

**PINE BLUFF AREA TRANSPORTATION STUDY
JEFFERSON COUNTY – PINE BLUFF – WHITE HALL**

**YEAR 2035
TRANSPORTATION
PLAN**

Prepared by:

Southeast Arkansas Regional Planning Commission

In cooperation with:

**Arkansas Highway and Transportation Department
Cities of Pine Bluff and White Hall
Jefferson County
Federal Highway Administration
Federal Transit Administration**

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AN OVERVIEW OF THE TRANSPORTATION PLANNING PROCESS

INTRODUCTION

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

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

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

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

In 1991, the President signed the Intermodal Surface Transportation Efficiency Act (ISTEA). This reauthorization act dramatically changed the transportation program from one that dealt primarily with roads to one that addresses a variety of transportation programs. ISTEA covered all forms of surface transportation and related interests: roads, bikeways, pedestrian movement, transit, rail, intermodal transportation and related issues, and pipeline transmission lines. In 1995, PBATS Policy Committee adopted the Year 2025 Transportation Plan which addresses the aforementioned items.

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

On August 10, 2005, the President signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU). SAFETEA-LU essentially represents a continuation of the last two transportation reauthorization bills, however this bill also requires the planning process to address issues in the area of safety, reducing traffic congestion, improving the efficiency in freight movement, and increasing intermodal connectivity.

FACTORS CONSIDERED IN THE PLANNING PROCESS

The Federal Regulations set forth pursuant to SAFETEA-LU require that plans and programs address the eight factors listed below.

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

METROPOLITAN TRANSPORTATION PLAN

Since 1969, the Pine Bluff Area Transportation Study (PBATS) has conducted a continuing comprehensive, and cooperative (3-C) transportation planning process for the Pine Bluff-White Hall urban area. This fiscally constrained Metropolitan Transportation Plan provides a picture of those transportation improvements that are planned to occur by the year 2035. This plan discusses the transportation planning process, and provides supporting data behind the plan's development.

PBATS has the responsibility to ensure that the 3-C transportation planning process is appropriately conducted and make decisions related to the planning and funding of transportation projects which are proposed to be constructed with federal, state and local funds. For a project to be eligible to receive federal transportation funds it must be included in the Financial Constrained Long-Range Transportation Improvement Program as identified in this Transportation Plan.

The purpose of the PBATS 2035 Long Range Transportation Plan is to identify and detail the multi-modal transportation improvements and programs to be carried out within the Transportation Study Area during the plan's timeframe and demonstrate the financial means by which these improvements and programs will be implemented. Prior to the plan's adoption and during its development, public open houses were held to obtain citizen opinions. The plan was then prepared by the staff with the assistance of the technical committee and was then adopted by the Policy Committee of PBATS.

This plan addresses the transportation needs, balancing with environmental issues and quality of life issues in the study area. The PBATS, in order to meet the needs of its citizens and in response to federal requirements, has compiled all of the elements that guide transportation planning in this area in a comprehensive long-range transportation plan.

GOALS AND OBJECTIVES

The overall purpose of the transportation planning process is to develop a plan that can assist the units of government within the planning area in improving the quality of life for its citizens. The transportation plan provides a framework that the governmental units can use to improve public access to places of employment, shopping, education, recreation, social services, and other destinations throughout the study area. In the planning process it is also important to consider all aspects of the transportation system and all modes of travel. While the modes of transportation that service individual trips are certainly important and a major part of any transportation system, it is also important to consider the types of transportation that are used to deliver the goods and services required to support the quality of life we enjoy. Also, surface transportation modes - roadways, transit, bicycle, pedestrian, and rail - along with air transportation, pipelines, and electrical transmission systems comprise total designed transportation system that fosters the safe and efficient movement of people, goods, and energy, enabling the Study Area to be competitive in today's global market place.

GOALS

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

- To develop a balanced, integrated, safe, energy efficient, and environmentally safe overall transportation system that addresses all modes of transportation used to serve the public needs, including active transportation (bicycle and pedestrian), personal vehicles, short- and long-haul freight (truck), public transit, air, water, rail, and pipeline.
- To develop a transportation system that contributes to the enhancement of desirable social, economic, and environmental qualities of the study area.
- To utilize the existing transportation facilities to the fullest extent possible to ensure that all opportunities to interconnect land uses and neighborhoods within the Study Area are available.

- To promote a balanced and sustained economic growth in the Study Area by implementing efficient transportation improvements that allow for the movement of people and freight within and through the study area.
- To develop an intermodal transportation system that will provide equity, choice and opportunity for all citizens, and allow the flow of commodities and goods through the community.
- Preserve the existing transportation system facilities and promote efficient system management and operations of all modes of transportation.
- Utilize available personnel and financial resources efficiently so as to meet the public and private sector transportation needs.

OBJECTIVES

1. STREETS AND HIGHWAY

Develop an efficient street and highway network capable of providing an appropriate level of service for a variety of transportation modes.

- Develop streets and highways in a manner consistent with the adopted land use plan.
- Increase the connectivity of the existing street network and improve access throughout the Study Area.
- Develop regionally significant streets and highways in a manner which minimizes travel times and distances.
- Develop visually attractive travel corridors.
- Minimize transportation accidents and severity.
- Include sidewalks and bicycle facilities in the design of roadways to accommodate and encourage pedestrian and bicycle travel where appropriate.
- Develop local streets in a manner so as to link one neighborhood with another neighborhood.

2. PUBLIC TRANSPORTATION

Promote a safe, efficient and diverse public transportation system that is accessible to various segments of the population.

- Operate safe and efficient scheduled transit service that minimizes travel time and distance.
- Implement land use strategies that maximize the potential for transit patronage and coverage.
- Establish programs and incentives that encourage transit ridership and ride-sharing.
- Serve the elderly and transit dependent population with convenient transportation to needed services, places of employment and other locations.

- Maximize ADA transit service to the fullest extent possible.
- Maximize transit's coverage area to provide service in the planning area in a feasible manner.
- Recognize and support the transit services provided by human service agencies and private transit operators.
- Facilitate the integration and coordination of different transportation modes by establishing intermodal facilities.
- Implement the Transportation Coordination Plan.

3. PEDESTRIAN AND BICYCLE

Develop a transportation system that integrates pedestrian and bicycle modes of transportation with the vehicle transportation.

- Increase the design sensitivity of specific transportation projects to the needs of pedestrians and bicyclists.
- Improve the transportation system to accommodate pedestrian and bicycle access along roadways through design and facility standards.
- Increase pedestrian and bicycle safety through public awareness programs.
- Provide linkages for pedestrians and/or bicyclists with neighborhoods, employment centers, commercial areas, parks and schools.
- Develop trail facilities where appropriate.
- Develop a funding mechanism to maintain sidewalks, trails and bikeways.
- Develop and implement plans and policies to make bicycling and walking to school a safer and more appealing transportation alternative

4. FREIGHT AND GOODS MOVEMENT

Provide a freight transportation system supporting the movement of goods.

- Develop a transportation system supporting intermodal connectivity that improves access for freight via a network of highways, railroads, airport, and river port.
- Facilitate coordination among transportation modes through the establishment of an intermodal facility.
- Support expansion opportunities at the river port, airport and railroad gravity yard that would attract major cargo facilities.
- Designate safe routes with minimal urban exposure for the transportation of hazardous materials.
- Designate truck routes that minimize exposure to neighborhoods and historic and cultural resources.
- Maintain the airport's ongoing long range planning process.

5. ENVIRONMENT

Develop a transportation system that preserves and enhances the environment.

- Plan and design transportation systems and facilities that preserve and compliment the area's natural features and resources.
- Plan and design transportation systems and facilities that protect and preserve the cultural and historic resources.
- Plan and design transportation facilities that minimize neighborhood disruption.
- Design attractive transportation systems that reinforce the study area standards of appearance.
- Plan and design a transportation system and program that maintain or improve the existing air quality.

6. FINANCIAL

Make transportation capital improvement decisions for transportation modes that make the efficient use of limited financial resources.

- Minimize implementation and operation costs of transportation projects.
- Develop transportation projects that enhance the local and regional economy.
- Implement ITS projects in a timely manner.
- Explore new sources of revenue.

7. SAFETY

Create a mechanism to insure that safety issues are addressed in all the modes of transportation.

- When planning and designing transportation projects insure that all safety features are considered in the process.
- Conduct annual safety audits on all the transportation modes.
- Encourage local governments to implement an on-going maintenance system to address transportation safety issues.
- Promote the use of transportation safety awareness programs.

STUDY ORGANIZATION

POLICY COMMITTEE

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

The Policy Committee's membership during 2010 is as follows:

<u>REPRESENTATIVES</u>	<u>NAME AND TITLE</u>
Jefferson County	Mike Holcomb, County Judge Mandy Alford, Quorum Court Member
Pine Bluff	Carl Redus Jr., Mayor Bill Burnett, Alderman
White Hall	James Morgan, Mayor , PBATS Chairman William May, Alderman
Southeast Arkansas Regional Planning Commission	Ken Smith, Chairman
Arkansas Highway and Transportation Department	Alan Meadors, Chief, Planning Division James House, District Engineer
Arkansas River Regional Intermodal Authority	Trotter Ford, Chairman

Specifically, the Committee's responsibilities are:

1. Adopt a long-range transportation plan including priorities for improvement.
2. Adopt a Unified Planning Work Program for the continuing planning process.
3. Adopt a Four-Year Transportation Improvement Plan
4. Adopt a Public Participation Plan.
5. Approve an Annual List of Obligated Projects.
6. Review estimated cost, work task, and funding as proposed.
7. Periodically review the cost of accomplishing the required work and recommend such changes as are necessary.
8. Review each major phase of the study and direct the technical and/or coordinating committees as necessary.

9. Implement its plans by taking steps to obtain official acceptance of its proposals by the units of government involved and by the people of the area.
10. Meet as necessary to review all material pertaining to changing transportation needs in the area and to revise the plan as needed.
11. Support and cooperate with other planning agencies in areas of mutual interest such as updating and implementing comprehensive plans, zoning, subdivision design and controls, official maps and capital improvements programs.
12. Exercise all other functions necessary to implement the continuing transportation planning process in accordance with the SAFETEA-LU.
13. Establish technical committees composed of committee members and other technical personnel involved in transportation within the study area.
14. Certifying the planning process is in compliance with the U.S. Department of Transportation's planning regulations.

COORDINATING/TECHNICAL COMMITTEE

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

The Technical/Coordinating Committee's membership during 2010 is as follows:

<u>REPRESENTATIVES</u>	<u>NAME AND TITLE</u>
Jefferson County	Ricky Bullard and Angelo Walker, Superintendents, County Road Department
Pine Bluff	J. T. Golden, Manager, Street Department Larry Reynolds, Manager, Pine Bluff Transit
White Hall	James Morgan, Mayor Jeff Jones, Street Manager
Arkansas Highway & Transportation Department	Ernie Westfall, District Construction Engineer Julie Hart, Transportation Planner Steve Alexander, Administration Officer
Southeast Arkansas Regional Planning Commission	Jerre George, Director

Pine Bluff Airport Commission	Doug Hale, Manager
Intermodal Representatives	Lou Ann Nisbett, Executive Director, The Alliance
Federal Highway Administration	David Blakeney, Right-of-Way Officer
Office of Emergency Management	Karen Quarles, Director
Area Agency on the Aging	Tony Barr, Transportation Director
Union Pacific Railroad	Charles Falkins
Pine Bluff Police Department	Lt. Robert Roby

PUBLIC INVOLVEMENT

One of the essential elements in the transportation planning process is public involvement. In order to obtain public involvement - i.e. input from citizens, private providers of transportation, other transportation mode representatives, and various interested parties – to assist in planning and developing the Year 2035 Transportation Plan and other planning activities carried on by PBATS Policy Committee, the following public participation process is used:

METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) must be in place for the PBATS Study Area in order to comply with federal guidelines, and in order to facilitate efficient utilization of transportation resources. The MTP must be updated every five years at a minimum.

1. The Technical Committee will meet to develop a draft of the MTP elements.
2. At a minimum, five open houses will be conducted as part of the development of the Long Range Plan. The first four open houses will be held after the Technical Committee has developed a draft of the MTP elements and the Policy Committee approves the draft of the MTP elements. The fifth open house will be held after a draft MTP document has been completed.
3. The first four open houses will be for the public to view the draft MTP elements and to make comments and will be held within a two-week period. In an effort to facilitate maximum public involvement, the open houses will be at different locations and times of day. Two of the first four open houses will be held in predominately minority neighborhoods/areas.
4. Before the first of four open houses to view the MTP element list and before the fifth open house to review the draft MTP document, three display advertisements stating that all surface transportation and transit projects are included will be placed in the Pine Bluff Commercial newspaper over a two-week period stating the time, place and purpose of each open house.
5. A press release for the first four open houses will be sent to the local newspapers and other outlets (radio stations, TV stations and local access cable stations) at least two weeks before the first open house takes place and again two weeks before the fifth open house takes place.
6. The meeting information described above will be placed on the PBATS MPO web site and made available for public viewing at the municipal offices of the Cities of Pine Bluff and White Hall, the Jefferson County Courthouse and UAPB.
7. After the fourth open house, the public will have thirty days to submit their written comments on the MTP elements for consideration by the Technical Committee and Policy Committee.
8. The Technical Committee will review all comments received and, if needed, make revisions to the Long Range Plan elements based on those comments. If necessary, a Technical Committee meeting will be held to address public comments. All plan revisions and comments will be submitted to the Policy Committee for its consideration.
9. If necessary, a Policy Committee meeting will be held to address revisions and comments. After the Policy Committee reviews all comments and approves any changes, the PBATS MPO shall prepare a draft MTP document and present it to the Technical Committee members

for review. Comments will be incorporated into the draft document for presentation to the public.

10. The fifth open house will be held to give the public an opportunity to review revisions to the MTP elements and make comments on the draft MTP document.
11. After the fifth open house, the public will have thirty days to submit their written comments on the draft MTP document for consideration by the Technical Committee and Policy Committee.
12. After reviewing and resolving comments received, the Technical Committee will meet to recommend the MTP document to the Policy Committee for approval and the Policy Committee will meet to consider and adopt the MTP.
13. If significant written comments are received that require changes to the MTP document, another open house will be advertised as above and held to provide an opportunity for public review of the revisions.
14. When significant written comments are received as a result of the public involvement process that are not addressed in the MTP, a report will be prepared indicating the reason the comments were not addressed. Said report shall be submitted to the Policy Committee for information purposes and filed in the MPO office. The Policy Committee will meet to consider and adopt the MTP.

UNIFIED PLANNING WORK PROGRAM (UPWP)

In the spring of each year, PBATS MPO and AHTD staff will draft a proposed Unified Planning Work Program (UPWP) for the coming fiscal year. The UPWP must be adopted by the Policy Committee by June 30th of each year.

1. By the end of April, the proposed UPWP will be provided to the Technical Committee. Once the Technical Committee has reviewed and recommended the document for approval by the Policy Committee, there will be a two-week comment period.
2. The public will be informed of the comment period in the following ways: a legal notice will be placed in the Pine Bluff Commercial and a press release will also be sent to the Pine Bluff Commercial repeating the information in the legal notice; notices of the availability of the document for public review will be posted in the municipal offices of the Cities of Pine Bluff and White Hall, the Jefferson County Courthouse, UAPB, the PBATS MPO office, and other local venues as deemed appropriate to fulfill the intent of Environmental Justice.
3. During the public comment period, a copy of the draft UPWP may be obtained from the MPO office or viewed on the PBATS MPO website.
4. After the two-week period, Technical Committee and Policy Committee meetings will be held to review and adopt the UPWP.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A Transportation Improvement Program (TIP) must be adopted by the Policy Committee every three years. The TIP covers a four-fiscal-year period and includes all surface transportation and transit projects and must be adopted by September 30th of update years.

1. In March of update years, the PBATS MPO will call for proposed projects from the jurisdictions within the PBATS boundary to be submitted to the MPO by March 31st.
2. The MPO will review the proposed projects to ensure that they are in the MTP and on the Functionally Classified Streets Map.
3. By April 15th, the MPO will compile a draft TIP including all street projects and public transit projects.
4. After the Technical Committee review of the draft TIP, a legal notice stating that all surface transportation and transit projects are included will be placed in the Pine Bluff Commercial newspaper to allow a 30-day period to gather public comment. The public can obtain a copy from the MPO office or view the document on PBATS MPO website.
5. Press releases will be sent to the Pine Bluff Commercial newspaper initiating the 30-day comment period and the TIP approval process.



INVENTORIES AND FORECASTS

In order to assess the adequacy of the Transportation Plan for the Year 2035, it is necessary to maintain land use data, socio-economic data, and transportation system characteristics on a current basis, review the collected data and forecast anticipated changes, and compare and evaluate the existing conditions in relation to the forecasts made in developing the recommended plan. These activities are necessary to determine if the assumptions made during the initial study and subsequent plan updates are holding constant.

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

- Population: 2000 population, projected population for the years 2010, 2020, 2030 and 2035 estimated population by census tract located in the planning area.
- Employment: 2000 employment, estimated employment for the years 2010, 2020, 2030 and 2035.
- Vehicle Registration: 1980, 1990, 2000, and 2008
- Traffic Volumes: 1995, 2000, 2004, and 2008

POPULATION

The year 2035 population projections for Jefferson County was obtained by using the Arkansas Institute for Economic Advancement – University of Arkansas at Little Rock (UALR) Category A and B Population Projections for the years 2005 through 2030. It was determined to use the UALR projections after comparing these projections with the U.S. Census estimated population for Jefferson County. UALR projected population for Jefferson County appears to be higher than what the U.S. Census is estimating for Jefferson County in the short-time period. The population for Jefferson County in 2000 was 84,278. UALR projected population for 2010 is 80,840; in 2020 it is 78,114; and in 2030 it is 74,782. This is a decrease of 9,496 in population over the 30 year period for Jefferson County. Based on UALR population project trends for Jefferson County, our staff estimates that between the year 2030 and 2035 the County may lose another 682 in population which Jefferson County would have a projected population of 73,267. The Study Area’s estimated population would then be 70,068 which would represent 95.6% of the County’s year 2035 population.

To determine the portion of the county’s projected population that will reside in the PBATS Study Area, staff analyzed data obtained from the U.S. Census, PBATS Land Use Plan, and 9-1-1 addressing database. We also analyzed the migration patterns within the county. In 2000, 73,965 people lived within the PBATS Study Area which represents 87.7% of the total county’s

population. Based on our analysis of the above mentioned criterion, we estimate that the estimated year 2035 population of the PBATS Study Area will be 70,068, which represents 95.6% of the county’s estimated 2035 population.

Table 1 shows the study area population in the year 2000 and the future estimated population of the study area and county population. Table 2 shows the year 2000 population of the study area by census tracts. Map 1 Census Tracts is shown on page 24.

TABLE 1
STUDY AREA POPULATION AS A PERCENTAGE OF TOTAL COUNTY
PROJECTED POPULATION

Year	Study Area Population	County Population	Percentage of County
2010	73,430	80,840	90.8%
2020	72,722	78,114	93.1%
2030	70,750	74,782	94.6%
2035	70,068	73,267	95.6%

TABLE 2
Estimated Population of the Study Area by Census Tract Block Groups

Census Tract	Block	2000 Census	Estimated 2010	Estimated 2020	Estimated 2030	Estimated 2035
2	1000	358	383	490	525	540
	2000	473	508	636	671	681
3.01	1000	942	1173	1383	1414	1429
	2000	977	1163	1325	1364	1380
	3000	1546	1674	1875	1907	1925
3.02	1000	1717	1921	2004	2042	2054
	2000	694	862	1070	1107	1118
	3000	964	964	1026	1303	1323
	4000	644	747	834	868	886
	5000	1214	1265	1288	1324	1340
3.03	1000	1036	1324	1517	1428	1443
	2000	1241	1266	1294	1222	1197
	3000	2150	2210	2303	2235	2197
5.02	1000	1034	892	755	678	653
	2000	1257	1107	885	812	973
	3000	1739	1639	1449	1383	1351
6	1000	409	140	59	54	52
	2000	221	171	128	108	100
	3000	57	37	9	8	7
9	1000	1194	1124	1073	1029	996
	2000	982	897	843	827	796
	3000	642	555	535	488	462
	4000	622	507	445	402	377
10	1000	654	494	442	390	355
	2000	652	494	442	384	357
	3000	673	548	456	397	364
	4000	412	232	205	154	118

Table 2 (continued)
Estimated Population of the Study Area by Census Tract Block Groups

Census Tract	Block	2000 Census	Estimated 2010	Estimated 2020	Estimated 2030	Estimated 2035
12	1000	641	551	469	385	353
	2000	623	543	466	403	375
	3000	1091	1006	924	849	1008
	4000	489	419	362	320	297
	5000	507	437	360	294	270
13	1000	464	388	332	280	248
	2000	560	444	378	312	285
	3000	743	658	571	497	464
	4000	1017	902	750	666	635
14.01	1000	1232	1137	970	849	824
	2000	705	600	533	466	438
14.02	1000	560	440	362	310	286
	2000	654	569	511	455	433
	3000	1314	1315	1202	1138	1100
	4000	700	590	511	468	437
15.01	1000	1838	1862	1814	1769	1748
	2000	1702	1727	1712	1668	1648
	3000	548	608	535	491	472
15.02	1000	765	755	727	674	655
	2000	667	657	679	624	601
	3000	1088	1108	1105	1064	1045
	4000	1147	1166	1010	963	940
16	1000	1139	1039	998	945	923
	2000	1077	1002	969	914	889
	3000	1186	1086	1002	948	917
	4000	1039	944	884	841	811
17	1000	1097	942	909	844	813
	2000	676	649	611	556	531
	3000	1106	991	884	830	799
	4000	626	602	569	523	496
18	1000	1265	1282	1249	1204	1181

Table 2 (continued)
Estimated Population of the Study Area by Census Tract Block Groups

Census Tract	Block	2000 Census	Estimated 2010	Estimated 2020	Estimated 2030	Estimated 2035
18	2000	806	823	820	776	754
	3000	1284	1299	1310	1264	1242
19.01	1000	586	588	575	538	513
	2000	1027	1172	1208	1255	1231
19.03	1000	835	825	812	764	739
	2000	776	826	863	821	796
	3000	373	383	370	325	396
20	1000	910	1000	1183	1214	1222
	2000	1588	1708	1785	1812	1812
	3000	2223	2348	2445	2475	2481
21.03	4000	1065	1185	1192	1220	1229
	1000	1477	1587	1689	1721	1729
	2000	1944	2194	2196	2223	2230
21.04	3000	2190	2260	2327	2360	2370
	1000	1426	1566	1697	1733	1738
	2000	610	708	733	757	766
TOTAL	3000	2091	2242	2388	2418	2424
		73,981	73,430	72,722	70,750	70,068

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

EMPLOYMENT

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

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

Table 3
Total County Non-Agriculture Employment by Employment Category

	2000		2010		2020		2030		2035	
	TOTAL	PERCENTAGE	ESTIMATED TOTAL	PERCENTAGE	ESTIMATED TOTAL	PERCENTAGE	ESTIMATED TOTAL	PERCENTAGE	ESTIMATED TOTAL	PERCENTAGE
Mining and Construction	960	2.7%	990	2.7%	1,100	2.8%	1,180	2.8%	1,220	2.8%
Manufacturing	8,450	23.4%	8,280	22.5%	8,530	21.6%	8,780	20.9%	9,030	20.7%
Transportation, Communication and Utilities	1,800	5.0%	1,800	4.9%	1,900	4.8%	1,970	4.7%	2,050	4.7%
Trade	7,240	19.9%	7,470	20.3%	8,250	20.9%	8,900	21.2%	9,240	21.2%
Finance, Insurance, Real Estate, Banking	1,220	3.3%	1,140	3.1%	1,150	2.9%	1,180	2.8%	1,180	2.7%
Services	8,370	23.5%	9,160	24.9%	10,430	26.4%	11,720	27.9%	12,250	28.1%
Government	8,030	22.2%	7,960	21.6%	8,140	20.6%	8,270	19.7%	8,630	19.8%
TOTAL	36,070		36,800		39,500		42,000		43,600	

Employment in the services sector of the study area economy will grow at a faster rate than the other sectors; however, the rate of growth of the services category will be similar to that of the nation as a whole. The main segment of the economy that has provided economic stability for the study area over the years has been the manufacturing sector. Over the next twenty-five years, the manufacturing sector, mining and construction sector, and transportation, communication and utilities section will see a smaller growth in terms of the number of persons employed in these sectors, and the Study Area will continue to be known as a “blue collar” employment center.

“Woods and Poole Economics, Inc.” long range employment projections for Jefferson County, Arkansas Employment Security Department short range employment projections for Southeast Arkansas, U. S. Census Transportation Planning Package (CTPP) employment data for the Study Area and the population projection for Jefferson County as prepared by the University of Arkansas-Little Rock were used in the evaluated process to estimate the number of workers employed in the Study Area. Based on the evaluation, it is projected that 42,390 people will be employed at places located within the Study Area in 2035 this is ninety-eight percent (98%) of the total number of persons who are employed within Jefferson County. In determining the location of places of work by census tract blocks, the 2000 CTPP, existing land use and proposed land use plan and the Long Range Transportation Plan network, and staff existing knowledge of the area was utilized. The following table show projected number of persons employment in the census tract and block group.

TABLE 4
Estimated Employment of the Study Area by Census Tract Blocks Groups

Census Tract	Block Group	Estimated 2010	Estimated 2035
2	1000	20	30
	2000	10	20
3.01	1000	130	500
	2000	80	160
	3000	80	300
3.02	1000	460	710
	2000	550	750
	3000	290	650
	4000	30	50
3.03	5000	40	60
	1000	1550	1600
	2000	210	220
	3000	740	1110
5.01	1000	360	370
	2000	290	310
	3000	1830	2080
6	1000	40	50
	2000	2450	3250
	3000	50	60
8		1440	1500
9	1000	1780	1900
	2000	150	150
	3000	10	10
	4000	50	20
10	1000	450	470
	2000	720	720
	3000	400	400
	4000	3440	3600
12	1000	80	90
	2000	1300	1340
	3000	220	200
	4000	20	30
13	5000	10	10
	1000	620	650
	2000	740	760
	3000	70	70
14.01	4000	130	150
	1000	610	630
	2000	550	620
	14.02	1000	170
15.01	2000	100	100
	3000	230	240
	4000	30	30
	1000	320	340
	2000	380	400
	3000	120	130

TABLE 4 (continued)
Estimated Employment of the Study Area by Census Tract Blocks Groups

Census Tract	Block Group	Estimated 2010	Estimated 2035
15.02	1000	1160	1260
	2000	1240	1420
	3000	170	300
	4000	10	20
16	1000	110	110
	2000	90	60
	3000	100	100
	4000	850	860
18	1000	110	40
	2000	250	250
	3000	2800	3690
	4000	530	860
19.01	1000	530	860
	2000	1700	1850
19.03	1000	620	860
	2000	10	10
	3000	120	150
20	1000	30	500
	2000	50	110
	3000	200	370
	4000	10	10
21.03	1000	880	960
	2000	280	330
	3000	240	270
21.04	1000	430	580
	2000	10	20
	3000	300	380
TOTAL		35,730	42,390

MAP 1. YEAR 2000 CENSUS TRACTS

To see MAP 1. YEAR 2000 CENSUS TRACTS, [click here](#).

VEHICLE REGISTRATION

In 1980, there were 59,043 vehicles registered in Jefferson County; in 2008, there were 57,714 vehicles registered. This represents a 2.3% decrease over a twenty-eight year period. Privately owned automobile and pickup trucks represent the majority of total vehicles registered. The number has decreased from 55,263 to 51,626 (6.6%) over the twenty-eight year period. The number of registered trucks in the county has decreased from 1,929 to 1,526. It is estimated that over 90% of the vehicles registered belong to persons residing in the Study Area.

Table 5 below lists motor vehicle registration by classification for the years 1980, 1990, 2000, and 2008. The data for the table was obtained from the Arkansas Highway and Transportation Department.

**TABLE 5
MOTOR VEHICLE REGISTRATION**

<u>YEAR</u>	<u>Automobile</u>	<u>Other Passenger Cars</u>	<u>Pickups</u>	<u>Other Trucks</u>	<u>Motorcycles</u>	<u>Other Motor Vehicles</u>	<u>Total Motor Vehicles</u>
1980	41,488	232	13,775	1,929	1,387	232	59,043
1990	36,068	841	14,200	1,852	421	204	53,586
2000	37,658	1,620	15,131	1,302	523	730	56,964
2008	37,911	2,713	13,715	1,526	1,309	540	57,714

Based on the historical data of Jefferson County vehicle registration and the projected population of the Study Area, it is estimated that the total vehicle registration in Jefferson County in the year 2035 will be 55,500 of which 49,950 will be located in the Study Area.

TRAFFIC VOLUMES

Traffic volumes and the rate at which they are changing are extremely important to transportation planning, design, operating, and implementation. The Arkansas Highway and Transportation Department currently conducts traffic counts for the Study Area annually after a long standing practice of conducting these counts every three years. The traffic counts determine the average daily traffic (ADT), which is the average total of daily volume during a year.

ADT volumes are used for determining functionally classified street systems, selecting routes for new facilities, determining the priority of street improvements, etc. Table 6 gives the location of traffic counts and shows the ADT for each site for the years 1995, 2000, 2004, and 2008.

**TABLE 6
TRAFFIC VOLUMES**

LOCATION	2008	2004	2000	1995
2 nd Avenue: E. of RR Tracks	2,200	2,900	2,400	2,400
2 nd Avenue: E. of Walnut Street	1,300	1,400	1,800	2,500
2 nd Avenue: W. of Convention Center Drive	1,500	1,600	2,000	2,000
2 nd Avenue: W. of Louisiana	N/A	2,000	2,600	2,900
2 nd Avenue: W. of University	2,200	2,400	2,800	2,700
2 nd Avenue: W. of Walnut Street	1,300	2,300	1,800	1,900
6 th Avenue: At Overpass	7,500	8,700	9,800	5,800
6 th Avenue: E. of Franklin Street	970	1,100	1,500	1,200
8 th Avenue: E. of Beech Street	3,000	3,600	4,200	3,700
8 th Avenue: E. of Convention Center Drive	4,500	5,000	5,300	5,600
8 th Avenue: W. of Convention Center Drive	5,600	5,000	7,000	6,900
10 th Avenue: E. of RR Tracks	2,200	1,600	630	640
13 th Avenue: E. of Bayou Bartholomew	630	580	510	510
13 th Avenue: E. of Georgia Street	590	800	790	830
13 th Avenue: E. of Oakwood Road	2,400	2,800	2,500	1,800
13 th Avenue: E. of RR Tracks	7,900	8,600	8,100	8,200
13 th Avenue: W. of Gum Street	7,100	7,000	7,500	3,200
16 th Avenue: W. of Ash Street	6,000	7,200	6,900	N/A
16 th Avenue: W. of Olive Street	6,700	8,400	7,800	7,900
17 th Avenue: W. of Cedar Street	6,300	7,500	6,800	7,200
17 th Avenue: W. of Cypress	7,200	5,600	7,700	8,600
27 th Avenue: W. of Linden Street	5,800	6,800	6,600	8,400
27 th Avenue: W. of Main Street	1,300	1,200	1,100	900
28 th Avenue: E. of Georgia Street	810	840	790	740
28 th Avenue: E. of Indiana Street	600	1,100	730	570
28 th Avenue: E. of Poplar Street	5,300	6,000	7,800	7,800
28 th Avenue: W. of Ash Street	5,200	6,100	6,100	7,500
28 th Avenue: W. of Fir Street	18,600	19,100	21,000	21,730
31 st Avenue: W. of Locust Street	2,100	5,700	2,200	2,900
31 st Avenue: W. of Magnolia Street	4,700	5,000	4,400	6,000
34 th Avenue: E. of Juniper	N/A	1,800	1,700	2,200
34 th Avenue: W. of Locust Street	1,000	1,200	1,000	960
34 th Avenue: W. of RR Tracks	1,900	1,600	1,800	2,600
38 th Avenue: E. of Ohio Street	1,800	2,100	2,200	4,700
46 th Avenue: W. of Cherry Street	2,700	2,700	2,300	2,900
46 th Avenue: E. of Olive Street	640	400	340	610
46 th Avenue: W. of Hazel Street	250	160	260	370
52 nd Avenue: W. of Ohio Street	590	980	700	1,700
Barraque Avenue: E. of Bay Street	630	500	610	650

**TABLE 6
TRAFFIC VOLUMES
(continued)**

LOCATION	2008	2004	2000	1995
Barraque Avenue: E. of Walnut Street	800	1,200	1,300	3,400
Barraque Avenue: E. of Bryant Street	1,800	2,100	2,000	2,300
Bryant Street: S. of Hwy. 65B (Martha Mitchell)	2,500	2,500	2,500	3,800
Bryant Street: S. of Princeton Pike	2,200	2,300	2,300	4,300
Catalpa Street: N. of 12 th Avenue	740	1,000	1,100	960
Catalpa Street: S. of 8 th Avenue	530	630	780	720
Cherry Street: N. of 41 st Avenue	4,000	4,100	4,500	5,300
Cherry Street: S. of 15 th Avenue	6,000	8,000	8,000	8,300
Cherry Street: S. of 25 th Avenue	5,300	5,700	5,700	6,200
Cherry Street: S. of Hwy. 65B (Martha Mitchell)	3,000	3,700	4,100	5,200
Commerce Road: S. of Hwy. 65B (Martha Mitchell)	3,000	3,300	3,900	4,100
Convention Center Drive: S. of Hwy. 65B (Martha Mitchell)	3,600	3,900	4,500	4,400
Dollarway Road: N. of Phillips Street	11,000	10,100	10,000	13,000
Dollarway Road: N. of Vaugine Avenue	16,000	14,500	16,000	17,780
Dollarway Road: S. of Roberts Street	13,000	12,000	11,000	10,000
Dollarway Road: W. of Spears Street	14,000	13,800	15,000	18,000
Dollarway Road: W. of Tupelo Street	19,000	19,400	20,000	22,000
Faucett Road: W. of Camden Road	2,300	2,200	2,500	2,600
Grider Field-Ladd Road: E. of Deep Bayou	170	290	220	410
Grider Field-Ladd Road: S. of Hwy. 65 South	680	860	970	1,500
Harding: E. of Chestnut Street	14,000	16,000	15,000	19,510
Harding: S. of U.S. Hwy. 65 Interchange	15,400	N/A	N/A	N/A
Harding: W. of Belmont Drive	14,000	15,400	15,000	17,000
Harding: W. of Commerce Road	13,000	11,700	11,000	12,000
Harding: W. of Georgia	12,600	15,200	14,000	17,550
Harding: W. of Nebraska Street	15,000	17,100	17,000	17,750
Harding: W. of Ohio Street	11,000	13,300	12,000	16,000
Harding: W. of Olive Street	6,700	7,500	7,800	7,900
Harding: W. of Wisconsin Street	14,000	17,000	17,400	16,340
Hazel Street: N. of 16 th Avenue	8,700	8,600	8,000	8,400
Hazel Street: N. of 22 nd Avenue	15,000	14,700	14,000	13,000
Hazel Street: N. of 46 th Avenue	11,000	14,000	13,000	6,800
Hazel Street: N. of Ridgeway Road	7,800	5,400	7,400	6,000
Hazel Street: N. of 29 th Avenue	13,000	N/A	N/A	N/A
Hazel Street: S. of 46 th Avenue	11,000	11,000	9,600	6,700
Howard Drive: S. of Miramar Drive	1,100	1,700	1,500	730
Hutchinson Street: N. of Holsey Avenue	4,200	5,000	5,600	5,900
Hutchinson Street: N. of Hwy. 65B (Martha Mitchell)	3,900	4,400	4,300	3,700
Hutchinson Street: N. of Industrial Drive South	2,900	2,800	3,200	3,500
Hutchinson Street: N. of Short 3 rd Avenue	1,900	1,900	1,700	1,500

**TABLE 6
TRAFFIC VOLUMES
(continued)**

LOCATION	2008	2004	2000	1995
Hwy. 256 (Hoadley Rd.): at Pine Bluff Arsenal Entrance	2,400	3,300	2,400	1,800
Hwy. 256 (Hoadley Rd.): W. of Hwy. 365 (Dollarway Rd.)	4,600	5,800	3,000	1,700
Hwy. 79B (Blake Street): N. of 13th Avenue	17,000	16,900	17,000	24,000
Hwy. 79B (Blake Street): S. of 2 nd Avenue	19,000	18,500	19,000	23,170
Hwy. 190 (5 th & 6 th Avenues): E. of Main Street	7,800	10,000	10,400	7,700
Hwy. 190 (5 th & 6 th Avenues): W. of Ohio Street	5,900	5,900	6,400	6,900
Hwy. 190 (5 th & 6 th Avenues): E. of Mulberry	13,600	13,500	14,000	15,000
Hwy. 190 (5 th & 6 th Avenues): W. of Chestnut	5,000	7,900	9,300	11,000
Hwy. 190 (5 th & 6 th Avenues): W. of Beech	10,200	13,000	14,000	11,000
Hwy. 190 (6 th Avenue): E. of Blake Street	7,500	7,800	8,500	9,500
Hwy. 190 (S. Harding): S. of Pines Mall Drive	9,300	10,500	11,000	9,200
Hwy. 256 (Hoadley): E. of Michaelann Drive	6,200	3,800	4,700	2,700
Hwy. 270: E. of Mockingbird Lane	7,900	8,200	9,200	8,400
Hwy. 270: W. of Monk Road	6,800	7,100	7,800	7,200
Hwy. 365S (Sheridan Road): W. of Gandy Avenue	12,000	11,100	9,900	6,100
Hwy. 365S (Sheridan Road): W. of Hwy. 365 (Dollarway)	5,500	5,200	5,800	7,300
Hwy. 425: N. of Grider Field-Ladd Road	5,000	4,900	5,100	5,000
Hwy. 65 South: E. of Green Meadows	15,700	16,900	12,000	15,100
Hwy. 65 South: N. of Grider Field-Ladd Road	15,400	18,800	N/A	18,000
Hwy. 65B (Martha Mitchell): E. of Bryant Street	7,900	8,700	10,000	21,000
Hwy. 65B (Martha Mitchell): E. of Hutchinson Street	8,600	10,100	12,000	22,000
Hwy. 65B (Martha Mitchell): S. of Market Avenue	5,700	7,000	N/A	10,000
Hwy. 65B (Martha Mitchell): W. of Cherry Street	11,000	12,500	16,000	22,780
Hwy. 65B (Martha Mitchell): W. of Commerce Road	6,300	8,600	12,000	16,000
Hwy. 65B (Martha Mitchell): W. of Convention Center	11,000	11,600	15,000	22,000
Hwy. 65B (Martha Mitchell): W. of Juniper Street	13,000	14,300	18,000	26,000
Hwy. 65B (Martha Mitchell): W. of Michigan Street	7,100	8,300	10,000	17,000
Hwy. 65B (Martha Mitchell): W. of Myrtle Street	14,000	15,900	18,000	25,000
Hwy. 65B (Martha Mitchell): W. of Pine Street	11,000	12,000	15,000	22,000
Hwy. 65B (Martha Mitchell): W. of Port Rd./West 2 nd Ave.	7,800	7,600	12,000	17,000
Hwy. 65B (Martha Mitchell): W. of State Street	11,000	10,300	15,000	2,000
Hwy. 65B (Martha Mitchell): W. of Walnut Street	10,000	12,700	16,000	22,000
Hwy. 79: N. of Hidden Lake Drive	7,000	9,000	7,900	6,900
Hwy. 79B (Camden Road): N. of 28 th Avenue	11,000	10,700	13,000	12,770
Hwy. 79B (Camden Road): N. of Bayou Bartholomew	15,000	14,400	15,600	15,000
Hwy. 79B (Camden Road): N. of Faucett Road	12,000	11,500	11,000	15,000
Hwy. 79B: S. of the bridge	4,800	3,600	5,400	7,000
Hwy. 81: N. of Hwy. 65 South	3,100	3,100	2,000	4,500
I-530 N. of Hwy. 79	24,000	25,200	22,000	N/A
I-530 N. of Princeton Pike	23,000	22,300	19,000	N/A


TABLE 6
TRAFFIC VOLUMES
(continued)

LOCATION	2008	2004	2000	1995
I-530 S. of Hwy. 270	29,000	31,900	25,000	20,000
I-530 S. of Princeton Pike	25,000	24,400	23,000	N/A
I-530 W. of Hazel Street	29,000	22,400	21,000	N/A
I-530 W. of Hwy. 63	25,000	25,100	25,000	N/A
I-530 W. of Hwy. 65	18,000	22,900	17,000	N/A
I-530 W. of Old Warren Road	29,000	27,900	23,000	N/A
I-530 N. of Hwy. 256 (West Holland Avenue	21,000	21,400	20,000	16,000
I-530 N. of Hwy. 270	18,000	22,400	21,000	14,300
Jefferson Parkway: E. of Hutchinson Street	2,500	2,700	2,600	3,200
Jefferson Parkway: W. of Industrial Drive South	5,000	5,700	4,800	1,800
Main Street: N. of 37 th Avenue	2,600	2,800	2,300	2,100
Main Street: N. of Friendswood Drive	1,900	1,500	900	920
Main Street: N. of Martin Avenue	7,000	9,200	9,100	10,000
Main Street: S. of 27 th Avenue	1,200	2,700	2,700	3,600
Michigan Street: N. of Hwy. 65B (Martha Mitchell)	1,200	1,600	2,000	2,200
Middle Warren Road: S. of Old Warren Road	2,320	2,800	2,300	2,300
Miramar Drive: W. of the RR Tracks	5,800	6,200	5,500	5,800
Missouri Street: S. of 8 th Avenue	1,100	1,400	1,600	1,600
Oakwood Road: S. of 13 th Avenue	3,400	3,100	2,300	3,400
Oakwood Road: S. of Bayou Bartholomew	2,300	2,300	1,800	2,520
Ohio Street: N. of 26 th Avenue	4,300	4,700	4,600	4,700
Ohio Street: N. of 7 th Avenue	4,700	3,900	5,000	5,700
Ohio Street: N. of Harding Avenue	6,400	5,800	8,300	7,700
Ohio Street: S. of 38 th Avenue	1,200	1,200	1,200	2,100
Old Warren Road: At Bayou Bartholomew	6,200	6,500	6,100	5,000
Olive Street: N. of 20 th Avenue	17,000	18,200	17,000	18,000
Olive Street: N. of 26 th Avenue	18,000	20,400	18,000	18,000
Olive Street: N. of 28 th Avenue	20,000	22,700	18,000	18,000
Olive Street: N. of 46 th Avenue	13,000	13,300	8,800	8,270
Olive Street: N. of Harding Avenue	6,700	7,700	7,400	7,100
Olive Street: S. of 31 st Avenue	16,000	16,600	13,000	14,000
Olive Street: S. of Friendswood Drive	14,000	13,000	7,300	7,000
Olive Street: S. of Main Street	12,000	11,800	8,100	9,400
Port Road: E. of Michigan Street	2,400	4,200	4,900	2,000
Port Road: W. of RR Tracks	2,100	3,800	4,900	3,800
Princeton Pike: E. of Industrial School Drive	3,000	2,900	3,200	2,800
Pullen Avenue: E. of University	4,500	4,900	4,600	5,100
Pullen Avenue: W. of Catalpa Street	4,300	4,400	4,400	5,000
Pullen Avenue: W. of Oak Street	2,600	2,700	2,400	2,800
Reeker Avenue: E. of Spruce Street	880	860	950	1,100

**TABLE 6
TRAFFIC VOLUMES
(continued)**

LOCATION	2008	2004	2000	1995
Rhinehart Road: W. of RR Tracks	5,20	4,900	5,000	5,600
Ridgway Road: W. of Hazel Street	2,600	2,800	2,900	3,600
Ridgway Road: W. of Olive Street	3,200	2,900	1,800	3,000
Robin Street: N. of Sheridan Road	4,200	3,700	3,000	2,300
Ryburn Road: S. of the RR Tracks	1,100	950	1,000	1,100
Shannon Road: W. of Oakwood Road	1,300	1,500	1,300	2,000
Sorrells Road: E. of the RR Tracks	980	1,300	1,100	1,100
Spruce Street: N. of Scull Avenue	3,300	3,300	2,200	2,400
Spruce Street: S. of Havis Avenue	3,000	3,000	1,800	2,100
Sulphur Springs Road: E. of Oakwood Road	11,006	10,000	9,700	6,800
Sulphur Springs Road: E. of Scenic Drive	5,000	6,900	6,600	6,000
Sulphur Springs Road: W. of Temple Road	4,600	4,800	4,600	4,300
University Avenue: N. of Hwy. 65B (Martha Mitchell)	13,000	13,800	11,000	12,770
University Avenue: S. of 65B (Martha Mitchell)	12,000	12,200	13,000	14,000
University: N. of Fluker Avenue	12,000	12,900	14,000	14,000
University: N. of Oliver Drive	4,900	6,700	6,900	8,180
Walnut Street: S. of 3 rd Avenue	1,500	3,300	4,300	4,300
Walnut Street: S. of 5 th Avenue	3,300	4,600	4,000	5,100
Walnut Street: S. of 6 th Avenue	3,900	5,400	5,300	5,000
White Hall Road: N. of Robin Road	3,400	3,000	3,100	2,200
Wisconsin Street: N. of Westgate Lane	2,100	2,100	2,400	2,300





**HISTORICAL,
CULTURAL,
AND
NATURAL
RESOURCES**

HISTORICAL, CULTURAL, AND NATURAL RESOURCES

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

The most critical relationship of geology to the study area is expressed topographic relief. Of key significance is the location of Pine Bluff essentially on the escarpment between the gently rolling coastal plain to the west, the flat alluvial plain to the east, and the dominance of riverside-sculptured features (see Map 2). This setting has provided Pine Bluff with a diversity of environmental resources, diversity in economic base, and diversity in its social characteristics. The setting has also been the key determinant in the pattern of growth and development of the Study Area and will continue to be so. The major contradictory topographic parts of the area have resulted in many of the current problems (drainage, flood control, and land use) which face the PBATS area.

Environmentally, the narrow, braided streams and the stands of mixed hardwoods and pines on the gently rolling uplands provide an array of habitats for species more commonly associated with the western portions of the State. To the east, the flat alluvial plain with its broad meandering rivers, numerous oxbow lakes and stands of bottom land hardwoods and semi-swamps provide habitat for lowland species characteristic of the Mississippi Delta system. In close association with the diversity of environs are a variety of recreational opportunities and opportunities for the scientific study of natural history within the Study Area. Map 3 shows environmentally sensitive and recreational areas.

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

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

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

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

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

Still, urban growth causes a demand to convert natural resources into urban land. This conversion process is necessary to maintain the viability and well-being of the community. However, despite the abundance of land and water resources within the Study Area, these other resources that affect the quality of our environment and identity of the area must be protected. There are a number of environmental, historic, cultural, and aesthetic resources within the Study Area that warrant restoration, preservation, and/or enhancement. During the development of the 2035 Transportation Plan, a review was conducted of all available documents dealing with environmental, historic, cultural, and aesthetically significant resources within the Study Area. In addition, various transportation links were analyzed in terms of meeting the community's overall economic, social, and environmental needs, and due consideration was given to those identified needs in developing a transportation network that services the community while providing opportunities to ensure that the natural and other resources can be used and enjoyed by future generations.

MAP 2. JEFFERSON COUNTY PHYSIOGRAPHIC REGIONS

To see MAP 2. JEFFERSON COUNTY PHYSIOGRAPHIC REGIONS [click here](#).

MAP 3. ENVIRONMENTALLY SENSITIVE AREAS

To see MAP 3. ENVIRONMENTALLY SENSITIVE AREAS [click here](#).

**LAND USE PLAN,
MASTER STREET
PLAN, AND
COMMUNITY
CONTROLS**

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

Since the PBATS Study Area encompasses both the Cities of Pine Bluff and White Hall Planning Areas, it only makes sense that the Cities would adopt some or all of the PBATS MTP as either their land use plan, master street plan, or both. The City of Pine Bluff has adopted the Year 2030 MTP as its Master Street Plan and has also adopted the Year MTP's future land use map as its Land Use Plan. The City of White Hall has adopted the MTP as its Master Street Plan for that part of its Planning Area that is also in the PBATS planning area. It is expected that the two cities will also adopt the Year 2035 Plan for those purposes as well. While it is important to understand the role of land use and master street plans to the Year 2035 MTP, because of the way this document is used by Pine Bluff and White Hall, it is important to provide the information required of a Land Use Plan and Master Street Plan.

LAND USE PLAN

An integral part of a city's plans and policies for growth and development is the Land Use Plan, which sets forth general areas within a city's planning jurisdiction where residential, commercial, industrial, open space, and other types of development are either expected to occur or should be directed, as well as the location of the major street system necessary to serve the existing and future land uses. The Land Use Plan also consists of policies a city uses when making land use and other development decisions. Adopted by the city planning commission and the city council, the Plan provides a framework upon which individuals and public officials can make development decisions, knowing that they are all working toward a common, compatible goal. The plan is a generalized guide, and its long-term policies and plan map should be viewed and used as a public policy statement to facilitate the orderly growth and development of the city and surrounding area. Since, during the planning process, information was gathered, analyzed, and evaluated from a current land use prospective to determine the practicality of certain

areas being used for various urban land uses, the plan map and policies may be amended from time to time to reflect changes that are not or cannot be anticipated at this time.

The goals as stated in this document are broad and show how the Cities of Pine Bluff and White Hall desire to grow. The policies are intended to show what action may be taken to achieve these goals. It is essential that this plan is made available to the citizens, developers, and investors to assist them in making their own plans as they relate to the land development.

EXISTING LAND USE

In the past, urban development of the City of Pine Bluff has been relatively compact and quite similar to most urban centers in the mid-south region, originally expanding in a uniform concentric form around the central business district. The Arkansas River and its extensive floodplain in the eastern portion of the study area and the Bayou Bartholomew area were once barriers to unlimited growth in the north, south and east portions of the Study Area. Because of these barriers, the development of the study area was bounded by the Arkansas River on the north, the floodplain on the east, Bayou Bartholomew on the south and Oakwood Road and Claud Road on the western boundary. However, completion of the Southern Bypass (I-530) has improved access to all areas of the study area. This improved access has had a strong influence on the expansion of low density residential, commercial and industrial developments in the Study Area fringe.

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

Scenic areas within the study area, and particularly substantial parts of the Arkansas River and Bayou Bartholomew, should be preserved and enhanced as part of the park system. Neighborhood parks should be developed in conjunction with elementary schools. Public and semi-public uses such as churches, institutions, clubs and golf courses provide the community with necessary open spaces. Where possible, green belt - trail areas need to be set aside that would bisect the residential, commercial and industrial areas.

It has long been a trend within the study area for most growth to occur south and southwest of the Pine Bluff city limits and all around White Hall except to its east (the Pine Bluff Arsenal boundary stops eastern growth in this area). The Year 2035 Transportation Plan was developed partly in relation to existing development and roads, existing travel patterns, and logical road extensions in conjunction with north-south and east-west movement as well as other master plans such as Pine Bluff's Master Sewer Plan. In addition, development is more apt to occur in these areas due to the absence of extensive flood-prone lands and because the soils of the area are more suitable for urban

development. Other considerations included anticipated future commercial development near the Pines Mall and the I-530/Olive Street intersection, and existing and anticipated future industrial development in the Port of Pine Bluff and Jefferson Industrial Park.

Map 4 shows the current land use of the Study Area.

MAP 4. CURRENT LAND USE

To see MAP 4. CURRENT LAND USE [click here](#).

FUTURE LAND USE

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

1. **Residential Land Uses:** to provide for the distribution and density of residential uses based on the projected population; the optimum utilization of land based upon physical limitations (floodplains, water resources, soils, and slope, etc.); and the functional relationship of public utilities and facilities and the transportation system.
2. **Commercial Land Uses:** to provide sufficient commercial land located throughout the community to serve the proposed residential land uses and support the projected population, and to maintain the existing commercial areas. The location of such land uses should also have a functional relationship with the transportation system and be adequately accessed from the residential areas.
3. **Industrial Land Uses:** to provide sufficient industrial tracts within the community, to provide employment opportunities for the projected population, and to maintain the existing industrial areas. The location of such tracts should be in areas that have direct access to intermodal transportation systems and be accessible to the residential neighborhoods in the community. The industrial land uses should be environmentally compatible with the surrounding land uses.
4. **Open Space:** to preserve and acquire open space for a variety of purposes such as recreation, flood control and management, conservation of natural resources and wildlife habitat, preservation of historical, architectural and archeological sites, and protection of environmentally sensitive areas.

Other land uses include agricultural lands and public and semi-public areas. Following is a summary of the different kinds of land uses established for the Study Area.

RESIDENTIAL AREAS

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

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

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



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

The plan makes ample provision for the estimated future residential areas needed to serve the projected regional population of 70,068 persons. In other words, the residential areas shown on the land use plan will not be fully developed by the year 2035. The region will still be expanding and growth is expected to take place in the areas shown on the plan.

COMMERCIAL AREAS

The Pine Bluff Central Business District (CBD) is no longer a dominant commercial center, but it still remains the center for financial institutions and governmental offices. Commercial activities have spread throughout the central core of the urban area into shopping centers and strip commercial development located along the main streets within the Study Area. The commercial land uses designated in the plan to meet the residential land use needs and those of the Pine Bluff marketing area have been located strategically throughout the community adjacent to major street intersections.



INDUSTRIAL AREAS

The location of transportation facilities will influence industrial locations in the future, although additional factors affecting new industrial sites have to be taken into consideration. These factors are the need for large areas to accommodate modern one-story operations and the fact that many industrial processes have been improved to substantially reduce, if not eliminate, the emission of smoke, gas, dust and other objectionable features usually associated with industry. Industrial firms seeking a new location are looking for suitable wide open spaces just as the residential and shopping center developer do. If industrial sites and buildings are well designed and landscaped they can blend in with surrounding commercial and residential land uses. Based on this

premise, the land use plan provides for industrial sites which are more than adequate in area, have reasonably pleasant surroundings, and have good and convenient access.

PUBLIC AND SEMI-PUBLIC AREAS

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

OPEN SPACE AND ENVIRONMENTALLY SENSITIVE AREAS

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

AGRICULTURAL LANDS

Agricultural lands refer to land which is used for primarily agricultural purposes and that should be used for said purpose.

LAND USE GOALS AND POLICIES

RESIDENTIAL

GOAL 1. Distribution and density of residential development shall be based on the optimum utilization of land in accordance with the limitations of natural terrain and resources.

Policies

- Minimize hazards to health and safety.
- Recognize the limitations of the terrain and soils when determining the location and density of residential land uses.
- Protect ground water resources by discouraging development that would have a negative impact on ground water quality and supply.
- Discourage development on prime agricultural lands.
- Regulate and discourage development in environmentally sensitive areas and in the floodplain.

GOAL 2. Distribution and density of residential development shall reflect a functional relationship to support transportation facilities, utilities, and community facilities.

Policies

- Locate high-density residential land uses in areas that have access to major transportation facilities and are near major activity places such as shopping, places of employment, and recreational areas.
- Minimize undesirable traffic circulation within residential areas.
- High density residential developments should be used as a buffer along major streets between commercial nodes and be designed in a manner to provide the amenities of residential developments.
- Encourage low-density development in the interior of major developments. Discourage low-density development from being located on arterial streets.
- Encourage development that provides for an efficient, economical and safe use of utilities.
- Encourage development that provides for the availability of community facilities to serve the residents.

GOAL 3. Residential developments shall be planned and designed for optimal use.

Policies

- Encourage the use of good design practices and standards so as to insure the most favorable use of the land being developed for residential use.
- Encourage the preservation of vegetation and terrain features in the design of the development.

- Encourage the design of developments to be related to surrounding land uses to provide for an efficient use of land for urban uses.
- Encourage development of a variety of housing types and for mixed housing uses to be developed in a manner compatible with community values.

COMMERCIAL

GOAL 1. Maintain existing shopping centers and encourage commercial development infill.

Policies

- Encourage commercial development infill within the existing commercial strips.
- Support and encourage rehabilitation and refurbishing of older, existing shopping centers.
- Assist in maintaining the viability of older, existing shopping centers by encouraging creative commercial re-use of properties.
- Support and encourage refurbishing and re-design of shopping center parking facilities and driveways.
- Encourage implementation of methods to control and reduce traffic conflicts on roadway such as joint access usage and adoption of roadway access policies.

GOAL 2. Promote new commercial development to occur in commercial nodes at intersections and in specially designed commercial districts.

Policies

- Encourage new commercial development clusters to be located at the intersection of major streets.
- Promote new commercial development in areas regulated by neighborhood land use plans and design districts.
- Encourage traffic controlled access to and from the commercial cluster in order to reduce traffic congestion and accidents.
- Ensure that adequate on site traffic circulation is developed to meet the public need while providing for public safety.
- Encourage the design of commercial buildings to meet the development and aesthetic standards as deem appropriate by the Community.
- Ensure that proper buffer land uses are allowed to develop around the commercial clusters in order to limit encroachment of commercial land uses into residential areas.

GOAL 3. Establish neighborhood-shopping areas that service neighborhood commercial needs.

Policies

- Encourage the establishment of neighborhood commercial areas that are of sufficient size to provide day to day commercial services for the neighborhood residences.

- Encourage the design of the neighborhood shopping areas to provide for accessibility by pedestrians, bicyclists, and motorists.
- Encourage the design of the businesses in the neighborhood shopping areas to provide for maximum safety access for pedestrians, bicyclists, and motorists.
- Encourage the design of the businesses in the neighborhood shopping areas to meet the development and aesthetic standards of the neighborhood.
- Encourage adequate buffering around or the blending in of the neighborhood shopping areas with the surrounding neighborhood to insure that there is no land use conflict between the commercial and residential uses of the neighborhood.

INDUSTRIAL

GOAL 1. Industrial land uses should be located in areas that have infrastructure adequate to support industrial land use activities.

Policies

- Ensure that adequate public infrastructure is available to support industrial land uses prior to a site being used for industrial purposes.
- Encourage industrial land uses to be located in areas with expansion capability that can also be buffered or be able to blend in with the surrounding land uses.
- Ensure that industrial sites are designed to provide for adequate on-site loading and parking needs.
- Encourage industrial sites to be located near or adjacent to arterial and collector streets.
- Encourage the development of an industrial park that is in keeping with the aesthetics of the community.

AGRICULTURAL AND FOREST LANDS

GOAL 1. Lands presently devoted to agricultural and timber production should remain in those uses until such time as logical urban development trends warrant consideration for change.

Policies

- Existing agricultural and timberland uses shall remain as such until such time as they are no longer viable, wanted, or needed for agriculture or timber production.
- Discourage the mixing of inappropriate land uses with those designated as agricultural and forestland uses
- Discourage the premature expansion of residential, commercial, and industrial land uses in areas used as agricultural and forestland.

OPEN-SPACE AND ENVIRONMENTALLY SENSITIVE AREAS

GOAL 1. Create a community that is in harmony with its natural surroundings and provides a healthy environment in which to live.

- Parks and open spaces should be established for an assortment of outdoor recreational and other activities.
- Vulnerable urban development should not be located in areas of natural hazards to life and property such as floodplains.
- Development using on-site sewage treatment should be prohibited in areas with unsuitable soils.

GOAL 2. Provide a coordinated open space system that will preserve vital natural resources and provide protection from flooding while at the same time provide for an attractive living environment that can be used recreational purposes.

Policies

- Local, State, or National entities shall obtain and maintain open space facilities as warranted/feasible in order to provide adequate levels of open space and environmentally sensitive recreation.
- Drainage facilities in new development shall be designed and constructed to handle rainfall runoff that originates in or traverses the development.

GOAL 3. Protect the natural environment.

Policies

- Environmentally critical land and water areas should be protected from incompatible uses and from pollutants generated by urbanization in the area.
- Developers shall be responsible for instituting stormwater best management practices during development and providing drainage systems that reduce stormwater pollution.
- Wooded areas that serve a functional purpose should be preserved as part of an urban forest and open-space system.
- Present and future water supply drainage basins should receive only urban developments compatible with protection of water quality.

COMMUNITY FACILITIES - SCHOOLS

GOAL 1. The public school system should provide a suitable, efficient, economical, and balanced program and physical plant that will adequately meet the educational needs of the future.

Policies:

- Acquire desirable sites well in advance of need.
- Establish elementary schools off the major streets near the center of residential neighborhoods.
- Locate junior and senior high schools on major streets and near the center of their respective service areas.
- Discourage encroachment in the vicinity of school lands by land use activities that may have a detrimental effect on the use of these areas for public education purposes.
- Encourage traffic circulation patterns within the community that will allow for convenient access to school facilities by both pedestrians and vehicles with minimum of conflicts between the two.
- Coordinate school and campus development plans with City plans and regulations.

PUBLIC FACILITIES INCLUDING RECREATIONAL FACILITIES

GOAL 1. Insure that public facilities and recreational facilities are adequately developed and properly located within the community to handle the future needs of the residents.

Policies

- Properly locate recreational areas and fire stations throughout the community to adequately service all neighborhoods.
- Purchase sites well in advance of need.
- Locate parks in floodplain and other environmentally sensitive areas in order to protect the land while providing for recreational opportunities.
- Locate public facilities that are easily accessible to the citizens.

WATER DISTRIBUTION SYSTEM

GOAL 1. Provide sufficient quantity of high quality water for residential use and fire protection, and at the same time provide for sufficient supply for commercial and low volume industrial users.

Policies

- As property is developed, the developer will be responsible for the construction of water system improvements to provide for the level of service determined to be necessary for the respective local governments.
- Ensure that excess capacity is available for future extensions.

SEWAGE COLLECTION AND TREATMENT SYSTEM

GOAL 1. Provide the entire community with the most effective wastewater collection and disposal method that will insure a healthy and attractive living environment for the community.

Policies

- The Cities of Pine Bluff and White Hall will maintain control of the sewage collection and treatment systems so as to better monitor and provide for a safe and clean system and living environment.
- Where feasible, developers will be responsible for the construction of sewer system improvements to the standards of the level service determined to be necessary for the Cities of Pine Bluff and White Hall.

MAP 5. LAND USE PLAN

To see MAP 5. LAND USE PLAN [click here](#)

MASTER STREET PLAN

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

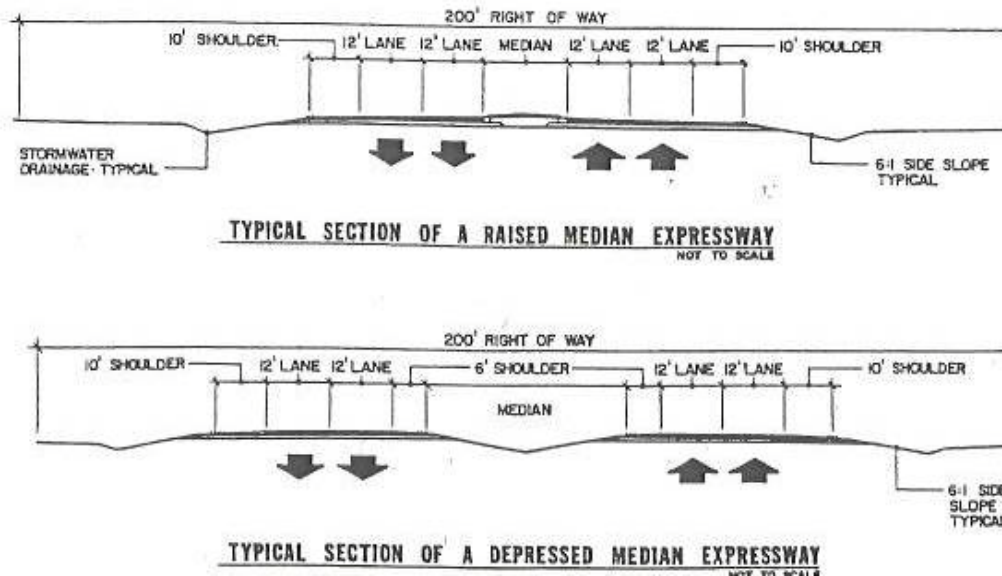
A plan focuses attention on needs identified by existing conditions as well as on needs that are based upon future demands. In addition, a schedule of improvements can be established based on priorities and the capital improvements program. These priorities may change or new priorities may develop but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

The roadways contained in the MTP and City Master Street Plans are classified by the way the facility functions in terms of type of traffic carried. The State of Arkansas mandates that the system be classified into one of five classes. Following are descriptions of the classification of streets as shown on the street/transportation plans, a cross section diagram of each type, vehicle capacity, right-of-way required, pavement width, recommended vehicle speed, etc.

- INTERSTATE FREEWAYS:** High speed, high volume, multi-lane access-controlled facilities with no access to adjacent land uses, and grade separations at all cross streets. They provide basic interstate service linking major cities as recognized by the Federal Highway Administration.
- OTHER FREEWAY AND EXPRESSWAYS:** High speed, high volume, multi-lane facilities with a very high degree of access control providing traffic service to long distance traffic across the metropolitan area. Access is severely limited to public road intersections or preferably, grade separated interchanges
- PRINCIPAL ARTERIAL:** Multi-lane, moderately high volume roads serving major centers of activity in the urban area and carrying a high proportion of total may be controlled through limited curb cuts, medians, etc. to preserve travel mobility.
- MINOR ARTERIAL:** Multi-lane, moderately high volume roadways carrying traffic for shorter distances between higher class facilities. A lower level of travel mobility is achieved through minimal control of access to abutting land uses.
- COLLECTOR:** Typically low volume two-lane roads which provide access in and out of neighborhoods for short distances to the arterial system. In areas of unusually dense development they may be four-lane.

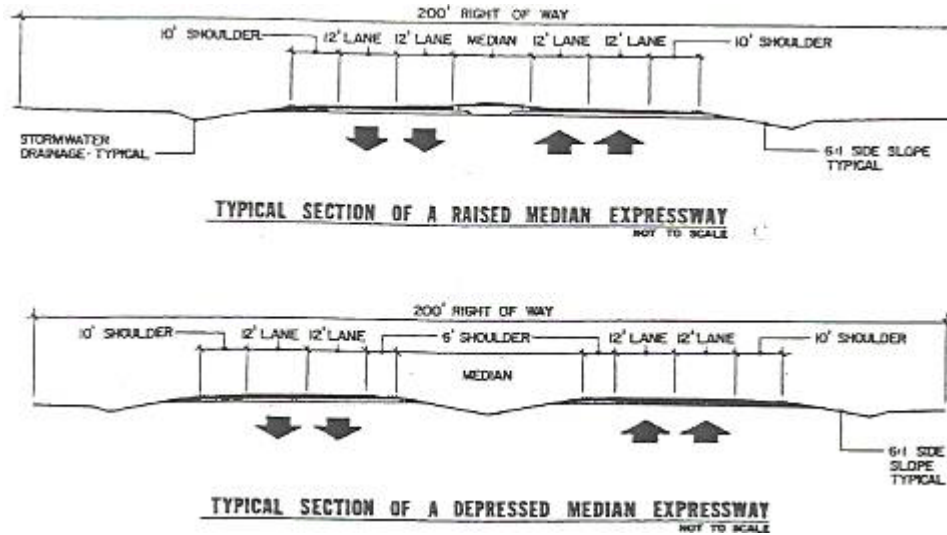
The following cross-sections were developed for each functional class to ensure the orderly growth of the area-wide street network so that it may function properly as envisioned in the 2030 Transportation Plan. Right-of-way and lane widths vary in order to provide sufficient traffic service and safety given the desired travel speeds for each functional class. Minimum cross-sections are ideals for roadways in new locations or widening of existing roadways in areas with development that does not significantly encroach on the recommended right-of-way. In heavily developed areas, reduction of right-of-way and roadway width may be approved on a case by case basis to avoid incurring prohibitive costs and/or undesirable negative impacts.

**FIGURE 1.
EXPRESSWAY**



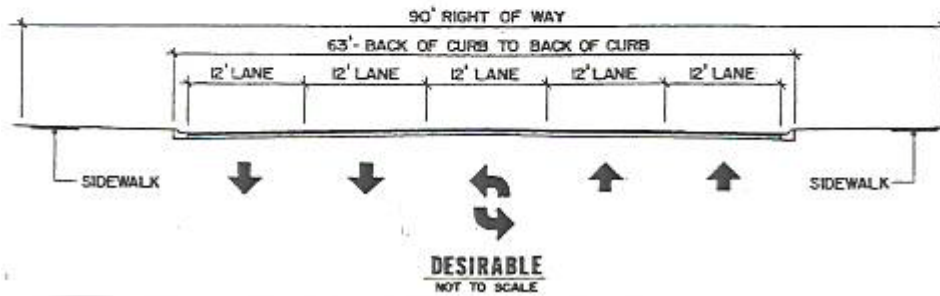
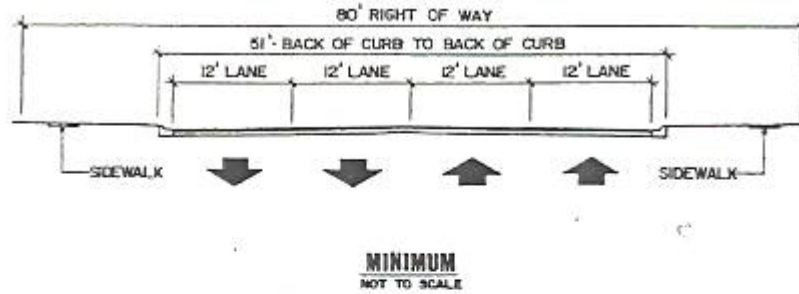
- Capacity - 38,000 vpd
- Service Volume - 28,300 vpd
- Speed - 45-55 mph.
- Traffic Lanes - Four 12 foot lanes; where at-grade intersections occur on expressways, right and left turn lanes should be provided.
- Parking Lanes - None; emergency parking permitted on shoulders.
- Shoulders - 10 foot outside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

**FIGURE 2.
FREEWAY**



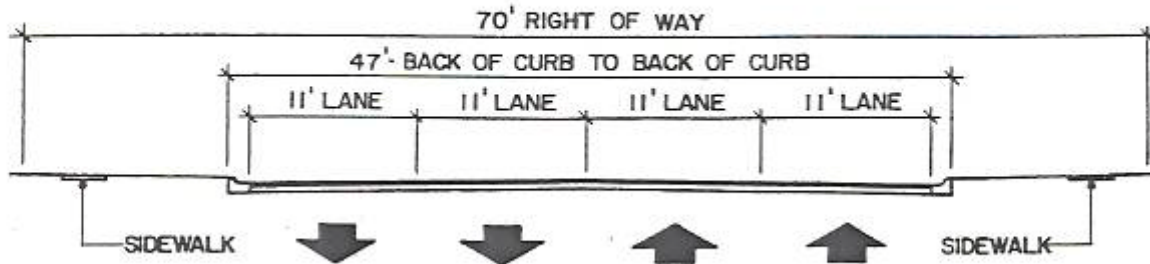
- Capacity - 71,700 vpd
- Service Volume - 44,800 vpd
- Speed - 65-70 mph.
- Traffic Lanes - Four 12 foot lanes; where at-grade intersections occur on expressways, right and left turn lanes should be provided.
- Parking Lanes - None; emergency parking permitted on shoulders.
- Shoulders - 10 foot outside and six foot inside shoulders.
- Side Slopes - Slopes should not exceed a minimum ratio of 6:1 to a distance of 30 feet from the edge of traffic lanes.
- Paved Width - 98 feet depressed; 84 feet raised; width includes median.
- Right-of-Way - 200 feet; on federally funded and State projects, R/W requirement will normally be 300 feet, with more at interchanges.
- Sidewalks - None.
- Median - 24 feet minimum desirable; median is measured between edges of opposing traffic lanes; when Federal funding is involved, the depressed median shown as 18 feet should be 48 feet; this provides a 60 foot median: 48 feet plus two 6-foot shoulders; when raised median is used, a New Jersey barrier wall is normally used for safety.
- Frontage Roads - Should not be permitted except where existing development needs frontage roads to maintain access. Freeway exit ramps will not intersect frontage roads unless the frontage is one-way in the same direction.

**FIGURE 3.
PRINCIPLE ARTERIAL**



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

**FIGURE 4.
MINOR ARTERIAL**

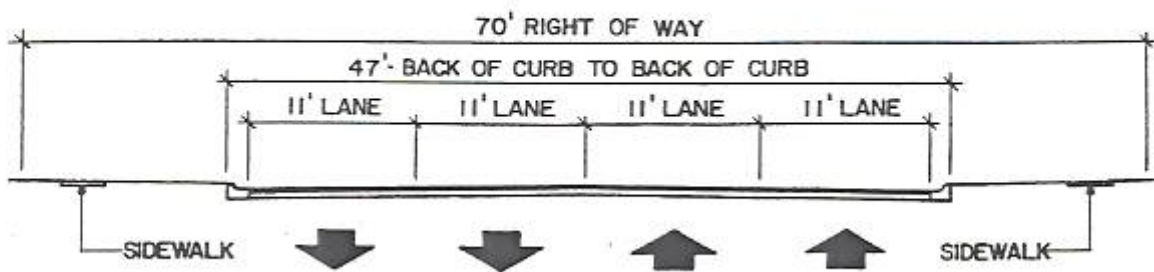


Capacity	-	16,300 vpd; 19,800 vpd with left turn lane.
Service Volume	-	12,200 vpd; 14,800 vpd with left turn lane.
Speed	-	35-40 mph.
Traffic Lanes	-	Four 11 foot travel lanes; 11 foot left turn lane may be necessary at intersections and in areas with high volumes of mid-block turns.
Parking lanes	-	None.
Paved Width	-	47 feet; 56 feet with turn lane.
Right-of-Way	-	70 feet minimum; 80 feet for intersection widening and where possible for five lane sections.
Sidewalks	-	Two sidewalks designed in accordance with AHTD Sidewalk Policy.

**FIGURE 5.
COLLECTOR**

HIGH DENSITY:

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

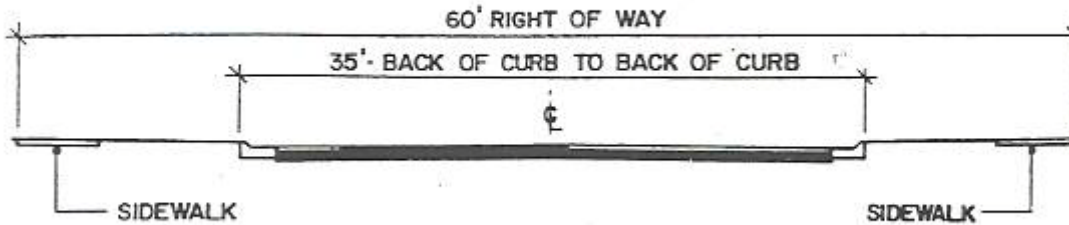


- Capacity - 12,200 vpd; 14,800 vpd with left turn lane.
- Service Volume - 10,700 vpd; 12,900 vpd with left turn lane.
- Speed - 25-35 mph.
- Traffic Lanes - Four 11 foot travel lanes; 11 foot left turn lane may be necessary at intersections and in areas with high volumes of mid-block turns.
- Parking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

**FIGURE 6.
COLLECTOR**

LOW DENSITY:

For use primarily in residential and other low density area.



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

COMMUNITY CONTROLS AND RIGHT-OF-WAY PRESERVATION

ZONING

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

SUBDIVISION

Subdivision regulations for the Cities of Pine Bluff and White Hall ensure proper development within the cities and their areas of extraterritorial jurisdiction while protecting the developer, homeowner, and the cities from improper infrastructure construction and uncontrolled growth. Through these regulations, proposed facilities shown on the cities' master street plans and on the portion of the Year 2035 Transportation Plan contained in the cities' planning area can be required to be constructed according to proper standards and specifications. Conformity to these standards, and the provisions for the dedication of rights-of-way, enable the cities to control their growth and development while assisting in the implementation of the Master Street/Transportation Plans.

**PINE BLUFF AREA
TRANSPORTATION
STUDY
YEAR 2035
TRANSPORTATION
PLAN**

THE UNCONSTRAINED PLAN

The Year 2035 Unconstrained Transportation Plan is the optimum plan that would serve the Study Area transportation needs through the year 2035 and beyond. The Unconstrained Plan is integrated with the land use plan to ensure that when development does occur in any location within the Study Area, that the land use areas will have appropriate transportation linkages. By considering the relationship between the types and intensity of the land uses and the generation of traffic movements between them, the Transportation Plan, in conjunction with the land use plan, will shape the pattern of urban development, improve the livability of the region, and allow for the complete use of transportation facilities.

The Year 2035 Unconstrained Transportation Plan has not changed dramatically from the first Pine Bluff Area Transportation Plan adopted in 1969 for the year 1990 and its revisions. The 1990 plan was based on travel needs of the 1990 population and employment as projected using figures from 1940 through the mid-1960's. During that period, the Pine Bluff area population tripled. Since 1970, the Pine Bluff area has experienced an out-migration of population. Within the Study Area itself, there has been a shift in population from the core of the city to the fringe areas. The Study Area has been expanded outward from the original study area to reflect this movement by the population. Generally, the arterial streets within the Unconstrained Plan have been spaced at approximately one-mile intervals within the Study Area. Collector streets have been located as nearly as possible to the mid-point between the arterials using existing streets where possible to provide for connections between the local street system and the arterial street pattern.

The PBATS Unconstrained Transportation Plan has been adopted by the City of Pine Bluff as its official Master Street Plan for its planning area. In addition, all the transportation links on the PBATS Unconstrained Transportation Plan that are within the City of White Hall's planning area are designated transportation links on its Master Street Plan. City Master Street Plans are recognized under Act 186 of 1957, as amended, of the Arkansas State Statutes and are the instruments used by the cities to preserve future rights-of-way for the major street system. The State Statute states that Master Street Plans shall include the general location of streets and highways to be reserved for future public acquisitions and that they may provide for the removal, relocation, widening, narrowing, vacation, abandonment, change of use, or extension of any public way. The Cities of Pine Bluff and White Hall, through their subdivision regulations adopted under this state statute, require persons subdividing their property to make the appropriate road dedications and improvements as shown on their master street plan. Cross-sections for arterial and collector streets for both cities are the same as those identified in the previous section of this plan.

MAP 6. UNCONSTRAINED TRANSPORTATION PLAN

To see MAP 6. UNCONSTRAINED TRANSPORTATION PLAN [click here](#).

THE YEAR 2035 CONSTRAINED TRANSPORTATION PLAN AND CAPITAL IMPROVEMENT PROGRAM

OVERVIEW

In order to have a viable plan that can be used by the public and private sectors as a development guide, an implementation plan that shows which transportation projects will be initiated during a specific time frame must be prepared. The basic elements in preparing and adopting the implementation, or constrained, plan are: (1) determining what transportation links on the Year 2035 Unconstrained Transportation Plan need to be implemented based on expected travel needs and (2) the availability of financial resources to implement the projects.

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

- Traffic Service - What is the perceived level of traffic operating conditions within the Study Area?
- Community Value - What role does transportation play not only in meeting the community travel needs but also in meeting social, environmental, historical, and economic requirements?
- Networking Continuity - To what degree does the transportation system allow for continuous north-south/east-west traffic movements throughout the study area?
- Functional Classification of Roadways – Is the collector and arterial street system adequately spaced over the urban area so that the population is served adequately, and will the streets function as described?
- Use of Existing Facilities - Does the proposed plan maximize the usage and effectiveness of the existing transportation system?
- Growth Potential - Is the proposed plan compatible with the transportation needs of future development?
- Implementation - Are the selected projects necessary to ensure that the community remains a strong and vital place where residents can prosper?

FINANCIAL PLAN

A long-range financial plan is necessary to determine what amount of funds may be available to implement transportation improvement projects as identified in the Year 2035 PBATS Constrained Transportation Plan. The Arkansas Highway and Transportation Department furnished PBATS with the estimated amount of federal funds for the various U.S. Department of Transportation programs that may be available to the PBATS area over the next twenty-five years to implement surface transportation and transit projects. These funds were estimated to grow at the rate of 3.9% per year and are shown in Table 7. These funding levels include both federal funds available plus matching funds. At the local jurisdiction level, an evaluation of the two Cities and County transportation revenues from the years 2004 to 2009 was conducted. The evaluation consisted of reviewing revenue collected from the local 3-mill road tax collected, state turn-back money, severance turn-back money and other sources of funds as stated in their yearly audits of their transportation funds. Based on the evaluation, it was determined to use a yearly 2% increase in the revenues received by the local governments instead of the 3.9% annual increase used by AHTD. In addition, from reviewing local jurisdiction expenditures for implementing transportation projects over the last twenty years, it appears each local jurisdiction may be able to set aside 5% of their annual transportation budget for expenditures for capital improvement projects. Tables 7a –78c show the local jurisdiction street revenues and other funding sources and estimated funds available for capital projects.

The Capital Improvements Program presented in Table 8 as the Long Range Transportation Improvement Program lists which projects will be implemented during a certain time period and the estimated cost of each project based on the inflated cost figures for the time period the projects are proposed to be implemented. PBATS used AHTD’s estimated 7% annual cost of inflation rate for the transportation improvement projects shown in the table. Table 9 shows the funds estimated to be available in relation to the projects listed to ensure the program is constrained. Each jurisdiction is responsible for implementing their own projects as shown in the table.

**TABLE 7
ESTIMATED FUNDS AVAILABLE**

SOURCE	2011 - 2015	2016 – 2025	2026 - 2035
Bridge	5,287,000	13,366,000	20,749,000
Enhancement	1,563,000	3,508,000	6,137,000
Interstate Maintenance	7,170,000	34,578,000	45,179,000
NHS	12,785,000	39,648,000	50,177,000
Safety	3,796,000	9,162,000	14,895,000
STP/CMAQ	13,678,000	42,517,000	52,902,000
STP Urban	2,149,000	4,996,000	8,560,000
State Maintenance	6,630,000	13,260,000	13,260,000
Total	\$ 53,058,000	161,035,000	211,859,000

TABLE 7a**PINE BLUFF
PROJECTED DEDICATED REVENUE AND OTHER SOURCES**

YEAR	MILLAGE	HIGHWAY TURNBACK	OTHER	SEVERANCE TAX	TOTAL FUNDING	AVAILABLE (5%) FOR CAPITAL EXPENDITURES
2010	553,035	2,629,236	240,725	320,551	3,743,567	187,178
2011	564,116	2,681,820	245,539	374,122	3,865,597	193,279
2012	575,398	2,735,457	250,450	408,093	3,969,398	198,470
2013	586,906	2,790,166	255,459	436,838	4,069,369	203,468
2014	598,644	2,845,969	260,568	411,629	4,116,810	205,840
2015	610,174	2,902,889	265,779	442,500	4,221,342	211,067
2016	622,830	2,960,946	271,095	439,452	4,294,323	214,716
2017	635,286	3,020,165	276,517	421,595	4,353,563	217,678
2018	647,992	2,080,569	282,047	400,000	4,410,608	220,530
2019	660,952	3,142,180	287,688	400,000	4,490,820	224,541
2020	674,170	3,205,024	293,442	400,000	4,572,636	228,632
2021	687,654	3,269,124	299,311	400,000	4,656,089	232,804
2022	701,407	3,334,507	305,298	400,000	4,741,212	237,060
2023	715,435	3,401,197	311,410	400,000	4,828,042	241,402
2024	729,744	3,469,221	317,631	400,000	4,916,596	245,830
2025	744,339	3,538,605	323,984	400,000	5,006,928	250,346
2026	759,226	3,609,378	330,464	400,000	5,099,068	254,953
2027	774,410	3,681,565	337,037	400,000	5,193,012	259,650
2028	789,898	3,755,196	343,814	400,000	5,288,908	264,446
2029	805,696	3,830,300	350,691	400,000	5,386,687	269,334
2030	821,810	3,906,906	357,704	400,000	5,486,420	274,321
2031	838,246	3,985,044	364,585	400,000	5,587,875	279,394
2032	850,246	4,064,745	372,156	400,000	5,686,912	284,346
2033	872,111	4,146,040	379,599	400,000	5,797,750	289,888
2034	889,553	4,228,961	387,191	400,000	5,905,705	295,285
2035	907,344	4,313,540	394,935	400,000	6,015,809	300,790

TABLE 7b**JEFFERSON COUNTY
PROJECTED DEDICATED REVENUE AND OTHER SOURCES**

YEAR	MILLAGE	HIGHWAY TURNBACK	OTHER	SEVERANCE TAX	TOTAL FUNDING	AVAILABLE (5%) FOR CAPITAL EXPENDITURES
2010	1,186,010	1,551,583	86,187	162,842	2,986,623	149,331
2011	1,189,730	1,582,615	87,910	209,898	3,070,153	153,507
2012	1,213,524	1,614,267	89,668	244,976	3,162,435	158,122
2013	1,237,794	1,646,552	91,461	267,221	3,243,028	162,151
2014	1,262,550	1,679,483	93,290	286,043	3,321,366	166,068
2015	1,287,801	1,713,072	95,156	289,180	3,385,209	169,260
2016	1,313,557	1,747,333	97,059	287,754	3,445,703	172,285
2017	1,339,828	1,782,280	99,000	276,061	3,497,169	174,858
2018	1,366,625	1,817,926	100,980	260,000	3,545,531	177,276
2019	1,393,957	1,854,284	102,999	260,000	3,611,240	180,562
2020	1,421,836	1,891,369	105,059	260,000	3,678,264	183,913
2021	1,450,272	1,929,197	107,160	260,000	3,746,629	187,331
2022	1,479,278	1,967,781	109,303	260,000	3,816,362	190,818
2023	1,508,863	2,007,136	111,490	260,000	3,887,489	194,374
2024	1,539,041	2,047,279	113,719	260,000	3,960,039	198,002
2025	1,569,822	2,088,225	115,994	260,000	4,034,041	201,702
2026	1,601,218	2,129,989	118,314	260,000	4,109,521	205,476
2027	1,633,242	2,172,589	120,680	260,000	4,186,511	209,326
2028	1,665,907	2,216,040	123,094	260,000	4,265,041	213,252
2029	1,699,226	2,260,036	125,555	260,000	4,344,817	217,240
2030	1,733,210	2,305,568	128,067	260,000	4,426,845	221,342
2031	1,767,874	2,351,680	130,628	260,000	4,510,182	225,509
2032	1,803,232	2,398,713	133,240	260,000	4,595,185	229,759
2033	1,839,296	2,446,688	135,905	260,000	4,681,889	234,094
2034	1,876,082	2,495,621	138,623	260,000	4,770,326	238,516
2035	1,913,604	2,545,534	141,396	260,000	4,860,534	243,026

TABLE 7c**WHITE HALL
PROJECTED DEDICATED REVENUE AND OTHER SOURCES**

YEAR	MILLAGE	HIGHWAY TURNBACK	OTHER	SEVERANCE TAX	TOTAL FUNDING	AVAILABLE (5%) FOR CAPITAL EXPENDITURES
2010	82,591	238,047	15,297	27,512	363,447	18,172
2011	84,242	242,808	15,564	32,109	374,723	18,736
2012	85,927	247,664	15,836	35,025	384,452	19,223
2013	87,646	252,617	16,113	37,492	393,868	19,693
2014	89,399	257,669	16,396	37,903	401,367	20,068
2015	91,187	262,823	16,684	37,978	408,672	20,434
2016	93,010	268,080	16,979	37,716	415,785	20,789
2017	94,871	272,344	17,280	36,184	420,679	21,034
2018	96,768	278,810	17,586	36,000	429,164	21,458
2019	98,704	284,387	17,898	36,000	436,989	21,849
2020	100,678	290,075	18,217	36,000	444,970	22,248
2021	102,692	295,876	18,542	36,000	453,110	22,656
2022	104,745	301,794	18,873	36,000	461,412	23,071
2023	106,840	307,830	19,211	36,000	469,881	23,494
2024	108,977	313,986	19,556	36,000	478,519	23,926
2025	111,156	320,266	19,907	36,000	487,329	24,366
2026	113,379	326,671	20,266	36,000	496,316	24,816
2027	115,647	333,205	20,632	36,000	505,484	25,274
2028	117,960	339,869	21,005	36,000	514,834	25,742
2029	120,319	346,666	21,386	36,000	524,371	26,218
2030	122,726	353,599	21,774	36,000	534,099	26,705
2031	125,180	360,671	22,170	36,000	544,021	27,201
2032	127,684	367,885	22,573	36,000	554,142	27,707
2033	130,238	375,242	22,985	36,000	564,465	28,223
2034	132,842	382,747	23,405	36,000	574,994	28,750
2035	135,499	390,402	23,834	36,000	585,735	29,287

The evaluation of local revenues also included an analysis of the cost of each transportation improvement project implemented on the local level by local jurisdictions in order to ascertain what amount of local revenue can reasonably be set aside for transportation projects. The majority of revenues for disbursements in the road and street funds for the local jurisdictions are used for routine maintenance, purchases of capital equipment, and to match federal aid road projects. Due to the taxation constraints placed on local jurisdictions, it is difficult to find available financial resources for implementation of local transportation improvement projects.

This is not to say that local jurisdictions have not implemented or are not in the process of implementing local transportation improvement projects. Some of the projects the City of Pine Bluff has implemented in the last fifteen years are:

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

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

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

The City of White Hall has extended Hospitality Road from U.S. Highway 365 Spur to Claud Road, and has made an extraordinary effort in improving its overall maintenance and overlay program.

TABLE 8
LONG RANGE TRANSPORTATION IMPROVEMENT PROGRAM
2011 – 2015 CAPITAL IMPROVEMENTS PROGRAM

DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	FEDERAL AMOUNT	STATE/LOCAL AMOUNT	TOTAL	SOURCE	GOV. UNIT	COMMENT
Steep Bank Creek	Bridge replacement	-	\$480,000	\$120,000	\$600,000	BR	State	Replace deficient bridge.
Big Creek	Bridge replacement	-	640,000	160,000	800,000	BR	State	Replace deficient bridge.
I-530	I-530 - Co. Rd. 35	4.6	21,520,000	5,380,000	26,900,000	Earmarks	State	Base and surfacing. Provide direct access to I-69 Corridor.
Hwy 65B – North	Widening	1.60	7,120,000	1,780,000	8,900,000*	STP/ Earmarks	State	Widen insufficient lanes.
Ne vins Creek	Bridge replacement	-	280,000	70,000	350,000	BR	Pine Bluff	Replace deficient bridge.
I-530	1-530 to County Line	3.34	13,280,000	3,320,000	16,600,000	Earmark	State	Provide direct access to I-69 Corridor.
Various signal projects	Signalizing intersections on as need basis	-	400,000	100,000	500,000	STP-State	State/local governments	Install traffic signals at various intersections on an as need basis.
Enhancement projects	Variety of projects	-	600,000	150,000	750,000	Enhancement	Local governments	Various projects located in the Study Area.
Hazel Street between 42 nd Ave. and I-530	Minor widening to 46 th & widening to 3 lanes 46 th – 42 nd	0.8	1,000,000	860,000	1,860,000	STP-Local	Pine Bluff	The widening of this major city street and installing proper drainage structures will improve the safety aspect to motorist.
S.H. 365 Spur between Jefferson Parkway and Sandy Acres Road	Widen to 5 lanes	2.3	12,080,000	3,020,000	15,100,000	NHS STP-State	AHTD	This project will reduce congestion.
I-530 Off-ramps at Intersections with U.S. 63 and 79	Widen to 2 lanes	.3	784,000	196,000	980,000	NHS	AHTD	This project will reduce congestion.
S. H. 54 from U.S. Hwy. 79 to City Limits	Widen to 5 lanes	1.2	0	10,100,000	10,100,000	State	AHTD	This project will reduce congestion.
Safety projects	Various Projects	-	3,036,800	759,200	3,796,000	Safety	AHTD	Various safety projects.
Maintenance	Bridge replacement road rehab/reconstruction/resurfacing	-	13,869,600	3,467,400	17,337,000	Various	State/Local	Miscellaneous bridge replacement and road reconstruction/rehabilitation/resurfacing.
TOTAL COSTS			\$75,090,400	\$29,482,600	\$104,573,000			

* Includes \$4,240,000 STP; \$2,880,000 Earmarks

Table 8, Continued

2016 – 2025 CAPITAL IMPROVEMENTS PROGRAM

DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	FEDERAL AMOUNT	STATE/LOCAL AMOUNT	TOTAL	SOURCE	GOV. UNIT	COMMENT
I-530 from I-530 to Co. Rd 35	Additional Lanes	4.6	\$67,646,400	\$16,911,600	\$84,558,000	Earmark	State	This project will help complete a four-lane Interstate connecting Pine Bluff with I-69.
Hazel Street between 28 th and 31 st Avenues	Widen to 5 lanes	.25	1,000,000	1,490,000	2,490,000	STP-local	Pine Bluff	This project will eliminate a traffic bottle-neck by providing for better north-south traffic movement.
U.S. 79 from Watson Chapel to County Line	Widen to 5 lanes	Phase 1 of 2 11.26 total	65,112,000	16,278,000	81,390,000	NHS STP-State	AHTD	This project will reduce congestion.
Various signal projects	Install traffic signals at various intersections on an as needed basis.	-	620,000	155,000	775,000	STP-State	Local Governments	Install traffic signals at various intersections on an as needed basis.
Enhancement projects	Variety of projects	-	1,800,000	450,000	2,250,000	Enhancement	Local Governments	Various projects located in the Study Area.
Safety projects	Various projects	-	7,329,600	1,832,400	9,162,000	Safety	AHTD	Various safety projects.
Maintenance	Bridge replacement/road rehab/reconstruction/resurfacing	-	48,963,200	12,240,800	61,204,000	Various	State/Local	Miscellaneous bridge replacement and road reconstruction/rehabilitation/resurfacing.
TOTAL COSTS			\$192,471,200	\$49,357,800	\$241,829,000			

Table 8, Continued

2026 – 2035 CAPITAL IMPROVEMENTS PROGRAM

DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	FEDERAL AMOUNT	STATE/LOCAL AMOUNT	TOTAL	SOURCE	GOV. UNIT	COMMENT
I-530 from Co. Rd. 35 to County Line	Additional Lanes	3.34	\$39,518,400	\$9,879,600	\$49,398,000	Earmark	State	This project will complete a four-lane Interstate connecting Pine Bluff with I-69.
U.S. 79 from Watson Chapel to County Line	Widen to 5 lanes	Phase 2 of 2 11.26 total	17,156,100	4,289,000	21,445,100	NHS	AHTD	This project will reduce congestion.
U.S. Hwy. 270 from Sandy Acres Rd. to Study Area boundary	Widen to 5 lanes	Phase 1 of 2 3.3 total	10,825,600	2,706,400	13,532,000	NHS	AHTD	This project will reduce congestion.
S. H. 54 between City Limits and Lee Springs Road	Widen to 5 lanes	3.6	40,725,600	10,181,400	50,907,000	STP-State	AHTD	This project will reduce congestion.
S.H. 190 from U.S. 79 west to I-530	Widen to 3 lanes	Phase 1 of 2 2.1 total	12,160,000	3,040,000	15,200,000	NHS	AHTD	This project will improve access to western portion of Pine Bluff.
Various signal projects	Signalizing intersections on a as needed basis	-	1,000,000	250,000	1,250,000	STP-State	Local Governments	Install signals at Various intersections on an as needed basis.
Enhancement projects	Various projects	-	1,800,000	450,000	2,250,000	Enhancement	Local Governments	Various projects located in the Study Area.
Safety projects	Various projects	-	11,916,000	2,979,000	14,895,000	Safety	AHTD	Various safety projects.
Maintenance	Bridge replacement road rehab/reconstruction/resurfacing	-	63,350,400	15,837,600	79,188,000	Various	State/Local	Miscellaneous bridge replacement and road reconstruction/rehabilitation/resurfacing.
TOTAL COSTS			\$198,452,100	\$49,613,000	\$248,065,100			

OTHER TRANSPORTATION PROJECTS

It is expected that eligible entities within the Study Area will apply for Recreational Trails Program (RTP) grants and Safe Routes to School Program (SRTS) grants administered by the Arkansas State Highway and Transportation Department.

The RTP provides funding to local project sponsors (public and private/nonprofit agencies) to construct and maintain motorized and non-motorized recreational trails and trail support facilities. The AHTD works closely with the Federal Highway Administration (FHWA) to administer this Program. Funding expected to be available statewide in 2011 is approximately \$1.13 million, and this category of funding is expected to grow by 3.9% annually throughout the Plan period. There is no estimate of funding per MPO. The RTP is a reimbursement-type grant program. The program provides for an 80% federal share and 20% non-federal share for each project. Eligible applicants include: city and county governments, state agencies, other governmental bodies created under state law (i.e. river authorities, planning districts), federal land managers (i.e. U.S. Forest Service, Corps of Engineers), and private 501(c) (3) organizations.

The purposed of the SRTS program is: 1) to enable and encourage children, including those with disabilities, to walk and bicycle to school; 2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and 3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. SRTS grants can be used for planning for safe routes to school (start-up), education, and infrastructure. The grant program provides for a 100% federal share of the project, and the maximum amount any one applicant can request is \$200,000.00. Funding for the program in 2011 is expected to be approximately \$1.13 million. There is no estimate of funding per MPO.

**TABLE 9
AVAILABLE FUNDS/PROGRAMED FUNDS**

2011 - 2015

SOURCE	AVAILABLE FUNDS	PROGRAMMED FUNDS
Earmarks	\$ N/A	\$ 48,160,000
State	N/A	10,100,000
Bridge	5,287,000	5,287,000
Enhancement	1,563,000	750,000
Interstate Maintenance	7,170,000	7,170,000
NHS	12,785,000	12,785,000
Safety	3,796,000	3,796,000
STP/CMAQ	13,678,000	8,035,000
STP Urban	2,149,000	1,860,000
State Maintenance	6,630,000	6,630,000
Total (w/o Earmarks/State)	\$ 53,058,000	\$ 46,313,000

2016 - 2025

SOURCE	AVAILABLE FUNDS	PROGRAMMED FUNDS
Earmarks	\$ N/A	\$ 84,558,000
Bridge	13,366,000	13,366,000
Enhancement	3,508,000	2,250,000
Interstate Maintenance	34,578,000	34,578,000
NHS	39,648,000	39,648,000
Safety	9,162,000	9,162,000
STP/CMAQ	42,517,000	42,517,000
STP Urban	4,996,000	2,490,000
State Maintenance	13,260,000	13,260,000
Total (w/o Earmarks)	\$ 161,035,000	\$ 157,271,000

2026 - 2035

SOURCE	AVAILABLE FUNDS	PROGRAMMED FUNDS
Earmarks	\$	\$ 49,398,000
Bridge	20,749,000	20,749,000
Enhancement	6,137,000	2,250,000
Interstate Maintenance	45,179,000	45,179,000
NHS	50,177,000	50,177,000
Safety	14,895,000	14,895,000
STP/CMAQ	52,902,000	52,157,000
STP Urban	8,560,000	0
State Maintenance	13,260,000	13,260,000
Total (w/o Earmarks)	211,859,000	\$ 198,667,000

The following projects are projects that are needed in the Study Area, however, with the exception of Highway 980 (Grider Field – Ladd Road), all projects are local projects, and there are insufficient STP-Urban funds as well as matching funds to complete these projects with this type of funding. There is a possibility that Hazel Street between 13th and 17th Avenues could be funded with CDBG funds.

**TABLE 10
UNCONSTRAINED PROJECTS**

DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	TOTAL (in 2010 \$)	SOURCE	GOV. UNIT	COMMENT
Jefferson Parkway / McFadden Road between Hutchinson Street and U.S. 79B	Reconstruction and jog elimination	3.0	\$3,750,000	State Aid-Local	Jefferson	This facility will improve east-west traffic flow in the northern part of urban area and provide better access to the industrial park.
Hazel Street between 28 th Ave. and 31 st Ave.	Widen to 5 lanes	.25	\$1,168,750	STP-local	Pine Bluff	This project will eliminate a traffic bottle-neck by providing for better north-south traffic movement.
Hazel Street between 17 th and 28 th Avenues	Widen to 5 lanes	.8	\$3,780,000	STP-Local	Pine Bluff	This project will eliminate a traffic bottle-neck by providing for a better north-south traffic movement.
Hazel Street between 31 st and 42 nd Avenues	Widen to 5 lanes	1.0	\$4,675,000	STP-Local	Pine Bluff	This project will reduce traffic congestion on Hazel Street.
Claude Road between U.S. 270 and the City Limits	Widen to 3 lanes	.6	\$2,070,000	STP-Local	White Hall	This project will reduce traffic congestion.
Claude Road between the City Limits and Princeton Pike	Widen to 3 lanes	1.5	\$2,775,000	State Aid-Local	Jefferson County	This project in conjunction with the other Claude Road project will reduce traffic congestion.
Harding Avenue between Main and Ohio Streets	Widen to 5 lanes	0.4	\$1,870,000	STP-Local	Pine Bluff	This project will improve east-west traffic flow on a heavily used street.
Caney Road between S. H. 365 and S.H. 256	New road location (2 lanes)	2.0	\$3,650,000	STP-Local	White Hall	This facility will act like a frontage road for I-530.
NCTR Road	New road location (2 lanes)	4.0	\$5,900,000	State Aid-Local	Jefferson	This project will provide better access to and aid in economic development for the Bi-plex facility.
Bryant Street between Dollarway Road and Martha Mitchell Expressway	Widen to 3 lanes	.8	\$2,760,000	STP-Local	Pine Bluff	This project will reduce traffic congestions.
Hutchinson Street Between Dollarway Road and Martha Mitchell Expressway	Widen to 3 lanes	.7	\$2,415,000	STP-Local	Pine Bluff	This project will reduce traffic congestion and provide better access to Jefferson Park Industrial Park.
Hazel Street between 13 th and 17 th Avenues	Widen to 3 lanes	.25	\$862,500	CDBG	Pine Bluff	This project will further the goal of connecting Hazel Street with U.S. 79B (University).

DESCRIPTION	TYPE OF PROJECT	LENGTH (Miles)	TOTAL (in 2010 \$)	SOURCE	GOV. UNIT	COMMENT
Grider Field-Ladd Road from U.S. 65 south to Airport entrance (Highway 980)	New road location to 3 lanes and widening to 3 lanes	1.3	\$3,900,000	STP-Local	Pine Bluff	Intermodal Connection
Osborn Road	Reconstruction	1.2	\$3,600,000	STP-Local	Pine Bluff	Intermodal Connection
Hazel Street between 6 th and 13 th Avenues	New 3-lane construction	.6	\$1,905,000	STP-Local	Pine Bluff	This project, with will connect Hazel Street with U.S. 79B (University), and once completed, it will provide for north-south travel through the entire planning area.
Hazel Street between I-530 and 73 rd Avenue	Widen to 3-lanes	1.1	\$3,795,000	STP-Local	Pine Bluff	This project will improve access in the growth area taking place in the south central area of the study area.
Hazel Street between 46 th Avenue and I-530	Widen to 4 lanes	.6	\$2,670,000	STP-Local	Pine Bluff	This project will reduce traffic congestion on Hazel Street.
West Holland between S.H. 365 and S.H. 256	Widen to 4 lanes	.6	\$2,670,000	STP-Local	White Hall	This facility is the shortest route between I-530 and S.H 365 and is heavily used.
Griderfield-Ladd Road from airport entrance to Gibb Anderson Road	Reconstruction	1.8	\$4,500,000	State-Aid Local	Jefferson County	This facility provides access to I-69 Connector.
Robin Street / White Hall Road between S.H. 365 and S.H. 365B	Widen to 3 lanes	.6	\$2,070,000	STP-Local	White Hall	This facility will improve the north-south and east-west traffic movement in the core area of White Hall.

MAP 7. CONSTRAINED TRANSPORTATION PLAN

To see MAP 7. CONSTRAINED TRANSPORTATION PLAN [click here](#).



BICYCLE PLAN

OVERVIEW

Bicycles are becoming more and more prevalent in the urban landscape and it is necessary that local jurisdictions plan for and promote the use of bicycles as an alternate transportation mode for everyday transportation needs. The Pine Bluff-White Hall urban area has not had a concerted effort in planning bike routes and bikeways or in organization of bicycle groups or bicycle education. For this reason, PBATS has adopted a Bicycle Plan, included herein by reference, which will serve as the “hub” of the bicycle planning program by setting forth goals and objectives and strategies to promote them, and providing short-term and long-term recommendations for implementing a variety of “spokes”, or sub-plans. These sub-plans, which will become a part of the bicycle plan when they are adopted by the Policy Committee, will implement a number of bicycle plan elements, such as public participation and outreach, education for the bicyclists as well as law enforcement, bike lane and bike route development along with street inventories and mapping, and other elements to further the use of bicycles for transportation as well as recreation. The Bicycle Plan also contains information on the types of bicyclists, types of bicycle facilities, and bikeways signing, to provide background information to provide a basic understanding of why bicycle facilities are needed, options for on-the-ground improvements, and the need for education and enforcement.

Following is a summary of the Bicycle Plan listing the goals, objectives, strategies, and short-term and long-term recommendations for implementation.

BICYCLE PLAN SUMMARY

The primary purpose of this Bicycle Plan is to set forth the goals and objectives we desire to achieve and the recommendations and strategies needed to implement these goals and objectives.

Briefly, we have set forth goals:

1. Promote bicycling as a sustainable transportation alternative to driving
2. Improve the mobility of bicyclists
3. Increase the safety of all bicyclists in the region
4. Promote bike-friendly land use policies
5. Make the Pine Bluff area a bicycling destination

Objectives:

- Incorporate sustainability goals and initiatives into the transportation planning process and transportation plan.
- Utilize the SEARPC Web site to educate the public on the environmental and health benefits of bicycling.
- Encourage bicycling as a year-round mode of transportation.
- Ensure bicycle accommodations are designed into all roadway projects.

- Provide bicycle accommodations on all arterial and collector roads, except where bicycles are prohibited.
- Assist communities in adopting policies and development standards that require bikeway connections/reserve greenbelts for bikeways within and between subdivisions.
- Increase the supply of public bicycle parking.
- Enhance multimodal connections.
- Coordinate with active living and healthy communities groups to encourage employers to provide bicycle parking facilities and incentives for bicycle commuting.
- Create a program to educate motorists and bicyclists of the rules of the road.
- Work with the police departments to enforce bicycle-related laws.
- Monitor bicycle crash locations.
- Incorporate traffic calming practices into our roadway design.
- Promote implementation of the Long Range Transportation Plan.
- Encourage communities to approve bike-friendly site plans.
- Educate policy makers on bike-friendly land-use policies.
- Create a network of on- and off-road bicycle facilities that connect together into a safe, purposeful transportation network.
- Promote the region as a bicycling destination.

and General Strategies to reach our goals and objectives:

- Work with local governments, businesses, and industries to provide bicycle parking.
- Work with local employers to provide incentives for bicycle commuting such as reduced health care cost, flexible work schedules, and shower facilities.
- Work with AHTD and local governments to include bicycle facilities in project design.
- Become involved in the planning and design of roadway projects earlier in the process.
- Work with local governments to create roadway design and operations policies and standards for local projects.
- Encourage local governments to utilize technologies that detect bicyclists at intersections.
- Develop a program of providing bicycle accommodations on roads not part of a project.
- Promote regional connections in local projects.
- Educate local employers and businesses on how to provide good bicycle parking facilities.
- Explore non-traditional sources for funding facilities.
- Create new access points and linkages between the street system and the trail system.
- Encourage planning that considers linkages among all modes.
- Promote bicycle and pedestrian safety within the driver education process.
- Centralize state and local regulations on the SEARPC and other websites.
- Encourage the police departments to participate on the PBATS Technical Committee.
- Provide opportunities for police officers to become better trained on bicycle regulations.
- Encourage bicycle advocates to document unsafe behaviors.
- Create a process for bicycle advocates to report on trouble spots.
- Utilize bicycle-safe drainage grates and railroad crossings.

- Provide for maintenance of bikeways to keep them clear of debris.
- Work with local governments and local bicycling clubs and groups to develop the area's bicycling facilities.
- Work with local governments to obtain enhancement awards.
- Find innovative methods for funding facilities.
- Utilize SEARPC and local government web sites.
- Create regional recreation and commuter bicycling maps.
- Coordinate with local and regional tourism and bicycle advocacy groups and organizations.
- Promote bicycling events in the region.

We also set forth specific priorities and recommendations on what we need to do in the short-term to implement a bicycle program in the region, as well as specific activities for implementation.

Recommendation #1: Maintain On-Going Community Input

- Locate partners in the community that can benefit from a bikeways system such as the University of Arkansas at Pine Bluff, Southeast Arkansas College, and Jefferson Regional Medical Center.
- Consider the creation of a citizens advisory committee in order to keep on top of what the residents desire in terms of a bicycle program.
- Use the SEARPC and City of Pine Bluff websites to inform the public of bicycling events and meetings.

Recommendation #2: Determine the Extent of Current and Expand on Existing Bicycling Education Programs.

- Provide and promote bicycle safety education and encouragement programs taught in schools and by the police.
- Work for inclusion of motorist-bicyclist safety information in drivers' education and defensive driving courses.
- Work with the State of Arkansas on updates to the drivers' handbook to include questions relating to bicycle issues.

Recommendation #3: Promote Police Officer Training as it Relates to Bicycles.

- Educate and train law enforcement personnel in bicycle enforcement.
- Encourage patrol officers to report road conditions hazardous to bicyclists.
- Search for funding for police officer-bicycle education programs.

Recommendation #4: Obtain Local Government Commitments for Route Signing on Shared Roadways.

At the onset of bikeways implementation, most of the routes proposed herein would be shared roadways, where bicyclists and motorists share the road, no on-street markings are present, and signing is used.

- Place Bike Route signs along the designated streets.
- Place advisory or information signs along the route for bicyclists.
- Divide the projects into stages, if necessary, based on most-used routes (this can also be included in the long-term priority section).

Recommendation #5: Create a Bicycle Suitability Map.

- Create a map showing the streets suitable for bicycles. The map should show those designated, proposed for designation, and destinations along the routes.

Recommendation #6: Determine Routes Where Bike Lanes Could Be Installed.

- Research shared roadways proposed for bike route designation as to existing pavement widths and on-street parking.
- Determine which routes could be striped for bike lanes with and without parking.

Recommendation #7: Develop Short-Term Amendments to Local Zoning and Subdivision Ordinances Relating to the Provision of Bicycle Facilities.

- Propose Regulations that will increase the outer lane width of local streets to provide for wide outside lanes.
- Propose Regulations that will govern on-street parking and development of streets allowing on-street parking.

Recommendation #8: Pursue Grants and Other Funding for Plan Implementation

- Institute a Safe Routes to Schools program and apply for funding to implement it.
- Determine how the Trails Program can fit into the Bicycle Plan and apply for funding.
- Insure that all new AHTD and local projects provide for bicycle facilities.
- Look for innovative grant sources for bicycle education and law enforcement.

LONG-TERM PRIORITIES

The following long-term priorities expand on those priorities recommended for implementation during the short term. Many of the long-term priorities are elements of the bicycle plan that should be considered on-going activities as well.

- Develop improvement projects to focus on weak links in the bicycle system.
- Establish a policy clarifying law enforcement agency's procedures regarding enforcement of laws concerning bicycles, including motorist behavior.
- Coordinate the bicycle safety programs being conducted by various agencies, health care providers, and organizations.
- Train law enforcement staff in the investigation of crashes involving bicyclists.
- Promote bicycling for transportation as well as recreation, particularly for trips to school, work, shopping, and special events.

- Increase awareness of the benefits of bicycling, and the rights and responsibilities of bicyclists and motorists.
- Develop a public information and education campaign to encourage bicycling and improve the behavior of both motorists and bicyclists.
- Establish, maintain, and publicize a webpage with information and links to other agencies/organizations/websites.
- Develop a Guide to Bicycle Resources with information on bike clubs, shops, events, and other useful information,
- Develop a Bike to Work Guide for the Pine Bluff Urban Area, with information for employers and employees on benefits, safety, and available resources.
- Ensure that all jurisdictions support and participate in the bicycle program.
- Ensure that Pine Bluff Transit is included in all bicycle coordination activities.
- Develop and adopt bicycle parking requirements and guidelines.
- Develop and implement an inspection and maintenance program to address signage and pavement marking issues.
- Develop and implement a program to utilize bicycle-safe drainage grates and railroad crossings.
- Increase traffic law enforcement efforts focusing on those violations most likely to lead to bicycle-motor vehicle crashes.
- Increase the availability of and participation in cyclist training courses for college students and adult bicyclists.
- Research the need to carry bicycles on local transit buses and implement if appropriate.
- Form a committee of businesses, organizations, and agencies interested in economic development and bicycle tourism.
- Educate parent groups and adult groups that supervise children, such as PTA's day care centers, and you camp operators.
- Increase the number of special events and programs that encourage bicycling, including bicycle rides and bike giveaways.

MAP 8. BICYCLE ROUTES

To see MAP 8. BICYCLE ROUTES [click here](#).



**ADDITIONAL
TRANSPORTATION
PLANNING
ELEMENTS**

TRANSIT SERVICE

Transit service plays an important role in providing a means of travel for those who have no other means and those who use transit as an alternative mode of transportation. The City of Pine Bluff has a rich history of transit service which began in the 1880's. In 1974, the city purchased a privately owned bus company, and since that time, has operated the bus service as a city department. In 2008, approximately 58,869 transit trips were taken.



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

A number of transit plans have been prepared over the years and have or are in the process of being implemented. The following is a list of the plans that identify and analyze transit services and a brief description of each.

1. *Transit Operations and Facilities Analysis.* This document evaluated the existing route structures as they were prior to 1997. The process of the evaluation consisted of conducting a bus survey of riders, employer survey, and analysis of land use and populations changes. Alternative route adjustments were implemented as a result of the evaluation.
2. *Transit Development Plan (TDP).* This plan indicates future expansion of services offered by PBT within a 20 year time period. The Transit Development Plan Update for Pine Bluff Transit included recommendations addressing three issues: expansion of existing fixed routes, coordination of services, and alternative transit services. The following is a brief description of each of these issues:
 - *Fixed Route Service.* The plan calls for a partial realignment and expansion of the fixed route system. The expansion of the service would be based on two concepts: customer demand and providing service to those who have no other means of transportation.
 - *Coordination of Services.* The plan calls for the coordination of all transit services offered by PBT and the social service organizations within the study area. A transit organizational structure should be developed and implemented to direct the

implementation of the transit services. The actual transit operations and scheduling should be done by an independent transit board which has representatives from all transit providers. Once this has been accomplished, the next step calls for the creation of a Regional Transit Authority which would be responsible for transit services and where all the entities involved would contract with the Authority to provide transit service.

- *Alternative Transit Service.* This issue is directly related to fixed route service. The plan states that alternative services should be considered as opposed to fixed route service. The three types of services that are recommended for evaluation are the dial-a-ride service, route deviation service, and point-to-point deviation service.
- 3. *PBT - Americans with Disabilities Plan.* This document indicates the implementation steps PBT will take in providing transit services to those persons with disabilities. PBT has implemented a Paratransit demand-response service within its route area and developed a policies and procedures manual for paratransit users.
- 4. *Jefferson County Transportation Coordination Plan (TCP).* The overall objective of the 2007 TCP is to identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting their community transportation needs and prioritizes transportation services for funding and implementing transportation services to meet their needs. FTA will only fund those Section 5310, 5316 and 5317 transit projects that are derived from the local TCP (see the next page for a discussion of these programs). The plan identified a number of barriers to coordination that included a lack of resources, restrictions on insurance, grant programs, and Medicaid, and lack of knowledge concerning transportation programs by target population. It also identified needs of the target population that included lack of late night and weekend transit service and services that are limited to the urban core of the area. The Plan sets forth a number of recommended actions that will aid in reducing costs to the providers and that will provide needed information to providers and target populations alike, and actions by PBT that could alleviate many of the barriers and needs identified by the target populations.

During the twenty five year planning period, PBT will have to replace buses within its bus fleet for both fixed route service and ADA (Americans with Disabilities Act) paratransit service and construct a central transfer facility to ensure the safety of its patrons, provide basic passenger amenities, and assist in bus scheduling. Past commitments to support public transit, projected local financial resources of the city, and assistance from the federal government has enabled Pine Bluff to construct an administrative/maintenance facility and upgrade its bus fleet and services. However, continual upgrade of the fleet and development of a central transfer facility where one currently does not exist are essential to improving the quality of transit service. In fact, constructing a central transfer facility south of 4th Avenue will result in fuel cost savings and reduce delays. In order to continue the transit program, the city will have to continue to rely on the federal government programs for Federal Transit Administration (FTA) Section 5307 and 5309 Operating and Capital Assistance to maintain the transit program. Through this program, the federal government provides eighty percent (80%) of the funds needed to purchase capital equipment and reimburses Pine Bluff Transit with fifty percent (50%) of its net operating loss. With continued federal assistance, the City of Pine Bluff should be able to continue to upgrade

transit service in accordance with the Transit Development Plan and implement those projects identified in the Public Transportation Capital Improvements Program.

In addition to PBT, other transit services aided by the federal government are also in operation in Pine Bluff and Jefferson County. In 1993, the Southeast Arkansas Area Agency on Aging began an FTA Section 5311 Rural Transit Program which services a ten county area including Jefferson County. The Section 5311 Program provides federal funding assistance to rural public transit agencies in the same way the FTA Section 5307 Program does for the urban public transit agencies. The Area Agency's administrative/ maintenance facility is located in the City of Pine Bluff, and some of the Rural Transit Program's routes bisect and have route termini within the City. At this time, neither the Cities of Pine Bluff and White Hall nor Jefferson County has committed any funds for Section 5311 rural transit service.

Another transit program that has provided federal assistance in the Pine Bluff-Jefferson County area is the FTA Section 5310 Program. This program assists public and private non-profit organizations in purchasing capital equipment for transit services that are provided to the elderly or disabled. Through this program, the federal government provides 80% of the funds needed to purchase capital equipment such as vans; the recipient agency must provide the 20% matching funds as well as provide transportation services to their target populations. A review of past years' annual elements of the Transportation Improvement Program for the Pine Bluff study area has shown that an average of three 5310 transit vehicle is requested on a yearly basis. If this federal assistance continues, twenty-five vehicles should be available to public and private non-profit organizations over the next twenty-five years for the purpose of providing transportation services to the elderly and disabled or other eligible clientele. These vehicles have been listed in the Capital Improvements Program.

Two other transit programs that are available are the FTA Section 5316 and 5317 programs. FTA Section 5316 is the Job Access and Reverse Commute Program (JARC) to enhance transportation opportunities of low income individuals to access places of employment. The program authorizes two kinds of grants: 1) job access grants that are aimed at developing new transportation services for low-income workers and/or filling gaps in existing services, and 2) reverse commute projects that provide transportation to suburban jobs from urban, rural, and other suburban locations. FTA Section 5317 program seeks to expand the transportation mobility options available to person with disabilities beyond the requirements of the Americans with Disabilities Act of 1990.

PUBLIC TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM

The following Public Transportation Capital Improvement Program (Table 11) was developed based on the assumption that the City of Pine Bluff and the federal government will continue to fund the public transit program at the same levels that they have in the past. The FTA provides eighty percent (80%) of the funds needed to purchase capital equipment and reimburses PBT fifty percent (50%) of its net operating loss. The City of Pine Bluff has been funding the transit program through its general fund since it took over the operation of the transit system in the early 1970's. The City general funding sources consist of money received through property taxes, sales taxes, and various other sources. It does not appear that there will be a lack of funds

in the future for the city to continue its support of the transit system, however, it is difficult to project what actions the federal government will take concerning its funding levels for local transit projects over the next twenty five year period. If the federal government continues to fund the transit program at the level it has in the past, PBT will be able to implement the transit services stated in this plan. The table reflects estimated federal funding available based on a 3.9% increase in funding annually, and a 7% annual increase in costs.

**TABLE 11
PUBLIC TRANSPORTATION
CAPITAL IMPROVEMENT PROGRAM**

2010-2015				
DESCRIPTION	FEDERAL	LOCAL	GOVERNMENTAL UNIT	COMMENT
Operating Assistance	\$2,139,935	\$2,139,935	Pine Bluff	
Capital - Preventive Maintenance	\$1,307,075	\$326,769	Pine Bluff	
Capital - Paratransit Service	\$304,784	\$76,196	Pine Bluff	
Capital - Planning	\$168,000	\$42,000	Pine Bluff	
Capital - Buses & Bus Related Equipment	\$835,617	\$208,904	Pine Bluff	
8 Section 5310 Vehicles	\$400,193	\$100,048	Non-Profit Agencies	Projects approved by AHTD.
Section 5311 - Operating, Administration, Capital *	\$13,590,190	\$16,610,233	Southeast Arkansas Transit (SEAT)	Projects approved by AHTD.
Section 5316 - Operating, Capital **	\$4,150,236	\$3,395,648	Non-Profit Agencies	Projects approved by AHTD.
Section 5317 - Operating, Capital **	\$212,061	\$173,504	Non-Profit Agencies	Projects approved by AHTD.

* SEAT operates a public transit system within the MPO planning boundary.

** Amount represents annual allocation to AHTD. Projects may be selected within the MPO region.

Continued, next page

TABLE 11
PUBLIC TRANSPORTATION
CAPITAL IMPROVEMENT PROGRAM
(Continued)

2016-2025				
DESCRIPTION	FEDERAL	LOCAL	GOVERNMENTAL UNIT	COMMENT
Operating Assistance	\$4,711,301	\$4,711,301	Pine Bluff	
Capital - Preventive Maintenance	\$2,877,668	\$719,417	Pine Bluff	
Capital - Paratransit Service	\$671,015	\$167,754	Pine Bluff	
Capital - Planning	\$369,870	\$92,468	Pine Bluff	
Capital - Buses & Bus Related Equipment	\$835,617	\$208,904	Pine Bluff	
14 Section 5310 Vehicles	\$837,844	\$209,461	Non-Profit Agencies	Projects approved by AHTD.
Section 5311 - Operating, Administration, Capital *	\$27,244,161	\$33,298,419	Southeast Arkansas Transit (SEAT)	Projects approved by AHTD.
Section 5316 - Operating, Capital **	\$9,088,636	\$7,436,157	Non-Profit Agencies	Projects approved by AHTD.
Section 5317 - Operating, Capital **	\$464,394	\$379,959	Non-Profit Agencies	Projects approved by AHTD.

* SEAT operates a public transit system within the MPO planning boundary.

** Amount represents annual allocation to AHTD. Projects may be selected within the MPO region.

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TABLE 11
PUBLIC TRANSPORTATION
CAPITAL IMPROVEMENT PROGRAM
(Continued)

2026-2035				
DESCRIPTION	FEDERAL	LOCAL	GOVERNMENTAL UNIT	COMMENT
Operating Assistance	\$6,645,755	\$6,645,755	Pine Bluff	
Capital - Preventive Maintenance	\$4,059,235	\$1,014,809	Pine Bluff	
Capital - Paratransit Service	\$946,534	\$236,633	Pine Bluff	
Capital - Planning	\$168,000	\$42,000	Pine Bluff	
Capital - Buses & Bus Related Equipment	\$835,617	\$208,904	Pine Bluff	
20 Section 5310 Vehicles	\$1,342,725	\$335,681	Non-Profit Agencies	Projects approved by AHTD.
Section 5311 - Operating, Administration, Capital *	\$37,585,951	\$45,938,385	Southeast Arkansas Transit (SEAT)	Projects approved by AHTD.
Section 5316 - Operating, Capital **	\$12,820,419	\$10,489,434	Non-Profit Agencies	Projects approved by AHTD.
Section 5317 - Operating, Capital **	\$655,074	\$535,969	Non-Profit Agencies	Projects approved by AHTD.

* SEAT operates a public transit system within the MPO planning boundary.

** Amount represents annual allocation to AHTD. Projects may be selected within the MPO region.

INTERMODAL TRANSPORTATION FACILITIES

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

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

AIRPORTS

The Pine Bluff Airport (Grider Field) is a municipal airport established in 1941 as a U.S. Army Flight Training School. After World War II, the City gradually turned the airport into a commercial airport facility. Today's Grider Field is a 800+-acre facility consisting of a large terminal and restaurant, FAA weather monitoring equipment, private corporate hangars, fixed-base operators offering fuel and avionics services, a fire station, and aviation museum. Grider



field serves as the only ILS-equipped, jet capable airport in Southeast Arkansas. The National Airport System Plan classifies Grider Field as a general aviation reliever airport, and it is a designated reliever airport for Little Rock's Adam Field. Grider Field serves as a hub airport for Southeast Arkansas and is designed to

accommodate commercial and business jets under 100,000 pounds. Grider Field provides a bad-weather alternative for pilots going to Warren, Fordyce, Star City, and Monticello.

Located on U.S. Highway 65 near U.S. Highway 425, Grider Field has many corporate users including Tyson Foods, Jefferson Regional Medical Center, the Pine Bluff Arsenal, the Arkansas Department of Corrections, Union Pacific Railroad, USA Drugs, and Hixson Lumber. The FAA trains its own pilots at the Airport. The City of Pine Bluff has established the Pine Bluff Aviation Commission to operate and manage the facilities. Funding is derived from fuel sales, user leases, and City general appropriations. In 1999, the Airport Commission of the City of Pine Bluff adopted the Pine Bluff Municipal Airport Master Plan - 2000 to 2020. This Plan addresses the following issues: airfield (runways, taxi-ways, navigation aids, etc.), support facilities (hangers, aircraft and auto parking, etc.), major roadway access, and future industrial development of airport property. Grider Field and its 500-acre industrial site is a potential location as an intermodal transportation facility due to its location in relation to highway and air access and easy accessibility to the Port and railroad yards.

PINE BLUFF-JEFFERSON COUNTY PORT AUTHORITY

The Port Authority was created in 1961, and the port facility and industrial park opened river barge service in 1970. The present harbor was constructed as part of the McClellan-Kerr Arkansas River navigation System and is a major slackwater harbor along the Arkansas River. The Port Authority leases the twenty-acre public terminal to a private firm which operates the facility for general public use. Major commodities handled by the public port last year included: aluminum T bars, aluminum coils, potash, steel coils, steel wire rods, urea, vermiculite, cotton seed hulls, paper, rice, soybeans, wheat and milo. In 2004, 336,288 tons of materials were moved through the port.

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



navigation needs through the year 2010. This expansion is currently being pursued. Phase Two expansion will meet the urban area needs until 2040.

RAILROADS

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



BN typically operating two to four trains a day through Pine Bluff. The UP operates approximately forty trains per day through Pine Bluff.

The tracks enter Pine Bluff from three directions. One track enters the Study Area from the northeast

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

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

The Union Pacific Railroad gravity "hump" yard is located approximately two miles east of the CBD and is adjacent to the Pine Bluff Industrial River Port. The yard provides classification switching of rail cars, operating twenty-four hours a day every day of the year. Not only are long-haul freight trains made up at the yard, local trains that serve local businesses and industries also operate from the yard.

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

PIPELINES

Pipelines carry gas, oil and other liquids that are essential to supplying our nation with power resources to insure the economic well being of our Nation. Compared to other modes of transportation the pipelines have a remarkable safety record. They are Center-Point Energy Pipeline and Center-Point Energy/Mississippi River Transmission.

A Kinder Morgan pipeline provides natural gas to the International Paper Plant. This pipeline enters the Planning northwest corner and runs in a southeastern direction to the International Paper Plant north of U.S. Highway 425. The Center-Point Energy Services' main line runs east/west through the Planning area and the Center-Point Energy/Mississippi River Transmission mail line runs north/south through the Study Area.

At the present time there are no plans to either upgrade the pipelines or to construct new major lines. Of most concern in the planning process is to insure that the safety issues are addressed. In developing the long-range plan, efforts were made to reduce surface transportation and urban land uses conflicts with crossings and proximity major pipelines.

INTERMODAL RECOMMENDATIONS

1. Maintenance and upgrading of roads: An asphalt overlay maintenance program should be developed that will address the maintenance problems associated with the roads providing access to the Port and railroad facilities. Michigan Street between the Martha Mitchell Expressway and Port Road and Port Road from the Martha Mitchell Expressway to Emmett Sanders Road need to be upgraded to provide a smooth traveling surface.
2. Street-railroad crossing improvements: A street-railroad crossing improvement program needs to be established for the purpose of insuring that the remaining unprotected street crossings will be gated. The following is a list of those unprotected street-railroad crossings:
 - Gaddy-Koonce Road
 - Hutchinson Street
 - Dixie Wood Drive
 - Stark Gate Road
 - Port Road
3. An intermodal authority that links the Port, railroads, and trucking services facility has been proposed to boost the economy. Pine Bluff is unique in that the Port and railroad facilities are so closely located and there is available land area to expand both facilities. From a local perspective, an intermodal authority and facility could boost the economy. Two primary issues should be studied, potential uses/costs associated with implementation and the

operation and construction of such a facility. In a market-oriented transportation program, the service must be accepted and used by shippers, and the quality and cost of services of each mode of transportation must be competitive.

TRUCK MOVEMENTS

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

In order to better understand truck movements and their resulting roles and impacts in the overall intermodal transportation process, certain data must be obtained and evaluated. This data



includes trip origins and destinations (external-external, external-internal, and various types of internal-internal), type and travel characteristics of the commodities transported, and trip frequency. Currently, only a limited amount of data is available regarding these elements. This plan addresses the general locations of truck trip generation and the transportation network linking these locations to other types of transportation facilities and to important geographic sites in the Study Area.

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

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

Jefferson Industrial Park Area: This general area is adjacent to Jefferson Parkway and McFadden Road, which is located between Dollarway Road (U.S. Highway 365) and U.S. Highway 79 north. The Industrial Park itself contains approximately 750 acres. In and near the Park area are fifteen business that generate a number of semi-truck trips; there are also three other manufacturers located in this area that generate a number of semi-truck trips. The majority of land in the area has not been developed.

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

West 6th Avenue Area: This is the area adjacent to 6th Avenue that is located between Plum Street and Blake Street (U. S. Highway 79). There are approximately twenty businesses which generate semi-truck trips including the household mover's offices/warehouse facilities. Also located within the study area are two smaller industrial parks and a number of businesses such as wholesalers and distributors, grocery stores, etc. each of which generate truck trips.

The map shown on page 101 identifies the routes within the study area that have been designated as truck routes. While these routes provide adequate access to the commercial and industrial land uses within the area, pavement conditions, drainage, turning radii at intersections, lane widths, signage, and local regulations and policies are also important aspects that affect the efficient movement of semi-trucks along the truck routes. The majority of transportation construction projects listed on the twenty-five year Transportation Improvement Program plan are located on truck routes. It is important that when designing these projects, careful consideration is given to the design standards for semi-truck movement. The following recommendations are related to truck movement policy and minor road improvement projects that will aid in improving the efficiency of truck and other vehicle movement within the Study Area. These policies and projects should be implemented in conjunction with the twenty-five year Transportation Improvement Program.

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

1. *Zoning Ordinance. Conduct a review of the local jurisdictions' ordinances to determine that adequate provisions exist to address adequate on-site truck loading and unloading. This should also be reviewed when considering zoning changes.*
2. *Curb-Cut Ordinance and Policy: Conduct a review of the local jurisdictions' Ordinances and policies concerning curb-cuts. It is essential that the driveway entrances used by semi-trucks and other large vehicles to access a given facility are wide enough to accommodate turning movements from and to the street without disrupting on-street traffic.*

3. *Street Construction Standards: Conduct a review of the local jurisdictions' Subdivision Regulations and policies concerning construction standards of streets. Road construction standards for collector and arterial streets as well as local streets that service commercial and industrial land uses need to be designed to sustain the weight of semi-trucks.*
4. *Truck Route Ordinance Text: Conduct a review of the local jurisdictions' existing truck route ordinance and ordinance texts. The City of Pine Bluff adopted a Truck Route Ordinance in the mid 1960 's, however, the text has not been revised since that time. The City of White Hall and Jefferson County do not currently have a truck route ordinance and should consider adopting one. Areas that should be addressed are: designation of routes, determination of route criteria, and time of on-street deliveries, on-street parking duration and limitations, special purpose route designations, and posting of maintenance bond, weight limits, and enforcement.*
5. *Truck Route Ordinance Map: The City of White Hall and Jefferson County should consider adopting a Truck Route Map. The City of Pine Bluff has an adopted Truck Route Map and has amended it from time to time to reflect changes that have occurred within the City.*

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

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

Highway 65 and 6th, 8th, 27th, and 28th Avenues need to be increased, and on-street parking where it is currently allowed needs to be eliminated.

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

MAP 9. TRUCK ROUTES

To see MAP 9. TRUCK ROUTES [click here](#).

INTELLIGENT TRANSPORTATION SYSTEMS

The major goals of the Intelligent Transportation System (ITS) program is to manage and operate the nation's regional transportation systems more efficiently to reduce congestion and enhance emergency responses through the use of advanced technologies and new governmental and institutional integration. The main methods of creating an ITS are the focusing on technology in developing informational and communication systems for cars, trucks, buses, and trains so that the managers and operators can make better decisions for the transportation system. The ITS Architecture or framework, describes the overall regional plan for the systems integration. The Deployment Plan describe the implementation process and and anticipated timetable.

The U.S. Department of Transportation has identified nine (ITS) components that can be integrated into the planning process. They are to be used as a platform for using new technology to better manage travel movements in and throughout the region and nation. Over the next twenty-five years, the following seven components are seen as being applicable to the Study Area Transportation System:

- Traffic Signal Control Systems – Provide for the control and coordination of traffic signals, the monitoring of traffic, and the monitoring of hardware and software malfunctions.
- Freeway Management Systems – Provide for the following on a limited access: facilities surveillance and incident detection, signalized ramp control, information dissemination, incident management, land use control, and coordination/integration with all appropriate local governments that are in the study area.
- Transit Management System – Provides for the following: transits vehicle tracking, demand-responsive operations, passenger and fare management, land use control, and coordination/integration with all appropriate local governments that are in the study area.
- Regional Multi-modal Travel Information System – Provides emergency evacuation route information, traveler advisor functions, and special events information.
- Emergency Management System – Provides for the integration and coordination of appropriate emergency agencies (law enforcement agencies, fire departments, and E – 91) with respect to the transportation infrastructure. Detection and response of incidents, as well as real-time traffic information for timely dispatch of personnel, are emphasized.
- Incident Management Program – Provides for the detection and verification of roadway incidents, appropriate response to incidents, site traffic management, incident clearance and motorist information.
- Rail Grade Crossing Warning System – Provides for the implementation of technologies, which increase roadway and rail safety for at-grand crossings throughout the Study Area.

ITS RECOMMENDATIONS

Short Range Period – The ITS program has been a very important element in the PBATS planning process because of the U.S. Army program to eliminate the hazardous chemical

ingredients for weapons at the Pine Bluff Arsenal. The Chemical Stockpile Emergency Preparedness Program (CSEPP) established and identified evacuation routes through the Study Area in case there is an emergency at the Arsenal. The PBATS planning program coordinated with the CSEPP planning program to ensure that safe and efficient evacuation routes from the Arsenal and all locations within the Study Area to safe areas located outside of the safety zone area were available.

The first step in developing a Regional ITS Architecture and Deployment Plan is to identify the stakeholders. The stakeholders participate in identifying the components of ITS they anticipate utilizing in both the near future and over the next 25 years. The components and the level of interconnectivity needed are established in the ITS Architecture. Components must be identified in the Architecture to be eligible for Federal funding. Like the Metropolitan Transportation Plan, the ITS Architecture is a living document and will be reviewed and updated as necessary.

Intermediate Range Period – Once the architecture is developed, a list of projects can be developed and intergovernmental agreements can be prepared where needed. This will be based on the appropriate time period to implement ITS projects.

PEDESTRIAN MOVEMENTS

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

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

A detailed pedestrian planning process should be started. In the process of developing and implementing a pedestrian plan and projects there are six key components that need to be considered to insure that the pedestrians will use the pedestrian facilities. They are as follows: design standards, directness, continuity, street and roadway crossing, security, and visual interest and amenity.

Design Standards: Is the proper design standard used for the intended use for pedestrians, for example: wider sidewalks and trails are needed in the area that generate pedestrian trips such as stadium, event center, and CBD area. Are the sidewalks and trails designed to discourage other forms of transportation to use the trail? The other consideration in the design standards relate to overall design in terms of the security and visual amenity aspects relating to pedestrian use of the sidewalks and trail.

Directness: Distance is critical to walking trips except for such things as nature trails or trails designed for exercise. Pedestrian trips are no different than vehicle trips. The matter is directness is simply how well is the pedestrian way system connects trips origins and designation to such places as school, bus stops, parks, commercial places or other activity generated places.

Continuity: Continuity is a measure of completeness of the sidewalk or trail system which means there are no missing segments. If one looks at the sidewalks around Pine Bluff there are a number of places sidewalks continuity does not exist.

Street and Road Crossing: Street crossings pose a problem for pedestrian system because of the conflict with automobiles especially at crossings along major road systems. Pedestrian street cross improvement considered to protect safety of the pedestrian.

Security: Pedestrians will not use sidewalks or trails if they do not feel they are safe and secure. This means are they separated from vehicles, are there street lights, are there visual impairments along the sidewalks and trails?

Visual Interest and Amenity: This deals with promoting pedestrians to use the sidewalks and trails. The more aesthetically appealing the pedestrian system is more it will be used. This can be done by installing flower planters, benches, water fountains and other amenities.

PBATS has established a list of both Short Range and Long Range Transportation Projects that local governments should consider implementing.

- Develop a sidewalk program to construct sidewalks that would serve the pedestrian needs of the schools within the Study Area.
- Develop a sidewalk program to construct sidewalks that would serve the students needs of the University of Arkansas at Pine Bluff and Southeast Arkansas College.
- Install ADA sidewalk improvements along the existing sidewalks system.
- Address the sidewalk needs of the CBD.
- Address the sidewalk needs along the commercial and industrial transportation corridors.
- Develop and implement a maintenance program to address the existing sidewalk system.
- Prepare an ordinance to require sidewalks for new developments.

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

The local governments and school districts should be encouraged to apply for U. S. Department of Transportation Safe Routea to School and Enhancement Grants to construct sidewalks that would serve the elementary schools.

- **Pine Bluff High School - 11th Avenue:** The school is in the central city area which has an extensive sidewalk network within the neighborhoods. No new sidewalk facilities are needed.
- **Southeast Junior High School - 20th Avenue and Ohio Street:** The school has a sidewalk running along Ohio Street from Harding Avenue to 38th Avenue. A sidewalk should be installed on Ohio Street between Harding Avenue and 8th Avenue. Pedestrian crossing improvements should be installed at the intersection of Harding Avenue and Ohio Street. There is not an extensive network of local streets in the vicinity of the school; however, the existing streets all lack sidewalks.

- **Jack Robey Junior High School - 4101 South Olive Street:** The school has sidewalks on a part of its property along 38th Avenue and Main Street. There is not an extensive network of local streets in the vicinity of the school; however, the existing streets all lack sidewalks, except on Olive Street and Main Street located north of the school.



- **Belair Elementary School - 1301 Commerce Road:** The school has a sidewalk on its property adjacent to Commerce road; the only portion missing is along Commerce Road between the school driveway entrances. All the streets in the vicinity have sidewalks.
- **Broadmoor Elementary School - 1800 East 11th Avenue:** This school is located in the Broadmoor Subdivision which has an extensive sidewalk network. The only place where no sidewalks are located is on school property adjacent to the public streets.
- **Carver Elementary School - 300 N. Linden Street:** The school has sidewalks on its property adjacent to Linden Street. The sidewalk runs south to Pullen Street which has sidewalks on both sides. Linden Street is the only street that is adjacent to the school site.
- **Forrest Park Elementary School - 34th Avenue and Hickory Street:** The school does not have any sidewalks along its property adjacent to the streets, nor are there any sidewalks in the adjoining neighborhoods. Sidewalks should be installed on the school property on 34th Avenue between Cherry Street and Hazel Street, on 33rd Avenue between Linden Street and Hazel Street, and on Hickory Street between 34th Avenue and 37th Avenue.
- **Greenville Elementary School - 2501 West 10th Avenue:** The school is located in a neighborhood that does not have any sidewalks, but sidewalks are located on the streets adjacent to the school - on Fir Street between 8th and 13th Avenues and on 10th Avenue from Fir Street to Hazel Street.
- **Indiana Street Elementary School - 1519 Indiana Street:** There are sidewalks along the two streets adjacent to the school. Along Indiana Street the sidewalk is located between Harding Avenue and 13th Avenue. Along 15th Avenue the sidewalk is located between Indian Street and Ohio Street. All the other neighborhood streets in the area are narrow streets with ditches on both sides that do not have sidewalks.
- **Lakeside Elementary School - 609 West 15th Avenue:** The school is in the central city area which has an extensive sidewalk network in the neighborhoods near the school. No new sidewalk facilities are needed.
- **Oak Park Elementary School - 3010 South Orange Street:** There are no sidewalks on the school property adjacent to the streets, nor are there any sidewalks on any of the streets within the adjoining neighborhoods. Most of the streets in the neighborhood are 18 feet or

less in pavement and shoulders. A site study should to be conducted to determine what type of sidewalk system should be installed to access the school.

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

- **White Hall Junior High School - 8106 Dollarway Road:** There are no sidewalks on the school property adjacent to the streets, nor are there any sidewalks on any of the streets within the neighborhood. Sidewalks should be installed along Dollarway Road. A traffic engineering study should be conducted to determine what type of sidewalk system should be installed along the other streets adjacent to the school.
- **Gandy School - 400 Gandy Avenue:** There are no sidewalks on the school property adjacent to the streets nor are there any sidewalks on any of the streets in the neighborhood. Sidewalks should be installed along the school property adjacent to Gandy Avenue and along Taylor Street from the school site to Bessie Drive.
- **Moody Elementary School - 700 Moody Drive:** The school site is a self contained facility which is located 1,500 feet from Moody Drive, the only public road serving the school. The location of the facility is not conducive to pedestrian access from the adjacent, sparsely populated neighborhood. A sidewalk should be installed along Moody Drive from Holland Street to the school.
- **Watson Chapel Senior and Junior High School - 3900 and 4100 Camden Road:** There are no sidewalks on the school property adjacent to the two highways or on any of the streets within the neighborhood. Sidewalks should be installed along State Highway 54 from the school site to East Lake Drive and along Oakwood Road from the school to near the U. S. Highway 65 overpass. A traffic engineering study should be conducted to determine what other pedestrian improvements need to be implemented to meet safety standards for pedestrians.
- **Coleman Elementary School - 4600 West 13th Avenue:** The school site has facilities on both the north and south sides of 13th Avenue and on the east and west side of Redbud Street. Redbud Street is barricaded during school hours. Thirteenth Avenue is a major east-west transportation link. The students are required to cross 13th Avenue for various activities. There is a school crossing flasher sign at the pedestrian crossing. Sidewalks are located on both sides of the school property adjacent to 13th Avenue and continue east to the intersection of Blake Street. The streets within the neighborhood are narrow and have no curb, gutter, sidewalks, or shoulders. A traffic engineering study needs to be conducted to determine if any sidewalks need to be installed on the neighborhood streets for the purpose of accessing the school.
- **Edgewood Elementary School - 4100 West 32nd Avenue:** There are no sidewalks on the school property adjacent to the streets. There is a pedestrian walkway connecting Taylor Drive with the school. A sidewalk should be installed in front of the school adjacent to 32nd Avenue. A traffic engineering study should be conducted to determine if additional sidewalks should be constructed along adjacent streets for the purpose of accessing the school.
- **L.L. Owen Elementary School - 3605 Oakwood Road:** There are no sidewalks along Oakwood Road which is the only street adjacent to school property. The recommendations

are similar to those for Watson Chapel High School. Sidewalks need to be constructed on Arkansas Highway 54 and on Oakwood from Highway 54 to a point near the U. S. Highway overpass.

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

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

PEDESTRIAN TRAILS

There are two pedestrian trails within the Study Area, the Bayou Bartholomew Trail and the Lake Saracen Trail.

- Lake Saracen Trail, a cooperative effort between the Arkansas Game and Fish Commission, the City of Pine Bluff, and Jefferson County, is a pedestrian trail that is planned to run along the bank of Lake Saracen, which is located north of the Martha Mitchell Expressway (U. S. 65B) across from the Jefferson County Courthouse. The ten-foot wide asphalt trail is planned to encircle the Lake along the levee, to be



accomplished in phases. The first phase of the trail consists of a one mile trail along the east levee, which is complete.

The second phase, which is in progress, will continue the trail along the north levee to the point where a foot bridge will be required. The third phase will include an 80 foot, 10-foot wide bridge that will span the spillway so that the trail can be extended to rest of the way around the Lake. The length of this proposed trail is approximately five miles. After this trail is completed it will provide a direct pedestrian access connecting the University and its neighborhood with the CBD.

- Bayou Bartholomew Nature Trail is located adjacent to the Bayou Bartholomew and north I-530. It is a loop trail approximately two miles in length and can be accessed by Hazel Street just north of the north ramp of I-530. It was constructed in 2002 by the Bartholomew Alliance, Inc., a nonprofit organization whose interest is to protect the natural environment of Bayou Bartholomew. Funds to construct the trail were obtained through the U. S. Department of Transportation's Trail Grant Program. This trail is the first phase of the proposed Bayou Bartholomew trail that would extend from Olive Street (U.S. 63) to Oakwood Road. The trail when constructed would be approximately five miles in length.

TRANSPORTATION ENHANCEMENT PROGRAM

This transportation program has been very popular throughout the State and nation since passage of the Intermodal surface transportation efficiency Act (ISTEA) of 1991. The Transportation Equity Act for the 21st Century (TEA-21) of 1998 expanded the categories introduced by ISTEA, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 continued support of transportation enhancements. The program contains provisions for improving the surface transportation system through development of transportation enhancements. Transportation enhancements are defined in SAFETEA-LU as follows:

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic or historic sites (including historic battlefields).
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities) includes historic battlefields acquisition.
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
9. Inventory, control, and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation: (1) to address water pollution due to highway runoff; or (2) reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

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

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

The project must clearly demonstrate that it will serve one or more of the twelve identified purposes or functions included in the definition of transportation enhancement activities as stated on the previous page. The applicant must demonstrate that the project is financially feasible, that it has the resources and capabilities to complete the project, and that it has a plan for

maintenance of the new or improved facility. The applicant must certify that it will provide the required matching funds equal to at least twenty percent of the project's total cost.

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

SOCIAL EQUITY AND ENVIRONMENTAL JUSTICE

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

PBATS has an extensive public participation plan, whereby five open houses are held during development of the long range transportation plan. Two of the open houses are held during public events, such as Earth Day or the Business Expo, and at least two of the open houses are held in minority areas. These open houses are broadly advertised prior to the open house through large ads placed in the local newspaper, sending a press release to the local newspaper and radio stations, placing flyers at local government offices, and placing a notification on the SARPC website. In addition, the public is notified through newspaper notices and a notice on the SARPC website of the availability to review and provide public comment and input on the PBATS Unified Planning Work Program and the Transportation Improvement Program. The press is also notified of all PBATS Policy and Technical Committee meetings.

Since the population of the PBATS urban area is comprised largely by minority residents – in the Year 2000 African American individuals comprised 50% of Jefferson County and 66% of Pine Bluff - most transportation projects will benefit a large segment of the minority community. With current budget constraints affecting local project implementation, there have been few local transportation projects implemented. Most local street projects, other than maintenance and overlay, have been accomplished by the Pine Bluff Economic and Community Development Department through their Community Development program that benefits low and moderate income areas, usually with high minority populations. Maintenance and overlay projects are accomplished on an as-need basis.

Areas where steps need to be taken to ensure equitable distribution of benefits and adverse environmental impacts of transportation projects and programs are:

- Criterion to evaluate equality of transportation services should be made.
- A continuous evaluation of the distribution of transportation projects should be made so all segments of the community share in the social, economic, and environmental benefits of the projects.

MANAGEMENT SYSTEM

Monitoring the existing transportation system is a vital function of the planning process. A transportation management system which evaluates the existing transportation infrastructure and transit system is an essential element not only in establishing a maintenance program but also in selecting projects for inclusion in the transportation improvement program. In accordance with the U. S. Department of Transportation regulations, management systems must be developed and included in the planning process. The development of the management systems will be a joint venture undertaken by the Arkansas Highway and Transportation Department, local jurisdictions, and PBATS. Brief descriptions of these management systems are as follows:

- Pavement Management. This system consists of a process to analyze and summarize pavement information for use in selecting and implementing cost-effective pavement construction rehabilitation and maintenance programs.
- Bridge Management. This system consists of analyzing and summarizing bridge conditions to be used in selecting and implementing cost-effective bridge replacement, rehabilitation, and maintenance programs.
- Highway Safety Management. This system's goal is to reduce all transportation accidents. A major objective is to consider safety aspects in the earliest stages of the planning process. Another major objective is to identify, analyze, and develop counter-measures for high accident rate locations and categorical-type accidents.
- Traffic Congestion Management. This system provides information on transportation system performance and analyzes and summarizes alternatives methods to reduce congestion.
- Public Transportation Management. This system consists of a process to analyze and summarize information for selecting and implementing cost-effective means of providing transit service.
- Intermodal Management. This system was addressed in the section titled "Intermodal Transportation Facilities beginning on page 93 of this document.

The Arkansas Highway and Transportation Department is taking the lead role in developing the methodology and the evaluation procedures for the pavement and bridge management systems since development and implementation of these two systems require the use of highly sophisticated equipment. Following is a more in-depth discussion of the process of developing and implementing the highway safety, traffic congestion, and public transportation management systems which will be conducted by PBATS.

SAFETY MANAGEMENT SYSTEM

During the planning period, the Metropolitan Planning Organization (MPO) (in the PBATS study area, the Southeast Arkansas Regional Planning Commission (SARPC) serves as the MPO), with the assistance of local governmental units and the AHTD will utilize various safety data for the purpose of identifying safety management problem areas for all modes of transportation. The objective is to reduce the number of accidents by improving safety at all stages of the transportation system, i.e., from the design of the facility, its actual use, and maintenance. The MPO will assist local governments in the process of evaluating locations with high accident rates and locations that are potentially hazardous in order to develop solutions to improve safety features of said locations. These solutions may be minor transportation management projects such as restriping while others might be costly and require significant changes to a specific transportation link. All recommended changes will comply with adopted State and Federal safety and design standards. In addition, the MPO and the local governments will work with and coordinate the safety program with other broad-based safety programs.

ACCIDENTS

Accidents are a result of many factors ranging from inattentive drivers to visual obstructions. Accidents occur on all types of roads and under all types of conditions. Many accidents are located along congested roadways and as intersections, and the number of accidents may be reduced by implementing various type of low-cost, short-range projects such as making changes to the traffic signals, improve the road striping, or eliminating visual obstructions at intersections. The study area traffic corridors that had the highest number of accidents are University Drive from the Martha Mitchell Expressway to Liver Drive and Blake Street from the Martha Mitchell to Bay Street.

Traffic Corridors: An evaluation of each major traffic corridor will be conducted every four years. The objectives of each evaluation are:

1. Monitor the traffic accident reports filed along the major corridors.
2. Evaluate pavement makings and signs along the roadway as well as the signalized intersections.
3. Conduct a field check of the intersections that have experienced more than four accidents over a year's time to determine what improvements may be made to reduce the number of accidents at the intersections.

Top 25 Accident Locations: An evaluation of the top 25 accidents locations will be conducted annually. The objectives of each evaluation are:

1. Review the accident reports of each location.
2. Conduct a field check of the intersections to determine what improvements may be made to reduce the number of accidents at each location.

CONGESTION AND CONGESTION MANAGEMENT

Highway capacity is a measure of the roadway's ability to accommodate traffic flow. As traffic increases beyond the capacity of a road, the result is congestion. Congestion is costly in terms of time delays, accidents, and air pollution.

Congestion can be reduced either by increasing roadway capacity or reducing the number of vehicles using the roadway. Capacity can be increased by building new roads or increasing the number of travel lanes on existing roadways, but either of these alternatives is very costly, and usually takes many years of planning, funding, and construction. Another method of reducing congestion is implementing Transportation System Management (TSM) projects to improve the efficiency of the existing roadways so its capacity can be increased. TSM projects are far less costly than building new roads and widening existing roads, can be funded and implemented more quickly, and frequently reduce traffic accidents. They also aid in pushing back the time frame of implementing long-range transportation improvements. Additionally, utilization of public transit can aid in the reduction of congestion.

Examples of TSM projects include:

- Adoption of curb cut policies which encourage the use of joint driveway access and which regulate driveway spacing.
- Improvements to traffic signalization.
- Elimination of road jogs.
- Improvements in intersection alignments and turning radius.
- Creation of center turn lanes, channelization, median control, and various other pavement markings.

TSM projects can be implemented to improve traffic flow on both those roads identified on the Transportation Plan and on local streets. They are considered short-range projects that can be implemented on an on-going basis, similar to a routine maintenance program. As an example, the City of Pine Bluff has implemented a TSM program of upgrading the traffic signals on an on-going basis.

Congestion Location Overview

At the present time, there are no roads within the Study Area that experience long-term congestion problems with the possible exception of Harding Avenue located between Main Street and Ohio Street. There are a number of roads that experience short-term morning and evening congestion, especially during the school year. Although the PBATS area will experience only a small growth in population over the next twenty-five years, the vehicle miles and travel growth rate will continue to out-pace the population growth rate. The following is a list of roadway locations where congestion occurs at various times of the day.

1. Harding Avenue: Between Olive Street and Ohio Street
2. University Avenue: Between Saracen Avenue and 3rd Avenue
3. Sulphur springs Road: Between Chapel Heights Drive and Camden Road

4. Martha Mitchell: Between Blake Street and Walnut Street
5. Blake Street/Dollarway Road: Between 4th Avenue and Hutchinson Street
6. Hazel Street: Between 17th Avenue and 31st Avenue
7. Olive Street: Between 23rd Avenue and 30th Avenue
8. 28th Avenue: Between Hazel Street and Catalpa Street

In addition, there are a number of street intersections that experience congestion at selected times of the day, such as the intersection of Olive Street and 39th Avenue, Blake Street and 6th Avenue, University Drive and 6th Avenue, and the off-ramps of I-530.

Even with the construction of projects identified in the Transportation Improvement Program of the Year 2035 Transportation Plan, congestion will continue to increase on the roadway system. Without using a computer modeling program to distribute future trips over the existing street network, it is difficult to determine which streets will be at or above



capacity. However, in order to determine where capacity problems may occur in the future, an evaluation of the proposed Land Use Plan and Unconstrained Transportation Plan was conducted in conjunction with the monitoring of urban development trends that have been taking place. Although there has been little urban growth occurring in the PBATS study area, the following trends have been recognized:

- There has been an out-migration of population from the center core area of the City of Pine Bluff to the urban fringe areas of the City and to White Hall. The fringe area can generally be defined as that area from Old Warren Road to Sulphur Springs Road and the State Highway 104 corridor.
- There has been very little in-fill of residential, commercial, or industrial land uses with the core area.
- The residential development taking place in the fringe area can be described as large lot development (two acres or more) located on existing roads, and which has not required the development of collector roads as identified on the Unconstrained Plan.

Based on the development trends that have been occurring in conjunction with the implementation of those projects identified in the Transportation Improvement Plan, it appears that 1) travel mileage will increase over the existing roadways, and 2) construction of a collector street system as identified in the Unconstrained Plan to service the needs of residents will lag behind the travel mileage expected.

Congestion Management Plan

The congestion management planning program involves setting up a system to collect and analyze traffic data and formulating strategies to relieve congested areas. The goal is to make

improvements to existing facilities as a cost-efficient measure to reduce congestion rather than expanding facilities.

<u>CONGESTION RELIEF STRATEGIES</u>	<u>COMPLETION DATE</u>
1. Review existing TSM plan to determine what projects are still valid for implementation; prepare prior listing of projects.	2011
2. Conduct a vehicle time study to determine what the travel times are and what the travel purpose is in order to establish a base-line travel time to be used to monitor congestion on an on-going basis.	2011
3. Conduct an evaluation of congested areas to determine what types of pavement markings, signage, and other minor improvements can be made to relieve congestion.	2012
4. Conduct an evaluation of congested areas to determine what type of minor physical improvements can be made to reduce congestion.	2012
6. Prepare a curb cut and driveway policy that could be adopted by local government.	2012
5. Conduct an evaluation of the congested intersections to determine what physical improvements and/or traffic signal improvements can be made to reduce congestion.	2012
7. Conduct an evaluation of the truck route regulations to determine if any changes need to be made to reduce congestion.	2013
8. Prepare a priority list of TSM projects to be submitted to local jurisdictions for consideration of implementation.	2013

These strategies will be evaluated and undertaken every four years throughout the planning time period. The local agency responsible for overseeing work conducted for the projects will be the MPO.

PUBLIC TRANSPORTATION MANAGEMENT SYSTEM

During the planning period, the MPO, with the assistance of the local public transit provider and other transportation providers, will monitor the transportation services provided to the public and the cost of providing these services. The objectives are to 1) increase the public transportation ridership, 2) encourage coordination between the various transportation providers, and 3) provide transit service through the most cost efficient method. An examination of the transit system will be conducted every three years to identify what changes can be made in the existing transit service that would improve the efficiency of the operation.

EMERGENCY ROUTE PLAN

Though the Transportation Planning Program, the MPO will work with the Jefferson County Office of Emergency Services in preparing evacuation route plans that may be needed. The Chemical Stockpile Emergency Preparedness Program (CSEPP) currently being conducted at the Pine Bluff Arsenal has prepared an evacuation plan, however, this particular evacuation plan is being phased out and will no longer be in use after 2010.