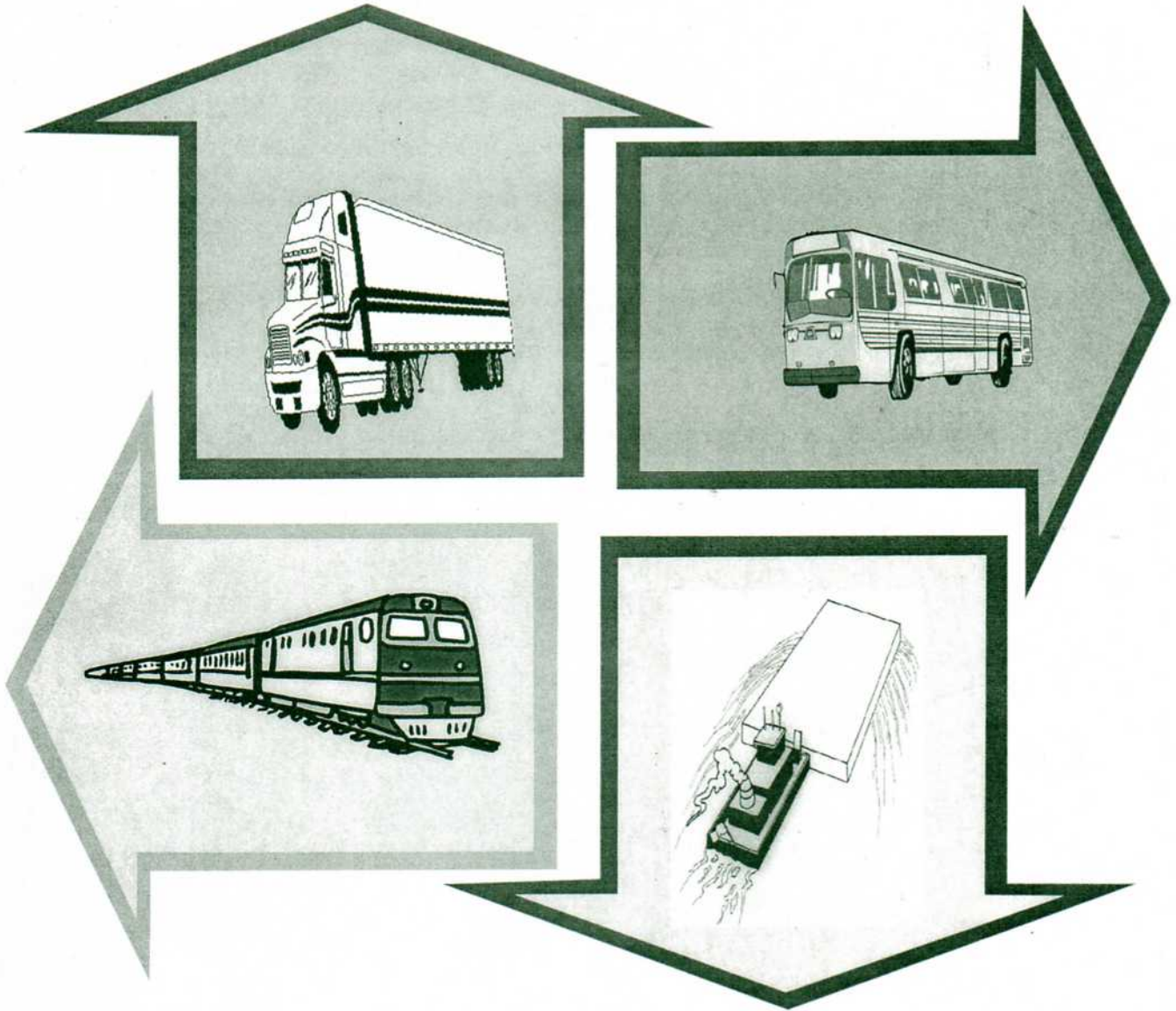


2030 TRANSPORTATION PLAN



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

**PINE BLUFF AREA
TRANSPORTATION STUDY**

**YEAR 2030
TRANSPORTATION
PLAN**

**PREPARED BY:
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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 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:

<u>REPRESENTATIVES</u>	<u>NAME AND TITLE</u>
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

