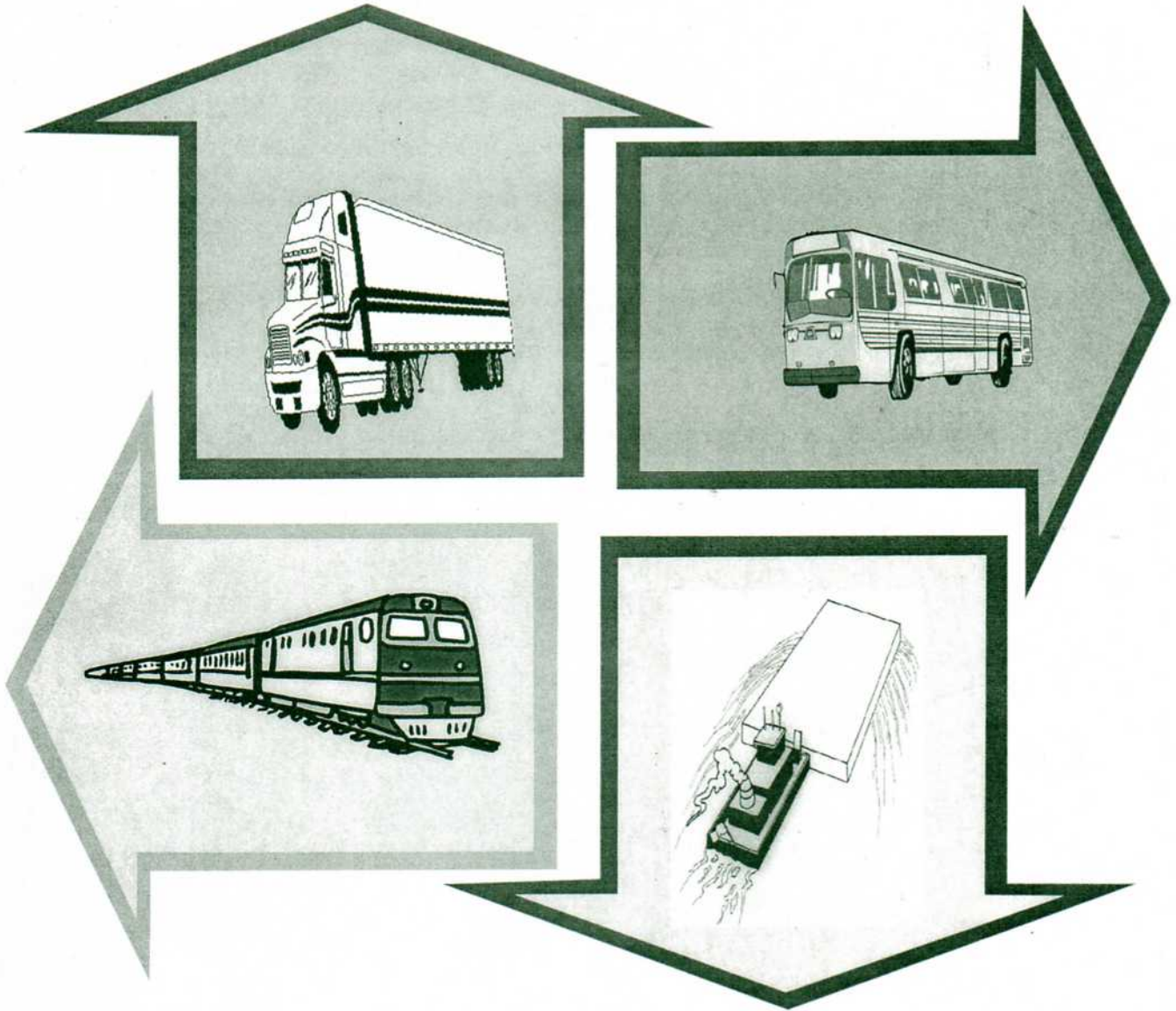


# 2030 TRANSPORTATION PLAN



**P**ine **B**luff **A**rea **T**ransportation **S**tudy

**PINE BLUFF AREA  
TRANSPORTATION STUDY**

**YEAR 2030  
TRANSPORTATION  
PLAN**

**PREPARED BY:  
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COMMISSION  
P.O. BOX 8398  
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AUGUST, 2005**

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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 21<sup>st</sup> Century (TEA-21). The TEA 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.

# **FACTORS CONSIDERED IN THE PLANNING PROCESS**

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

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

## **LONG RANGE 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 Long-Range Transportation Plan provides a picture of those transportation improvements that are planned to occur by the year 2030. 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 2030 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 opinion. 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 2030 Plan addresses the transportation needs, balancing with environmental issues and quality of life issues in the study area. 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 into a comprehensive long-range transportation plan.

## GOALS AND POLICIES

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

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

- To develop a balanced, integrated, physically safe, energy efficient, and environmentally safe overall transportation system that includes all modes of transportation used to serve the public needs, including roads, automobiles, public transit, truck movements, bicycles, pedestrian ways, waterways, railways, and pipelines.
- To develop a transportation system that contributes to the enhancement of desirable social, economic, and environmental qualities of the study area.
- To utilize the existing transportation facilities to the fullest extent possible to ensure that all opportunities to interconnect land uses and neighborhoods within the Study Area are available.
- To promote a balanced and sustained economic growth of the Study Area by implementing efficient transportations that allows 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.
- Preserve the existing transportation system facilities and promote efficient system management and operations.
- Utilize available personnel and financial resources efficiently so as to meet the public and private sector needs.

# STUDY ORGANIZATION

## POLICY COMMITTEE

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

The Policy Committee's membership during 2005 is as follows:

### REPRESENTATIVES

### NAME AND TITLE

Jefferson County

Jack Jones, County Judge  
Mike Holcomb, Quorum Court Member

Pine Bluff

Carl Redus Jr., Mayor  
Bill Burnett, Alderman

White Hall

James Morgan, Mayor  
William May, Alderman

Southeast Arkansas Regional  
Planning Commission

Howard Parette (Chairman)

Arkansas Highway and  
Transportation Department

Alan Meandor, Chief, Planning Division  
James House, District Engineer

Arkansas River Regional Intermodal Authority

Bill Ferren, Chairman

Specifically, the Committee's responsibilities are:

1. Adopt a long-range transportation plan including priorities for improvement.
2. Maintain a work program for the continuing planning process.
3. Review estimated cost, work task, and funding as proposed.
4. Periodically review the cost of accomplishing the required work and recommend such changes as are necessary.
5. Review each major phase of the study and direct the technical and/or coordinating committees as necessary.
6. Implement its plans by taking steps to obtain official acceptance of its proposals by the units of government involved and by the people of the area.
7. Meet as necessary to review all material pertaining to changing transportation needs in the area and to revise the plan as needed.

8. Support and cooperate with other planning agencies in areas of mutual interest such as updating and implementing comprehensive plans, zoning, subdivision design and controls, official maps and capital improvements programs.
9. Exercise all other functions necessary to implement the continuing transportation planning process in accordance with the Safe Transportation Equity Act - LU.
10. Administer federal urban transportation planning funds.
11. Establish technical committees composed of committee members and other technical personnel involved in transportation within the study area.
12. 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 seven points required under TEA-21.

The Technical/Coordinating Committee's membership during 2005 is as follows:

<u>REPRESENTATIVES</u>	<u>NAME AND TITLE</u>
Jefferson County	D. L. Worthen, Superintendent, County Road Department
Pine Bluff	Jimmy O'Fallon, Manager, Street Department Larry Reynolds, Manger, Pine Bluff Transit
White Hall	James Morgan, Mayor Jeff Jones, Street Manager Jennie Elkins
Arkansas Highway & Transportation Department	Ernie Westfall, District Construction Engineer Julie Hart, Transportation Planner Danny Chidester, Transportation Planner
Southeast Arkansas Regional Planning Commission	Allan Skinner, Director Jerre George, Principle Planner
Pine Bluff Airport Commission	John Hale, Manager
Intermodal Representatives	Jim Crider, Executive Director, The Alliance

Federal Highway Administration	David Blakeney, Right-of-Way Officer
Office of Emergency Services	Wally Hunt, Director
Area Agency on the Aging	Dixie Clark, Director of Service Operations
Union Pacific Railroad	Charles Falkins

## PUBLIC INVOLVEMENT

One of the essential elements in the transportation planning process is public involvement. In order to obtain public - i.e. citizens, other affected employee representatives, private providers of transportation, and other interested parties - input in planning and developing the Pine Bluff Urban Study Area Year 2030 Transportation Plan, the PBATS Policy Committee used the following public participation process:

### ADOPTION OF THE YEAR 2030 TRANSPORTATION PLAN

Following is the process used to solicit public input in the development and adoption of the 2030 Transportation Plan:

- PBATS Staff held five open houses over a two week period at different locations. Prior to holding the open houses, four legal notices were published in the newspaper, and the open houses were advertised on the City of Pine Bluff and White Hall public T.V. stations. Also, over four hundred open house notices were sent to various public service agencies, civic groups, interest groups, governmental officials, and other individuals. Open houses were held in established land marks within a variety of neighborhoods and during time periods so as to accommodate persons who normally have to work between the hours of 8:00 AM and 5:00 PM. All the locations where the open houses took place met the ADA accessible regulations. The open houses held at the Merrill Center, 1100 South Ash, and at the Weed and Seed office, 2003 North University Drive, are in minority neighborhoods. The other open houses were held in the Jefferson County Court House, White Hall City Hall, and the Pine Bluff Convention Center in conjunction with the annual Business Expo. At the open houses, the public had an opportunity to review and make comments on the PBATS proposed 2030 Transportation Plan, Land Use Plan, Unified Work Program, and the Year 2030 Transportation Plan. In addition to the public being able to make their comments to the staff, written surveys were passed out to those people who stopped by in order to solicit citizen input for the planning process. Approximately 80 surveys were returned. The Technical Committee reviewed the public comments received from the open houses and surveys. Based on the comments from the open houses and the recommendations from the Technical Committee, the Policy Committee adopted the proposed Year 2030 Unconstrained Transportation Plan, the Long Range Transportation Improvement Program, and various other transportation plans. The Policy Committee then directed the staff to prepare a final draft of the Year 2030 Transportation Plan.
- After the staff prepared the final draft of the Year 2030 Transportation Plan in July of 2005, public notices were published in the newspaper. PBATS staff held three (3) open houses in August at three (3) different locations. Again the staff sent out over 400 notices to various organizations and individuals, notifying the public that the final draft of the 2030 Transportation Plan had been completed, and that copies of the plan had been made available for public review and comments for a fifteen (15) day period prior to submitting it to the Policy Committee for its approval of the Year 2030 Transportation Plan.

## ANNUAL PLAN REVIEW

In each of the five years after the preparation of the 25-year transportation planning document, an annual open house meeting will be held for the purpose of soliciting public input concerning the planning process, the seven points PBATS is required to address in the process, and on the plan itself. The Technical Committee will address the public's input received from the open house and prepare a report to submit to the Policy Committee for its review and action.

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

## TRANSPORTATION IMPROVEMENT PROGRAM AND UNIFIED WORK PROGRAM

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

### FIRST NOTICE

- The first public notice will be published in the local newspaper in April of the year in which the TIP is to be adopted. The notice will include:
  - A description of the TIP, brief statement of purpose of TIP, statement of eligible type of projects, and the jurisdictions proposing the project.
  - Notification that the public will be able to submit projects and/or comments in writing within a fifteen (15) day period that all responses shall be addressed to SARPC.

Projects and/or comments will be submitted to the Technical and Policy Committees for consideration in the process of developing the TIP.

### SECOND NOTICE

- The public notice will be published prior to the adoption of the TIP and include a statement that the draft copy of the TIP has been prepared and is being considered for approval by the Technical and Policy Committees. The TIP is available for public review

and comments at the SARPC office, give a brief statement of purpose of the TIP, and list the jurisdictions involved.

- The public will be given a fifteen (15) day period to review and make comments to the Technical and Policy Committees. All comments shall be addressed to SARPC.

2. PBATS will publish a legal notice to solicit citizen involvement in developing the Unified Work Program prior to the adoption of the Unified Work Program. SARPC staff and AHTD will draft a proposed Unified Work Program for the upcoming fiscal year. This public notice is to solicit input concerning the draft Unified Work Program and will include the following information:

- A statement that the draft Unified Work Program has been prepared and is being considered for adoption by the Technical and Policy Committee and is available for review and comment at the SARPC office, will include a brief statement of the purpose of the Unified Work Program, and list the jurisdictions involved.
- The public will be given a fifteen (15) day period to review and make comments to the Technical and Policy Committee. All comments shall be addressed to SARPC.

# **INVENTORIES AND FORECASTS**

In order to assess the adequacy of the Transportation Plan for the Year 2030, it is necessary to maintain land use data, socio-economic data, and transportation system characteristics on a current basis, review and forecast the collected data, and compare and evaluate the existing conditions in relation to the forecasts made in developing the recommended plan. These activities are necessary to determine if the assumptions made during the initial study and subsequent plan updates are holding constant.

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

- Population: 1990 population, 2000 population, and 2015, 2020, and 2030 estimated population by census track located in the planning area.
- Employment: 1980 employment, 1990 employment, 2000 employment, and 2005 and 2030 estimated employment by census tracts.
- Vehicle Registration: 1984 - 2004
- Traffic Volumes: 1990, 1995, 2000 and 2004

### **POPULATION**

The year 2030 population projections for Jefferson County were 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 category B projected population for 2010 is 87, 554,; in 2020 it is 90,780; and in 2030 it is 93,090. This is an increase of 6,502 in population over the 25 year period for Jefferson County.

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 year 2030 population of the PBATS Study Area will be 86,945, which represents 93.4 of the county’s estimated 2030 population.

Table 1 below shows the study area census 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 21.

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

<b>Year</b>	<b>Study Area Population</b>	<b>County Population</b>	<b>Percentage of County</b>
<b>2000</b>	<b>73,965</b>	<b>84,278</b>	<b>87.7%</b>
<b>2010</b>	<b>78,488</b>	<b>87,554</b>	<b>89.6%</b>
<b>2020</b>	<b>83,064</b>	<b>89,375</b>	<b>91.5%</b>
<b>2030</b>	<b>86,945</b>	<b>93,090</b>	<b>93.4%</b>

**TABLE 2****Estimated Population of the Study Area by Census Tract and Block Group**

<b>Census Tract</b>	<b>Block</b>	<b>2000 Census</b>	<b>Estimated 2010</b>	<b>Estimated 2020</b>	<b>Estimated 2030</b>
<b>2</b>	<b>1000</b>	<b>358</b>	<b>423</b>	<b>562</b>	<b>640</b>
	<b>2000</b>	<b>473</b>	<b>508</b>	<b>618</b>	<b>693</b>
<b>3.01</b>	<b>1000</b>	<b>942</b>	<b>1155</b>	<b>1595</b>	<b>2077</b>
	<b>2000</b>	<b>977</b>	<b>1075</b>	<b>1245</b>	<b>1373</b>
	<b>3000</b>	<b>1546</b>	<b>1724</b>	<b>2174</b>	<b>2655</b>
<b>3.02</b>	<b>1000</b>	<b>1717</b>	<b>2030</b>	<b>2116</b>	<b>2170</b>
	<b>2000</b>	<b>694</b>	<b>1262</b>	<b>1482</b>	<b>1614</b>
	<b>3000</b>	<b>964</b>	<b>1262</b>	<b>1482</b>	<b>1614</b>
	<b>4000</b>	<b>644</b>	<b>777</b>	<b>946</b>	<b>1125</b>
	<b>5000</b>	<b>1214</b>	<b>1295</b>	<b>1400</b>	<b>1496</b>
<b>3.03</b>	<b>1000</b>	<b>1036</b>	<b>1374</b>	<b>1679</b>	<b>1786</b>
	<b>2000</b>	<b>1241</b>	<b>1316</b>	<b>1356</b>	<b>1396</b>
	<b>3000</b>	<b>2150</b>	<b>2310</b>	<b>2365</b>	<b>2389</b>
<b>5.02</b>	<b>1000</b>	<b>1034</b>	<b>992</b>	<b>947</b>	<b>930</b>
	<b>2000</b>	<b>1257</b>	<b>1207</b>	<b>1197</b>	<b>1180</b>
	<b>3000</b>	<b>1739</b>	<b>1739</b>	<b>1729</b>	<b>1739</b>
<b>6</b>	<b>1000</b>	<b>409</b>	<b>140</b>	<b>71</b>	<b>67</b>
	<b>2000</b>	<b>221</b>	<b>211</b>	<b>190</b>	<b>190</b>
	<b>3000</b>	<b>57</b>	<b>37</b>	<b>17</b>	<b>10</b>
<b>9</b>	<b>1000</b>	<b>1194</b>	<b>1224</b>	<b>1235</b>	<b>1250</b>
	<b>2000</b>	<b>982</b>	<b>997</b>	<b>1007</b>	<b>1017</b>
	<b>3000</b>	<b>642</b>	<b>657</b>	<b>667</b>	<b>677</b>
	<b>4000</b>	<b>622</b>	<b>607</b>	<b>597</b>	<b>587</b>
<b>10</b>	<b>1000</b>	<b>654</b>	<b>594</b>	<b>554</b>	<b>529</b>
	<b>2000</b>	<b>652</b>	<b>594</b>	<b>554</b>	<b>529</b>
	<b>3000</b>	<b>673</b>	<b>648</b>	<b>628</b>	<b>622</b>
	<b>4000</b>	<b>412</b>	<b>332</b>	<b>287</b>	<b>262</b>

**Estimated Population of the Study Area by Census Tract and Block Group  
(continued)**

<b>Census Tract</b>	<b>Block</b>	<b>2000 Census</b>	<b>Estimated 2010</b>	<b>Estimated 2020</b>	<b>Estimated 2030</b>
<b>12</b>	<b>1000</b>	<b>641</b>	<b>601</b>	<b>581</b>	<b>572</b>
	<b>2000</b>	<b>623</b>	<b>593</b>	<b>588</b>	<b>585</b>
	<b>3000</b>	<b>1091</b>	<b>1056</b>	<b>1046</b>	<b>1034</b>
	<b>4000</b>	<b>489</b>	<b>469</b>	<b>464</b>	<b>461</b>
	<b>5000</b>	<b>507</b>	<b>487</b>	<b>482</b>	<b>479</b>
<b>13</b>	<b>1000</b>	<b>464</b>	<b>674</b>	<b>614</b>	<b>299</b>
	<b>2000</b>	<b>560</b>	<b>480</b>	<b>450</b>	<b>438</b>
	<b>3000</b>	<b>743</b>	<b>678</b>	<b>653</b>	<b>641</b>
	<b>4000</b>	<b>1017</b>	<b>957</b>	<b>942</b>	<b>935</b>
<b>14.01</b>	<b>1000</b>	<b>1232</b>	<b>1237</b>	<b>1252</b>	<b>1267</b>
	<b>2000</b>	<b>705</b>	<b>700</b>	<b>685</b>	<b>670</b>
<b>14.02</b>	<b>1000</b>	<b>560</b>	<b>470</b>	<b>435</b>	<b>490</b>
	<b>2000</b>	<b>654</b>	<b>599</b>	<b>584</b>	<b>576</b>
	<b>3000</b>	<b>1314</b>	<b>1345</b>	<b>1365</b>	<b>1385</b>
	<b>4000</b>	<b>700</b>	<b>620</b>	<b>595</b>	<b>570</b>
<b>15.01</b>	<b>1000</b>	<b>1838</b>	<b>1872</b>	<b>1897</b>	<b>1937</b>
	<b>2000</b>	<b>1702</b>	<b>1737</b>	<b>1575</b>	<b>1787</b>
	<b>3000</b>	<b>548</b>	<b>628</b>	<b>648</b>	<b>674</b>
<b>15.02</b>	<b>1000</b>	<b>765</b>	<b>775</b>	<b>780</b>	<b>782</b>
	<b>2000</b>	<b>667</b>	<b>677</b>	<b>682</b>	<b>682</b>
	<b>3000</b>	<b>1088</b>	<b>1128</b>	<b>1148</b>	<b>1163</b>
	<b>4000</b>	<b>1147</b>	<b>1186</b>	<b>1206</b>	<b>1236</b>
<b>16</b>	<b>1000</b>	<b>1139</b>	<b>1169</b>	<b>1194</b>	<b>1205</b>
	<b>2000</b>	<b>1077</b>	<b>1102</b>	<b>1132</b>	<b>1134</b>
	<b>3000</b>	<b>1186</b>	<b>1206</b>	<b>1226</b>	<b>1228</b>
	<b>4000</b>	<b>1039</b>	<b>1064</b>	<b>1094</b>	<b>1105</b>
<b>17</b>	<b>1000</b>	<b>1097</b>	<b>1162</b>	<b>1172</b>	<b>1180</b>
	<b>2000</b>	<b>676</b>	<b>696</b>	<b>704</b>	<b>712</b>
	<b>3000</b>	<b>1106</b>	<b>1141</b>	<b>1147</b>	<b>1153</b>
	<b>4000</b>	<b>626</b>	<b>692</b>	<b>702</b>	<b>710</b>
<b>18</b>	<b>1000</b>	<b>1265</b>	<b>1332</b>	<b>1342</b>	<b>1352</b>

**Estimated Population of the Study Area by Census Tract and Block Group  
(continued)**

<b>Census Tract</b>	<b>Block</b>	<b>2000 Census</b>	<b>Estimated 2010</b>	<b>Estimated 2020</b>	<b>Estimated 2030</b>
<b>18</b>	<b>2000</b>	<b>806</b>	<b>873</b>	<b>883</b>	<b>893</b>
	<b>3000</b>	<b>1284</b>	<b>1349</b>	<b>1353</b>	<b>1357</b>
<b>19.01</b>	<b>1000</b>	<b>586</b>	<b>608</b>	<b>628</b>	<b>636</b>
	<b>2000</b>	<b>1027</b>	<b>1192</b>	<b>1271</b>	<b>1302</b>
<b>19.03</b>	<b>1000</b>	<b>835</b>	<b>845</b>	<b>855</b>	<b>880</b>
	<b>2000</b>	<b>776</b>	<b>946</b>	<b>1026</b>	<b>1086</b>
	<b>3000</b>	<b>373</b>	<b>393</b>	<b>403</b>	<b>418</b>
<b>20</b>	<b>1000</b>	<b>910</b>	<b>1090</b>	<b>1406</b>	<b>1531</b>
	<b>2000</b>	<b>1588</b>	<b>1798</b>	<b>2008</b>	<b>2118</b>
	<b>3000</b>	<b>2223</b>	<b>2438</b>	<b>2368</b>	<b>2764</b>
	<b>4000</b>	<b>1065</b>	<b>1265</b>	<b>1415</b>	<b>1505</b>
<b>21.03</b>	<b>1000</b>	<b>1477</b>	<b>1677</b>	<b>2012</b>	<b>2436</b>
	<b>2000</b>	<b>1944</b>	<b>2244</b>	<b>2619</b>	<b>2802</b>
	<b>3000</b>	<b>2190</b>	<b>2290</b>	<b>2390</b>	<b>2490</b>
<b>24.01</b>	<b>1000</b>	<b>1426</b>	<b>1646</b>	<b>1796</b>	<b>1876</b>
	<b>2000</b>	<b>610</b>	<b>730</b>	<b>856</b>	<b>981</b>
	<b>3000</b>	<b>2091</b>	<b>2311</b>	<b>2611</b>	<b>2811</b>
<b>TOTAL</b>		<b>73,965</b>	<b>78,448</b>	<b>83,064</b>	<b>86,945</b>

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 still 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**

	1980		1990		2000		2010	2020	2030
<b>Mining and Construction</b>	1700	4.7%	1340	4.0%	960	2.7%	1140	1160	1180
<b>Manufacturing</b>	6070	16.9%	6290	18.9%	8450	23.4%	8550	8700	8950
<b>Transportation, Communication and Utilities</b>	3420	9.5%	2660	8.0%	1800	5.0%	1880	1930	2000
<b>Trade</b>	7520	20.9%	7470	22.4%	7240	19.9%	7940	8460	9060
<b>Finance, Insurance, Real Estate, Banking</b>	1960	5.4%	1500	4.5%	1220	3.3	1200	1200	1200
<b>Services</b>	7720	21.5%	6840	20.5%	8370	23.5%	9540	10890	11940
<b>Government</b>	7600	21.2%	7520	22.6%	8030	22.2%	8200	8300	8400
<b>TOTAL</b>	<b>35,990</b>		<b>33,320</b>		<b>36,180</b>		<b>38,450</b>	<b>40,540</b>	<b>42,730</b>

**TABLE 4**  
**Comparison of County and State of Arkansas**  
**Percentage of Employment by 2000 Employment Category**

<b>Category</b>	<b>County</b>	<b>State</b>	<b>Difference</b>
<b>Mining and Construction</b>	<b>2.7%</b>	<b>5.0%</b>	<b>-2.3%</b>
<b>Manufacturing</b>	<b>23.4%</b>	<b>21.6%</b>	<b>+1.8%</b>
<b>Transportation, Communication and Utilities</b>	<b>5.0%</b>	<b>6.0%</b>	<b>-1.0%</b>
<b>Trade</b>	<b>19.9%</b>	<b>23.1%</b>	<b>-3.2%</b>
<b>Finance, Insurance, Real Estate, Banking</b>	<b>3.7%</b>	<b>4.0%</b>	<b>-0.3%</b>
<b>Services</b>	<b>23.1%</b>	<b>24.0%</b>	<b>-0.9%</b>
<b>Government</b>	<b>22.2%</b>	<b>16.3%</b>	<b>+5.9%</b>

Employment in the services sector of the study area economy will grow at a faster rate than the other sectors; however, the rate of growth of the services category will be similar to that of the nation as a whole. The main segment of the economy that has provided economic stability for the study area over the years has been the manufacturing category. Over the next twenty-five years, it is anticipated that an additional 2,900 will be created in the manufacturing sector. Even with the fall in employment in the Mining and Construction, and Transportation, Communication and Utilities sectors, the Study Area will continue to be known as a “blue collar” employment center.

“Woods and Poole Economic Projections for Jefferson County” was used as the basis for preparing the employment projections for the Study Area. The Woods and Poole projections were evaluated along with the employment data and projections prepared by the Arkansas Employment Security Department, population projections prepared by UALR for Jefferson County, and the 2000 U.S. Census Transportation Planning Package (CTPP) employment data for the Study Area. Based on these evaluations, the total number of persons who will be working in the Study Area in the Year 2030 is projected to be 40,600. In determining the location of places of work by census tract, the 1980 and 2000 CTPP, existing and proposed land uses, the existing and proposed transportation network, and staff knowledge of the area was utilized. The following table shows present and projected employment for the Study Area by census tract and block group.

**TABLE 5****Estimated Employment of the Study Area by Census Tract and Block Group**

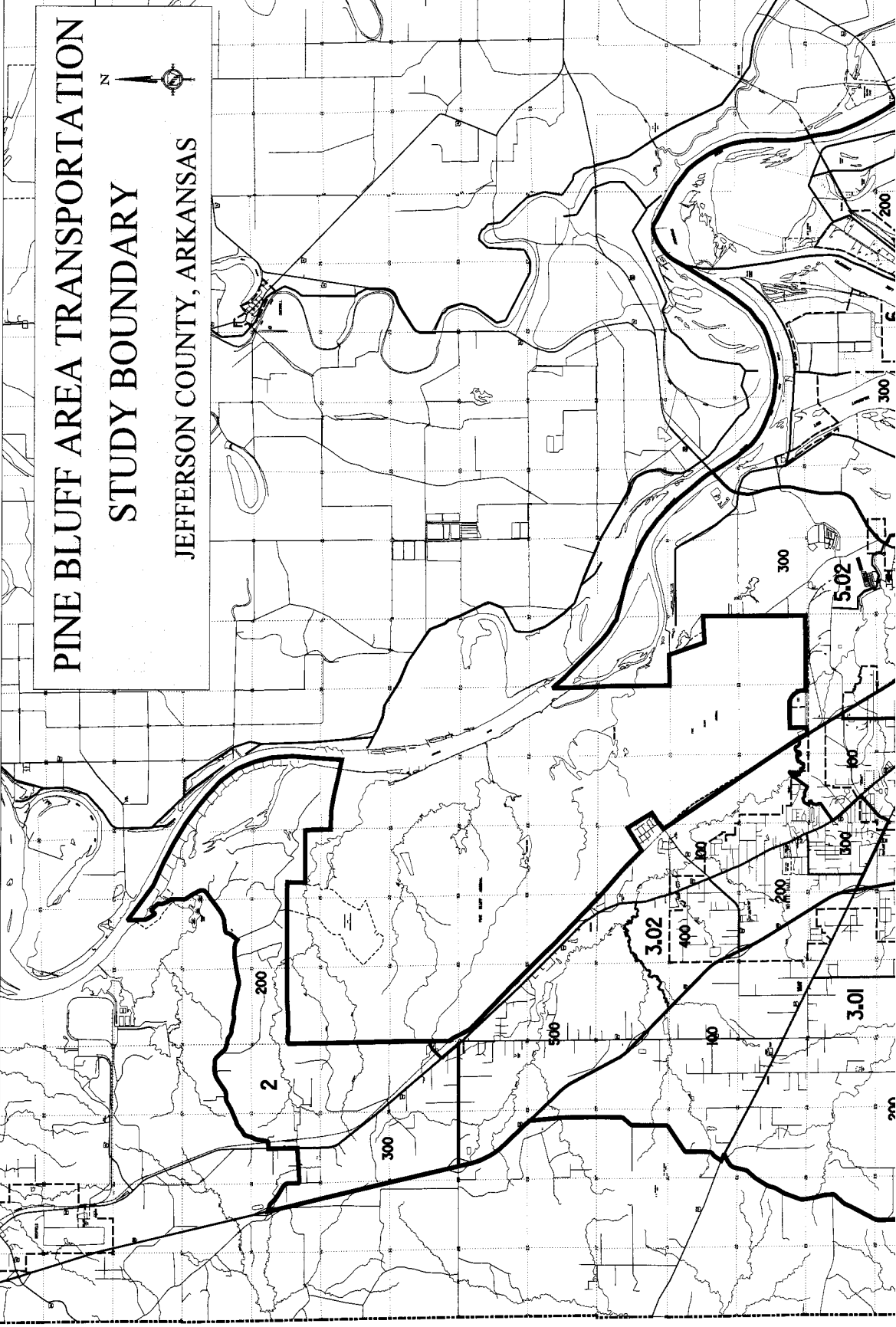
<b>Census Tract</b>	<b>Block Group</b>	<b>Estimated 2005</b>	<b>Estimated 2030</b>
2	1000	20	30
	2000	10	20
3.01	1000	90	200
	2000	40	160
	3000	80	100
3.02	1000	450	510
	2000	500	600
	3000	290	350
	4000	20	50
3.03	5000	30	60
	1000	1510	1600
	2000	210	220
5.01	3000	640	910
	1000	350	370
	2000	270	310
6	3000	1790	2080
	1000	30	50
	2000	2450	2950
8	3000	50	60
		1400	1500
9	1000	1750	1900
	2000	150	150
	3000	10	10
	4000	50	20
10	1000	430	470
	2000	720	720
	3000	400	400
	4000	3380	3600
12	1000	80	90
	2000	1290	1340
	3000	220	200
	4000	20	30
	5000	10	10
13	1000	600	650
	2000	720	760
	3000	70	70
	4000	130	150
14.01	1000	590	630
	2000	530	620
14.02	1000	150	180
	2000	100	100
	3000	210	240
	4000	30	30
15.01	1000	300	340
	2000	360	400
	3000	100	130

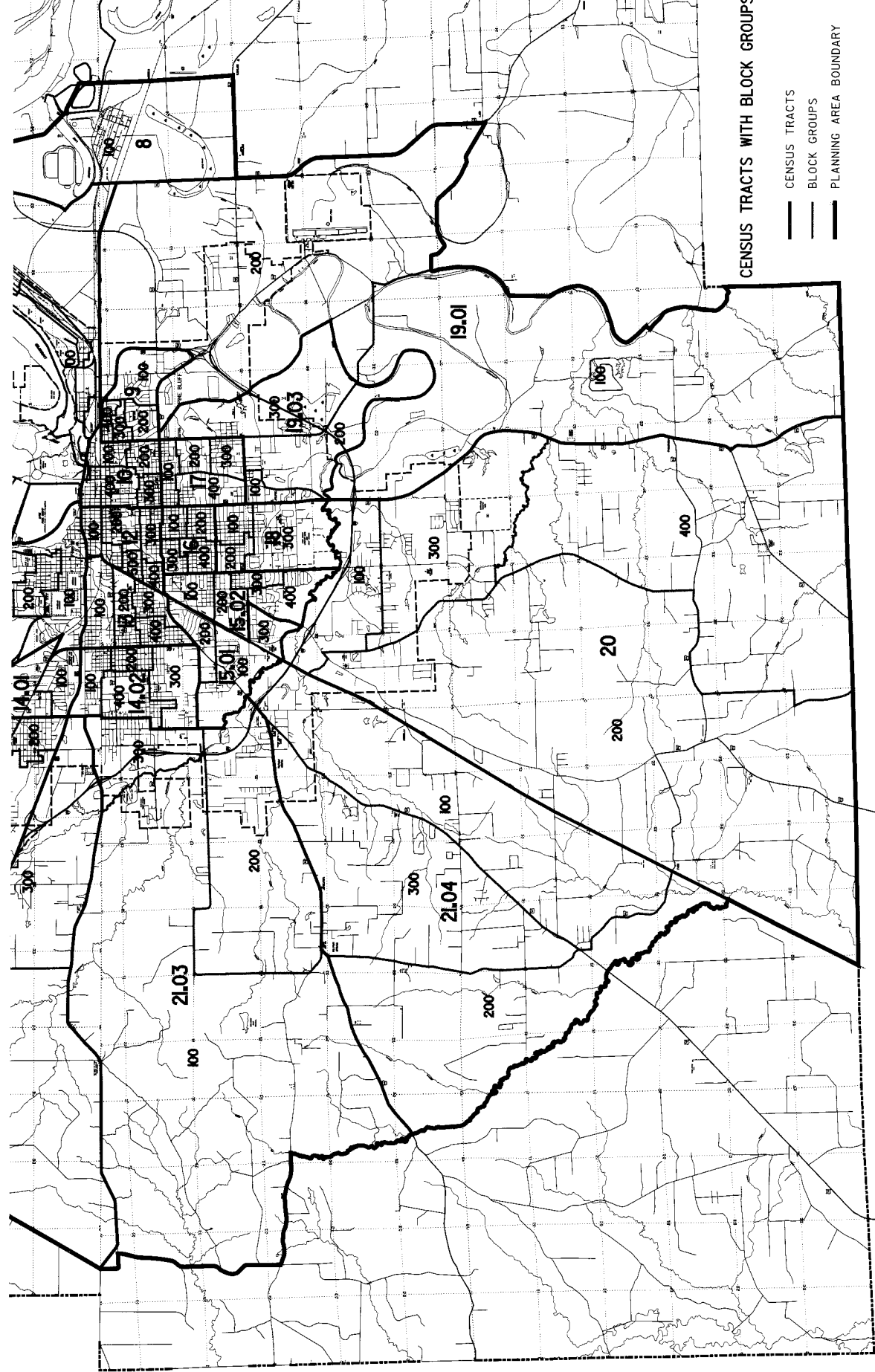
**TABLE 5 (continued)****Estimated Employment of the Study Area by Census Tract and Block Group**

<b>Census Tract</b>	<b>Block Group</b>	<b>Estimated 2005</b>	<b>Estimated 2030</b>
15.02	1000	1150	1260
	2000	1230	1420
	3000	150	300
	4000	10	20
16	1000	110	110
	2000	80	60
	3000	100	100
	4000	850	860
18	1000	100	40
	2000	250	250
	3000	2600	3690
19.01	1000	510	860
	2000	1620	1850
19.03	1000	610	860
	2000	10	10
	3000	100	150
20	1000	10	350
	2000	30	110
	3000	10	150
	4000	10	
21.03	1000	830	960
	2000	260	330
	3000	220	270
21.04	1000	410	580
	2000	10	20
	3000	260	380
<b>TOTAL</b>		<b>34,370</b>	<b>40,600</b>

# PINE BLUFF AREA TRANSPORTATION STUDY BOUNDARY

JEFFERSON COUNTY, ARKANSAS





CENSUS TRACTS WITH BLOCK GROUP

- CENSUS TRACTS
- BLOCK GROUPS
- PLANNING AREA BOUNDARY

## VEHICLE REGISTRATION

In 1980, there were 58,811 vehicles registered in Jefferson County; in 2004, there were 54,480 vehicles registered. This represents only a 2.3% decrease over a twenty-four year period. Privately owned automobile and pickup trucks represent the majority of total vehicles registered. The number has decreased from 55,263 to 52,709 over the twenty-four year period. The number of registered motorcycles and trucks in the county has decreased from 3,170 to 1,843. It is estimated that over 90% of the vehicles registered belong to persons residing in the Study Area.

Table 6 below lists motor vehicle registration by classification for the years 1980, 1990, 2000, and 2004. The data for the table was obtained from the Arkansas Highway and Transportation Department.

**TABLE 6**  
**MOTOR VEHICLE REGISTRATION**

YEAR	AUTOMOBILE	OTHER PASSENGER CARS	PICKUPS	OTHER TRUCKS	MOTORCYCLES	OTHER MOTOR VEHICLES	TOTAL MOTOR VEHICLES
1980	41,488	232	13,775	1,929	1,387	232	58,811
1990	36,068	841	14,200	1,852	421	204	53,604
2000	37,658	1,620	15,131	1,302	523	730	56,964
2004	38,222	1,772	14,487	1,319	823	828	57,480

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 2030 will be 65,500 of which 60,700 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 7 gives the location of each traffic count and shows the ADT for that site for the years 1990, 1995, 2000, and 2004. Traffic counts for 2005 will be available in mid 2006.

