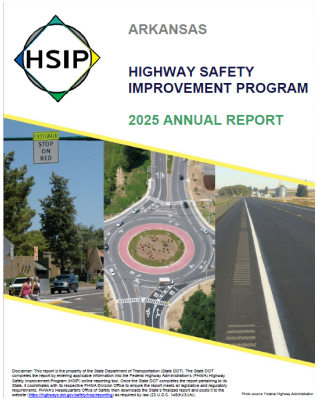
State Rail Plan (ARDOT, 2025)

The Arkansas State Rail Plan (SRP) is a strategic blueprint and assessment of rail activity and infrastructure in the state. Key themes of the SRP include safety and resiliency, economic competitiveness, infrastructure condition, multimodal mobility and reliability, and environmental sustainability.



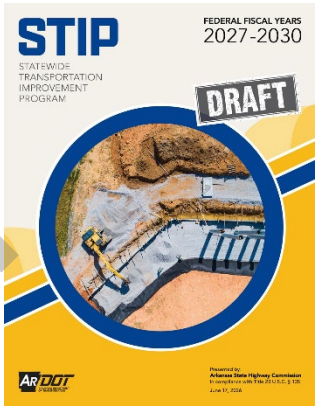
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Highway Safety Improvement Program (ARDOT, 2025)



The goal of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in the number of fatalities and serious injuries resulting from crashes on public roadways in the state. Key components of the HSIP are strategic planning, crash data analysis, and countermeasure identification.

Draft Statewide Transportation Improvement Program (ARDOT, 2027-2030)



The Statewide Transportation Improvement Program (STIP) is prepared in accordance with 23 CFR 450.218 to list all regionally significant transportation projects. The STIP also discusses progress in achieving federal performance targets for safety, transit, infrastructure condition, system reliability, and Congestion Mitigation & Air Quality (CMAQ). The STIP lists 4 roadway projects within or partially within Jefferson County, totaling $41,325,000. These are listed in the Table 1.

Table 1: Pine Bluff Region Projects in the Statewide TIP

Job	Termini	Route	Type of Work
020661	I-530 Access Impvts. (Jefferson Co.) (Phase 1) (S)	I-530	New Location
020615	Pine Bluff – South (S)	79	Widening
020716	I-530 – Hwy. 425 (Minor Widening) (Pine Bluff) (S)	65	Shoulder
020804	Hwys. 65 & 425 Cable Median Barrier Impvts. (S)	65, 65B, & 425	Safety

State Freight Plan (ARDOT, 2022)



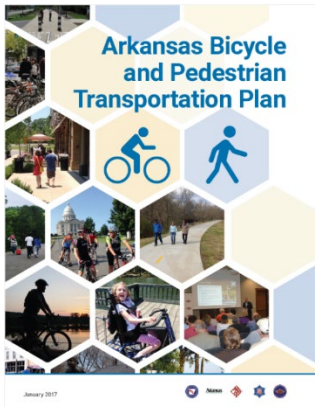
This plan guides multimodal freight transportation investments in the state and promotes strategies to improve multimodal freight operations. Key industries identified in the plan include metals, timber, agriculture, retail/e-commerce, and military and defense. The freight plan provides insight into the components of each mode and how they connect to the larger statewide freight network. The plan also lists recently completed and proposed freight improvement projects.

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Statewide Long Range Intermodal Transportation Plan (ARDOT, 2017)

This statewide plan considers mobility for people and freight across all modes in the state and identifies statewide trends and needs to select and prioritize projects. The Arkansas LRITP is a comprehensive document that provides an in-depth review of the State's transportation inventory and defines goals, objectives, policies, investment strategies, and performance measures which guide infrastructure investment.

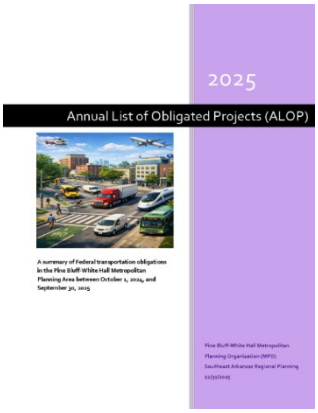


Statewide Bicycle and Pedestrian Transportation Plan (ARDOT, 2017)

This plan outlines goals and steps to support bicycling and walking as a mode of transportation, emphasizing the many benefits of active transportation. The plan finds that across the state cyclists want improved on-street bicycling conditions. Other priorities include motorist education about cycling laws and sharing the road, increased enforcement of traffic laws, increased roadway maintenance, and improved wayfinding.

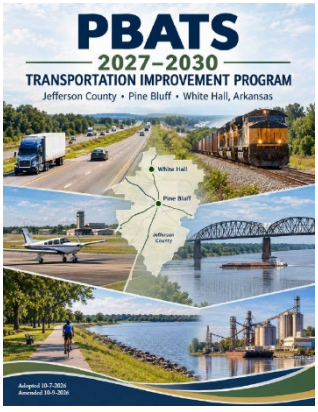
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Annual List of Federally Obligated Projects (SEARPC, 2025)



The Annual List of Obligated Projects (ALOP) document is a list summarizing all federally funded transportation projects in the Pine Bluff-White Hall Metropolitan Planning Area between October 1, 2024, and September 30, 2025. According to this report, the Federal government obligated approximately $139,911,918 for highway projects within the Pine Bluff – White Hall area during this time.

2027-2030 Transportation Improvement Program (SEARPC)



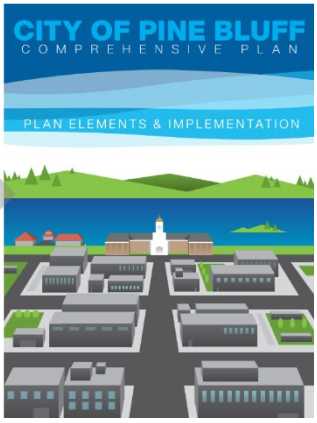
The Transportation Improvement Program (TIP) is a required document that covers a period of four years. The TIP outlines all planned or programmed transportation improvements projects within the MPA that utilize federal funding. The most recent TIP describes the programming of roadway, transit, and system preservation projects or improvements. Transportation projects in the TIP must also be listed in the MTP.
See Table 1

2045 Metropolitan Transportation Plan (SEARPC, 2020)



Adopted in 2020, the 2045 MTP was developed using public and stakeholder outreach, data analysis, project evaluation, and performance based criteria. The result is a comprehensive roadmap for the future of the multi-modal transportation system over 25 years. The MTP is updated every five years. The following projects are listed in the 2045 MTP: 18 funded roadway projects, 18 visionary roadway projects (unfunded), 4 funded bicycle and pedestrian projects, and 21 funded transit projects

Pine Bluff Comprehensive Plan (2022)



The 2022 Comprehensive Plan continues efforts to bring growth and opportunity to the city. It provides tools to focus priorities, evaluate which investments will create sustained community returns, and bring the community together with pride. Transportation-specific strategies in the Plan involve making streets friendly for pedestrians and bicyclists, maintaining streets, and improving connectivity and safety.

Goals of the Comprehensive Plan include:

- Coordinating municipal departments
- Strengthening through neighborhood regeneration
- Readying the City to be open to business
- Investing strategically in streets, drainage, & utilities
- Cleaning up communities and properties
- Telling Pine Bluff's story, past, and future

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Federal Planning Factors

As part of the MTP planning process, the goals of the 2050 MTP must adhere to federal guidelines, addressing the required planning factors listed below.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized & non-motorized users;
- Increase the security of the transportation system for motorized & non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.[1]

Figure 2: Federal Planning Factors



Planning Emphasis Areas (PEAs)

PEAs are policy, procedural and technical topics that should be considered by federal fund recipients when planning for transportation projects or programs. In 2021, FHWA distributed a letter titled Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs. The PEAs outlined in this letter are listed below. The 2050 MTP considers the PEAs that are currently applicable under federal guidance.

- Equity
- Tackling the Climate Crisis
- Complete Streets
- Federal Land Management Agency Coordination
- Public Involvement
- U.S. Department of Defense Coordination
- Planning & Environmental Linkages
- Data in Transportation Planning

[1] 23 CFR 450.306

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Chapter 2

Transportation Today

This chapter assesses and describes the current transportation system, along with factors that impact transportation needs in the region. In addition, this chapter provides insight into the performance of the regional transportation system as compared to statewide targets on federally required performance indicators.

Photo Source: Google Earth (2026). Martha Mitchell Expy.

Existing Conditions

Analyzing existing conditions establishes a baseline needed to spot infrastructure deficiencies, measure system performance, and forecast long-term transportation needs. This chapter examines current population, employment, and transportation systems.

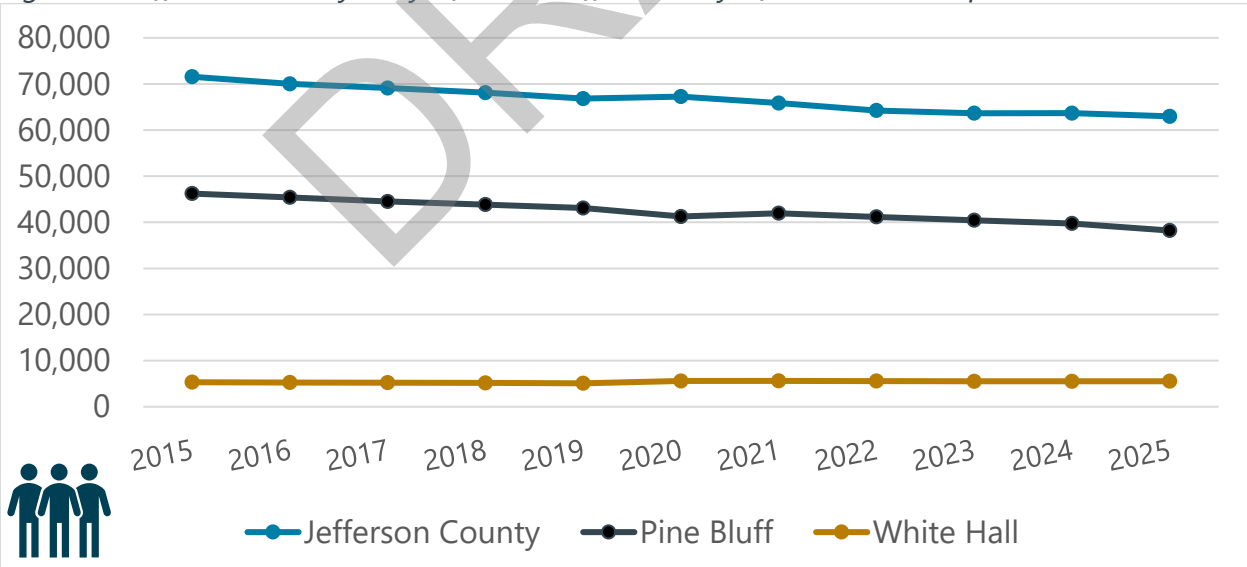
Planning for the future transportation system and its improvements begins with evaluating today's transportation system.

Population and Employment

An in-depth understanding of the current population and employment is a major component of identifying transportation needs in the region. Where people live and work is closely connected to transportation elements such as traffic patterns and mode choices. Moreover, long term planning requires an understanding of past trends to anticipate future needs and respond to changes over time.

The Pine Bluff region has declined in population over time since reaching its peak in the 1980s. Figure 3 illustrates population trends over the past decade. The total number of jobs has followed a similar trend to population and is shown in Figure 4. While a decline in population can result in socioeconomic and infrastructure challenges, it also presents possibilities for adaptation, creative reuse, and intentional reinvestment.

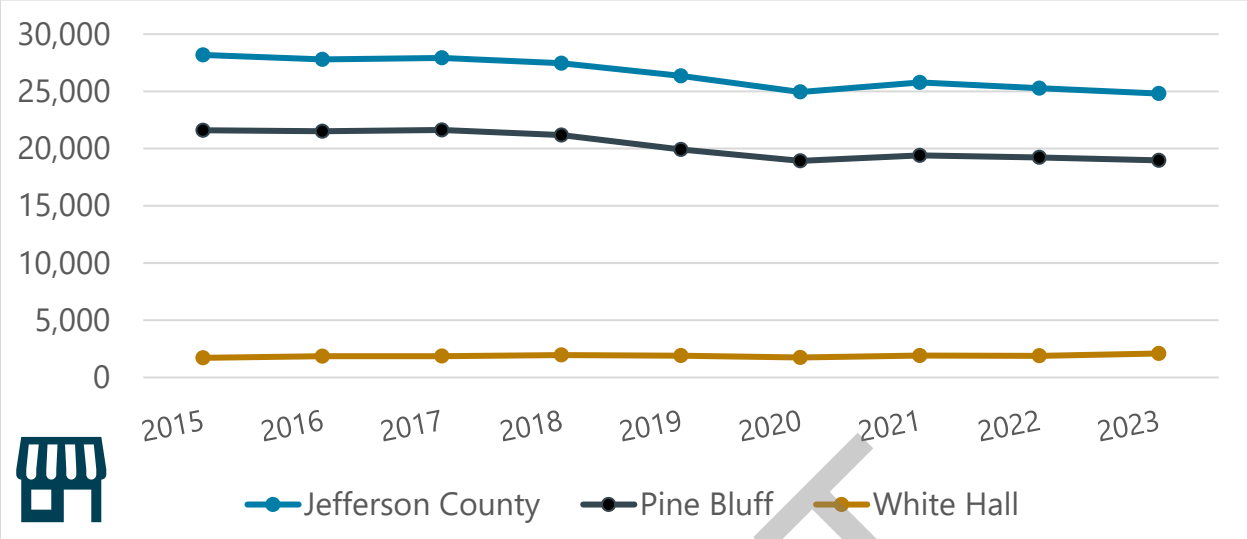
Figure 3: Jefferson County, City of Pine Bluff, and City of White Hall Population



Source: US Census Bureau (2015-2025).

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Figure 4: Jefferson County, City of Pine Bluff, and City of White Hall Jobs



Source: US Census Bureau (2015-2023). Note: 2024-25 data not available as of Oct. 2026.

Population Characteristics

Transportation needs can differ depending on age, income, and access to resources. The tables below breakdown the demographic characteristics of the MPO region utilizing data from the 2024 American Community Survey. The age distribution points to high car dependence, school commute spikes during school drop-off and pick-up hours, and low congestion outside of school windows. The percentage of low-income residents and comparatively low median household income of Pine Bluff suggests potential inaccessibility of personal vehicles and a reliance on alternate modes of transportation for some community members.

Table 2: Population Characteristics of the Pine Bluff MPO

Total Population	Population under 18	Population over 65	BIPOC Population	Low Income Population
59,739	13,013 *(21.8%)*	11,300 *(18.9%)*	38,577 *(64.6%)*	10,533 *(17.6%)*

Source: American Community Survey 2024, 5-Year Estimate.

Table 3: Median Household Income

Governmental Bodies	Median Household Income
Arkansas	$60,773
Pine Bluff MPA	$51,605
City of Pine Bluff	$42,718
City of White Hall	$78,092

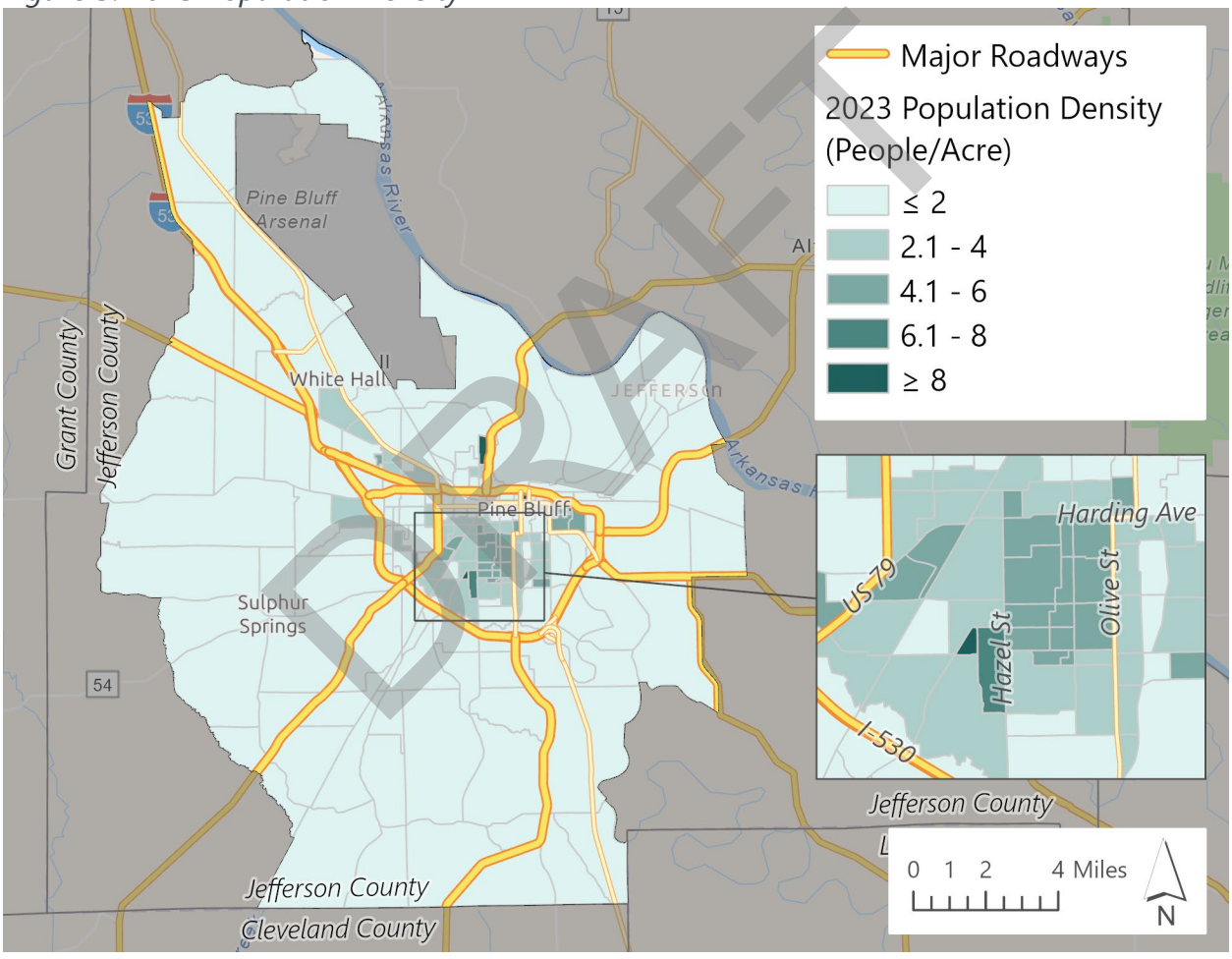
Source: American Community Survey 2024, 5-Year Estimate.

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To support transportation investments that benefit the entirety of the region, including historically disadvantaged areas, the demographic analysis examined the spatial distribution of poverty and minority populations. The analysis demonstrated that higher rates of poverty tend to be concentrated along interstate corridors near downtown Pine Bluff, and that minority communities are located in central and eastern portions of the MPO area.

Figure 5 shows population density of the region. The highest population density is located within central Pine Bluff, between the I-530 and US 65 corridors. The University of Arkansas Pine Bluff area is also has a high population density. These areas are served by highways, interstates, and other major corridors, enabling the movement of people both internally and externally.

Figure 5: 2023 Population Density



Source: Arkansas Statewide Travel Demand Model.

Employment Characteristics

Nearly half of the Pine Bluff region is part of the service sector, which includes professional services, health services, public administration, and national security jobs. Major employers include the following:[1]

- Jefferson Regional Medical Center
- Tyson Foods
- Arkansas Department of Correction
- Saracen Casino Resort
- Suzano Paper Mill
- U.S. Army - Pine Bluff Arsenal
- Jefferson Laboratories
- University of Arkansas at Pine Bluff
- Pine Bluff School District
- Union Pacific Railroad
- Wal-Mart Supercenter

Table 4 shows the share of total employment for different sectors currently in the Pine Bluff region.

Table 4: Employment Sectors in the Pine Bluff MPA

Sector	Share	Industries
Service	48%	Telecommunications, Information, Finance, Insurance, Real Estate, Professional Services, Technical Services, Management, Administration, Health Care, Social Assistance, Public Administration (including National Security)
Basic	26%	Utilities, Construction, Manufacturing, Wholesale Trade, Transportation and Warehousing, Publishing and Broadcasting
Retail	16%	Retail, Postal Service, Arts, Entertainment, Food Services
Education	5%	Primary and Secondary Education
Accommodation	4%	Hotels, Casinos, and Travel Accommodations
Farm	1%	Agriculture, Forestry, Fishing and Hunting

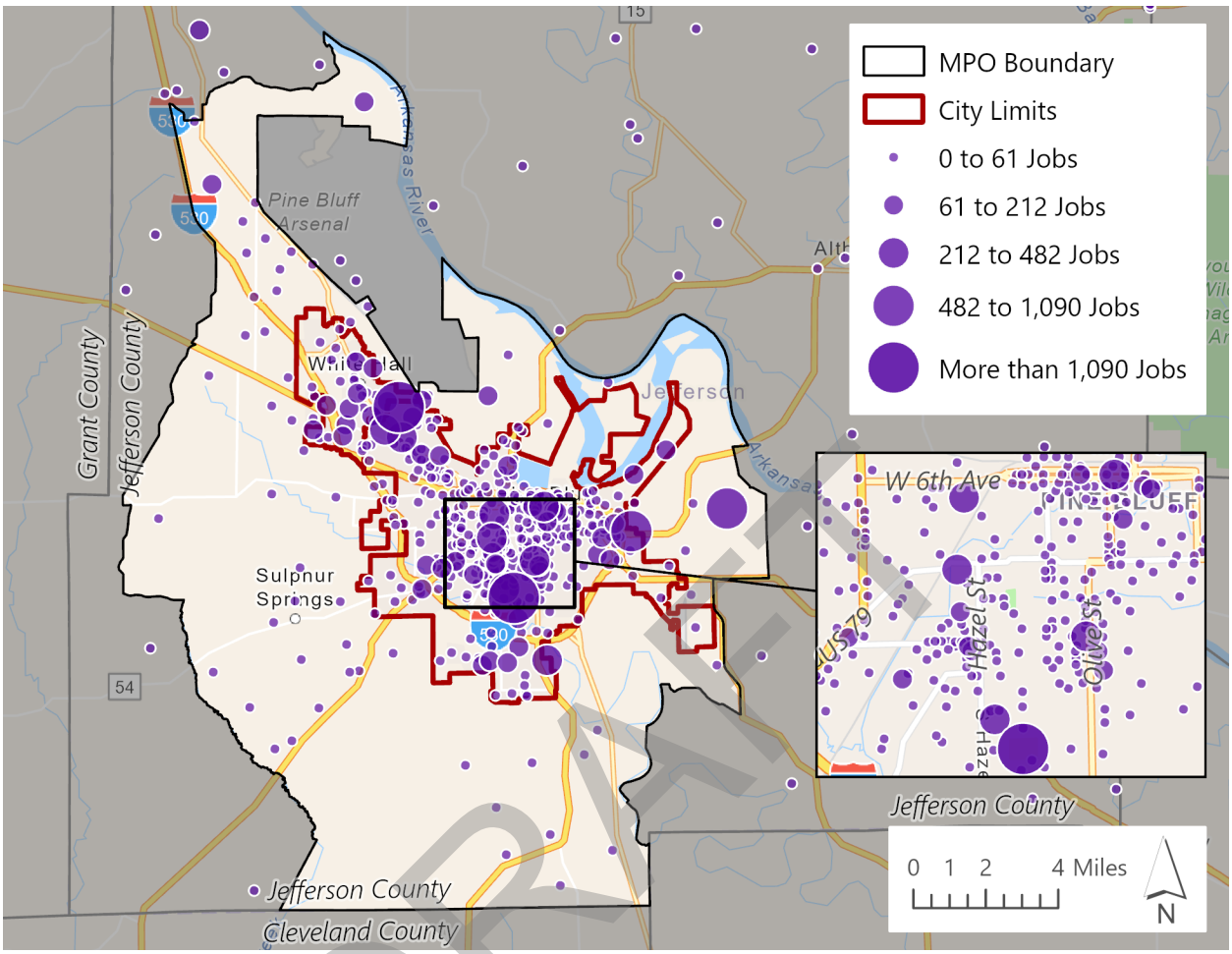
Source: Arkansas Statewide Travel Demand Model.

Figure 6 showcases the location of major employers with the total number of jobs in the area. Outside of the major employers, there is a general employment density in downtown Pine Bluff and along major corridors such as Hazel Street, Olive St, Jefferson Parkway, and Hwy 365.

[1] Jefferson County Alliance and Chamber

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Figure 6: Employment Locations



Source: US Census Longitudinal Employer-Household Dynamics (2023)

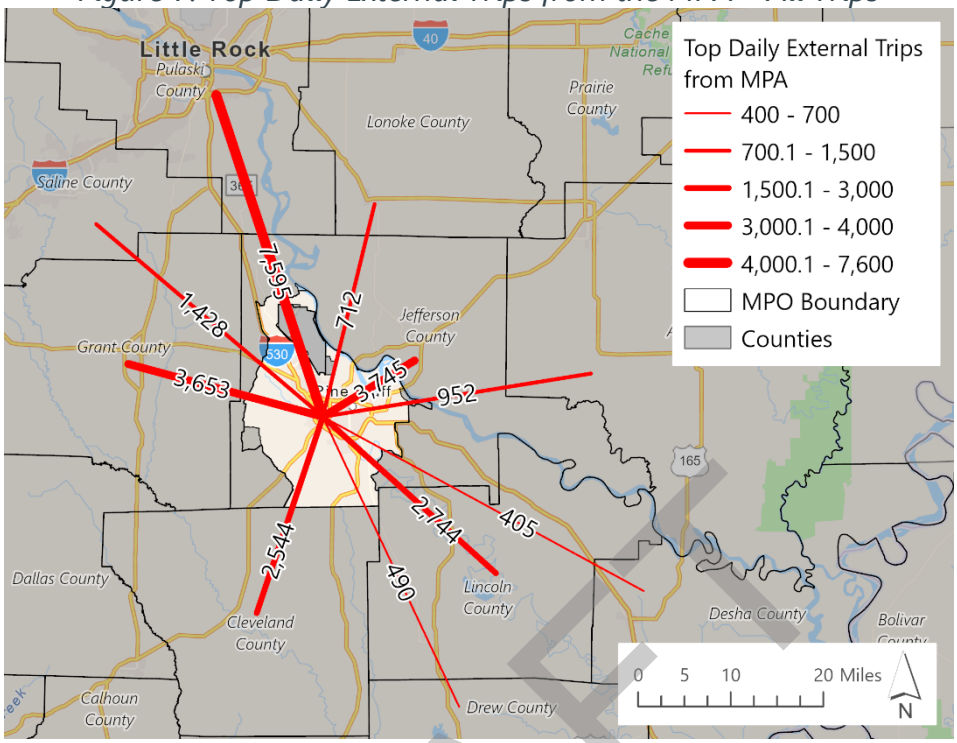
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Daily Trip Patterns

Travel modelling allows the identification of patterns on how people and goods move throughout the region. With the previously described demographic and employment characteristics in mind, analyzing trip patterns helps to illustrate commuting trends, major travel corridors, and areas of high demand. The following sections examine both trips outside the region and within to better understand travel behavior.

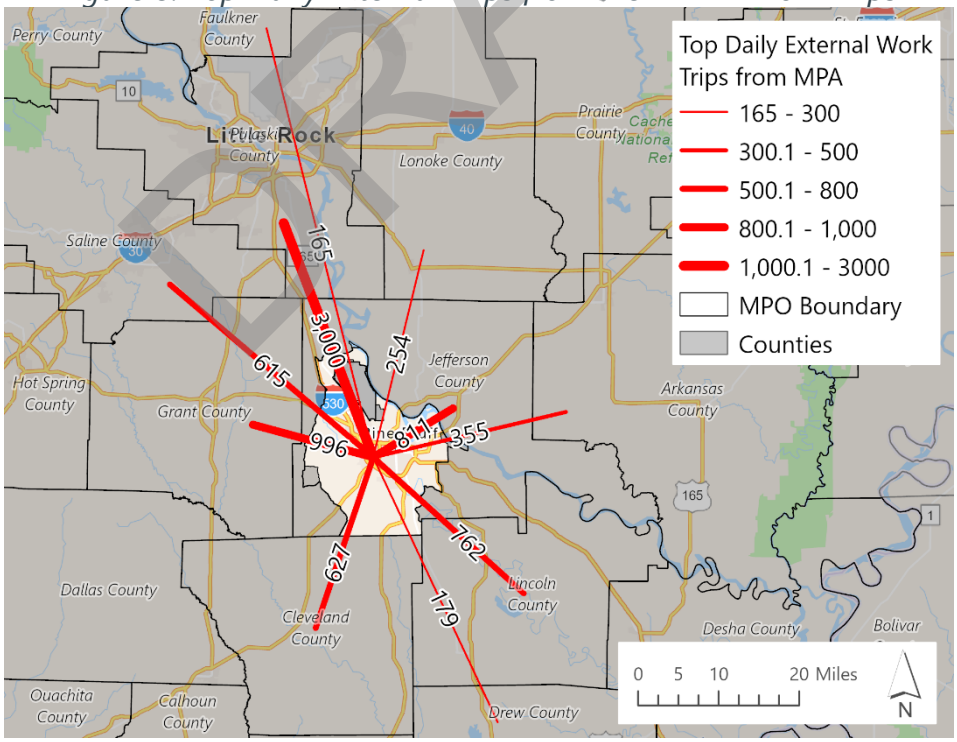
Figure 7 shows that the largest share of trips *leaving* the Pine Bluff Metropolitan Planning Area (MPA) travel to Pulaski County, with about 7,595 vehicle trips per day. This shows that the Little Rock urban area is a major destination for daily travel from Pine Bluff. Figure 8 shows that about 39% (approximately 3,000) of all trips from the Pine Bluff MPA to Pulaski County are work-related, demonstrating that the Pine Bluff–Little Rock corridor is an important commuting route and a key consideration for regional transportation planning.

Figure 7: Top Daily External Trips from the MPA – All Trips



Source: Arkansas Statewide Travel Demand Model

Figure 8: Top Daily External Trips from the MPA – Work Trips



Source: Arkansas Statewide Travel Demand Model

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Figure 10 and Figure 9 show the top trips *within* the MPA. Numbers represent the average of daily trips in both directions between each origin and destination pair. The highest-volume daily trips are concentrated within the Pine Bluff area, northern Pine Bluff, and White Hall. The largest trip movement is between the greater White Hall area and northern Pine Bluff, with about 2,946 vehicle trips per day. Another high volume trip movement is to and from the Jefferson Regional Hospital area.

The pattern of the highest-volume daily work trips differs slightly from the pattern of all trips. Like overall travel, many of the highest work-trip volumes begin or end in northern Pine Bluff. However, work trip origins and destinations are more widely distributed across the region. Most residents travel between 10 to 19 minutes from their home residence to their work locations.

Figure 10: Top Daily Trips Within the MPA – All Trips

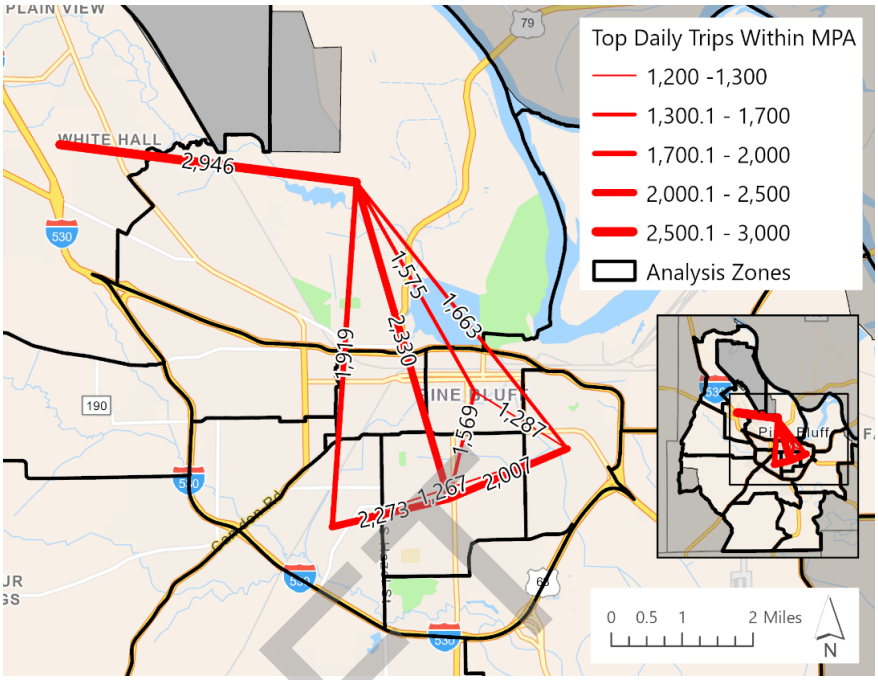
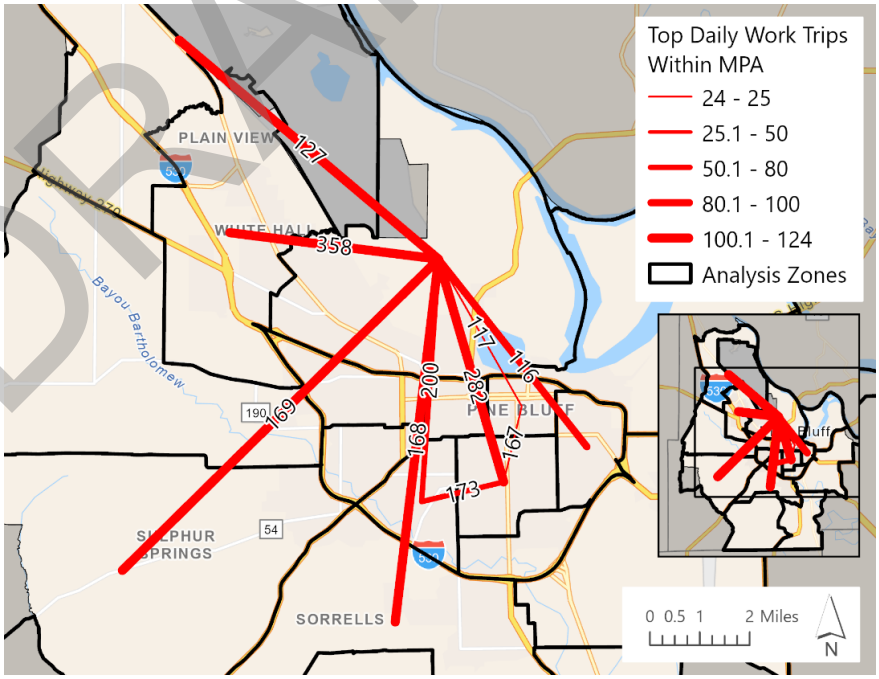


Figure 9: Top Daily Trips Within the MPA – Work Trips



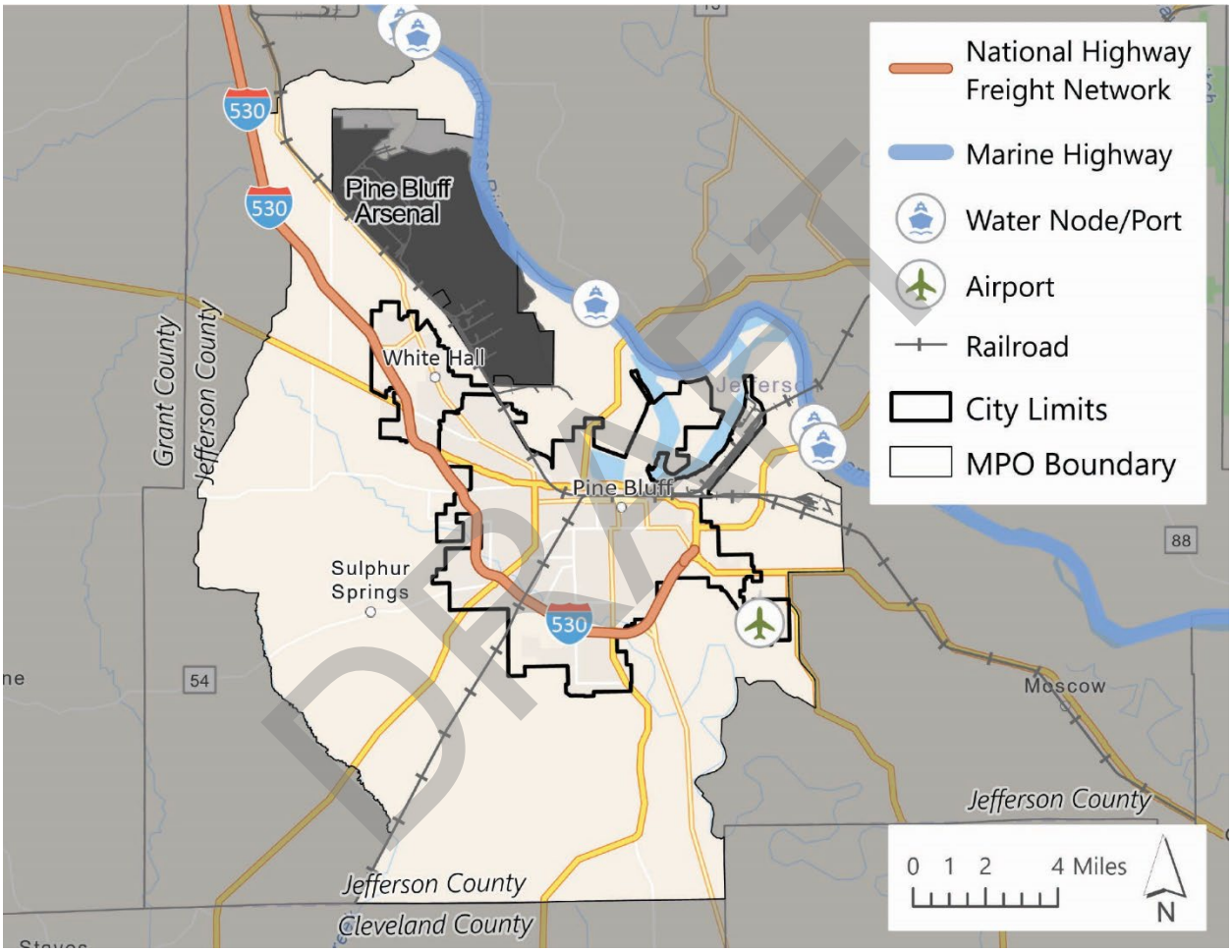
Source: Arkansas Statewide Travel Demand Model

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Existing Transportation Network

As a multimodal planning document, the 2050 MTP examines more than just roadways. Figure 11 shows the location of railroads, nationally designated freight network, waterway transportation, and airport in the MPA. Each of these modal networks interact and function together on a daily basis to move people and goods regionally and beyond.

Figure 11: Existing Multimodal Transportation Network



Source: Bureau of Transportation Statistics

Roadways

The region's roadways are used by personal motor vehicles, public and private transportation providers, bicyclists, and freight trucks to support business operations, commuting, and movements by residents and visitors. In total, there are around 900 miles of roadway in the Pine Bluff region.[2] Significant roadway facilities that carry large volumes of traffic are listed below:

I-530

- US 63
- US 65
- US 79
- US 270
- US 425
- AR 190
- AR 365
- AR 530

Functional classification is a way to describe and categorize roadways by their features and purpose. Some roadways, like interstates, are primarily for *mobility* and traveling long distances. Smaller roadways, like local streets, provide *access* to homes and businesses. Arterial and collector roadways have varying levels of both mobility and access that provide a transition between higher and lower functional class levels.

Table 5 and Figure 12 show the breakdown and location of functional classes in the Pine Bluff region.

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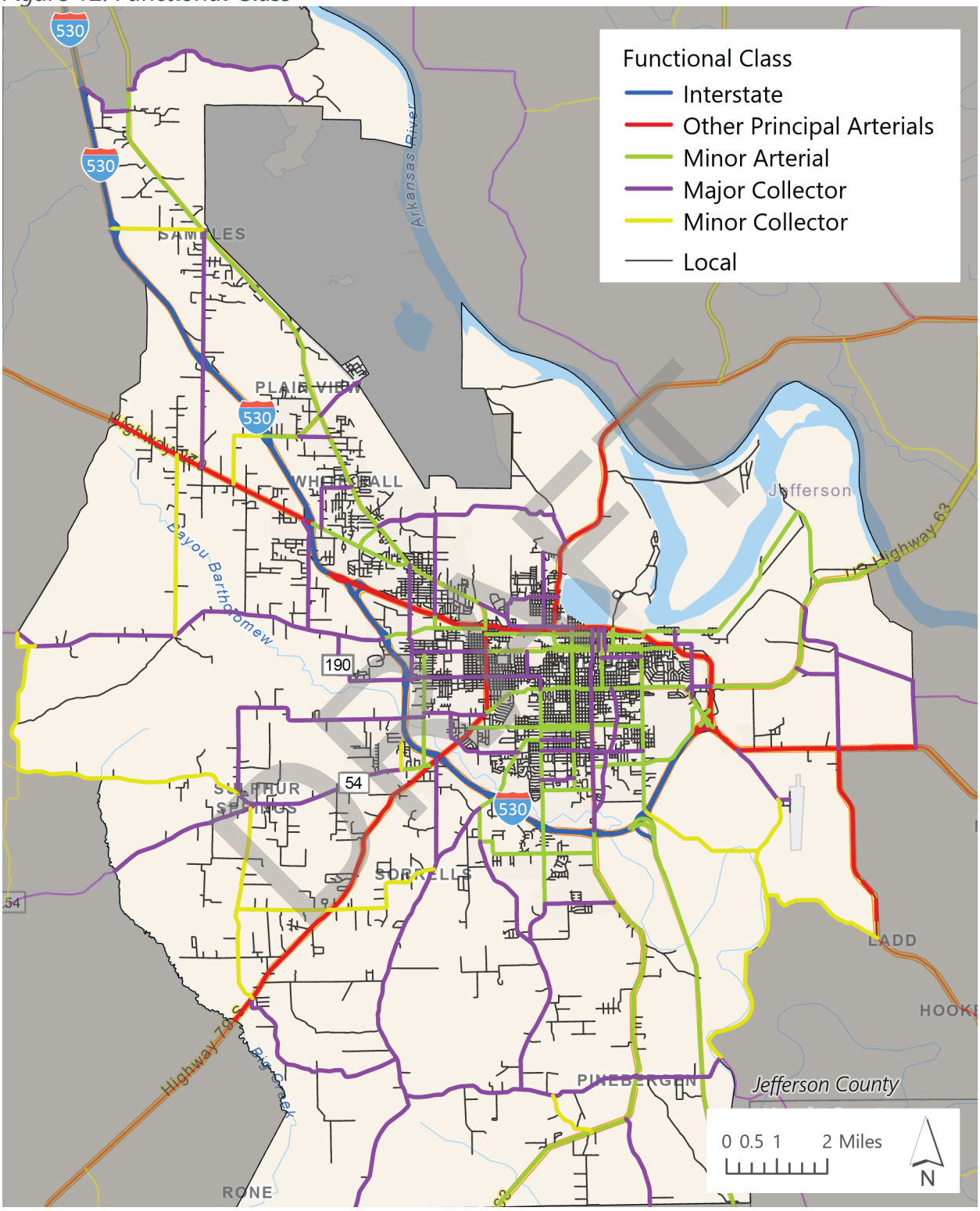
Table 5: Centerline Mileage by Functional Class

Functional Class	Miles	Percent
Interstate	55	6%
Principal Arterial	48	5%
Minor Arterial	94	10%
Major Collector	115	13%
Minor Collector	36	4%
Local	561	62%
Total	**908**	**100%**

Source: Estimates from ARDOT Roadway Systems Directory Functional Classification and ARNOLD

[2] *Source: Estimates from ARDOT Roadway Systems Directory Functional Classification and ARDOT All Road Network of Linear Referenced Data*

Figure 12: Functional Class



Source: ARDOT Roadway Systems Directory Functional Classification and ARNOLD

Roadway Reliability

Travel time reliability is a measure of "the consistency or dependability of travel times from day to day or across different times of day" for a given roadway[3]. Travel time reliability indicates the level to which travelers can anticipate traffic or roadway conditions to plan around delays. Reliability is important for passenger travel, freight movement, and transit service operations. Recent data from FHWA's National Performance Management Research Data Set Measures (NPMRDS) was used to assess federal performance measures for the existing transportation system: Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR). Performance measures include Interstates and the designated National Highway System (NHS) - a network of strategic highways that are important for national economy, mobility, and defense.

Performance measures for reliability within the Pine Bluff MPA have consistently achieved targets for interstate reliability, but fall behind on Non-Interstate NHS performance targets. Per NPMRDS travel time data from 2025, the current system reports 100% of vehicle-miles traveled on interstate segments as reliable and 81% of non-interstate NHS segments as reliable.

Table 6: Pine Bluff MPA Interstate Reliability – Performance Measures

Year	Pine Bluff MPA Percent of reliable Person-Miles Traveled	Arkansas 2-Year Target	Arkansas 4-Year Target	Desired Trend
2021	99.7%	93%	93%	Above Target
2022	100%			
2023	100%			
2024	100%			
2025	100%			

Table 7: Pine Bluff MPA Non-Interstate NHS Reliability – Performance Measures

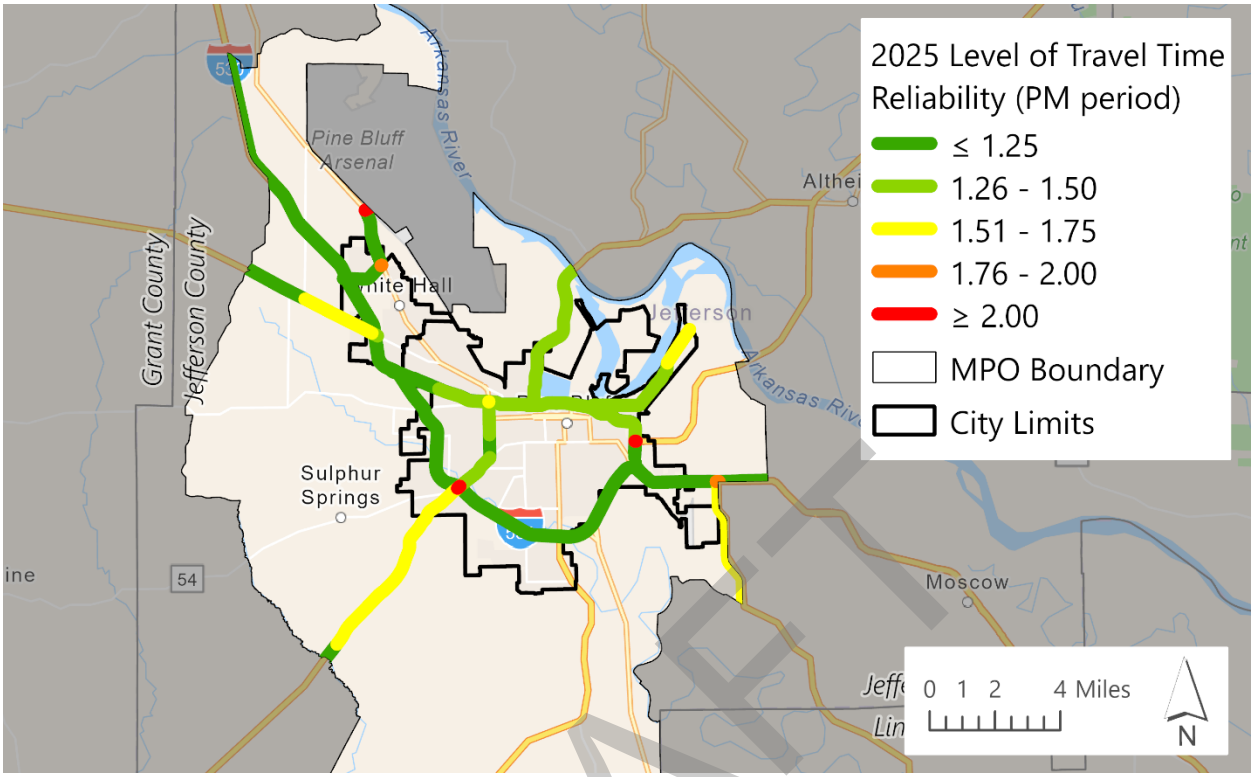
Year	Pine Bluff MPA Percent of reliable Person-Miles Traveled	Arkansas 2-Year Target	Arkansas 4-Year Target	Desired Trend
2021	96.0%	92%	92%	Above Target
2022	**89.1%**			
2023	93%			
2024	**86.3%**			
2025	**80.9%**			

Sources: NPMRDS Analytics (2021-2025); FHWA (2026)

[3] *FHWA (2018).*

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Figure 13: Pine Bluff MPA Reliability (2025)



Sources: NPMRDS Analytics (2021-2025)

Bridge Conditions

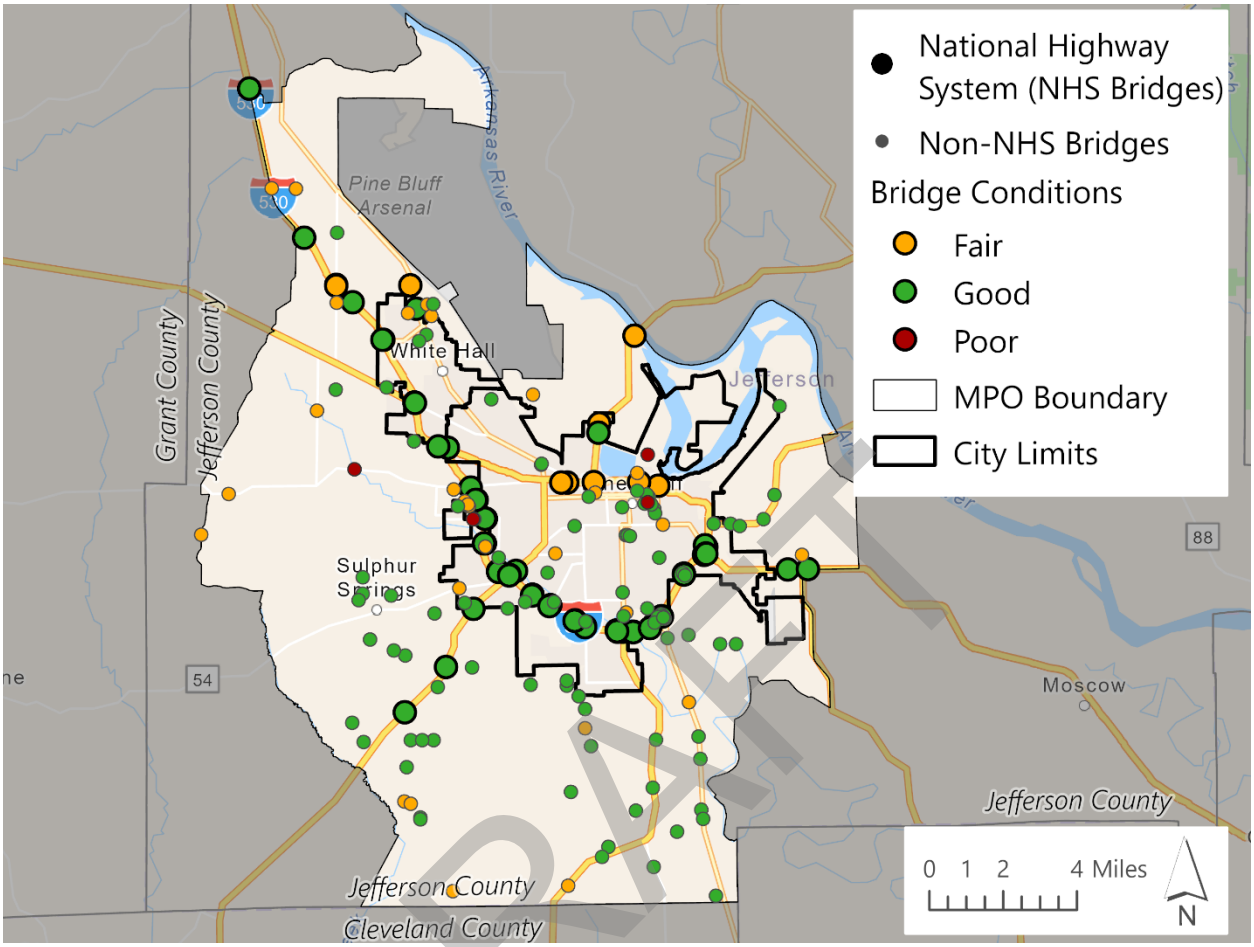
Bridges in the Pine Bluff MPA are a critical part of the transportation network, providing for regional and local movement. The condition of bridges must be maintained to prevent safety or environmental hazards, bottleneck congestion, and limitations to freight movement. ARDOT bridge operation data provides information about the condition of bridge components, and categorizes bridges into Good, Fair, or Poor condition.

Bridges serve as important connections across waterways and other transportation facilities to facilitate the movement of people and goods.

There are 188 bridges in the Pine Bluff MPA. Around 75% (141) of all bridges in the MPA are in Good condition, 23% (43) are in Fair condition, and 2% (4) are in Poor condition (Figure 14).

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Figure 14: Pine Bluff MPA Bridge Condition



Source: ARDOT Bridge Operations Data

Federal performance measures for bridges include bridges on the NHS network (Table 8). The Pine Bluff MPA exceeds the established two- and four-year statewide targets. The Pine Bluff MPA exceeds the established two- and four-year statewide performance targets.

Table 8: Pine Bluff MPA MHS Bridge Condition – Performance Measures

NHS Bridges	Bridge Count	Deck Area (sq. meters)	State 2-Year Target	State 4-Year Target	Desired Trend
Good	51 (78%)	6,461,640 (50%)	39%	40%	Above target
Fair	14 (22%)	6,512,521 (50%)	n/a	n/a	n/a
Poor	0 (0%)	0 (0%)	6%	8%	Below target
Total	65 (100%)	12,974,161 (100%)	-	-	-

Source: ARDOT Arkansas Bridge Operations Data; FHWA (2026)

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Pavement Conditions

Pavement conditions are important to roadway safety, travel comfort, system performance, and infrastructure longevity.

Good pavement conditions provide roadway users with a safe and comfortable travel experience. In addition, regular pavement maintenance extends the service life of roadways and preserves structural integrity. Interstate and NHS pavement conditions are federal performance metrics.

Pavement ratings for roadways are based on the International Roughness Index (IRI), which evaluates the "bumpiness" or smoothness of the road profile. Table 9 shows the percentage of Interstate lane-miles in Good or Poor condition, and Table 10 percentage of Non-Interstate NHS lane-miles in Good or Poor condition. When compared to statewide targets, the Pine Bluff region meets pavement condition targets for interstates, but misses the target for pavement conditions of other NHS roadways. There are several maintenance and system preservation projects that would improve the performance of Non-Interstate NHS pavement conditions in the region, including: US 79B from Hwy 65B to the Arkansas River (02X345) and US 79 from Pinewood Dr to MPO boundary (12465).

Table 9: Pine Bluff MPA Interstate Pavement Conditions – Performance Measures

Condition	Interstate: Lane-miles	Arkansas 2-Year Performance Target	Arkansas 4-Year Performance Target	Desired Trend
Good	36.50 (88%)	54%	48%	Above Target
Fair	5.14 (12%)	N/A	N/A	N/A
Poor	0 (0%)	5%	5%	Below Target
Total	41.64 (100%)	-	-	-

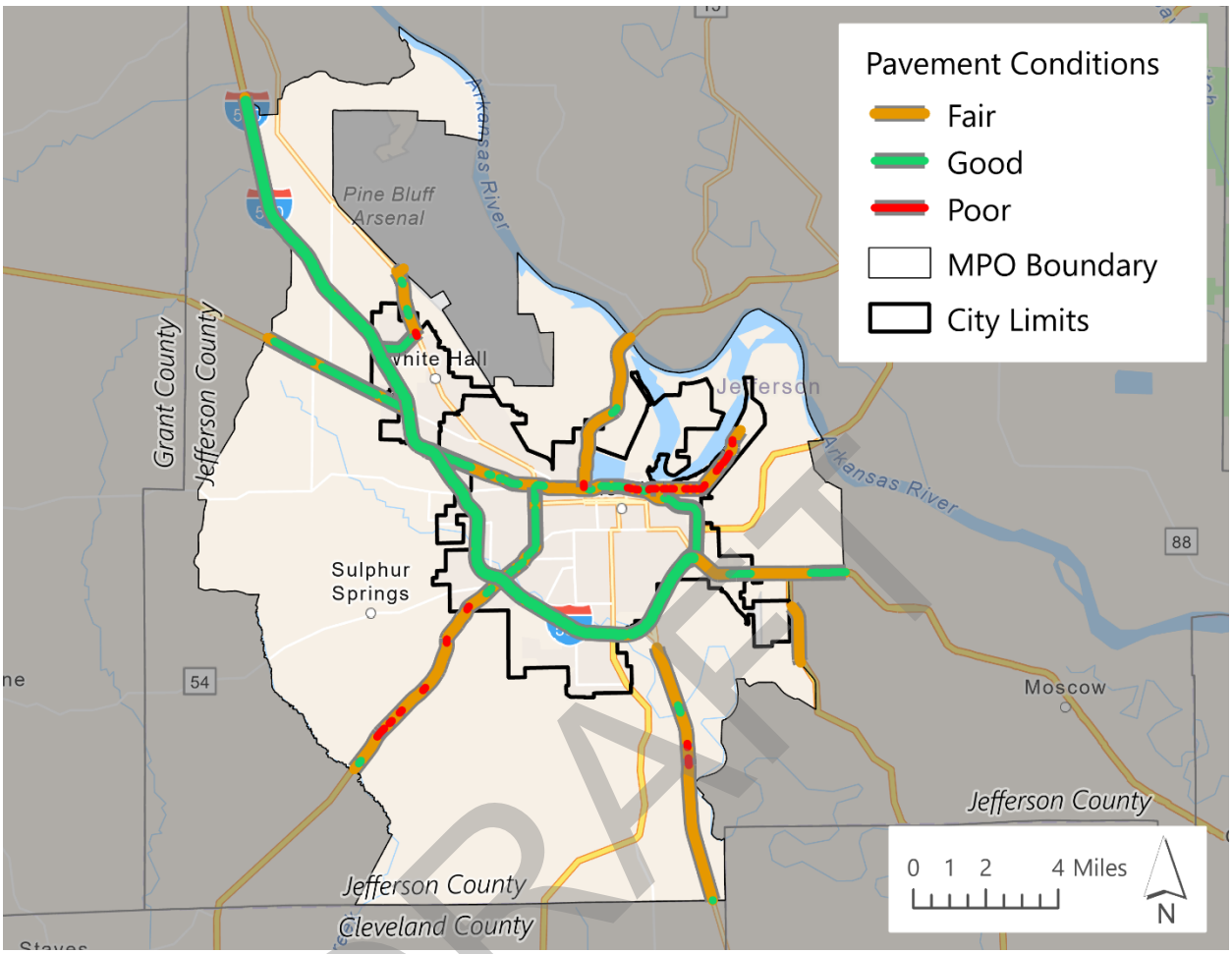
Table 10: Pine Bluff MPA Non-Interstate NHS Pavement Conditions - Performance Measures

Condition	Non-Interstate NHS: Lane-miles	Arkansas 2-Year Performance Target	Arkansas 4-Year Performance Target	Desired Trend
Good	**17.90 (30%)**	41%	45%	Above Target
Fair	38.62 (65%)	N/A	N/A	N/A
Poor	**3.02 (5%)**	4%	4%	Below Target
Total	59.54 (100%)	-	-	-

Sources: ARDOT Arkansas Pavement Data; FHWA (2026)

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Figure 15: Pine Bluff MPA Pavement Condition – Performance Measures



Source: ARDOT Arkansas Pavement Data

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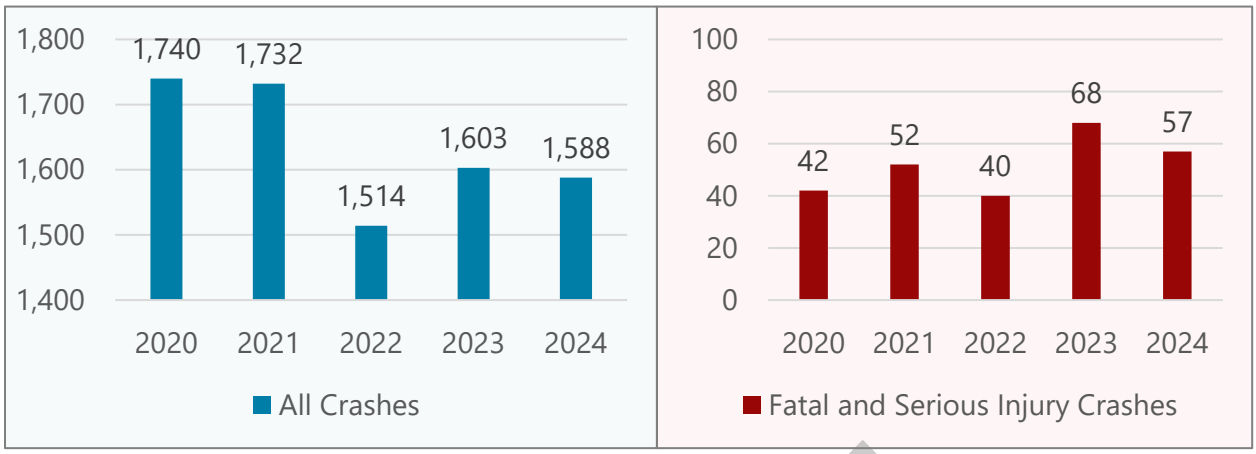
Roadway Safety

Roadway safety is a major priority for the MPO, ARDOT, and U.S. DOT. Crashes that result in fatalities and serious injuries have significant and detrimental impacts on communities but are preventable through proactive and holistic mitigation strategies. This section describes the crash history of the Pine Bluff MPA to identify existing trends and safety issues.

Crash Trends

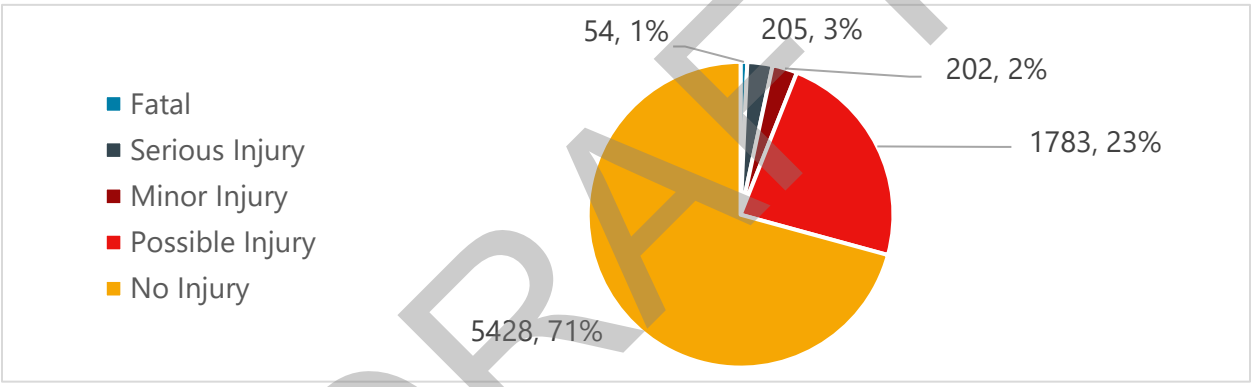
From 2020 and 2024, the total number of crashes in the Pine Bluff MPO was highest in 2020 and 2021. When examining fatal and serious injury crashes, there was a general increasing trend over this same time period. Figure 16 shows crash history over time, while Figure 17 shows crash severity.

Figure 16: Crashes by Year



Source: ARDOT (2020-2024) Arkansas Crash Analytics Tool (ACAT)

Figure 17: Total Crashes by Severity



Source: ARDOT (2020-2024) Arkansas Crash Analytics Tool (ACAT)

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The most common types of crashes in the Pine Bluff MPA are angle, single vehicle, and rear end crashes. These are also the most dangerous types of crashes, with single vehicle crashes comprising nearly 50% of all fatal and serious injury crashes. Examples of single vehicle crashes include run off the road, collisions with fixed objects, and collisions with pedestrians or bicyclists.

Most Common Crash Type: Angle

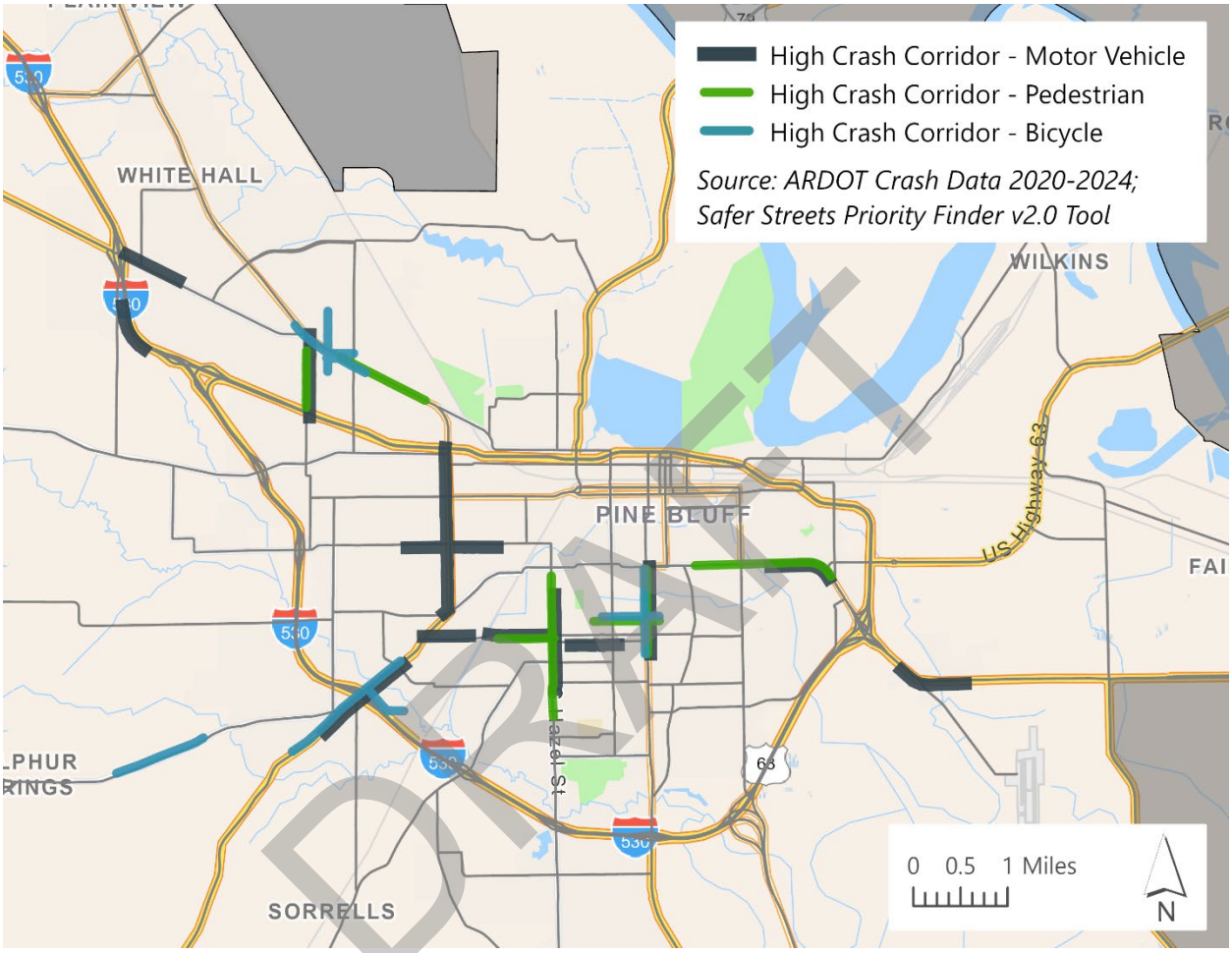


Most Dangerous Crash Type: Single Vehicle
(road departure, collision with objects, or collision with a person walking or biking)



Figure 18 below highlights roadway segments in the Pine Bluff region with the most significant safety issues.[4] Transportation improvements on these segments should seek to incorporate strategies to address safety issues.

Figure 18: High Crash Corridors in the Pine Bluff MPA



Crash Rate

Federal performance measures for safety focus on crash rates for fatal and serious injury crashes. A crash rate is a metric representing the number of crashes relative to amount of travel. From 2020 to 2024, the Pine Bluff region had an average fatality rate of 1.77 per 100 million VMT and a serious injury rate of 7.26 per 100 million VMT. When compared to Arkansas statewide target rates, the Pine Bluff region has lower rates of fatalities and serious injuries. Figure 19 and Figure 20 below show a comparison of regional crash rates to the statewide rates and safety targets.

[4] SSPF Tool V.2: Toole Design Group, Fehr & Peers | Safe Streets Research, and the City of New Orleans.

Figure 19: Pine Bluff MPA Fatality Rates – Performance Measures

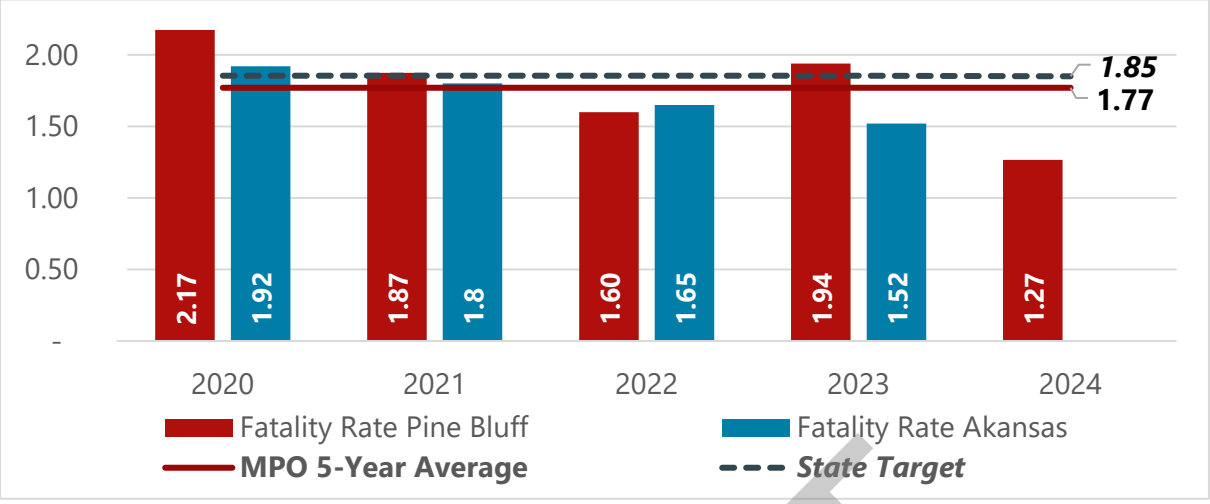
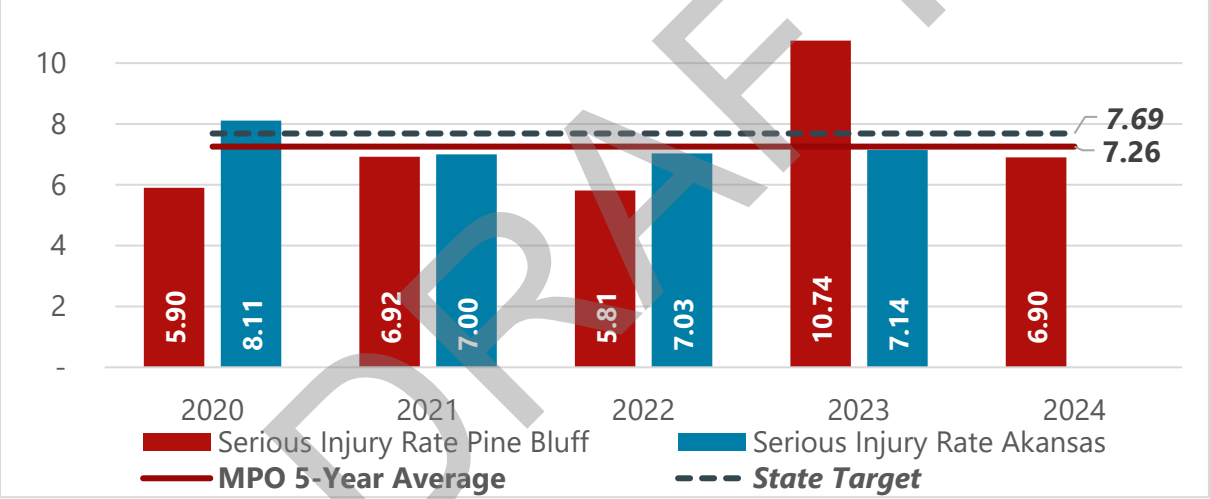


Figure 20: Pine Bluff MPA Serious Injury Rates – Performance Measures



Sources: *ARDOT (2020-2024) Arkansas Crash Analytics Tool (ACAT); FHWA (2026)*

**Rates are per 100 million Vehicle Miles Traveled (VMT)*

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Vulnerable Road Users

Although pedestrians and cyclists are involved in only about **1%** of all crashes in the MPO area, they are involved in **31% of fatal crashes**. This overrepresentation demonstrates the vulnerability of people walking and cycling, and the need for safe active transportation facilities.

Freight

Local, state, and national economies depend on freight transportation systems to function reliably. Freight moves to, from, and within the Pine Bluff MPA via highways, rail, air, pipeline, and waterway. The region is a major generator of freight, and it is involved in the distribution and processing of many goods. The MPA has one Interstate highway (I-530) that is part of the National Multimodal Freight Network (NMFN), and intermodal connectors (Port of Pine Bluff and rail terminal facilities).

The federal performance measure relevant to freight is the Truck Travel Time Reliability (TTTR) Index. TTTR assess the consistency and dependability of freight movement on the Interstate system and can be used to identify freight bottlenecks. As shown in Table 11, the Pine Bluff region (I-530) has consistently met state Reliability performance targets for freight.

Table 11: Pine Bluff MPA Interstate Truck Reliability Index – Performance Measures

Year	Pine Bluff MPA TTTR Index	Arkansas 2-Year Target	Arkansas 4-Year Target	Desired Trend
2021	1.14	1.35	1.35	Below Target
2022	1.14			
2023	1.15			
2024	1.14			
2025	1.16			

NPMRDS Analytics (2021-2025); FHWA (2026)

Rail

The Pine Bluff MPA is at the intersection of two class II railroads that are part of the Strategic Rail Corridor Network (STRACNET), a system of commercial railroads that serve U.S. Department of Defense operations. Both railroads are primary routes of Union Pacific (UP). There are four UP subdivisions which serve the MPA: Jonesboro Subdivision, McGehee Subdivision, Pine Bluff Subdivision, and White Bluff Subdivision. In total, there are approximately 42 miles of railroads in the MPA and 70 total rail crossings (57 of which are public).

Air

There is one public airport in the MPA: Pine Bluff Regional Airport (Grider Field), which serves general aviation. The nearest airport with commercial service is Clinton National Airport in Little Rock, Arkansas.

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Waterway

The major waterway in the MPA is the Arkansas River, which is part of the McClellan-Kerr Arkansas River Navigation System (MKARNS) that provides navigation from the Mississippi River to Catoosa, Oklahoma. MKARNS is designated as Marine Highway 40 and is part of the National Multimodal Freight Network (NMFN).

There is one port facility in the MPA, the Port of Pine Bluff, located on a natural slackwater harbor just off the MKARNS main channel. The port is located in the 372-acre Harbor Industrial District, which includes seven industries, a Corps of Engineers marine terminal, and a U.S. Coast Guard station. Additionally, a 20-acre public terminal owned by the Pine Bluff-Jefferson County Port Authority and operated by Watco Terminal and Port Services offers barge transloading, warehousing, and bulk storage. According to the U.S. Army Corps of Engineers (USACE) Waterborne Statistics, there were approximately 410,817 total tons of inbound and outbound freight in 2024 at the Port of Pine Bluff.[5]

Bicycle and Pedestrian

Walking and bicycling provide a variety of benefits for individuals, communities, and the transportation system. Some benefits of active transportation include:

- **Health:** Regular walking and biking increases physical activity and well-being.
- **Mobility:** Safe pedestrian and bicycle facilities provide transportation options for people.
- **Environmental benefits:** Walking and biking produce no direct emissions.
- **Economic activity:** Comfortable walking and biking environments can increase access to local businesses, employment, schools, parks, and other destinations. This also helps to support tourism.
- **Quality of life:** More connected neighborhoods encourage activity and interaction.
- **Efficient infrastructure:** Walking and biking can complement transit, expand the reach of transit stops, and provide cost-effective options for short-distance travel.

Much of the MPA currently lacks sidewalks or has sidewalks that are in disrepair. However, the older areas of Pine Bluff have sidewalks - mostly downtown and some neighborhoods. In White Hall, Dollarway Dr has sidewalks. Many schools, parks, or municipal buildings have sidewalks and crosswalks but these may not be connected to an overall system. Despite the lack of pedestrian infrastructure, the tight urban grid of downtown Pine Bluff is highly amenable to walking.

[5] US Army Corps of Engineers (2024)

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The University of Arkansas at Pine Bluff has a large network of sidewalks on its campus, and University Drive has sidewalks connecting to campus. The region also has the following recreational trails: Lake Saracen, Layher Nature Trail/Bayou Bartholomew Trail, Delta River Nature Center, and White Hall City Park. There is a history of recreational bicycling with an annual Tour de Bluff cycling event.

Transit

Public transit provides people with access to work, school, grocery stores, medical facilities, and other essential destinations. For those with economic or physical limitations, it is a lifeline service. For others, it provides a safe, affordable, and convenient alternative to driving.

Public transit service in the Pine Bluff MPA is provided by Pine Bluff Transit, Area Agency on Aging of Southeast Arkansas, Inc. (SEAT), and other agencies that utilize federal funding to meet transportation needs of low-income, disabled, and elderly populations. Pine Bluff Transit covers a service area of 31 square miles and reported a total of 42,387 Unlinked Passenger Trips (UPT) in 2024. Demand response trips made up around 20% (8,378) of Pine Bluff Transit UPT.[6] In 2024, SEAT reported three revenue vehicles and 201,579 total demand response UPT.[7]

Pine Bluff Transit maintains a Public Transportation Agency Safety Plan (PTASP) in accordance with FTA requirements (49 CFR Part 673). The PTASP utilizes principles of Safety Management Systems (SMS) and establishes annual safety performance targets. These targets include fatalities, injuries, safety events, and system reliability, and are based on total occurrences and rates per vehicle revenue mile. Performance metrics for transit are listed in Table 12.

Table 12: Transit System – Performance Measures

Metric	Fixed Route Target	Demand Response Target
Fatalities	0	0
Fatality Rate	0%	0%
Injuries	1.3	0
Injury Rate	0.00064%	0%
Safety Events	2.5	0
Safety Event Rate	0.00129%	0%
Mean Distance Between Major Mechanical Failures	24,244 miles	27,748

Source: Pine Bluff Transit PTASP *(2025)*

Note: *Rates = yearly total/total revenue vehicle miles traveled*

[6] FTA (2024). Annual Agency Profile - City of Pine Bluff (NTD ID 60034).
[7] FTA (20240 Annual Agency Profile - Area Agency on Aging of Southeast Arkansas, Inc.

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Transit Asset Management

Pine Bluff Transit, operated by the City of Pine Bluff, is classified as a Tier II provider under FTA's Transit Asset Management (TAM) rule. Tier II agencies operate 100 or fewer vehicles in maximum service and report asset condition and performance targets to the National Transit Database. In 2024, the agency operated 12 revenue vehicles, 4 service vehicles, and 1 administrative/maintenance facility. Of the reported vehicles, seven were in maximum service, split between 4 fixed-route buses and 3 demand response vehicles.

Table 13: Transit Asset Management - Performance Targets

Asset Category	Asset Class	2023 Target
Rolling Stock	Bus	100%
Rolling Stock	Cutaway	67%
Rolling Stock	Sport Utility Vehicle	100%
Rolling Stock	Van	0%
Equipment	Trucks and Other Rubber Tire Vehicles	33%
Facilities	Administrative/Maintenance	0%

Source: NTD 2022 Annual Agency Profile, Pine Bluff Transit (*2022*)

Note: TAM Performance targets express the percentage of assets not in a state of good repair. Additionally, the agency's 2024 NTD profile did not report performance targets, so the 2022 targets are the most up-to-date targets available.

Table 14: Transit Asset Management - Fleet Age

Mode	2022 Average Fleet Age	2024 Average Fleet Age	Change
Bus	8.3 Years	5.6 Years	-2.7 Years
Demand Response	4.3 Years	4.8 Years	+0.5 Years

Source: NTD 2022 Annual Agency Profile, Pine Bluff Transit (*2022*)

Between 2024 and 2022, the bus fleet became notably younger and the gap between the modes narrowed from about 4 years to under 1 year. In 2024, the bus fleet remained slightly older than Pine Bluff Transit's demand response fleet.

Performance Measures

Federally established performance-based regulations are used to evaluate and assess the current conditions of the transportation system and assist in the development and prioritization of regional transportation investments. Figure 21 summarizes regional performance. There is

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room for improvement across all performance measures, but as discussed in previous sections, there are two main performance areas that would benefit from targeted improvements.[8]

Figure 21: Current Transportation System Performance Overview

Infrastructure Condition - Bridge	Infrastructure Condition - Pavement	Safety	Travel Time Reliability	Travel Time Reliability - Truck
Good	Needs Improvement	Good	Needs Improvement	Good

Good: Meets Target	Needs Improvement: Does Not Meet Some Targets	Poor: Does not Meet Any Targets

Examples of potential actions that the MPO can take to improve regional performance on the established performance measures are listed in Table 15.

Table 15: Improvement Strategies

Infrastructure conditions	• Prioritize timely repairs and pavement resurfacing. • Establish designated truck routes to direct heavy vehicle traffic. • Prioritize maintenance and repair for Poor and Fair condition bridges.
Roadway Safety	• Incorporate FHWA's Proven Safety Countermeasures into all projects. • Work with state and local officials, as well as other safety stakeholders, to reduce fatalities and serious injuries on roadways. • Identify non-infrastructure strategies such as trainings, public education, high-visibility law enforcement activity, etc.
Travel Time Reliability	• Use ITS to advise motorists and truck drivers of roadway conditions. • Implement signal coordination projects. • Schedule roadway work at off-peak times. • Employ Travel Demand Management strategies.

[8] Emissions Reductions performance measures are not currently applicable to the Pine Bluff region because Jefferson County is not designated as a nonattainment or maintenance area.

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Chapter 3

Planning for Tomorrow

This chapter evaluates data projections to understand how future demographic, economic, and transportation trends may affect the Pine Bluff MPO through 2050.

Photo Source: Google Earth (2026).

Planning for Tomorrow

This chapter evaluates projected demographic, economic, and transportation conditions to better understand how future trends may affect the Pine Bluff Metropolitan Planning Area (MPA) through 2050. While future conditions cannot be predicted with certainty, reasonable projections can help inform transportation investments and ensure that the region remains prepared for a range of potential outcomes. These projections provide a framework for assessing future transportation needs and identifying strategies that support long-term mobility, accessibility, and economic vitality.

Projection Scenarios

Long-range transportation planning requires consideration of multiple potential futures. The Pine Bluff region has experienced population change over time, and future demographic and economic conditions may vary depending on broader trends in migration, development, and economic activity. To account for this uncertainty, the 2050 Metropolitan Transportation Plan evaluates two planning scenarios based on outputs from the Arkansas Statewide Travel Demand Model (TDM). These scenarios incorporate demographic and economic assumptions related to births, deaths, migration patterns, and other factors that influence future growth.

Two planning scenarios were developed to evaluate potential future conditions:

Scenario A demonstrates minimal regional growth based on ARDOT TDM values calculated from local data about demographic growth assumptions. It projects a 0.6% annual ***increase*** in population from 2023 (the TDM base year) to 2050.

Scenario A

Scenario B demonstrates regional decrease based on ARDOT TDM values calculated from Woods and Poole Economics, Inc. Complete Economic and Demographic Data Source (CEDDS) growth assumptions. It projects a 0.6% annual ***decrease*** in population from 2023 (the TDM base year) to 2050.

Scenario B

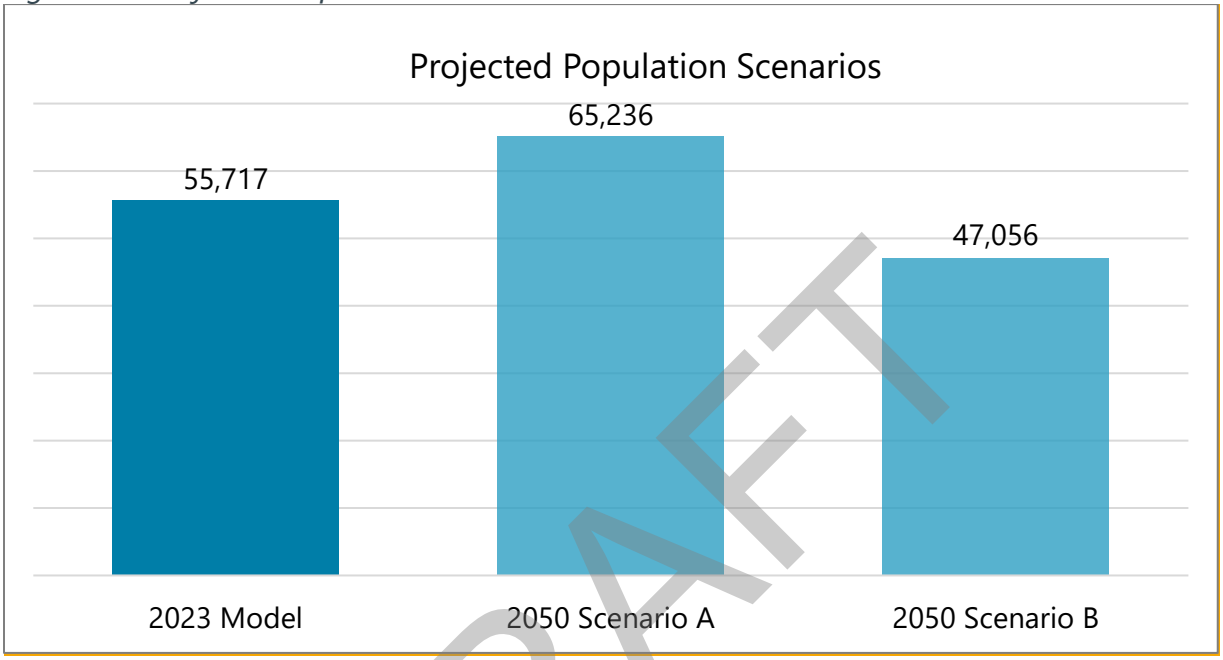
Evaluating both growth and decline scenarios allows the MPO to assess transportation needs under a range of plausible future conditions and develop strategies that remain effective regardless of the direction of future demographic change.

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Population

The Arkansas Statewide Travel Demand Model estimates the 2023 population of the Pine Bluff Metropolitan Planning Area at approximately 55,700 residents. Figure 22 summarizes projected population totals under each scenario through 2050.

Figure 22: Projected Population Scenarios



Source: Arkansas Statewide Travel Demand Model.

Under Scenario A, the MPA population is projected to increase to approximately 65,200 residents by 2050. Under Scenario B, population is projected to decline to approximately 47,100 residents. These projections represent the total population within the MPO Planning Area and provide a range of potential future conditions for transportation planning purposes.

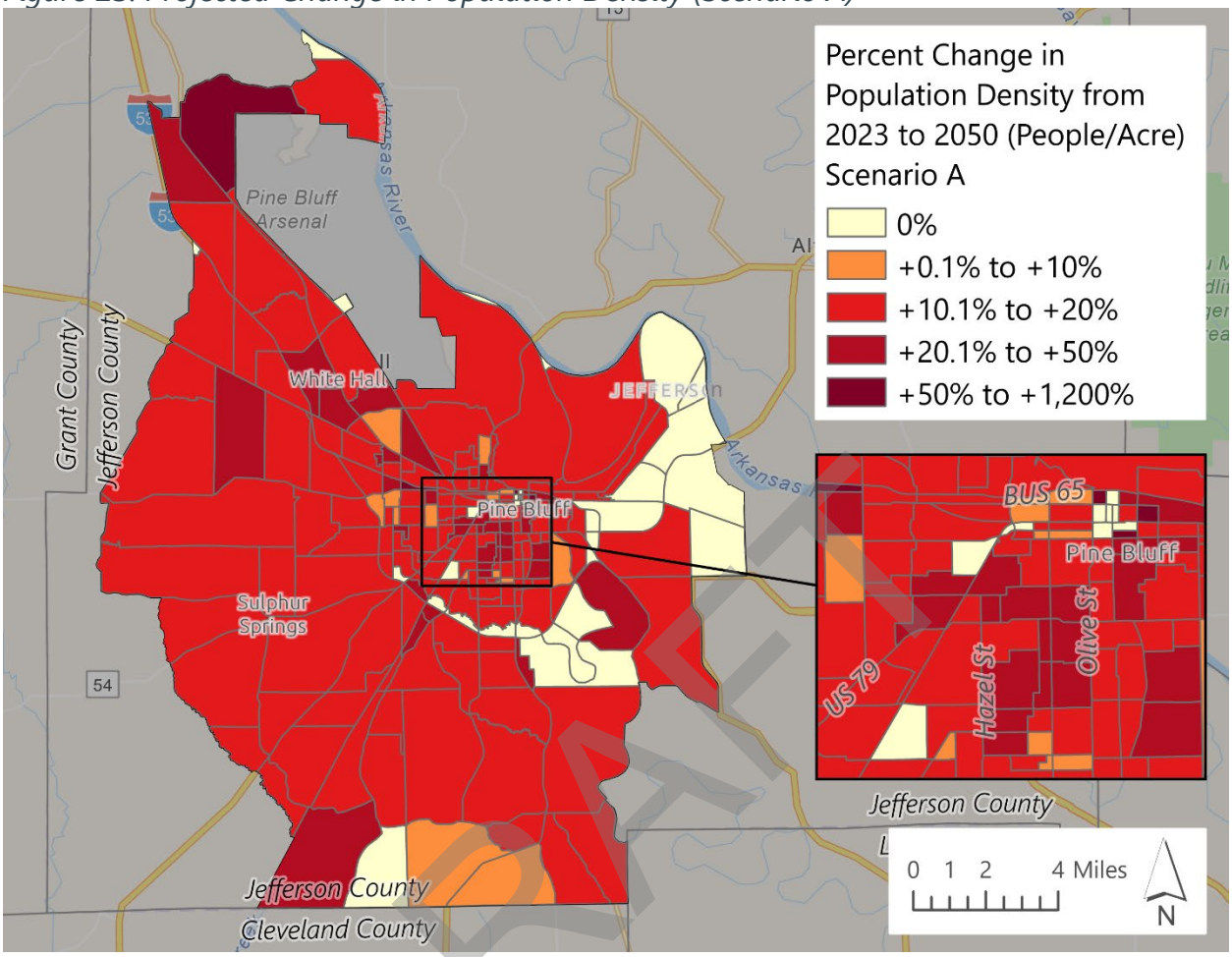
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Scenario A

Figure 23 illustrates projected changes in population density between 2023 and 2050 under the growth scenario. Population density is anticipated to increase across much of the metropolitan area. However, a limited number of areas are projected to remain relatively stable, including:

- Eastern portions of the metro area along US 63
- South Pine Bluff areas on the north side of I-530
- Southern edge of the county near AR 133

Figure 23: Projected Change in Population Density (Scenario A)



Source: Arkansas Statewide Travel Demand Model.

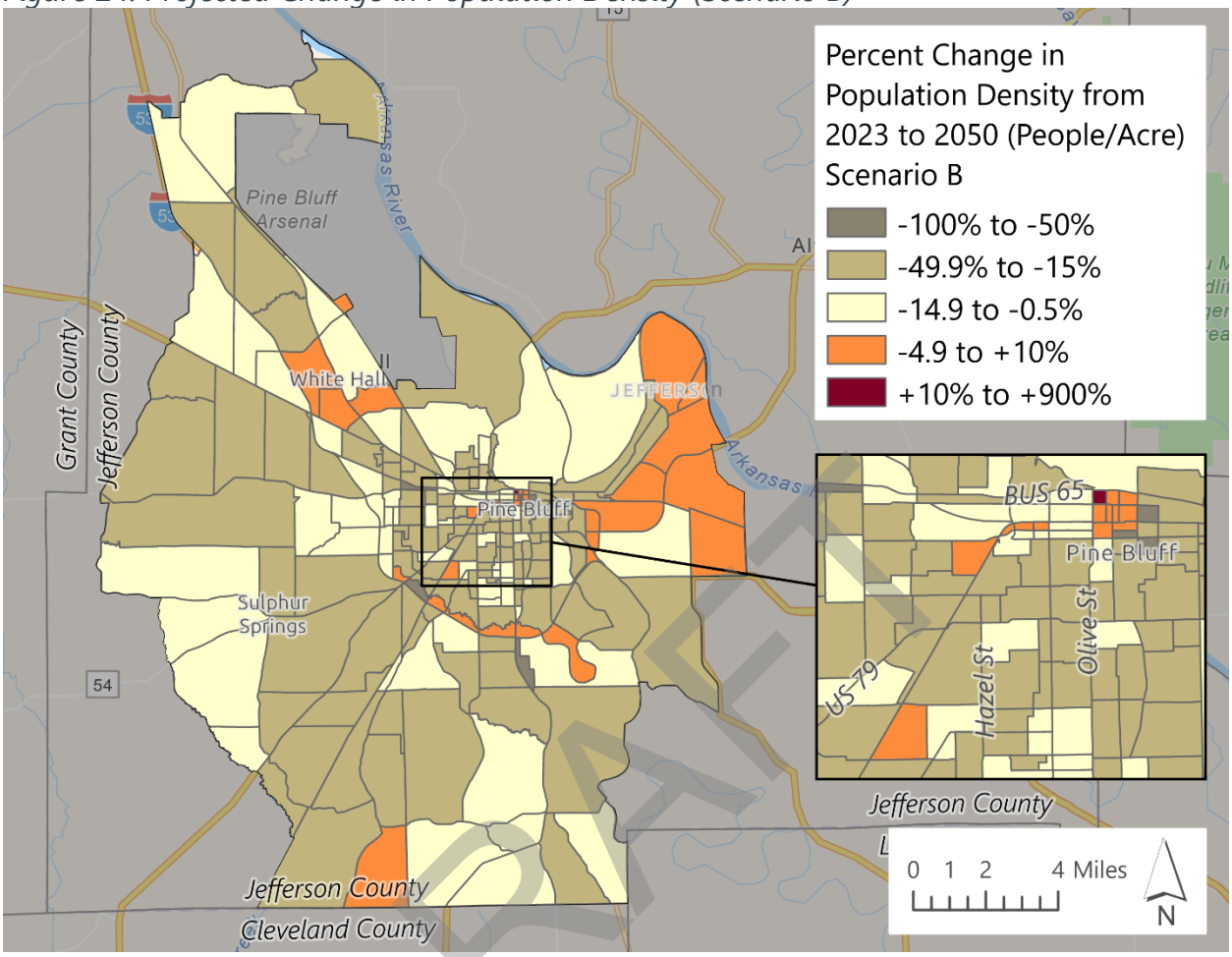
Scenario B

Figure 24 illustrates projected changes in population density under the decline scenario. Although overall population levels are expected to decrease, several areas are still projected to experience localized growth, including:

- City of White Hall
- Eastern portions of the metro area along US 63
- South Pine Bluff areas on the north side of I-530
- Southern edge of the county near AR 133

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Figure 24: Projected Change in Population Density (Scenario B)



Source: Arkansas Statewide Travel Demand Model.

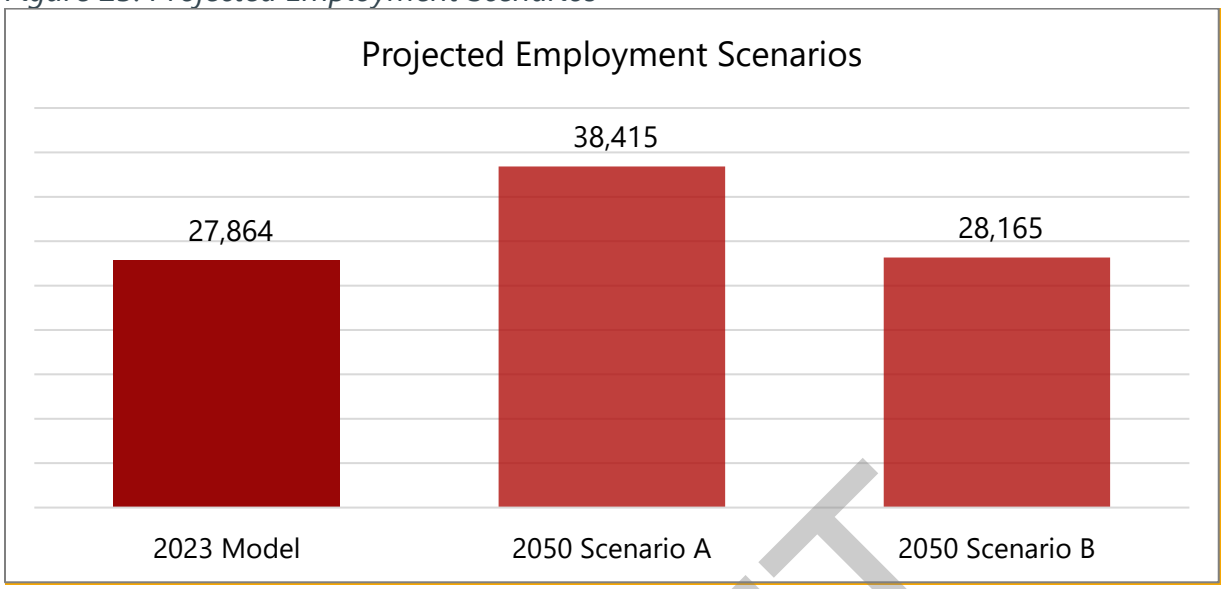
The presence of growth in these locations under both scenarios suggests that they may continue to serve as important areas of future residential development regardless of broader regional population trends.

Employment

The Arkansas Statewide Travel Demand Model estimates approximately 27,900 jobs within the MPO Planning Area in 2023. Figure 25 summarizes projected employment totals under each planning scenario through 2050.

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Figure 25: Projected Employment Scenarios



Source: Arkansas Statewide Travel Demand Model.

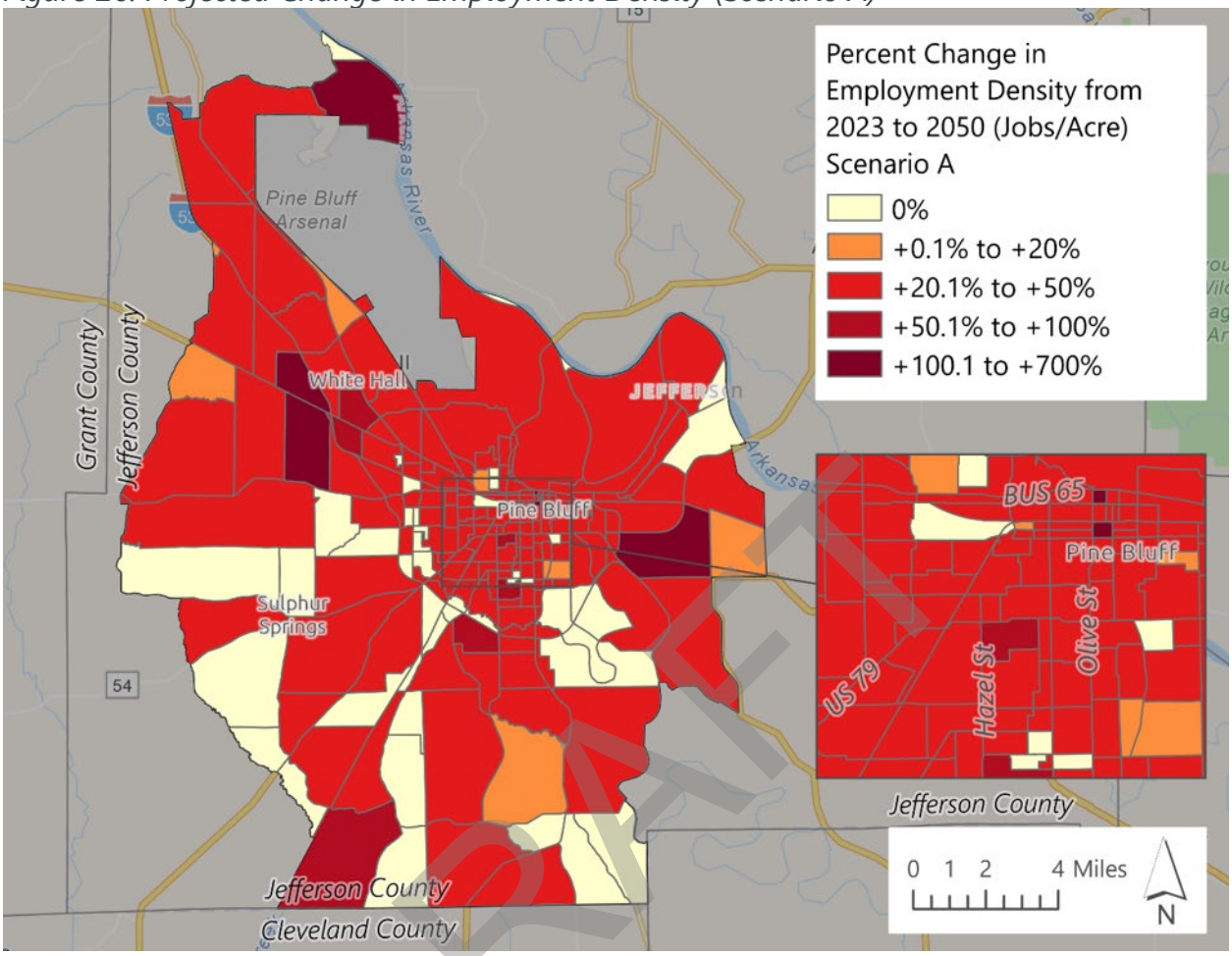
Employment projections vary considerably between scenarios. Under Scenario A, employment is projected to grow to approximately 38,400 jobs by 2050. Under Scenario B, employment is projected to remain generally stable, increasing slightly to approximately 28,200 jobs. Under Scenario B, employment is projected to remain generally stable, increasing slightly to approximately 28,200 jobs. Notably, even under the population decline scenario, employment is projected to grow modestly, suggesting that economic activity within the region may remain relatively stable despite overall population losses.

Scenario A

Figure 26 illustrates the possible change in employment density from 2023 to 2050 under the growth scenario. This scenario projects an increase in the density of jobs per acre throughout the region, especially west of White Hall, northeast of the Pine Bluff Arsenal, and near the Saracen Casino Resort.

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Figure 26: Projected Change in Employment Density (Scenario A)



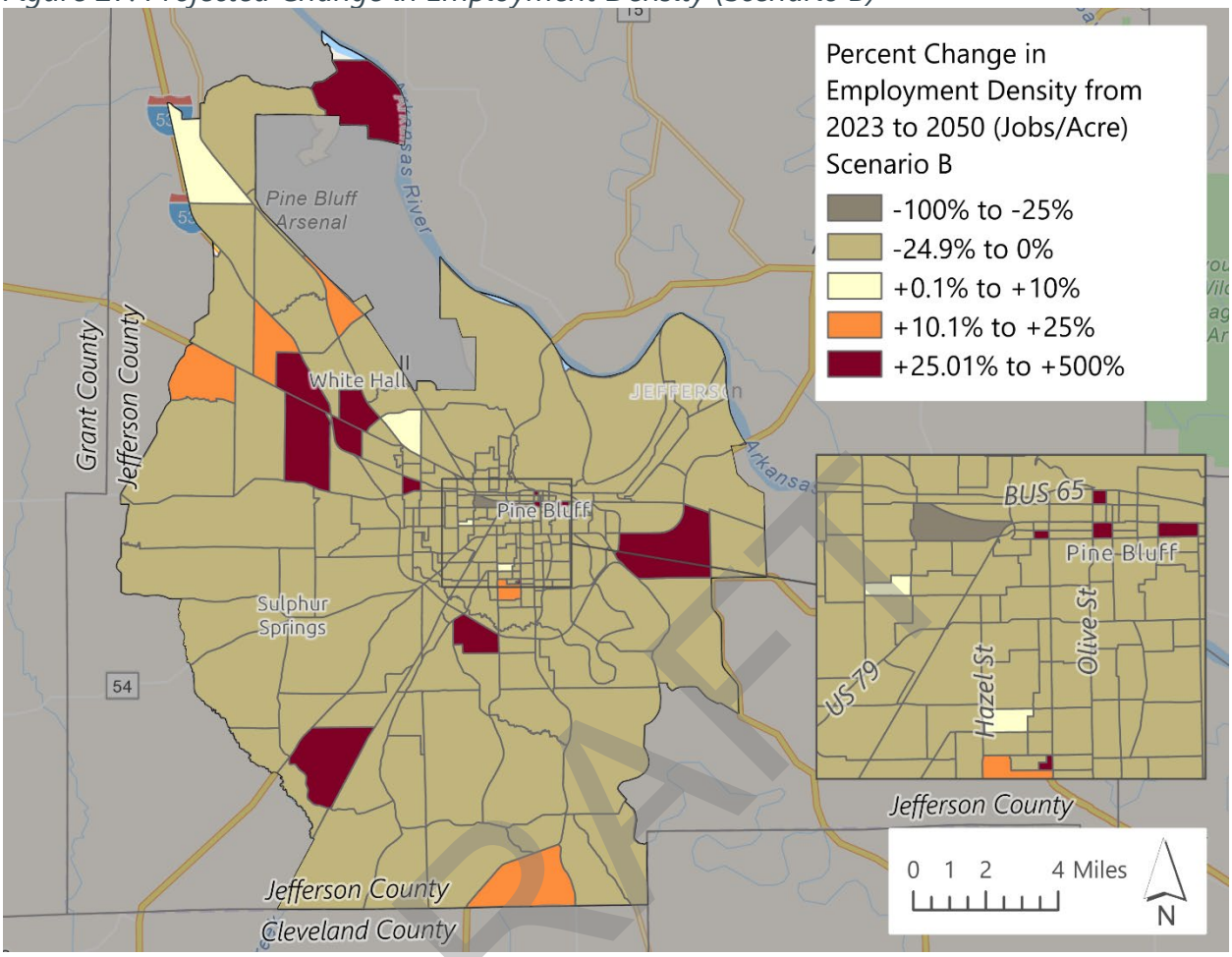
Source: Arkansas Statewide Travel Demand Model.

Scenario B

Figure 27 illustrates the possible change in employment density from 2023 to 2050 under the decline scenario. This scenario shows that a decrease in employment density may be expected throughout the region generally, with a few notable exceptions of positive employment density growth. Growth in employment density is projected in similar areas to those in Scenario A: around White Hall, northeast of the Pine Bluff Arsenal, and the Saracen Casino Resort. In addition, southwestern portions of the region along US 79 and along US 65 may be expected to see employment growth according to Scenario B.

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Figure 27: Projected Change in Employment Density (Scenario B)



Source: Arkansas Statewide Travel Demand Model.

Traffic Volume

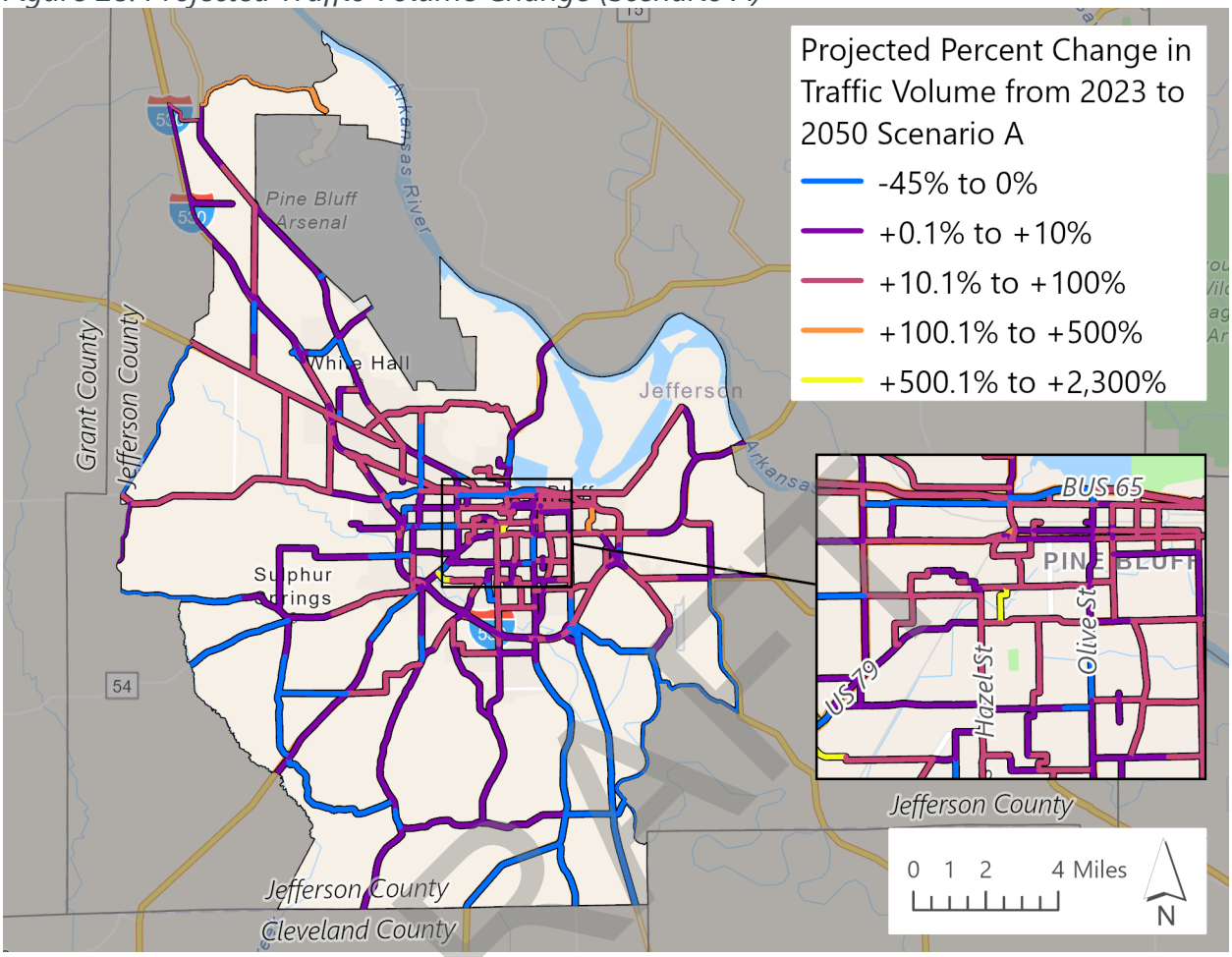
Projected traffic volumes were evaluated using the Arkansas Statewide Travel Demand Model to understand how travel patterns may change through 2050. The results show that future traffic conditions generally reflect the population and employment trends projected in each scenario.

Scenario A

Figure 28 shows the projected change in traffic volumes under Scenario A compared to the 2023 model. The results indicate decreases in traffic on several roadways, particularly on highways south of Pine Bluff. Most areas are projected to experience traffic growth. While several corridors are expected to see more substantial increases than others, the overall roadway network is anticipated to accommodate these changes without major operational concerns.

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Figure 28: Projected Traffic Volume Change (Scenario A)



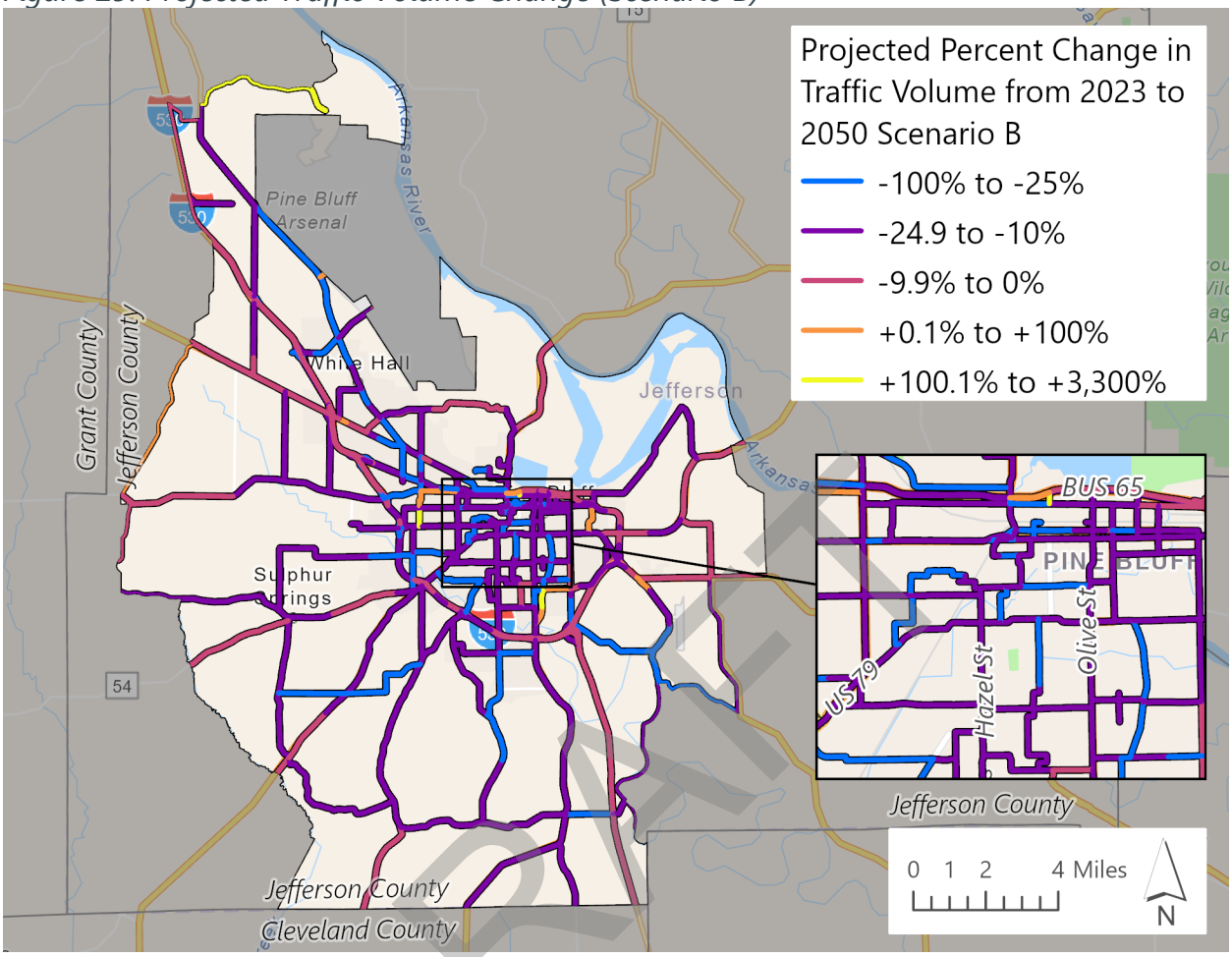
Source: Arkansas Statewide Travel Demand Model.

Scenario B

Figure 29 shows the projected change in traffic volumes under Scenario B compared to the 2023 model. The results indicate that many more roadway miles are expected to experience decreases in traffic volume than in Scenario A, with most roadways showing little to no growth. Some corridors are still expected to experience localized increases in traffic, demonstrating that changes in travel demand may occur even in areas with slower overall growth..

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Figure 29: Projected Traffic Volume Change (Scenario B)



Source: Arkansas Statewide Travel Demand Model.

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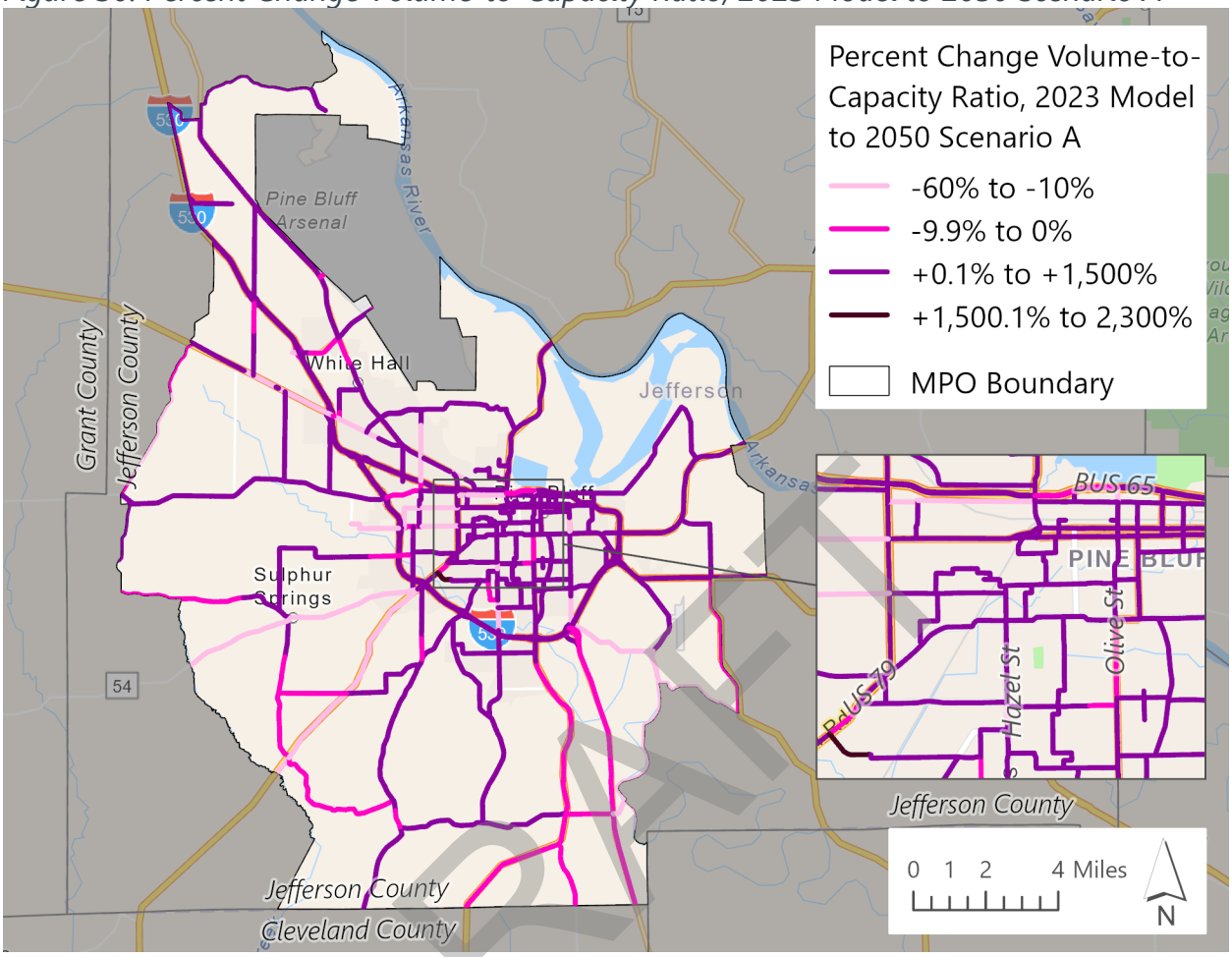
Traffic Capacity

Roadway capacity was evaluated using volume-to-capacity (V/C) ratios, which compare traffic demand to the amount of roadway capacity available. This measure helps identify locations where congestion may become a concern as travel demand changes over time.

Scenario A

Figure 30 shows the projected change in V/C ratios under Scenario A compared to the 2023 model. Most roadways are projected to experience increases in traffic volumes as population and employment continue to grow throughout the region. While some corridors are projected to experience greater traffic growth than others, the roadway network is expected to accommodate future demand without significant operational concerns. Even the highest projected V/C ratio of 0.39 indicates that substantial roadway capacity would remain available.

Figure 30: Percent Change Volume-to-Capacity Ratio, 2023 Model to 2050 Scenario A



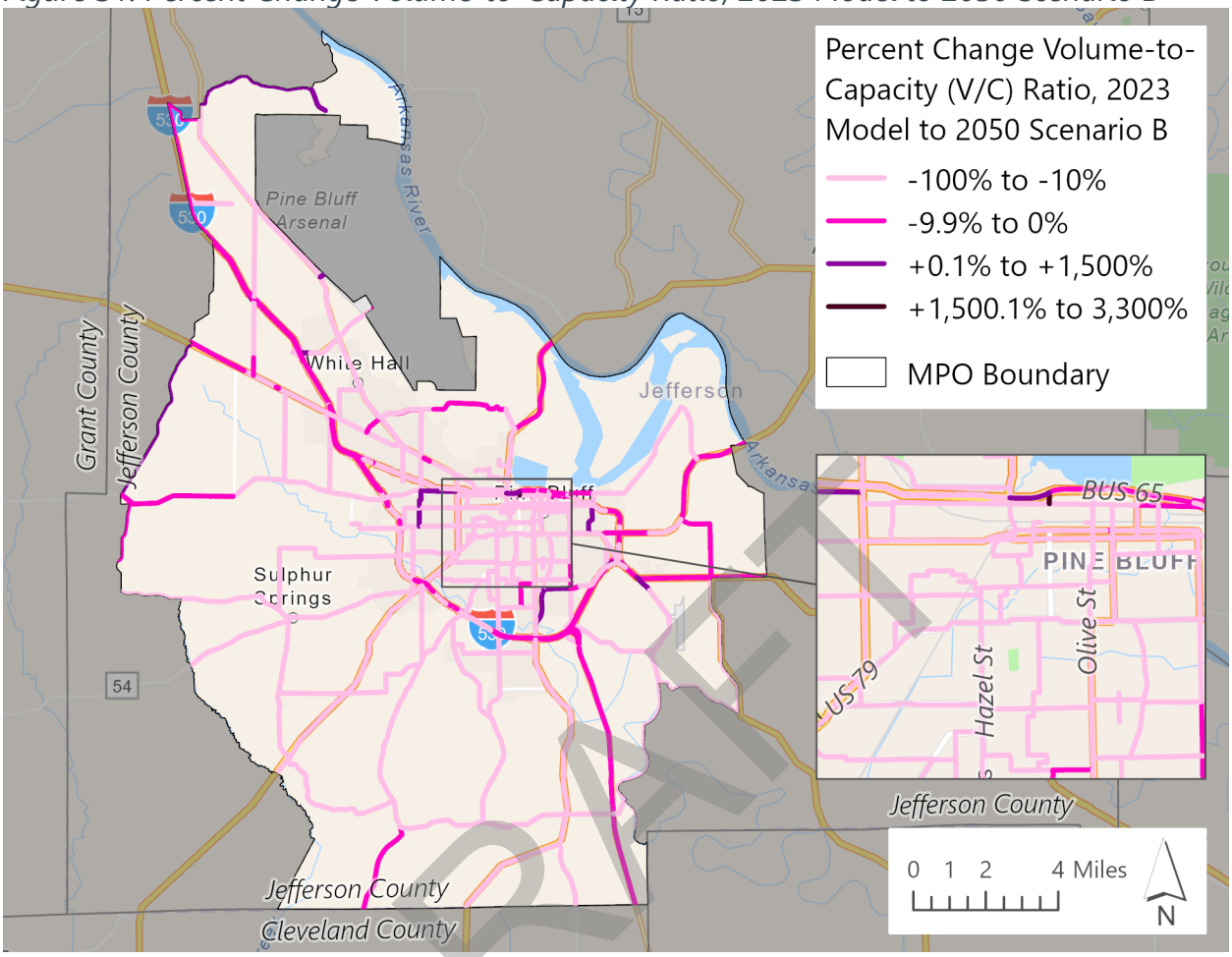
Source: Arkansas Statewide Travel Demand Model.

Scenario B

Figure 31 shows the projected change in V/C ratios under Scenario B compared to the 2023 model. Under Scenario B, most roadway segments are projected to experience stable or declining V/C ratios as overall travel demand decreases. A limited number of corridors show localized increases; however, roadway capacity remains sufficient and congestion is not anticipated to be a significant concern.

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Figure 31: Percent Change Volume-to-Capacity Ratio, 2023 Model to 2050 Scenario B



Source: Arkansas Statewide Travel Demand Model.

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Active Transportation

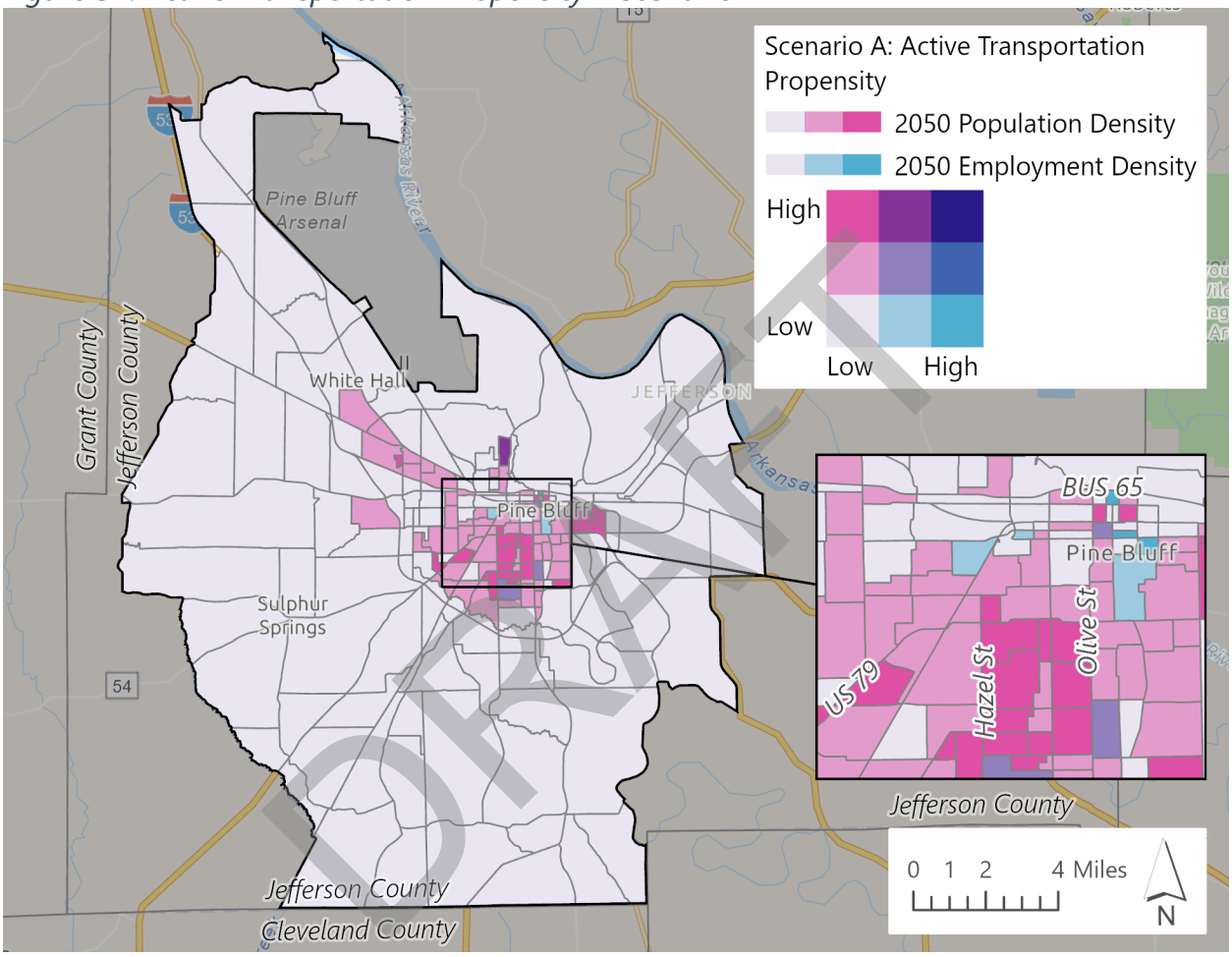
While the statewide travel demand model is primarily focused on forecasting vehicle travel, projected population and employment patterns can also provide insight into future active transportation needs. Population and employment density are particularly useful indicators because walking and bicycling are generally more feasible in areas where destinations are located closer together. Higher-density areas often support shorter trip lengths and greater access to jobs, services, and other daily destinations, making them more conducive to active transportation.

To help identify areas where future demand for walking and bicycling may be greatest, Figure 32 and Figure 33 use bivariate symbology to display projected 2050 population density and employment density within a single map. By illustrating both variables simultaneously, the maps highlight areas with higher concentrations of residents, jobs, or both. These locations can help

inform future investments in sidewalks, bicycle facilities, shared-use paths, and other active transportation infrastructure needed to support safe and convenient travel.

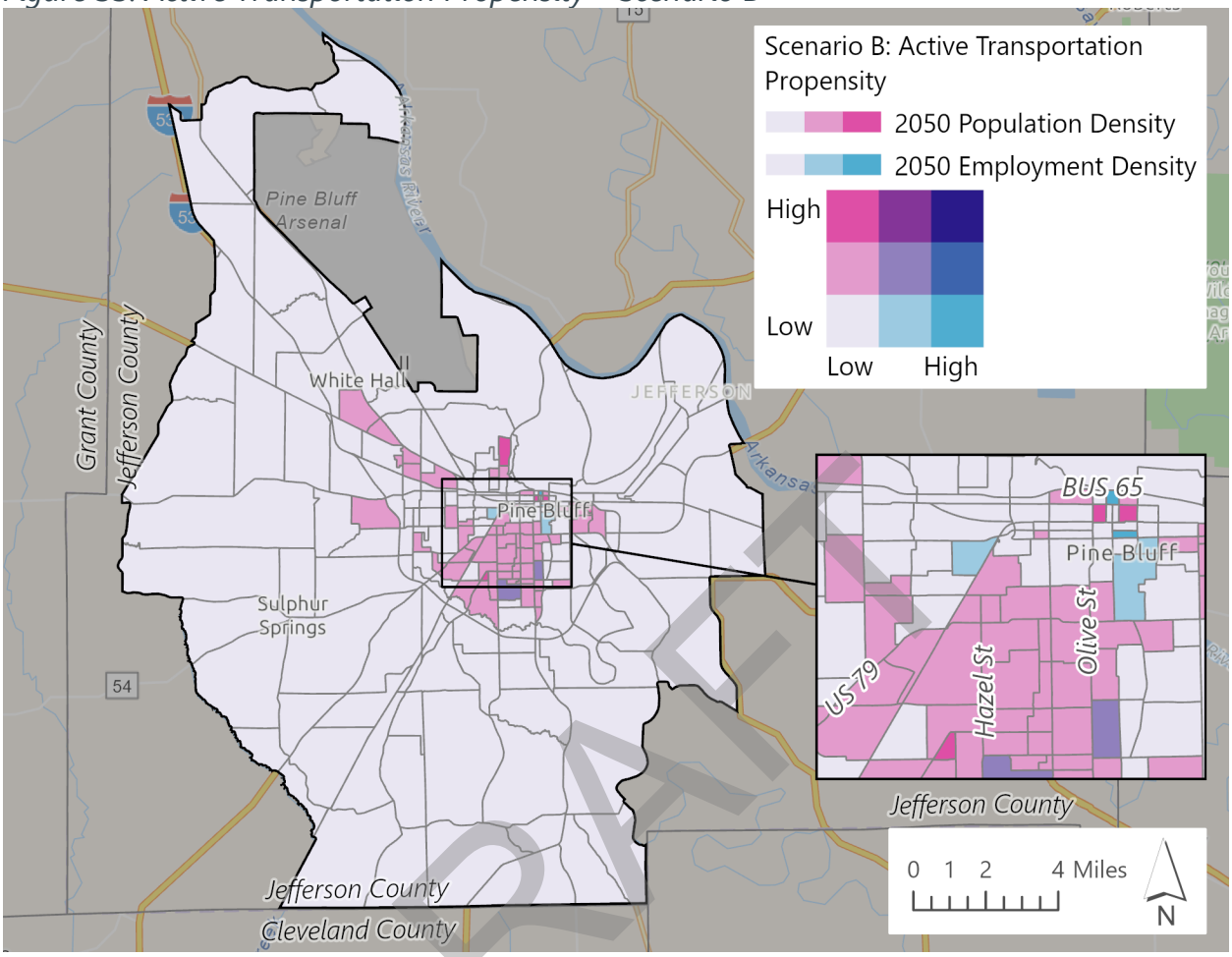
The maps use the same symbology breakpoints to allow for direct comparison between the two scenarios.

Figure 32: Active Transportation Propensity – Scenario A



Source: Arkansas Statewide Travel Demand Model.

Figure 33: Active Transportation Propensity – Scenario B



Source: Arkansas Statewide Travel Demand Model.

Although the magnitude of future demand varies between the growth and decline scenarios, both indicate that similar areas of Pine Bluff are likely to remain important destinations for walking and bicycling. Areas with consistently higher active transportation propensity include:

- Downtown Pine Bluff
- Areas west of Lake Saracen
- Central Pine Bluff between W 16th Ave and W 42nd Ave, including the hospital area
- Eastern Pine Bluff northeast of S Ohio St and E Harding Ave.

These areas generally contain higher concentrations of residents, jobs, services, or a combination of these trip generators.

Based on these findings, these areas may be key locations for future active transportation investments. Focusing on sidewalk connectivity, sidewalk condition, bicycle facilities, and shared-use paths where appropriate can help support proactive planning efforts and ensure the transportation system is prepared to meet future mobility needs.

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Future Developments

The City of Pine Bluff has applied for a Transportation Alternatives Program (TAP) grant to develop a bicycle and pedestrian study and is currently awaiting an award decision from ARDOT. If awarded, the study could identify gaps in the active transportation network, evaluate opportunities to improve safety and connectivity, and establish priorities for future bicycle and pedestrian investments throughout the city.

Additionally, the Arkansas Game and Fish Commission has discussed plans for a recreational amenity along Bayou Bartholomew beginning near Pine Bluff. Concepts include a bicycle trail intended to showcase the world's longest bayou and enhance tourism and outdoor recreation opportunities. These efforts could create new opportunities for regional trail development and active transportation connectivity within Jefferson County.

ARDOT has initiated development of a statewide Complete Streets policy intended to replace its 2005 Bicycle and Pedestrian Accommodation Policy.[1] This policy will provide statewide guidance for considering the needs of all transportation users, including pedestrians, bicyclists, and other roadway users, throughout project development.

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[1] ARDOT (n.d.)



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Chapter 4

Engagement

This chapter describes the engagement process for the 2050 MTP and summarizes the transportation issues, opportunities, and priorities identified through stakeholder and public input.

Photo Source: Google Earth (2026). White Hall Library on Anderson Ave

Throughout the development of the 2050 MTP Update, public feedback was incorporated and centered to create a plan that best addresses the needs of Pine Bluff-White Hall residents. Public engagement ensures that the 2050 Metropolitan Transportation Plan reflects how communities across Pine Bluff-White Hall travel and what they need from their transportation system to travel safely and effectively. Crash records, traffic counts, and pavement data can describe physical conditions, but residents and local stakeholders can provide detailed accounts on why a road feels unsafe, where a sidewalk gap keeps children from getting to school, or which streets flood after a heavy rainstorm. Public input ensures that the plan identifies needs that data alone can miss, particularly needs for older adults, students, shift workers, people with disabilities, and residents of lower-income areas who may rely the most on the city's transportation system.

Stakeholder Engagement

From June to August 2026, the SEARPC conducted interviews with representatives of local organizations that are responsible for, or impacted by, the regional transportation system. Participants include, but are not limited to, Southeast Arkansas Transit, Pine Bluff Transit, Jefferson Regional Medical Center, the University of Arkansas at Pine Bluff, ARDOT, and residents of Pine Bluff, White Hall, and Jefferson County. Across these conversations, four themes emerged: safety, active transportation, transit service, and maintenance.



Safety: Safety was the concern cited most frequently. Stakeholders cited speeding, low visibility, a lack of lighting, and narrow roads as key concerns. Some residents noted that emergency vehicles have difficulty with access and connectivity in parts of the region. The absence of dedicated pedestrian and bicycle facilities was highlighted as part of safety concerns. Some stakeholders saw a need for community-wide safety education. In the context of regional population loss, one stakeholder explained that existing street infrastructure no longer matches demand as roads were designed for larger traffic volumes despite volumes declining. Depopulation impacts revenue for street maintenance and potential upgrades for transportation safety.



Active Transportation: Missing sidewalks, crosswalks, and bicycle paths are also highlighted as a concern for local stakeholders as these facilities can promote active transportation to the benefit of all ages and abilities. Considering the region's aging population, local stakeholders emphasized the importance of ADA-accessible and wider sidewalks, wayfinding signage, easy curb transitions, and handrails. These facilities do not just service senior citizens. As one stakeholder observed, schoolchildren need appropriate sidewalks to travel to school as not every road in the region can accommodate school buses. Lower-income areas were also observed to lack sidewalks and have narrow streets enclosed by deep ditches. Additionally, stakeholders suggested that the region could benefit from supporting local cycling culture and raising awareness of cycling.

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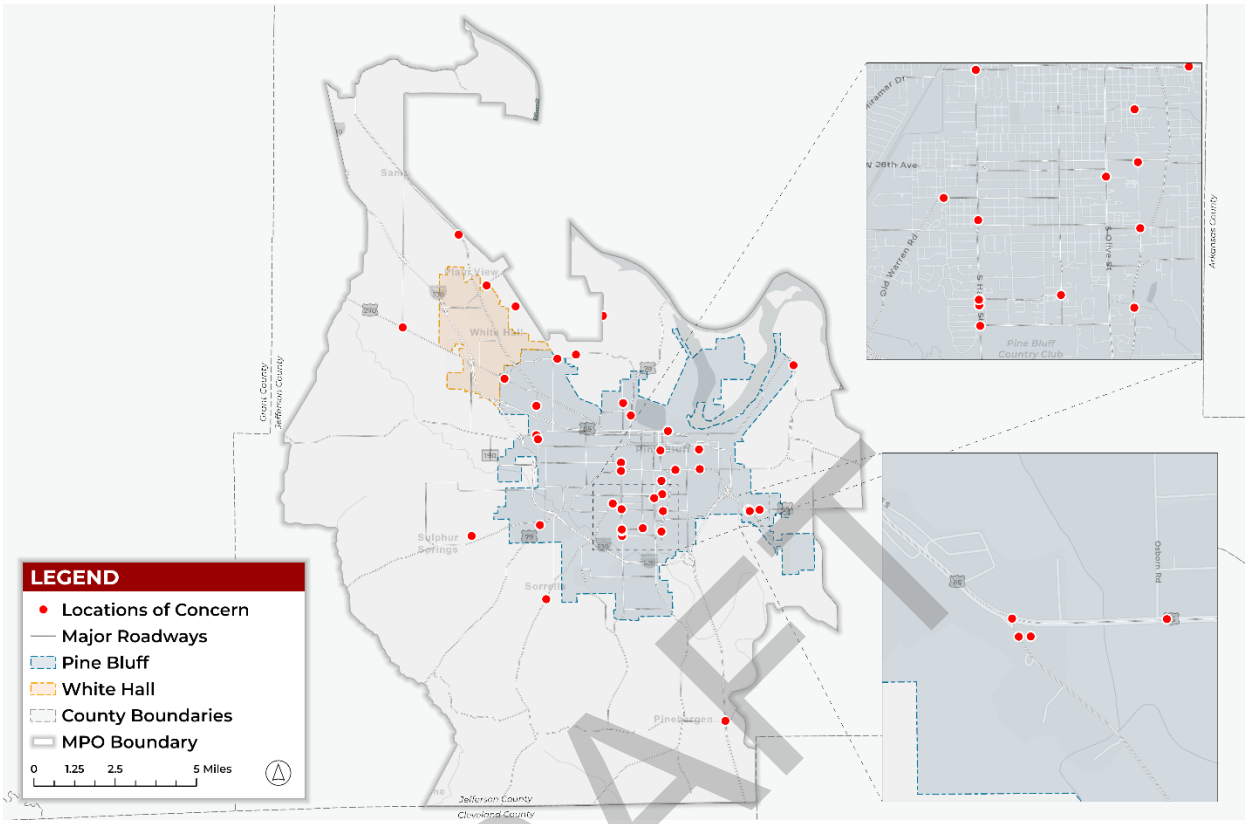
Transit: The importance of connectivity emerged from stakeholders identifying the needs for better connections for pedestrians, cyclists, and transit riders to employment centers, housing, and recreation. Transit service, in particular, was a major topic from residents. Stakeholders explained that limited weekday evening hours and the absence of weekend service do not meet the needs of shift workers or university students. While existing transit services do provide direct access to some businesses and affordable housing locations, residents felt that a larger service area and greater frequency would better serve the community. In particular, areas like Waston Chapel lack adequate services and would benefit from improved service frequency. These frustrations also extend to rural transportation services. The 72-hour advance scheduling requirement for SEAT rides was described as a challenge for riders. The growing demand from SEAT for service in rural communities while facing limited funding, workforce shortages, and rising operating costs, places the service in a difficult position where reliable service may not always be available. Additionally, across fixed and rural transportation service, physical infrastructure such as open ditches and the lack of shoulders pose broader potential safety problems.

Maintenance: General maintenance due to heavy rainfall flooding or out of date equipment rounded out the infrastructure concerns from residents. Pavement quality was the most cited maintenance issue, followed by sidewalk repair and port dredging. City and county officials also noted that traffic signal equipment is out of date and signals are not synchronized. Stakeholders identified street flooding and stormwater management as both an environmental concern and safety issue that needs attention. Physical infrastructure maintenance delays are not only frustrating for local residents but can create transportation congestion that needlessly overwhelms the current system. Whether it is due to asynchronous signals, stormwater flooding, or periodic high-traffic events such as UAPB football games or school drop-off and pick-up times, traffic congestion can create safety concerns for all travelers in the region.

Building off their insights, stakeholders identified projects, opportunities, and future developments that could remediate their concerns. They suggested the construction of active transportation facilities and connections, the development of a pavement maintenance plan, exploring microtransit services, implementing a one-hour express route, and tourist and visitor-oriented development around high-traffic areas in the region. Potential future development opportunities include an expansion of Plum Street, a University of Arkansas at Pine Bluff master plan, a rhythm & blues corridor, downtown redevelopment, Bayou Bartholomew Water trail, and an expansion of roadway and airport facilities. Figure 1 below identifies the specific locations where stakeholders have cited issues and potential improvement areas related to visibility, turning problems, missing sidewalks, narrow pavement, and drainage problems.

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Figure 34: Opportunity Locations Identified by Local Stakeholders



Source: ARDOT Pine Bluff 2050 MTP Survey

Streets such as Hazel Street at 42nd and 46th Avenues, Grider Field/Ladd Road at Highway 65, Bryant Street, South Main Street, and Harding Avenue are corridors that may require high-level improvements due to the frequency of complaints noted by local stakeholders. While these opportunities and future developments serve a visionary purpose, coupled with the identification of specific corridors and qualitative data from local surveys, the 2050 MTP can develop transportation solutions that best align with community wants and needs.

Public Engagement

In addition to stakeholder interviews, the 2050 Metropolitan Transportation (MTP) Update sought public feedback using a publicly available, online survey. The website housed key information about what a metropolitan transportation is, how it functions, MTP development, and relevant data for public respondents to consider when answering the survey. Public respondents had two options to provide input: an interactive map on the home page as well as a transportation needs survey.

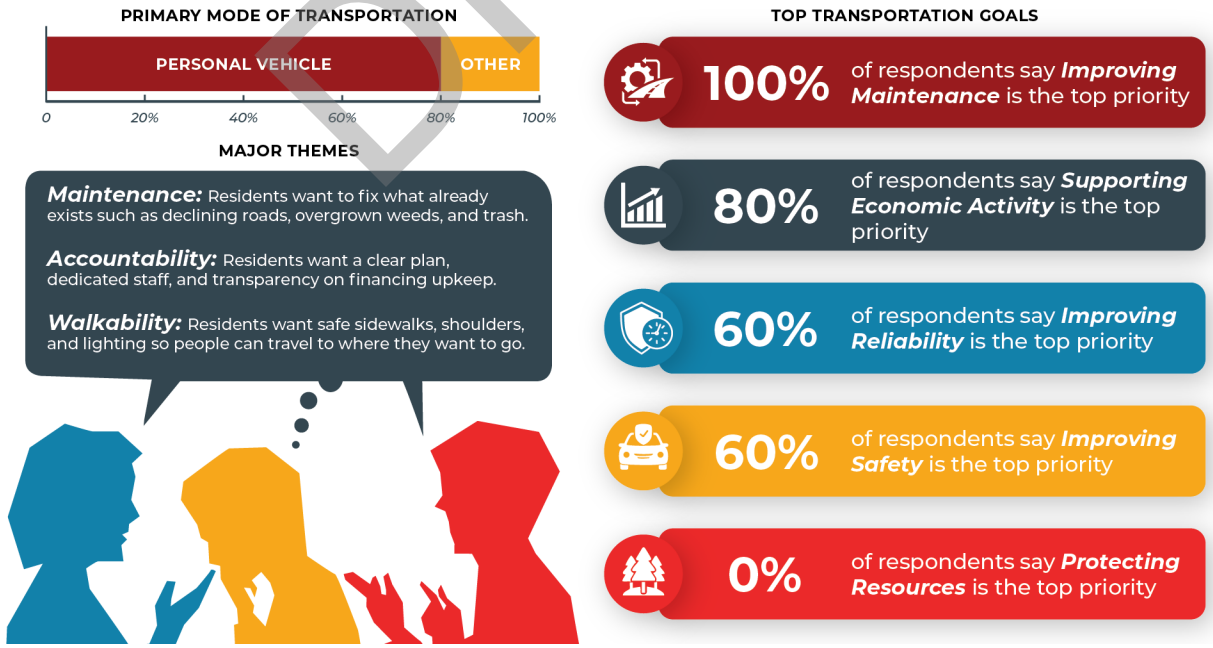
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The transportation needs survey asked public respondents for their primary mode of transportation, goals they held important, an open-ended question seeking transportation needs they would like to share, and an interactive map that allowed public respondents to mark a location on a map with comment or concern. This interactive map was also available for use on the website's homepage (Figure 35). Figure 36 summarizes survey results.

Figure 35: SEARPC 2050 MTP Survey Home Page



Figure 36: Survey Results



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Public Meetings and Events

Over the course of the plan's development, the SEARPC hosted public meetings to collect and incorporate feedback from local stakeholders and residents. Two public meetings were held on October 8th, 2026, and November X, 2026. In total, there were ___ attendees across both events.

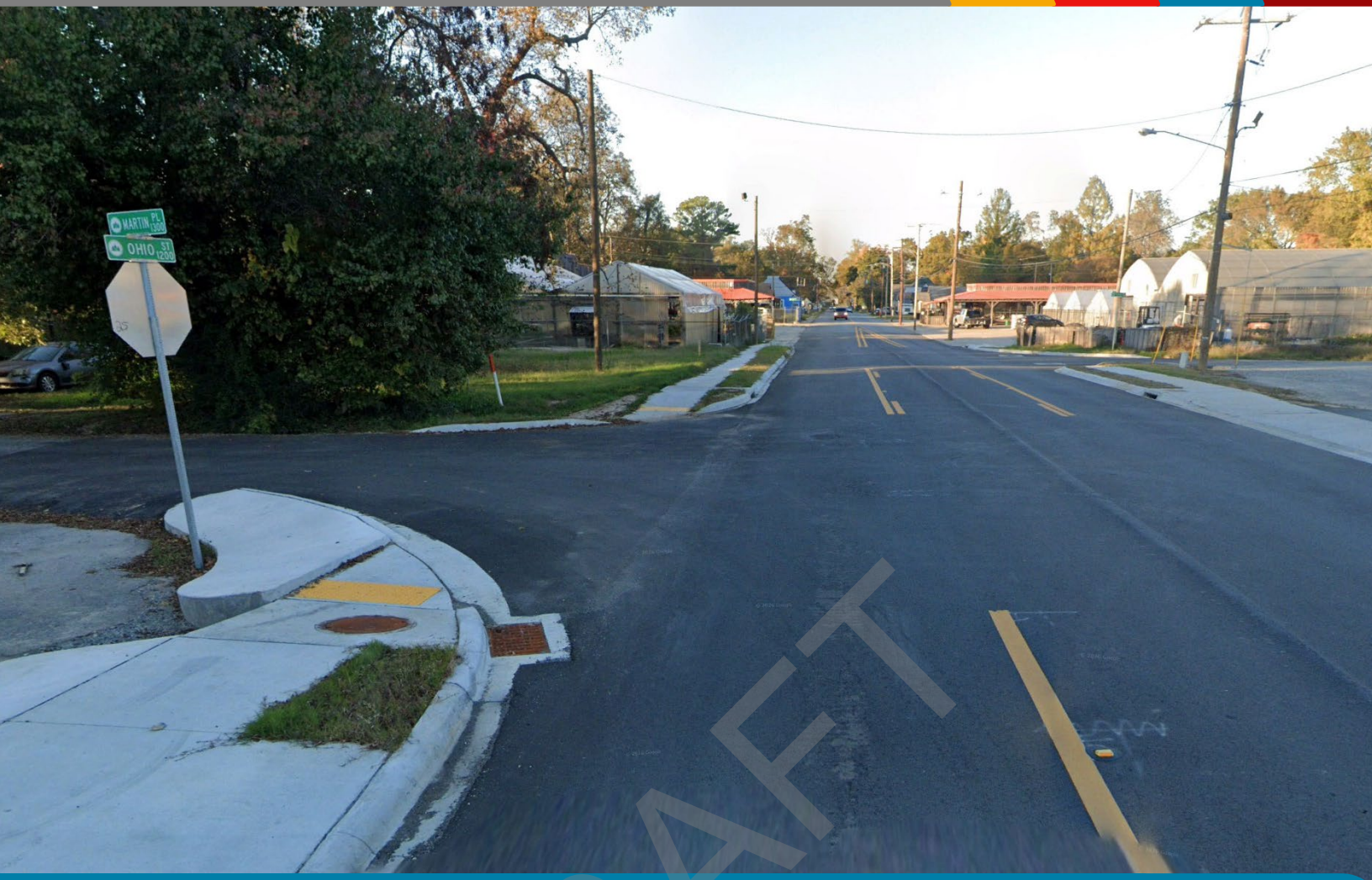
Public involvement for the 2050 MTP was completed using several display boards documenting the planning process, existing conditions, 2045 MTP projects, and markup maps for public comment. In addition, comment cards, trifold handouts, and meeting flyers were also used to collect additional information and advertise the events.

The October 8th event was held at the Pine Bluff City Council meeting room on 210 East 10th St., Pine Bluff, Arkansas. While the scheduled posted time was listed as 5 PM to 7 PM, the public engagement event was active and accessible from 4:15 PM to 7:30 PM. Flyers for the event were posted at the Pine Bluff City Hall, White Hall City Hall, Jefferson County Courthouse, and the Pine Bluff Library alongside virtual advertisements on the SEARPC website and Facebook pages.

Feedback from the October public meeting identified several recurring transportation needs, with an emphasis on roadway safety, pedestrian and bicycle connectivity, and targeted roadway improvements. The most frequently recurring theme was the need for sidewalks and bicycle facilities along major highways and primary corridors, including Dollarway Road (Highways 365), Main Street, Robin Road, White Hall Road, Highway 190, Highway 79, and Hazel Street. Comments also called for a broader approach to bicycle and pedestrian infrastructure throughout the region's roadway network, reflecting the importance of improving access and safety for all residents of the Pine Bluff MPA.

Roadway safety and operational improvements were another common theme for participants. Notably, the participants marked Highway 365 at Harrod Road, East Hoadly Road, Highway 190, Highway 63 at Main Street, and Hazel Street as areas in need of improvement. Suggested solutions included widening roadways, adding dedicated turn lanes near schools, improving intersection turning geometry, consolidating closely spaced traffic signals, and replacing deficient bridges. Several comments also highlighted the need to improve access to key destinations like hospitals and schools. These comments indicate potential opportunities for the MTP to address and prioritize targeted roadway capacity and operation improvements, with consideration given to multimodal safety, corridor connectivity, and access to essential community destinations.

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Chapter 5

Financial Plan and Implementation

This chapter contains financial planning information for the planned future transportation investments for the Pine Bluff-White Hall region over the next 20 years.

Photo Source: Google Earth (2026). Martin Pl at Ohio St

Financial Framework and Implementation

This chapter outlines the approach for advancing the transportation projects and strategies identified in the 2050 MTP. It describes potential funding sources, anticipated revenues, and project costs to support fiscally constrained investment decisions. It also addresses project prioritization and potential impact considerations to guide transportation investments as regional needs and funding opportunities evolve.

Funding Sources

Implementation of the transportation projects and strategies identified in this MTP will rely on a combination of federal, state, regional, and local funding sources. While future funding levels cannot be guaranteed, a variety of established transportation funding programs remain available to support roadway, transit, bicycle, pedestrian, and safety improvements. In addition, the MPO provides local matching funds for eligible planning and transportation projects, helping local jurisdictions leverage available federal funding opportunities.

Federal Funding Sources

The majority of transportation investments within the metropolitan area are funded through federal transportation programs administered by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In addition to formula funding, local agencies may pursue competitive discretionary grant programs administered by USDOT and other federal agencies. A current inventory of discretionary grant opportunities is available through the USDOT Discretionary Grants Dashboard.[1]

FHWA

As of plan adoption, federal surface transportation programs are undergoing reauthorization following the expiration of the Infrastructure Investment and Jobs Act (IIJA). While federal funding is expected to remain a primary source of transportation investment, future legislation may modify funding levels, program requirements, and discretionary grant opportunities. The MPO will continue to monitor federal transportation policy and adjust project implementation strategies as needed.

Federal transportation funding is primarily provided through a series of formula programs administered by the Federal Highway Administration (FHWA). Key programs include:

[1] USDOT (2026).

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- **National Highway Performance Program (NHPP):** Provides funding to preserve and improve the condition and performance of the National Highway System, support achievement of state performance targets, and rehabilitate eligible bridges on the State Highway System.
- **Surface Transportation Block Grant Program (STBG):** Provides flexible funding for a wide range of highway, bridge, and transportation improvement projects, including investments in local roads, bridges, active transportation facilities, and community enhancement projects through population-based suballocations.
- **Highway Safety Improvement Program (HSIP):** Provides funding for data-driven safety projects that reduce traffic fatalities and serious injuries on all public roads, including tribal and local roads, with a set-aside for railway-highway crossing safety improvements.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** Provides funding for transportation projects that reduce congestion and improve air quality in eligible areas.
- **Transportation Alternatives (TA) Set-Aside Program:** Provides funding for smaller-scale transportation projects, including pedestrian and bicycle facilities, Safe Routes to School initiatives, community improvements, and environmental mitigation efforts.
- **National Highway Freight Program (NHFP):** Provides funding for projects that improve the efficiency, reliability, safety, and resiliency of freight movement on the National Highway Freight Network, supporting economic competitiveness, reducing congestion, and enhancing freight connectivity**.**

FTA

For public transportation, the Federal Transit Administration administers several formula funding programs that may be used for transit capital, operating, and planning expenses. Major programs include:

- Section 5307 Urbanized Area Formula Grants
- Section 5339 Bus and Bus Facilities Program
- Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
- Section 5311 Formula Grants for Rural Areas

Section 5307 funding is available to urbanized areas with populations of 50,000 or greater. If the Pine Bluff urbanized area were to fall below the 50,000 population threshold in a future Census designation, it would no longer be eligible for Section 5307 Urbanized Area Formula funding and would instead become eligible for rural transit assistance under Section 5311.

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State and Local Funding Sources

State transportation funding in Arkansas is derived primarily from motor fuel taxes, vehicle registration fees, and sales and use taxes dedicated to transportation improvements. A significant source of funding is the permanent one-half cent sales tax approved by Arkansas voters in 2020, which supports state highways, county roads, and city streets. Revenues generated through this program are distributed under the Arkansas Highway Revenue Distribution Law, with approximately 70 percent allocated to ARDOT, 15 percent to counties, and 15 percent to cities. [2, 3]

Local governments are responsible for funding transportation needs not covered by state or federal programs and for providing matching funds required by many grant programs. Common local funding sources include property taxes, local sales taxes, development impact fees, special assessments, bond proceeds, and other locally generated revenues. Local funding plays a critical role in maintaining eligibility for federal transportation programs. Most federal transportation grants require a local or state match, commonly ranging from 20 percent of total project costs, although match requirements vary by program and project type. As a result, maintaining a reliable local funding base is essential to maximizing federal and state transportation investments within the metropolitan area.

Financial Planning

The Pine Bluff Metropolitan Planning Area is in a unique position as its population remains near the 50,000-resident threshold used to determine Metropolitan Planning Organization (MPO) eligibility. As discussed in Chapter 3, population forecasts for the region vary, with some projections indicating growth and others indicating decline. These differing forecasts create uncertainty regarding the area's future MPO status and the funding levels that may be available to support transportation planning and project implementation.

Given the uncertainty of future funding, it is important to maintain a flexible and strategic approach to transportation investment. Limited financial resources underscore the need to prioritize projects that address the region's most critical needs while also considering project readiness, funding opportunities, and implementation feasibility. Careful project prioritization will help ensure that available resources are directed toward improvements that can be advanced efficiently and provide the greatest benefit to the region. Regardless of regional

[2] Arkansas Secretary of State (2020).
[3] Arkansas Senate (2023).

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population size, ARDOT is committed to providing innovative transportation solutions for transportation safety and mobility.

Fiscal Constraint

For the Pine Bluff region, the uncertainty of future population trends and MPO funding levels adds complexity to long-range financial planning. Still, funding projections can be developed using historical funding trends, anticipated federal and state transportation programs, and other reasonably expected revenue sources. Anticipated funding is then compared to expected project costs to determine fiscal constraint. Information presented in this chapter reflects the best available estimates at the time of writing.

Future roadway funding estimates are based on 2023 PBATS fundmarks from ARDOT with an annual inflation of 2%. Anticipated available revenues listed in

Table 16 include federal funding programs that are distributed by the state.

Table 16: Anticipated Funding for Roadway Projects

	Short Term (2026-2030)	Medium-Term (2031-2040)	Long-Term (2041-2050)	Total
National Highway Performance Program:	$ 68,684,200	$ 159,558,500	$ 194,501,000	$ 422,743,700
Surface Transportation Block Grant Program:	$ 21,284,000	$ 49,444,300	$ 60,272,300	$ 131,000,600
STBGP Transportation Alternatives (STBGP-TA):	$ 1,888,700	$ 4,387,600	$ 5,348,500	$ 11,624,900
Highway Safety Improvement Plan (HSIP)	$ 4,274,500	$ 9,929,900	$ 12,104,500	$ 26,308,900
National Highway Freight Program (NHFP)	$ 3,026,400	$ 7,030,500	$ 8,570,100	$ 18,627,000
Bridge Formula Program:	$ 9,747,300	$ 22,643,800	$ 27,602,700	$ 59,993,800
Carbon Reduction Program:	$ 2,744,700	$ -	$ -	$ 2,744,700
PROTECT Program	$ 2,904,900	$ -	$ -	$ 2,904,900
Total	**$ 114,554,700**	**$ 252,994,600**	**$ 308,399,100**	**$ 675,948,400**

Source: ARDOT (2023). FFY 2023 PBATS Fundmarks

Note: Carbon Reduction Program and Protect program funding not projected past 2030.

Anticipated future transit funding is shown in Table 17 below. Transit funding projection is based on transit projects listed in the 2027-2030 TIP, with an annual 2% inflation for years beyond 2030, consistent with long-term annual increases in FTA program funding. Future transit cost estimates are assumed to be equal to anticipated funding levels. In scenario A, the population of the MPA is estimated to exceed the 50,000 threshold by 2050. This impacts

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funding eligibility for different FTA programs, as Section 5307 funding is distributed to urban areas above 50,000, and Section 5311 funding is targeted for areas below 50,000.

Table 17: Anticipated Funding for Transit Projects

Job	Description	Short Term (2026-2030)	Medium-Term (2031-2040)	Long-Term (2041-2050)
PBT001	Operating Assistance	$ 3,847,000	$ 11,057,028	$ 13,478,456
PBT002	Capital - Preventive Maintenance	$ 1,192,000	$ 3,428,796	$ 4,179,683
PBT003	Capital - Paratransit Service	$ 723,000	$ 2,077,381	$ 2,532,316
PBT004	Capital - Rolling Stock/Support Equipment	$ 550,000	$ 1,574,789	$ 1,919,659
PBT005	Capital - Planning	$ 117,000	$ 335,061	$ 408,438
PBT006	Consolidated Planning Grant (MPO)	$ 609,000	$ 1,742,320	$ 2,123,878
PBT007	Capital - Rolling Stock-Conway Funds	$ 765,000	$ 2,200,237	$ 2,682,077
	Total	**$ 7,803,000**	**$ 22,415,612**	**$ 27,324,506**

Source: SEARPC (2026). PBATS 2027-2030 Transportation Improvement Program

The anticipated total program funding for both roadway and transit is expected to be around $733 million over the 20-year MTP planning horizon. Total anticipated program costs are estimated to be $665 million in YOE dollars. Because the total program funding is expected to be greater than the total program costs, the 2050 MTP is fiscally constrained. See Table 18.

Table 18: Fiscal Constraint

	Short Term (2026-2030)	Medium-Term (2031-2040)	Long-Term (2041-2050)	Total
Roadway Funding Estimates	$114,554,650	$252,994,650	$308,399,067	$675,948,367
Roadway Cost Estimates	$113,637,480	$221,970,837	$272,041,800	$607,650,117
Transit Funding Estimates	$ 7,803,000	$ 22,415,612	$ 27,324,506	$ 57,543,118
Transit Cost Estimates	$ 7,803,000	$ 22,415,612	$ 27,324,506	$ 57,543,118

Source: ARDOT (2023). FFY 2023 PBATS Fundmarks; SEARPC

Notes: Roadway project cost estimates are inflated at 3% to develop year-of-expenditure estimates.

Implementation

This chapter provides information to illustrate the proposed transportation projects for the region over the 20-year planning horizon until 2050. The list of projects is fiscally constrained based on expected funding availability and project costs. Projects have been divided into three stages depending on the staging of revenue forecasts and project prioritization. The unfunded/Illustrative stage consists of projects that have previously been identified, but are currently outside of funding projections. The vision stage includes new projects that were

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identified through public and stakeholder input for the 2050 MTP. Both Unfunded and Vision projects can be advanced towards implementation if funding becomes available.

Prioritization

In keeping with past planning efforts, the prioritization for roadway capacity projects maintains the previous prioritization scores identified in the 2045 MTP. The prioritization framework was designed to reflect the goals and objectives established in chapter 1. Non-capacity roadway projects, such as safety and maintenance projects, were not prioritized. Instead, the MPO will continue to identify and prioritize these projects on an ongoing basis with local governments. New projects were qualitatively assigned scores on the prioritization framework that includes:

- Congestion Reduction
- Benefit Cost Ratio
- Safety Benefits
- Bicycle and Pedestrian Benefits
- Freight benefits
- Supports Existing Plans

Project List

Transportation projects were either carried forward from previous transportation plans, or developed through coordination with ARDOT and local governments or from public input. The following maps and tables show the location and details of projects within each of the stages. Project costs are shown in Year of Expenditure (YOE) costs with a 3% inflation rate.

Table 19 and Figure 37 illustrate 2050 roadway project details.

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Table 19: Roadway Transportation Projects

MTP ID	Job	Stage	Roadway	Limits	Type	Description	Length (Mi)	Total Cost	YOE
1		Short	US 270 & Hwy 365S (Sherridan Rd)	Hwy 104 to Hwy 365	Widening	Widen to 5 Lanes	4.76	$26,320,000	$29,478,400
2		Short	US 79 (S Camden Rd)	Couch Ln to Suburbia Dr	Widening	Widen to 5 Lanes	2.36	$12,360,000	$12,360,000
3	02X348	Short	190	190 Hwy. 79B –Hwy. 65 (Pine Bluff) (Sel. Secs.) (S)	System Preservation	2" Mill & 2" Overlay	5.43	$5,150,000	$5,768,000
4	12465	Short	79	Hwy. 35 –North (S)	System Preservation	1" Level Up & UTBWC, 2" Mill & 2" Overlay, Level Up & UTBWC	16.57	$6,592,000	$7,383,040
5	20716	Short	65	I-530 to Hwy 425	Widening	Minor Widening	2.51	$11,125,000	$11,125,000
6	20804	Short	65, 65B, & 425	Hwys. 65 & 425 Cable Median Barrier Impvts. (S)	Safety Improvements	Cable Median Barrier Impvts	24.67	$14,100,000	$14,100,000
7	02X268	Short	79	Cleveland Cty Line to Pinewood	Other/Multiple	System Preservation	9.21	$4,032,000	$4,515,840
8	02X345	Short	79B	Hwy. 65B –Arkansas River (S)	System Preservation	2" Mill & 2" Overlay, UTBWC	4.5	$4,017,000	$4,499,040
9	02X350	Short	270	Grant Co. Line – East (S)	System Preservation	2" Mill & 2" Overlay	2.62	$2,060,000	$2,307,200
10	02X351	Short	365	Grant Co. Line – Hwy. 365S (S)	System Preservation	UTBWC	18.66	$7,107,000	$7,959,840
BP-2		Short	US 79	Couch Ln to Suburbia	Other/Multiple	Add Sidewalks	2.38	$6,490,000	$7,268,800
BP-3		Short	US 190	I-530 to Hwy 79B	Other/Multiple	Add Sidewalks	2.09	$4,130,000	$4,625,600
BP-4		Short	US 190	11th Ave to Harding Ave	Other/Multiple	Add Sidewalks	0.39	$2,006,000	$2,246,720

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MTP ID	Job	Stage	Roadway	Limits	Type	Description	Length (Mi)	Total Cost	YOE
101		Med.	I-530	Hazel St Exit Ramps	Widening	Widen to 2 Lanes	--	$7,522,500	$10,681,950
102		Med.	I-530	US 63 (S Olive St) Exit Ramps	Widening	Widen to 2 Lanes	--	$7,522,500	$10,681,950
103		Med.	I-530	US 270 Exit Ramps	Widening	Widen to 2 Lanes	--	$7,522,500	$10,681,950
104		Med.	I-530	US 79 (S Camden Rd) Exit Ramps	Widening	Widen to 2 Lanes	--	$7,522,500	$10,681,950
107		Med.	Hazel St Extension	W 13th Ave to Hwy 190 (W 6th Ave)	Turning Lane, New Roadway	Center Turn Lane; New 3 Lane Roadway	0.5	$3,402,176	$4,831,090
108		Med.	Hazel St	31st Ave to 28th Ave	Widening	Widen to 5 Lanes	0.22	$1,752,300	$2,488,266
109		Med.	Hwy 365 (Dollarway Rd)	Hwy 104 to Hwy 256	Turning Lane	Center Turn Lane	4.43	$30,318,920	$43,052,866
112		Med.	Hazel St	28th Ave to 17th Ave	Widening	Widen to 5 Lanes	0.79	$6,292,350	$8,935,137
117		Med.	Caney Rd	Hwy 365 to Hwy 256	New Roadway	New 2 Lane Roadway	1.94	$7,016,398	$9,963,285
118		Med.	Bryant St	US 65B (Martha Mitchell Expwy) to Hwy 365 (Dollarway Rd)	Turning Lane	Center Turn Lane	0.83	$5,680,520	$8,066,338
119		Med.	Hutchinson St	US 65B (Martha Mitchell Expwy) to Hwy 365 (Dollarway Rd)	Turning Lane	Center Turn Lane	0.69	$4,722,360	$6,705,751
120		Med.	Hazel St	17th Ave to 13th Ave	Widening	Widen to 5 Lanes	0.25	$1,991,250	$2,827,575
121		Med.	Grider Field - Ladd Rd	Hwy 980 to US 65	Turning Lane, New Roadway	Center Turn Lane; New 3 Lane Roadway	3.23	$22,106,120	$31,390,690

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MTP ID	Job	Stage	Roadway	Limits	Type	Description	Length (Mi)	Total Cost	YOE
123		Med.	W Holland Ave	W Hoadley Rd to Hwy 356	Widening	Widen to 4 Lanes	0.6	$4,779,000	$6,786,180
124		Med.	Robin St/White Hall Rd	Hwy 65 B (Sherridan Rd) to Hwy 365 (Dollarway Rd)	Turning Lane	Center Turn Lane	1.41	$9,650,040	$13,703,057
203		Med.	Hazel St	I-530 to W 42nd Ave	Widening	Widen to 5 Lanes and New Bridge	0.99	$12,097,950	$17,179,089
204		Med.	University/Lake Saracen Bypass	US 65 B (Martha Mitchell Expwy) to US 79 B (University Dr)	New Roadway	New 2 Lane Roadway	2.21	$16,418,107	$23,313,712
105		Long	W 13th Ave	Hazel St to Hickory St	Widening	Widen to 4 Lanes	0.25	$1,991,250	$3,424,950
106		Long	Hwy 54 (Sulphur Springs Rd)	Study Area Boundary to US 79	Widening	Widen to 4 Lanes	6.95	$55,356,750	$95,213,610
113		Long	Hazel St	42nd Ave to 31st Ave	Widening	Widen to 5 Lanes	0.79	$6,292,350	$10,822,842
116		Long	Harding Ave	Main St to Ohio St	Widening	Widen to 5 Lanes	0.79	$6,292,350	$10,822,842
111		Long	US 79 (S Camden Rd)	Study Area Boundary to Suburbia Dr	Widening	Widen to 4 Lanes	3.79	$30,187,350	$51,922,242
114		Long	Claude Rd	White Hall City Limits to US 270	Turning Lane	Center Turn Lane	0.96	$6,570,240	$11,300,813
115		Long	Claude Rd	Princeton Pike to White Hall City Limits	Turning Lane	Center Turn Lane	1.27	$8,691,880	$14,950,034
122		Long	Hazel St	W 73rd Ave to I-530	Turning Lane	Center Turn Lane	1.47	$10,060,680	$17,304,370
201		Long	North-South Connector	Grider Field Ladd Rd to US 63	New Roadway	New 2 Lane Roadway	2.11	$7,631,237	$13,125,728
202		Long	Jefferson Hwy/McFadden Rd	N Hutchinson St to US 79	Widening	Widen to 4 Lanes	3.15	$25,089,750	$43,154,370

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MTP ID	Job	Stage	Roadway	Limits	Type	Description	Length (Mi)	Total Cost	YOE
110		Unfunded	Hwy 530	Study Area Boundary to I-530	Widening	Widen to 4 Lanes	8.14	$64,835,100	$130,966,902
V1		Vision	Dollarway Rd	Sturgis Rd to 65		Add sidewalks	0.57	TBD	TBD
V2		Vision	Dollarway Rd	Jefferson Parkway to N Bryant St		Bike/Ped facilities	0.97	TBD	TBD
V3		Vision	E Hoadley Rd	HWY 365 to Pine Bluff Arsenal		Bridge replacement, widening, add shoulders (Arsenal Compatible Use Study)	0.78	TBD	TBD
V4		Vision	Hwy 190	Ohio St to Market St		Sidewalks	0.90	TBD	TBD
V5		Vision	Hwy 79	Union Ave to Hwy 54		Sidewalks	0.74	TBD	TBD
V6		Vision	Main	Hwy 63 to 20th		Bike/Ped facilities and stormwater management improvements	2.25	TBD	TBD
V7		Vision	E Hoadley Rd	At Pine Bluff Arsenal		Study to establish a staging area for commercial trucks outside the Pine Bluff Arsenal		TBD	TBD
V8		Vision	MPO Bike and Pedestrian Study			Arsenal		TBD	TBD
V9		Vision	Bayou Bartholomew	Hwy 63 to 20th		MPO Bike and Pedestrian Study		TBD	TBD

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Figure 37: Staged Roadway Projects



Grouped Projects

Certain transportation projects, such as minor rehabilitation and regular preventive maintenance projects are not required to be individually listed in the MTP and are instead grouped as line items. ARDOT has statewide projects that are used to support maintenance, system preservation, project development, and miscellaneous improvements throughout the state. Use of statewide groupings of projects allows for a more efficient method of programming and letting projects by decreasing the need to revise the TIP. The list below shows the statewide line items that are funded each year.

1. IRP Debt Service (Miscellaneous)
2. Various Bridge Preservation (System Preservation)
3. Various Off-System Bridge Rehab / Replacement on City Streets (Structure(s) and Approaches [4])
4. Bridge Inspection / Inspection Equipment (Miscellaneous)
5. RR Xing Protect Devices / Surfacing / Hazard Elim (Project Development)
6. Various Transportation Alternative Projects (Miscellaneous)
7. Various Trail Projects (Miscellaneous)
8. Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads (4-R[5] | Structure(s) and Approaches)
9. Various Bridge Rehab / Replacement on County Roads (Structure(s) and Approaches)
10. PE / Right-of-Way / Utilities / CENG (Project Development)
11. Various Wildflower Programs (Miscellaneous)
12. Motor Fuel Enforcement Activities (Miscellaneous)
13. Various Statewide Safety Improvements (Safety Improvements)
14. Statewide Pavement Markings & Signing Projects (System Preservation)
15. Workforce Training and Development (Miscellaneous)
16. Various Pavement Preservation Projects (System Preservation)
17. Various Signal and Intersection Improvements (Intersection Improvements)
18. Various Sealing Projects (System Preservation)
19. Various Federal Lands Projects (Miscellaneous)
20. Various Ferry Boat Program Projects (Miscellaneous)
21. Disadvantaged Business Enterprises (DBE) Supportive Services (Miscellaneous)
22. On-the-Job Training (OJT) Supportive Services (Miscellaneous)
23. Various Electric Vehicle Infrastructure Projects (Miscellaneous)

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[4] Including but not limited to, bridge replacement, grade separation, etc.
[5] 4-R: Resurfacing, Restoration, Rehabilitation, and Reconstruction

24. Various Intelligent Transportation System (ITS) Projects (ITS Improvements)
25. Various Transportation Resiliency Projects (Miscellaneous)
26. Various ADA Facility Upgrades (Miscellaneous)
27. Economic Development (Miscellaneous)

Transit Projects and Operations

Each year over the MTP planning timeframe, the typical costs for transit include:

- Operating Assistance
- Preventative Maintenance
- Paratransit Service
- Rolling Stock and support equipment
- Transit planning

Each of the Pine Bluff Transit costs are funded by FTA federal funding category 5311 (Formula Grants for Rural Areas) and local funds. Transit projects and operations are equal to that of the funding estimates outlined in Table 17.

Monitoring

While the MTP serves as the region's long-range transportation plan, projects must be included in the MTP to be eligible for federal funding and consideration in the shorter-term Transportation Improvement Program (TIP). The TIP identifies transportation projects expected to receive federal, state, and, where applicable, local funding over a minimum four-year period. It includes projects programmed for implementation in the near term and is updated at least every four years.

Following adoption of the MTP, the MPO will continue to monitor system performance and track progress toward achieving the plan's goals through performance measures established in Chapter 1. The MPO will also work closely with local governments, transit providers, state and federal agencies, and other stakeholders to coordinate project development and ensure consistency with available funding. As conditions, funding opportunities, and community needs evolve, the MTP may be amended or updated to reflect changing circumstances and maintain compliance with federal planning requirements.

Operations & Technology

In addition to roadway and transit capital investments, transportation system performance can be improved through operational strategies and technology-based solutions. These improvements are often lower in cost than major infrastructure projects and can provide meaningful benefits by improving traffic flow, enhancing safety, reducing delay, and increasing the efficiency of existing transportation assets.

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Intelligent Transportation Systems (ITS) technologies play an important role in helping transportation agencies monitor and manage the transportation network. Examples include traffic monitoring cameras, dynamic message signs, and traffic signal coordination. Signal timing improvements can reduce travel delays and support more efficient movement of people and goods.

Advances in vehicle technology are also shaping the future of transportation. Connected vehicles can communicate with other vehicles and transportation infrastructure to improve safety and system performance, while automated vehicle technologies are increasingly being incorporated into newer vehicles through features such as adaptive cruise control, lane-keeping assistance, and automated driving capabilities. As these technologies continue to evolve, opportunities may emerge to incorporate connected vehicle infrastructure and advanced traffic management systems that further enhance mobility, safety, and operational efficiency across the region.

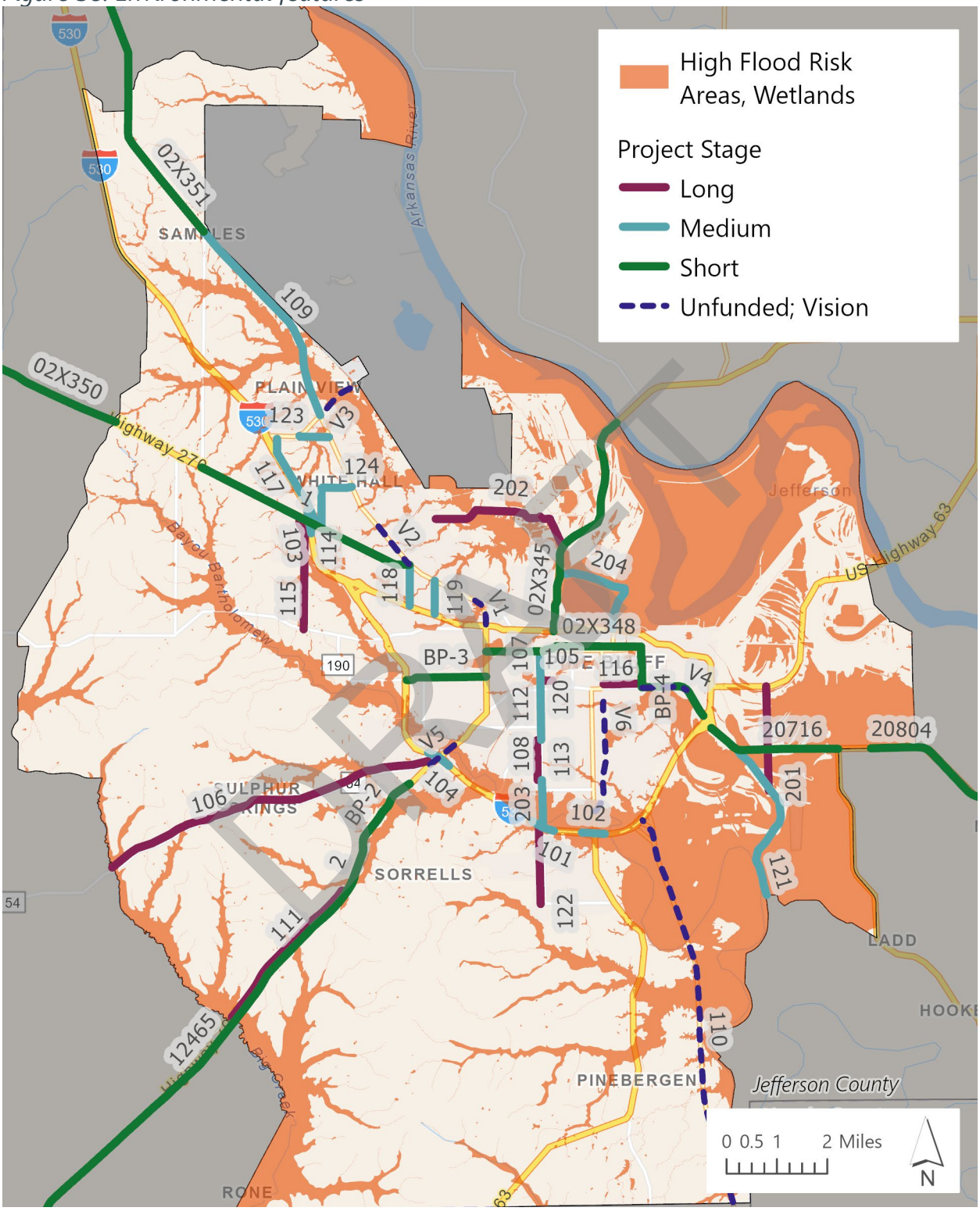
Environmental & Planning Considerations

To support informed decision-making and align with Planning and Environmental Linkages (PEL) principles, environmental, community, and resource considerations were incorporated throughout the planning process. Considering these factors early helps identify potential constraints and supports the development of transportation investments that are consistent with community and environmental goals.

As part of this effort, GIS-based screening was used to compare planned transportation improvements with environmental resource data, such as wetlands and flood hazard areas. While this screening was conducted at a planning level and does not replace project-level environmental review, it helps identify areas where additional coordination, environmental analysis, or mitigation measures may be required during subsequent phases of project development (Figure 38). In addition, equity factors such as historically disadvantaged population areas should be considered (Figure 39) as projects move towards construction phases.

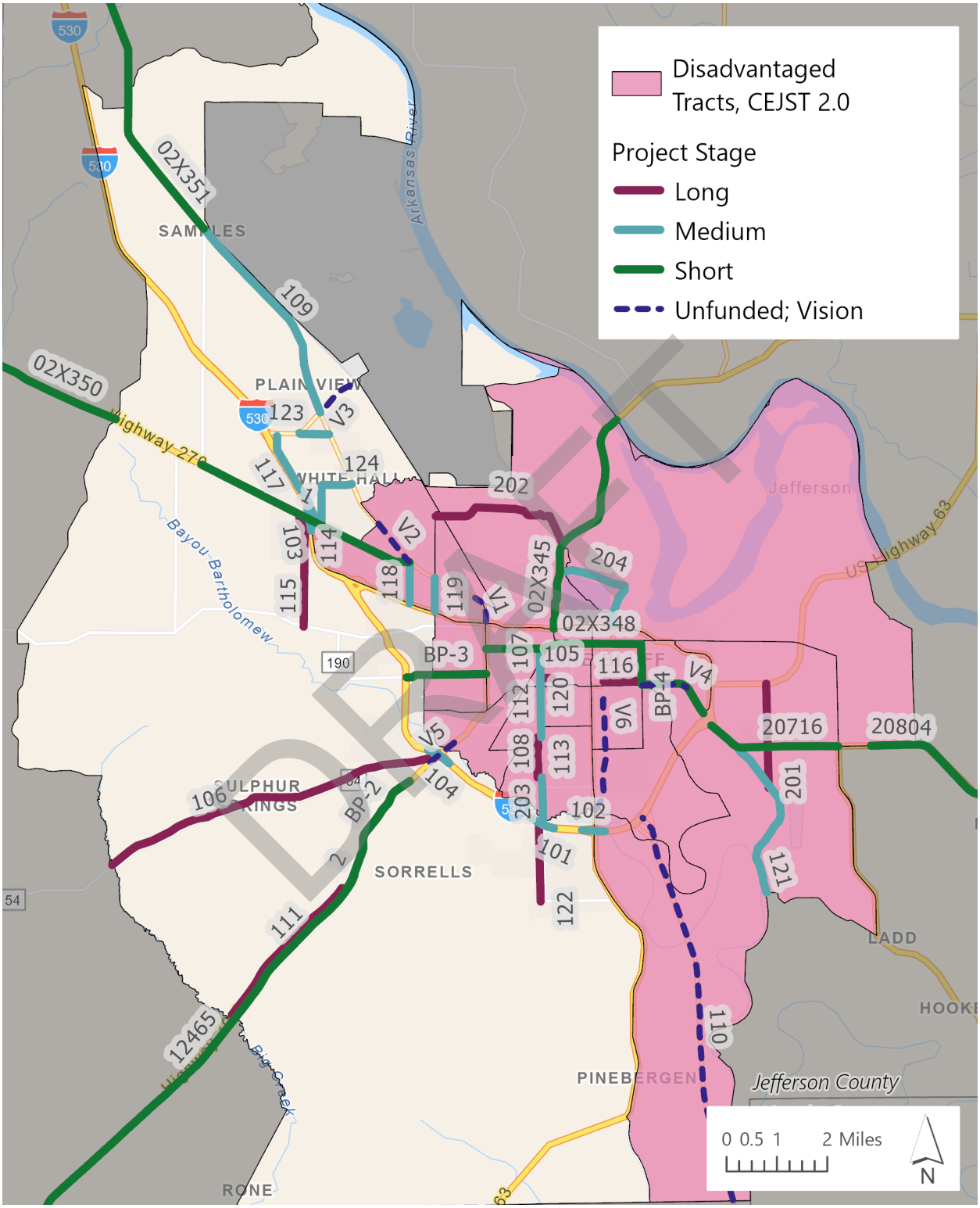
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Figure 38: Environmental features



Source: U.S. Fish and Wildlife Service (n.d.)., FEMA (2025).

Figure 39: Equity Considerations



Source: Archived Climate and Economic Justice Screening Tool (CEJST)

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